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The Intelligencer.

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THE "slate" that is made too early is in danger of distruction.

HOLD on there! I have 'fluence in the Eastern Panhandle.—*E. Boyd Faulkner.*

AN Indiana man was horsewhipped by a milliner. The milliner generally takes her satisfaction out in twenty-five dollar bonnets.

YOU may break, you may shatter the "slate" if you will, but the Bourbon convention will hang to it still.—*Johnson N. Camden.*

THE Methodists of Canada have at last united. The Methodists of the United States do not seem to be moving rapidly in that direction.

I, too, am engaged in developing the resources of our rising young State, and I'm a better talker than Davis.—*Benj. Wilson, late of Wilsonbury.*

CINCINNATI is so elated over her Eleventh Industrial Exposition that she makes gratis rhyme with Cincinnatus. This is the triumph of art.

UNITED STATES Treasurer Wyman is a little "fresh" about the postal note. Perhaps he will think better of it when he hears from the country.

THE Cleveland *Leader* is pounding the whole Democratic ticket seven days a week with able German editorials, which not a man on the ticket is able to answer.

THE Democratic national convention of 1884 is going to be in a tight place. If it adopts a tariff-for-revenue-only it might as well save campaign expenses. If it dodges everybody will know that it thought for-revenue only and hadn't the courage of its convictions.

AGAIN startling disclosures are promised to show that the verdict of the last Star route jury was bought, and Dorsey did the buying. There is very little doubt of the truth of this, and if it can be shown by the evidence perhaps we shall yet see Mr. Dorsey "where the dogs won't bark at him."

MARWOOD, famous the world over as the British hangman, now gathered to his fathers, is another illustration of what a man may achieve who takes pleasure in his work. He regarded it as an honorable "profession," studied it in detail and greatly improved upon the methods of his distinguished predecessor, Colcraft. In twelve years he is said to have "turned off," as he called it, about four hundred persons. Until recently he did good, clean work, but he began to crook his elbow, and some of his recent jobs were bungled after the American fashion.

MR. JOHN KELLY seems to lose nothing of his power over the Democratic party of New York. The Democratic State Committee made bold to say how Mr. Kelly should conduct his primaries, and Mr. Kelly said that was just the way he wouldn't conduct them—in other words, "I don't have to." On second thought the Committee will not insist, remembering, perhaps, that it was not many years since Mr. Kelly defeated a Democratic candidate for Governor of New York. It must be pleasant for the New York Democracy to do business with a man of Mr. Kelly's bluntness.

IN the reply of Railroad Commissioner Fink to Messrs. Armour & Co., of Chicago, in the matter of dressed beef rates, appears this remarkable admission:

There are certain roads whose interests are identified with the live-stock shippers, and there are others whose interests are identified with the dressed beef shippers, simply because they can carry one or the other class of traffic to greater advantages to themselves.

This has been charged by dressed beef shippers, but the companies have stoutly denied it. The same thing is seen in other freights, which certain companies juggle to suit themselves, and this is why on some roads certain industries have been unable to live. There ought to be fair play to all shippers, and until this is secured something remains to be done by legislation.

THE Metropolitan Industrial League, an organization which favors protection to American industry, asks the Republican and Democratic State Conventions of New York to insert in their platforms certain tariff planks, and the following: "An efficient national Bureau of Labor Statistics." By this we suppose the League means a bureau that shall include the whole field of productive industry at home. This is an age of statistics. The people want information as nearly exact as may be concerning the material condition of the country. The Department of Agriculture and the Treasury Bureau of Statistics have done good work in their respective fields, but there is still much to be desired. There is a growing demand for such an addition as the Industrial League suggests. It will be remembered that ex-President Jarrett, of the Amalgamated Association, recently expressed a similar view.

THE call for a mass meeting of the wool-growers of the United States for the purpose of discussion and conference at the Grand Pacific Hotel in Chicago, September 25th, and if thought advisable to form a National society, and inviting all existing associations to be present, is signed by Columbus Delano, J. C. Stevens, W. N. Cowden, A. E. Sprague, and J. C. Blue, of Ohio; John McDowell and William A. Harriott, of Pennsylvania; Fielding Beeler, of Indiana, and J. C. Gist, C. H. Beall and S. C. Gist, of West Virginia. At the meeting in Columbus, on Wednesday, at which this call was prepared, a strong determination was manifested to so organize the wool industry that it shall hereafter be able to make a better showing as against its enemies. In this connection it is recalled that Mr. A. M. Garland, of the late Tariff Commission, who is charged with betraying the wool industry, has set sail for Australia to give aid to the wool growers there who desire to improve their flocks by introducing American breeds. The meeting in Chicago should be well attended. No wool grower who can get there should be absent.

OVER THE CONTINENT.

FROM CHICAGO TO THE COAST.

Mr. Campbell's Journey to the Pacific Ocean—The Difficulties of Travel to the Land of the Setting Sun—The People Encountered on the Way—The End of the Trip.

Correspondence of the Intelligencer.

TACOMA, PUGET SOUND, August 23.—My last letter closed with our arrival at Deer Lodge—one of the lodges in a vast wilderness minus the "boundless contiguity of shade" that we hear so much about, but surrounded by an indefinite quantity of overshadowing mountains. When I say "our arrival" I mean that of Mr. Winser, chief of the bureau of information of the Northern Pacific road, Mr. Fuller of the Detroit *Tribune* and myself. According to agreement, Ward called for us at 4 the next morning, and by half past 4—just as it was getting cleverly light—we were seated in his vehicle behind two good horses bound for French's ranch thirty miles away. As we pulled out we saw one of the gaming houses of Deer Lodge still brightly lit up, and could note all the night long faro players still seated around the table. The "lodge" is full of licensed gambling houses as they are open day and night.

At 7 o'clock we had reached Hauck's ranch, almost half way, and there we stopped for breakfast. We saw a field of wheat there, ripe for harvest, some of which he said would run 70 bushels to the acre. Of course it was an irrigated field. Hauck is a thrifty German who has roughed it in California and Oregon and at last settled in the Deer Lodge Valley and is now content. After half an hour's stop with him we pushed on briskly and almost on the dot (10 o'clock) reached French's ranch, in good time for an engine and caboose which the division engineer at Missoula had ordered by telegraph to take us to "Bear's Mouth," where we would catch at 2 o'clock the regular construction train for Missoula. At Bear's Mouth we found a large force at work, about half Chinamen and half other nationalities, and the contractor said that unless some part of the programme miscarried the gap between the two approaching ends of track would be closed by the 25th. And now at this point, from whence I write—away up here on Puget Sound—we hear already on the 23d, that it was closed yesterday, the 22d, three days ahead of the time set, and over two weeks ahead of the day (the 8th of September) set weeks ago for the formal and ceremonial driving of the last spike by President Villard and his invited guests.

I am tempted at this point to break off the thread of my narrative and branch out into a discantation upon the final completion of this great line, between the beginning and completion of which so many years have intervened—years that brought such great changes to the projector (Jay Cooke) and to the country at large. No one can appreciate what the Northern Pacific has done and will do for the boundless Northern territory through which it is built, which it has opened up to settlement, until he has traveled over the line.

BIRMINGHAM'S RANCH.

Resuming my narrative, we got on a mixed train at Bear's Mouth at the hour appointed, but not until after we had walked three quarters of a mile up to Bear's Mouth to Birmingham's ranch to get our dinners. We were piloted up by the telegraph operator whom we found doing business in the most primitive style underneath a torn and fluttering tent along side of the track. Birmingham's ranch is another place like Keene's—a stage station—one of the many places on the old line of travel in the ruts that in a few days more will be played out as eating stations. They have been bonanza spots to their owners. They have levied tribute at the rate of seventy-five cents per head per meal on way stage travelers, while they have accomodated the rest of the traveling public at "four bits," as they universally denominate a half dollar out here.

We found Birmingham to be a shrewd and level-headed Irishman who had settled in these wilds years ago and grown up quite plethoric with the opening and development of the country. His wife entertained us at table with a recital of their experiences, and how in the course of years they had got able to send their girls off to a boarding school started by the Sisters at Missoula. Birmingham is the postmaster of Bear's Mouth and keeps his little cupboard or pigeon holed box of mail matter in the wash room of his "Shack," where I discovered two huge revolvers stuck in one of the pigeon holes. I concluded that the rights of Uncle Sam were well guarded. He assured me, however, that these were not government fusileers, but belonged to a couple of travelers whom he was thus accommodating. He said that as long as he had been in the country he had never had occasion to go armed; that he had noticed that nearly all shooting scrapes had originated in whisky, and as he was not a whisky man he had never got into any of them.

Missoula has been for sometime the Eastern terminus of the Western division of the Northern Pacific road. From that place the stages have started on their journey through the mountains to Helena, the terminus of the Eastern division of the line. We reached Missoula from Bear's Mouth between 6 and 7 in the evening, and were carried in a "free bus"—a sort of a dog cart on wheels—to the Occidental House, where we were comfortably lodged over night. Engineer Wicks, to whose authority and courtesy we had been indebted for transportation from Bear's Mouth, called on us at the hotel and gave us an interesting resume of his experiences as a railroad builder in the West for two or three years past. The hardships and exposures which engineers and their men have undergone in building this great line would read very much like a story of the war could it be written out. We saw a point at one of the tunnels along the Columbia river where men had to be let down over a precipice of several hundred feet by ropes—the same as painters on swinging ladders—to drill holes for the inserting of dynamite whereby to blast the rock and secure a roadway.

CIVILIZED TRAVELING.

At 9 o'clock the next morning we resumed our journey by rail. Now, we thought, we were to have plain sailing once more—an easy time of it the balance of the way. So we got our luggage aboard and chose our respective berths, having a ride of about 600 miles from Portland, Oregon, before us. We got along very well indeed until we reached a point called Paradise, near the reservation and village of the Flathead Indians, where the trestle work just ahead of us was discovered to be on fire. We were delayed three hours by this mishap and compelled to get over the hiatus created by the destruction of about fifty feet of the trestle on planks and change cars with the passengers from the west. While waiting for the transfer to be accomplished several us of got into a camp where a pig tailed Johnnie was cook and arranged for dinner. It was by all odds the hardest specimen of a meal that we had yet struck. It was one of those meals where everything but the water was cold and everything but the pickles was sour. The piece of bacon that we got there stayed with us the balance of the trip.

Once more, about 4 in the evening, we got started westward again. Even in Western Montana we found people talking about going West, precisely as they talk among you all in the Valley of the Ohio. We passed through the northern neck of Idaho in the night, and consequently did not get to see what manner of country it was, and had to take the word of those who professed to know that it was a very poor country, and that we had missed nothing by not seeing it. Judging by the character of country we were passing through when we awoke in the morning, in the northern and eastern end of Washington Territory, I could easily believe what was said about Idaho.

We struck the great Columbia river at the point where the Lewis branch empties in—at the town, or collection of shacks, called Ainsworth. There we found at 9 in the morning the transfer steamer Fred. K. Billings, waiting to ferry over our cars—precisely as Morgan's boats carry over the cars of his Louisiana and Texas line at New Orleans. The captain, who was a good specimen of a Samaritan, told his China cook to give us a cup of coffee and a cracker as we passed over the stream, seeing that we were belated and would not reach the breakfast station until after 10 o'clock.

AT WALLULA.

The breakfast station is at Wallula, 214 miles east of Portland, which we reached at about half-past ten, and where we got a very comfortable meal. Wallula is where the Northern Pacific track ends and the line of the Oregon Railway & Navigation Company begins. It is a line that has been built and operated for two years and is in excellent condition. Hence we made very fast time on it, although there are any number of 10 degree curves on it, and although portions of it have been literally chiselled out of the ledges of the Cascade mountains that overhang the deep and winding waters of the great Columbia—which is the "great Oregon" river immortalized in Bryant's Thanatopsis, that "hears no sound save its own dashings," on the banks of which thousands of dusky warriors roamed and held undisputed sway in the days when Bryant wrote. Now, however, it not only hears its own dashings but likewise its deep and broad bosom is vexed by many a keel of the steamers passing up and down above its falls at the "Delles" where we took dinner, and where the government at great expense is building a lock similiar to that around the falls of the Ohio at Louisville.

So fast did we run over the road from Wallula to Portland—214 miles—that we were not over an hour late when we steamed into the depot on the east side of the Willamette river, at half-past six on the evening of the 18th of August, and took the ferry for Portland, on the west bank, glad to have gotten through safe and sound, after so long a jaunt as that which we had made since leaving Chicago, on the first of the month. A. W. C.

YELLOW JACK.

The Scourge on the Increase—The Quarantine at Baltimore.

WASHINGTON, D. C., September 6.—The Surgeon General of the Marine Hospital Service received a dispatch this afternoon from the President of the Board of Health at Pensacola, stating that from house to house inspection has been discontinued and reporting the fever getting worse at the Navy Yard, there having been six deaths during the last 24 hours. He stated also that he was improving the cordon around the Navy Yard wherever he could.

Senator Gorman, of Maryland, and a committee of the Board of Trade of Baltimore, visited the office of the Surgeon General of the Marine Hospital this morning to ask that vessels bound for Baltimore be allowed to pass the quarantine at the Capes and be quarantined twenty miles below Baltimore.

Dr. Hamilton told them the quarantine at the Capes had been established at the request of the municipal authorities of Baltimore, and if the latter endorsed the request of this delegation he would lay the matter before the Secretary of the Treasury, otherwise he declined to have anything to do with it.

Commodore English, last night telegraphed Lieutenant Commander Welch, Pensacola, that it would be impossible for the marines now camped near Pensacola to be moved north at present, but instructed him to move the camp to a point further removed from the infected district, if the quarantine authorities would permit it.

He authorized him to inquire if the marines would be allowed to pass through the Gulf States in case it was decided to remove them North. There has not been a case of yellow fever among the marines since they went into camp. There were no new cases of fever yesterday among the naval force. There was one death in the hospital—Private Hanifan.

THE PRESIDENT'S JOURNEY

To the Capital—His Cordial Reception at Pittsburgh.

PITTSBURGH, September 6.—The special train on which President Arthur, accompanied by Judge Rawlins, of New York, is returning to Washington, reached this city shortly before 9 o'clock this evening nearly an hour late. A crowd of fifteen hundred people, including Mayor Lyon and many prominent citizens, was at the depot and cheered quite vigorously as soon as it was known the President had arrived. A committee headed by the Mayor entered the car and formally welcomed the President to the city. He looked well and said he enjoyed his western tour greatly.

The train stopped only fifteen minutes, but before leaving the President stepped out on the platform and being introduced by the Mayor said: "Fellow citizens of Pittsburgh; I am glad even in this hasty manner to meet such a larger number of your good people. Thanking you for your kindly feeling I will simply say that I wish for your city and its people continued prosperity in its numerous industries, and bid you good night." These words caused renewed cheering, which continued until the train left the depot.

THE POSTAL NOTE.

Secretary Wyman Refuses to Accept the New Postal Note.

WASHINGTON, D. C., September 6.—Treasurer Wyman to-day received a postal note from a bank in New England in payment of the return express charges on a package of national bank notes sent here for redemption. Mr. Wyman refused to accept the note, claiming that he had no facilities for sending to the postoffice to get the cash on it. This action of the United States Treasurer places one branch of the Government in the attitude of refusing the notes issued by another branch, although those notes were authorized by Congress. In a technical sense Mr. Wyman was no doubt right, but his action may lead to some inconvenience to the business public.

Canadian Methodists United.

TORONTO, ONT., September 6.—The union of the four evangelical bodies in Canada, decided by the vote last night, will affect 6,000,000 people in the Dominion of Canada, Newfoundland and the Bermudas, and millions of dollars of church property in these provinces. For months past the four denominations—the Canada Methodists, Bible Christians, Episcopal Methodists and Primitive Methodists—have been negotiating for the union of these bodies. The Canada Methodists, being the most wealthy body of the four, some objection was offered to an equal division of the property, but this was overcome, and now the whole body of Methodists as united will be the strongest religious body in Canada.

THE WILD, WILD WAVES

THE PERILS OF OCEAN TRAVEL.

The Terrible Experience of the Steamship Lambert—A Night of Horror and Despair—The Work of the Storm Off the Great Banks of New Foundland—Increasing Death List.

BOSTON, September 6.—A special from Halifax, N. S., says: The steamer Lambert, from Baltimore to London, arrived here in distress. One hundred and forty cattle shipped by Lingham & Co., of Boston, were lost at sea.

On Wednesday, the 22nd a gale struck the ship increasing in fury as the day advanced. The steamer was frequently swept by seas of great power. After dark the storm grew worse the wind blowing with terrific violence, the sea rising to a full height, threatening every moment to swamp the steamer. At 11 o'clock the storm was at its height and from that hour until daylight the vessel was almost at the mercy of the waves. Great seas swept the decks carrying away 130 cattle out of the 140 on board and badly injuring a number of the crew. Second Officer Jones had his collar bone broken. Mr. Wm. Moran, who had charge of the cattle, describes the scenes of that night as terrible. The waves were tremendous in size. Sweeping over the ship they would lift a great portion of the cattle pens on their crests, hold them for a moment and then hurl them with their living contents with awful violence to the deck. The next wave would carry off the bleeding and dying animals in the twinkle of an eye. Live stock went over the side of the ship by the dozens, and by morning all that remained numbered forty, of which four have since died, leaving but 36 out of 170 cattle taken out of Baltimore only two weeks ago.

During the storm all the steamer's boats were either carried away or disabled. The cabin skylight was stove and the cabin flooded. A portion of the bulwarks and part of the wheel house were carried away and other damages suffered. Thursday morning the storm abated somewhat, but a heavy sea made the vessel roll and pitch almost as much as during the preceding night. Between 8 and 9 the engines broke down. The steamer, then almost 300 miles southeast of Halifax, sail was rigged and she was headed for Halifax Thursday afternoon. Water all day was pouring over the vessel got into the stokehold and put out the fire by which the steam pump had been run, but the ship kept clear until temporary repairs in machinery had been made. On Monday, four days after the engines broke down, they were started again and all possible speed made toward Halifax. The Lambert will probably be here for some days, as besides the accident to her machinery and other damages her cargo was shifted and a portion will have to be restowed.

ABANDONED AT SEA.

The Tough Time a Swedish Ship Had—Rough Weather.

NEW YORK, September 6.—On the steamship Macedonia, which arrived at this port yesterday from Gibraltar, were all that the winds and waves had spared of the crew of the Swedish ship David. The story of the loss of the David and the sufferings of her crew was told to a *Tribune* reporter by the first mate of the ill-fated ship, the only one of her officers who survives. He said: "We left Batavia on May 17 with a cargo consisting largely of coffee. We were bound for New York and had fair weather until we reached the Cape of Good Hope. The captain, Mr. Stromberg, had his wife and two children on board and a maid. My wife, who is a cousin of the captain, was also on board. The children were six and eight years old respectively. We reached the Cape in the latter part of June and encountered heavy seas and high winds. The ship labored so that she started some of her seams and we put into St. Helena for repairs. We left there July 26. On August 28 a terrible storm struck us. It came us from the southeast and was accompanied by tremendous seas. It was a horrible day, but nothing compared to the day which followed it. The wind veered to the northeast and blew a hurricane. It came in fierce squalls and the sea ran in great mountains of foaming water. It was 4:30 A. M. when the wind changed to the northeast, and the vessel was at once thrown on her beam ends. We had shortened sail, but the gusts split all of those we had up. One blast sent the maintopmast by the board and broke the goose-neck on the mainyard.

VIOLENCE OF THE STORM.

At length a tremendous sea broke over the stern and swept everything that was loose from the decks. The binnacle was broken and four spokes were knocked out of the wheel. The second mate had his legs broken but continued on deck. The condition of women and children at this time was pitiable. We on deck did all that men could do, for we were fighting for our lives. Sea after sea swept over the ship and knocked her around like a plaything. The braces and brace-chains were carried away, and yards were all adrift and the ship was unmanageable. A sea smashed the bulwarks on the starboard quarter and broke the wheel into fragments. The captain, the second mate, 5 sailors and myself were washed overboard by the same wave. I was whirled about like a chip, and then found myself thrown violently on to the deck again along with one of the sailors. The captain, the second mate and the other sailor who had been swept overboard we never saw again. All that day and night we labored. Men lashed to the pumps tried to keep the ship free of water, for she was leaking badly. We threw overboard part of the cargo to lighten the vessel, and nailed canvass over the large seam which had opened in the deck. The pumps became choked, but we cleared them and kept them going through the night. The next day the pumps choked again. At 11 o'clock we sighted a schooner. We still hoped to save the ship, and did not signal the schooner. Then we found that the stern-post was started and all the seams in the quarter-deck. We threw overboard two anchors and some chains. The storm and the sea increased in violence, and at 1 o'clock in the afternoon we sighted a brig. A consultation was held, and we decided to signal her. So we ran up a signal of distress. In the meantime we saw a steamer which proved to be the Macedonian. She sent her life boat to our assistance and we got aboard with considerable difficulty. All night the steamer lay by the David, and the next morning tried to tow her. But it was found to be impossible, and she was finally abandoned."

ON THE NORTH ATLANTIC COAST.

The Disasters of the late Great Storm—The Loss of Life.

ST. JOHNS, N. F., Sept. 6.—The steamer Canima, Capt. Farquhai, was totally wrecked this morning. She struck on Gull Island at the mouth of St. Mary's bank and sank almost instantly. The passengers and crew, sixty in all, got ashore on Island Rock, about a mile from land.

The French bark Kermato, with 9,000 quintals of cod fish, from St. Pierre to France, sank with all hands at the entrance of the river Girond. The schooner Lizzie stranded to-day on the west side of Miquelon.

The French bark Augusta has just anchored in the roads, severely damaged, and lost six men. The "banker" Marie Emele is reported gone down at anchor at the great banks with all on board. The French bark Cortense is a total wreck at Sables Dolanna. The crew was saved.

The schooners disabled on Mequelon Island in the storm Thursday of the French banking fleet are slowly arriving. Since cabling on the 24th inst., 21 more cases of loss of life on the banks are reported. All the French fleet arrived report numbers of dismasted vessels outside and large quantities of floating wreckage.

A TITLED TRAMP.

A Polish Nobleman Seeking Work in the Pennsylvania Mines.

POTTSVILLE, September 6.—The vicissitudes of life were aptly illustrated to-day in the case of a young Pole who applied for work at a Centralia colliery. He was a tall, slender and rather good looking young fellow of about twenty-five years of age. His clothes, though shabby, were of good fit and indicated much better days. His whole air indicated a higher birth than that of an ordinary workman. He was accompanied by a greasy looking man, who appeared to be his servant, though now on a level with the higher born.

Miners are inquisitive, and finding that the visitors talked French they brought out an Alsatian greenhorn, who was able to carry on a conversation with the strange tramps. He elicited the following story: The younger of the men was Alexander Murdousky, son of the Count of that name, of Grodno, in Poland. The companion was Michael Zitinsky, formerly a serf.

The young noble said that he was educated at Warsaw University, and while there imbibed the Nihilistic tendencies of the students. He was compelled to leave the country and fled to Vienna and entered the Austrian army for a while. His father's estates were seized and confiscated to the state and the family broken up. The youth, Alexander, served in the army a while, deserted and fled to Italy. He then drifted around the European gambling spas at Morocco, Tunis, Hamburg and other places. At Hamburg he met the serf Michael.

Though both were unable to speak a word of English, they set out for the States. They arrived here penniless, and came at once to the coal region where so many of their laboring countrymen have found employment. The latter sympathized with the noble tramp and his body guard, but could extend no encouragement, and the clean white hands of the nobleman gave no hope that he could support himself by any kind of laboring work. Count Mourdosky and his servant, when last seen, were heading toward Northumberland county, where his countrymen are more numerous and where they have established secret societies.

TROUBLE IN THE CAMP.

A Writ of Eandamus Wanted to Compel a Senator to Resign.

WASHINGTON, September 6.—The recent demand for the resignation of Postmaster Rue, of Norfolk, Va., who held the office of State Senator at the same time, by the Postmaster General, has cause a stir among the Democrats of that State. Rue was elected to the State Senate upon the Readjuster ticket last fall. Since his election the political atmosphere of the Norfolk district has changed, and it is claimed that Rue should have resigned his Senatorship when appointed to the postmastership, but Governor Cameron has declined to declare Rue's seat vacant and to order a new election. The Democratic State Central Committee has therefore retained ex-United States Senator Johnson to proceed by writ of mandamus against Governor Cameron to compel him to issue a call for an election for State Senators to succeed Rue and Martin, who is also one of the railroad commissioners of Virginia. This is regarded as a desperate effort of the part of the Bourbons to regain control of the State Senate.

PASSENGER STEAMERS.

A Decision That May Lead to Breaking Up a Bad Practice.

WASHINGTON, D. C., September 6.—The Solicitor of the Treasury to-day rendered a decision that may ultimately lead to the breaking up of the practice of overloading passenger steamers. The law has been understood heretofore to provide that the government must proceed against the violators of the steamboat law only upon information furnished by outside parties. In consequence, vessels are often overcrowded with impunity. The Solicitor of the Treasury decides that it is within the power of government officials to directly prosecute owners of steam vessels for violation of the law. The decision was rendered on a test case brought from Florida.

Chosen Friends Council.

CHICAGO, September 6.—The Chicago Supreme Council of the Order of Chosen Friends, which have been in session here the past two days, elected Supreme officers this morning as follows: H. H. Morse, of New York, Supreme Councillor; C. D. W. Rowell, California, Assistant Councillor; C. Bradford, Indiana, Vice Councillor; T. B. Indiana, Recorder; W. J. Newton, Washington, Treasurer; J. P. Vannert, Ohio, Marshal; W. Boumberg, Texas, Warden; W. B. Wilson, New Jersey, Guard; S. Nickerson, Indiana, Sentry; E. E. Edwards, Michigan, W. R. D. Geacoyne, Virginia, O. A. Crasch, Missouri, B. T. Rodgers, Indiana, J. G. Payne, Indiana, Trustees. Representatives from twenty-seven States are in attendance. The report of the Secretary shows that the present membership is 28,000 and that $500,000 has been expended in beneficiaries during the past four years. The local councils, thirteen in number, gave a banquet to the members of the Supreme Council this evening.

Will Contest a Bequest.

ITHACA, N. Y., September 6.—The Ithaca *Journal* has five columns of an account of an attempt to annul the will of the late Jennie McGraw Fiske, where the Cornell University received one and a half million dollars at the instance of her late husband, Professor Willard Fiske, ex-librarian of the University. The nature of the present action is a motion to open a final accounting of the executor by which he had already paid eight hundred thousand dollars to the University account for money yet in his hands. A clause in the charter forbids the University to hold property in excess of three millions. The University authorities refuse to disclose or outline their defense.

Double Drowning.

NEW BRUNSWICK, N. J., September 6.—Carrie Waldmayer and Amelia Weaver, aged 19 and 21, of Philadelphia, visiting Sebastian Zimmerman here, were drowned at Raritan last night. Strolling along the beach Miss Waldmayer slipped from the rocks and fell in the water. Miss Weaver tried to rescue her. Miss Waldmayer's body was recovered this morning.

Disastrous Frosts.

WATERBURY, CT., September 6.—Twenty towns in the Naugatuck Valley report frosts disastrous to crops, especially to tobacco and buckwheat. In Southbury thirty acres of tobacco were destroyed. Corn, grapes and mellons also suffered.

NEWS BY THE CABLE.

LATEST FOREIGN INTELLIGENCE.

The Status of the Situation Between France and China—Unveiling of Lafayette's Statue. Speeches on the Occasion—Alleged Cruelty to American Seamen.

LONDON, September 6.—A private letter from Pekin says Li Hung Chang is really in favor of a peaceful solution of the difficulty with France, while the intriguers, who surround the Court, are urgent in a cry for war. Prince Kung, one of the conservative members of the Government, expresses the opinion that the war will be a signal for a number of outbreaks in the Empire. The Empress is reported to be even fearful for the permanent dynasty, and is inclined to favor such measures as shall secure peace.

The *Standard's* correspondent at Hong Kong says the people there have little fear of the result of a war with France, and believe with their new armaments and the vastly improved discipline of their forces their Nation is far better able to cope with their foreign enemy now than it was in the war of 1860. The Chinese papers urge that immediate action be taken to prevent the annexation by the French of any portion of the Chinese territory, and express indignation that such an attempt should have been made at a time when China was at peace with France.

A large number of Chinese employed on board of French vessels have deserted, and the Captains find great difficulty in obtaining hands.

The *Times'* Hong Kong dispatch states that advices have been received from Haiphong announcing that the French Admiral will blockade the ports of Canton and Pakio unless the Chinese troops are withdrawn from the Tonquin frontier.

It is stated that the Chinese merchants are leaving Canton, because their letters are opened, and they distress the Canton Mandarians.

The *Times* editorially says: France is steadily drifting into war with China, and the latter is vulnerable only in those ports which occupy a quasi international position, and any blow struck there will be felt throughout Europe. The shock to English trade in the East Indies will be most disastrous, and the relations between England and France will be seriously embittered thereby. Dislocation of the cotton trade would put out of employment thousands of operatives in Lancashire factories, and revenue to the British Crown from India would show serious deficits.

The *Times* points out that in the event of war, Americans, Germans, Japanese and even Chinese themselves would secure more of foreign and coasting trade in the east than the French.

PARIS, September 6.—A dispatch from Hong Kong says that no Chinese men-of-war have arrived there from the North. Three Chinese transports reached Pakoi a fortnight ago with 758 regulars. One thousand seven hundred and fifty militia arrived at Canton on Saturday last on board a merchant steamer. Large quantities of supplies and previstons are being collected and stored at Canton.

The Marquis of Tseng, Chinese Ambassador, has under instructions of his government, demanded the withdrawal of France from the Hue treaty. Ferry, French Prime Minister, refused to comply, but assured the Marquis of Tseng that France was willing to give China the necessary guarantees for the integrity of the frontier. A rumor is current that Thibadin, Minister of War, will resign.

DESERTION OF SEAMEN

From the United States Steamer Lancaster—Cruelty Alleged.

NICE, FRANCE, September 6.—The United States steamship Lancaster arrived here September 1st. Since then several seamen have deserted. Many stories of cruelty and ill-treatment by the officers have been told. The Lancaster left New York two years ago. She then had 400 good seamen; 280 of these have deserted, leaving 120 now on board. These men were nearly all from Boston, New York, Philadelphia and Baltimore. The men say that just after leaving New York, again at Ville Franche, at Cronstadt, at Stockholm; at Copenhagen and at Lisbon the men were kicked, even in the face, beaten with clubs, and otherwise terribly maltreated by petty officers, who had been ashore without leave and returned drunk, and these officers being favorites with their superiors, were not even reprimanded for their absence.

Some of the men were laid up for days, and on one occasion a petty officer brought his heel down on a seaman's toe with such force that the toe had to be amputated. No punishments were given to favorites and spies, but the others were put in irons, and in one or two instances were flogged for slight or purely imaginary offences. Men were often put in solitary confinement on bread and water for thirty days at a time on the most trivial pretexts. On one occasion at Lisbon the anchor did not come up smartly enough to please the officer in charge, and he stopped the monthly pay of all hands for three months. Admiral Nicholson had ordered stopped as useless and dangerous the sending of men up and down the top gallant yards and masts at drill. No sooner would the Admiral leave the ship than this drill would be resumed. On several occasions it resulted in serious accidents. At Chenak, Leghorn and Christianna men were so disabled by accidents in this drill that they were in the hospital for weeks. While the Fourth of July salute was being fired at Copenhagen one man's right arm was blown off and one eye put out through a willful order while several others were very seriously injured. The men say that when Admiral Nicholson was in command the management was much better than now. Some of the modes of punishment are said by the seamen to be cruel in the extreme and in direct violation of the law and regulations of the service.

LAFAYETTE LAUDED.

Unveiling of the Monument to His Memory—Speeches.

PARIS, September 6.—The unveiling of the statue of Lafayette took place to-day at LePuy in the presence of an immense crowd despite the severe rain storm. The streets were decorated with American and French flags and triumphal arches were erected over the prominent avenues. Among the distinguished persons present were Mr. Morton, U. S. Minister to France; Mr. Sargent, U. S. Minister to Germany; General Colomb and Colonel Lichenstein, who represented President Grevy, and Gen. Villemont, who represented Gen. Thibaud, Minister of the Interior. M. Aorel, president of the Lafayette Memorial Committee, performed the ceremony of unveiling the statue amid the plaudits of the multitude and the salutes of the artillery. Senator Vissang delivered the opening address, in which he eulogized Lafayette as one of the principal authors of French Liberty, and characterized him as a forerunner of the French Republic. Minister Morton followed. He said he was rejoiced to be present and assist in this tribute to the memory of Lafayette. He desired to express the interest of the Government and the affection felt by the citizens of the United States for the patriot who, next to Washington, had awakened the gratitude of all American hearts as an ardent lover of liberty. He had ever advocated the supremacy of law, and his struggle was for the establishment of constitutional freedom. Would that he could now see the noble result of his work. America had attained that splendor and prosperity which Lafayette had predicted. The nations of France and America were never more united than on this occasion, and may the friendship of Washington and Lafayette remain forever unbroken between the two republics.

Senator Lafayette, in a brief address, returned thanks to the Memorial Committee and to the eminent men present for the honor conferred upon the memory of his ancestor.

An American Horse Wins.

LONDON, September 6.—The September meeting at Croydon opened to-day. The race for the Croydon Weller handicap was won by J. R. Keene's Bolero; Silvester's Protector second, Ignatius third. There were four starters. The betting at the start was 5 to 4 on Bolero, 9 to 4 against Protector. Bolero led throughout and won by a length. Ignatius was a bad third.

FOREIGN FLASHES.

Hortwitz, the Secessionist, has been elected to the Riechstag for Torgan-Prussian-Saxony by 4,000 majority.

A correspondent just returned from a tour through the heart of Zululand reports the natives on the eve of a war of mutual extermination.

Three large fires have occurred at Vienna since Sunday. They are believed to be incendiary, as pamphlets were circulated predicting they would take place.

Several shocks of earthquake were felt at Dusseldorf, Tuesday. No damage was done. The shocks on the Island of Ischia at the same time created some alarm, but were unattended by damage.

Hon. Richard O'Shaughnessy, who recently resigned his seat in Parliament, has issued a valedictory to the electors of his district, expressing his conviction that the masses of the English people are honestly anxious that Irish affairs be regulated by Parliament, with a careful and generous regard for the condition and necessities of Ireland.

The Paris *Clarion* announces that the will of Count de Chambord gives 500,000 francs to the Societas de Propaganda Fide; 100,000 francs for the benefit of the poor of Paris; 150,000 francs to the convent at Goritz. The Count bequeaths a large portion of his fortune to the Duke de Parma, and a smaller portion to Count de Bardi. He devises the income of his estate to his widow.

JOHN JACOB ASTOR'S ESTATE.

He Has Deeded It Entire to His Son William Waldorf

NEW YORK, September 6.—It is announced that Mr. John Jacob Astor has deeded all his property to his only son, William Waldorf Astor, now United States Minister to Rome. The news created a profound sensation, and old lawyers declare it was only another movement by the Astors not to permit the value of their immense estate to be publically known. John Jacob Astor is now an old man and although in apparent good health, the question of wills, deeds, heirs and Surrogate Courts must occur to him. The story as reported is that Mr. Astor has deeded away his property, but that the deeds will not be recorded until after his death. His son, Wm. W. Astor, receives everything, subject, however, to a pension of $10,000 per annum, payable to his father during his life. By this means of transferring the estate two objects are said to be accomplished: First, that the estate will not be divided among different heirs, and, second, no litigation between heirs can ever come into court by which the value of the estate would ever become known. There are unquestionably other branches of the family which if a will leaving all to the son were made might enter a contest. It has always been the idea of Mr. Astor's life practically to entail his property and to have the estate remain intact from generation to generation as in England. The present John Jacob Astor's father died about eight years ago, bequeathing his property to John Jacob and Wm. Astor and to his granddaughter, the late Mrs. John W. Chandler. The elder Wm. Astor left an idiot son for whom ample provision was made, and also for this son's guardian. The idiot child grew to manhood and died several years after his father's death. At that time the estate was worth about $30,000,000.

SOLDIERS' REUNION

At New Martinsville—Meeting of the Old Time Veterans.

Correspondence of the Intelligencer.

NEW MARTINSVILLE, September 5.—This is the second day of the annual reunion of the Weisel Veteran Association. Every thing is booming, cannon, flags, music and crowds of people are the order of to-day's programme. We had a fine street parade this morning. The afternoon was occupied by speech making. F. D. Young, Esq., made the address of welcome. It was a fine oratorical effort. Colonel Dan Johnson, Colonel Jonathan Lockwood, Captain Hanson Criswell and others of the old soldier element made speeches.

To-night will be enacted as near as possible the battle of Island No. 10. The bar in the river just below here will be used as the island, on which will be posted artillery and musketry, which will be attacked from above by troops on a flotilla of small barges. To heighten the effect a supply of large sky rockets will be used both by the Island and fleet.

Mrs. Geo. Bier, formerly a resident here and mother of Captain Phillip G. Bier, is here. The members of Capt. Phillip G. Bier Post No. 17, G. A. R., recently established here, will call on her at 7 o'clock this P. M. with a band of music and pay their respects. She is the noble mother of a noble son, who gave his life that the nation might live.

This is the second soldiers reunion held here, and great credit is due Captain J. E. Hart and his Weizel Guards for its success. Some few of the old rebel element did some growling, but the great mass of the people here gave this meeting of ex (Union) soldiers a cordial support.

The camp is named Camp Sterling in honor of Colonel Hugh Sterling. It is beautifully located and well arranged for the occasion. W.

A Minister Drops Dead.

Special Dispatch to the Intelligencer.

CRANBERRY, W. Va. September 6.—Rev. John E. Barr, formerly of Buckhannon, now a Baptist minister of West Midway, Mass., dropped dead just east of here in his seat on board of train No. 6, this evening. He leaves a wife and three children.

Base Ball Yesterday.

At Toledo—Peoria, 6; Toledo, 11.
At East Saginaw—Springfield, 7; Sag'w, 3.
At Pittsburgh—Allegheny, 12; Cin'ati, 4.
At New York—Eclipse, 16; Metropoli'