National Republican.

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SENATE LIBRARY FEB 17 1875 WASHINGTON

FOREIGN INTELLIGENCE.

ELECTION OF JOHN MITCHELL.

HIS ELIGIBILITY HOTLY CONTESTED

DISRAELI MOVES THE ISSUE OF A NEW WRIT.

DR. KENEALY IN PARLIAMENT.

Examination of the Prince Imperial—Don Carlos Obtains a War Loan—Concha to Command the Army of the North—Interesting from China and Japan—More Turbulence in South America — Destructive Fire in Hayti.

GERMANY.

Illness of Gen. Von Moltke.

LONDON, Feb. 17.—5.30 p.m.—A Berlin despatch to the *News* reports that Gen. Von Moltke is seriously ill.

BOLIVIA.

Revolution by the Military—Outrages on Citizens.

PANAMA, Feb. 6.—There has been a revolution in Bolivia. The military at Lapaz revolted and committed most savage excesses on citizens.

COLOMBIA.

Indignities to a British Subject.

PANAMA, Feb. 6.—On the 30th ultimo the alcalde of Aspinwall called Dr. Piggot, an English subject, into his office, dragged him back, and finally ordered his imprisonment for alleged contempt. After five days' imprisonment he was released by order of President Miro. His case has been reported to the British Government.

PERU.

A Bishop in Trouble for Obeying the Pope in Preference to the Government.

PANAMA, Feb.—The Government of Peru has again got into trouble with the Church. The bishop of Cazco has carried into effect the papal brief without the consent of the Government, as the law demands. The bishop is to be submitted to trial on the merits of the case.

HAYTI.

Five Hundred Houses Destroyed in Port-au-Prince.

KINGSTON, JAMAICA, Feb. 16, via HAVANA.—A fire broke out in Port-au-Prince on the 11th instant. There being no water, the flames spread rapidly, and on the 13th were still beyond control. Five hundred houses had been destroyed.

FRANCE.

The Old Soldiers to Retain their Pensions—Adjournment of the Assembly until Friday.

PARIS, Feb. 16.—MacMahon has requested the Minister of Finance to withdraw the proposal before the Assembly to reduce the pensions of old soldiers.

The Assembly has adjourned until Friday.

CUBA.

Reverses of the Cubans—Suppression of a Republican Journal.

HAVANA, Feb. 16.—The city journals report that the insurgents have abandoned the jurisdiction of Guantanamo.

Captain General Sanz, of Porto Rico, has suppressed the *Razon*, a newspaper of Mayaguez, for publishing an article attacking, indirectly, the throne of Alfonso and the interests of the country.

The school-ship Mercury was spoken in longitude 58°, latitude 20°, bound south. All on board were well.

SPAIN.

Reported Addition to the Carlist Exchequer.

PARIS, Feb. 16.—It is reported that the father of Don Carlos, Don Alfonso and others raised a large sum of money in London last week to carry on the war in Spain.

General Cabrera arrived at Estella to-day, and it is said he will take chief command of the Carlist forces.

SANTANDER, Feb. 16.—Count Valmaseda embarked at this port this evening for Havana.

LONDON, Feb. 17.—The Spanish correspondent of the *Post* says, that Captain General Concha, of Cuba, will probably be appointed to command of the army of the north on his return to Spain.

CHINA.

The Verdict in the Case of the Steamer Japan—Fire in Canton.

SAN FRANCISCO, Feb. 16.—The Pacific Mail steamship Alaska arrived from Hong Kong Jan. 13, and Yokohama Jan. 24. She brings the following news from China: The verdict of the court of inquiry held at Hong Kong, in the case of the steamship Japan, exonerated Captain Warsaw and all the officers, except the chief engineer, who is censured for the order, "every man for himself," and allowing the largest boat, in which he was the only European, to leave the ship partly filled. The fire was declared to have been caused by spontaneous combustion of coal.

Captain Warsaw has since visited the locality of the disaster, and discovered where the remains of the ship, with the specie, lie. A conflagration in Canton January 3 destroyed 150 houses.

S. F. Seward, United States Consul-General at Shanghai, has been decorated with a Danish order in token of friendly services rendered to Denmark.

JAPAN.

Currency Reports—Negotiations with Great Britain—Death of a Washingtonian.

SAN FRANCISCO, Feb. 16.—The United States steamer Monocacy arrived at Yokohama January 21. A semi-official announcement is made that in May next the Japanese Government will call in all the kinsatsu or old-style paper money and replace it with new treasury notes.

It has been determined in the approaching treaty revision that the Japanese Government will waive for the present the question of territorial jurisdiction, but will strenuously insist upon assuming entire control of the tariff, the right to which is now denied by British representatives.

Moryama, Japanese Envoy to Corea, returns to that country next month with important dispatches from the Government.

A rumor is in circulation of a fight in Formosa between Chinese and savages, in which fifty of the latter were killed, but it is not generally credited.

The iron steamer Berlin, lately running between ports on the inland sea under Japanese management, has been destroyed by fire. The crew and passengers have been reported lost. No particulars have been received.

A. S. Bates, of Washington, died in Yeddo, January 13, by accidental suffocation from charcoal.

The English and French troops so long maintained at Yokohama against the wishes of the Japanese government are about to depart.

The smallpox continues to spread to an unusual extent; many foreigners are suffering, among them soldiers in the British camp.

The steamship recently purchased by the Japanese government for transporting troops to Formosado are to be used to establish a regular mail line between Yokohama and Shanghai.

GREAT BRITAIN.

The Prince Imperial—Dr. Kenealy and John Mitchell Elected to Parliament—Interesting Discussion of his Record—His Eligibility Questioned—The Papers in the Case Demanded—Loss of a Steamer and Twenty-one Lives.

LONDON, Feb. 16.—Louis Napoleon, the Prince Imperial, is classed seventh on the list of cadets receiving commissions from the royal military academy at Woolwich, and is placed at the head of his class in fencing and riding. The Empress Eugenie and the Prince left Woolwich to-day.

Dr. Kenealy has been elected to Parliament from Stoke-on-Trent by 2,000 majority.

The election for member of Parliament from county Tipperary, Ireland, resulted in the return of John Mitchell, who had no opposition.

In the House of Commons, to-day, Mr. Hart Dyke, Conservative, moved for copies of the certificate of the trial and conviction of John Mitchell, in 1848; of the official notification of his escape, and the proclamation offering a reward for his apprehension. Also, for copies of the dispatch from the Governor of Van Dieman's Land relative to the granting of a ticket-of-leave to and the subsequent escape of Mitchell.

Mr. Nolan regretted that nearly all the Irish members had left the House, believing that business was over. He called attention to the fact that the Government did not arrest Mitchell when he was in Ireland last year.

Mr. Disraeli gave notice that he would move, next Thursday, a resolution declaring that as John Mitchell had been adjudged guilty of felony and sentenced to transportation, and as he had neither endured the penalty nor received pardon, he is incapable of election to the House of Commons, and that a fresh writ of election be ordered for Tipperary county, Ireland.

Mr. Sullivan, member from Louth, warmly attacked the Government for the precipitancy of its action. He stated that eminent Irish legal authorities supported the eligibility of Mr. Mitchell to Parliament.

Sir George Bowyer, member for Wexford, protested against the course of the Government.

The motion for the production of papers was adopted by a vote of 174 yeas to 13 nays.

Mr. Dyke then moved that debate on the papers be fixed for Thursday next.

Mr. John Martin, member for Meath, gave notice that he should move to-morrow for additional papers regarding the composition of the jury and the nature of the proceedings at the trial of Mitchell, that he said would show the House the character of that transaction.

Mr. Dyke's motion for debate on Thursday was adopted.

LONDON, Feb. 16.—The British steamship George Batters, from Portheawl for Gibraltar, is supposed to have been lost with twenty-one souls on board.

CONNECTICUT.

Democratic Convention—Free-Trade Platform of David A. Wells—The Old Ticket Renominated.

HARTFORD, CT., Feb. 16.—The Democratic State Convention here to-day organized by the choice of David A. Wells as president. Wells, on taking the chair, made an address, in which he argued that the Republican party had failed to properly administer the Government and restore peace and harmony since the war. He therefore urged a return to Democratic principles, which he stated as opposition to Federal interference in affairs of State, that government being the best which governs the least; equality of all men before the law; a better currency based on hard money and taxation for revenue only. He thought it important that these principles should be carried out farther than in promises and platforms. He denounced the Federal interference in Louisiana as dictated by "a vagabond political adventurer." He denounced the Republican party as failing to restore the good money for the people which it provides for its bondholders.

The convention renominated the old ticket by acclamation as follows: Charles H. Ingersoll, for Governor; George G. Gill, for Lieutenant Governor; Marvin H. Ganger, for Secretary of State; Wm. Gaynor, for Treasurer; Alfred R. Goodrich, for Comptroller. The following are the

RESOLUTIONS ADOPTED:

The Democratic and Liberal Republicans in delegated convention assembled, declare—

1. That the government derives its just power from the consent of the governed; that the Federal Government is vested with those powers only which are granted to it by the people and enumerated by the Constitution of the United States.

2. That the public welfare requires the supremacy of civil over military authority and freedom of person under the protection of *habeas corpus* and consistent with public order; for the State self-government, and for the nation a return to the methods of peace and to the constitutional limitations of power.

3. That we view with apprehension and alarm, and solemnly condemn as subversive of free government, the recent action of Federal Executive interference in the States of Louisiana and Arkansas and avowed determination of the Administration to disregard the will of the people of those States in reference to the organization of their governments and the management of their local affairs.

4. That the use of bad money imposes an unjust and dishonest tax which bears most heavily on those who work for wages. The irredeemable paper currency, by whatever name known, is bad money, and that it is a fraud in time of peace for the Government to make anything a legal tender except gold and silver coin as the ultimate standard.

5. That the Republican party has proved itself unfit to rule, because, with unlimited opportunity, it has failed to make the hard money which it had forced into the currency equal to the good money with which it pays its bondholders.

6. That this is no time, when industry is depressed and honest labor everywhere deprived of its opportunity for regular and remunerative employment, to increase the burdens of Federal taxation, and that the present acknowledged bankruptcy of the National Treasury is conclusive proof of the incompetency of the Republican party to properly administer the fiscal affairs of the country.

The remainder of the resolutions point to an economical administration of the State government during the past two years by Democrats, point with pride to the ticket presented for re-election, and approve of certain actions of the last Legislature.

NATIONAL GRANGE.

Platform of Resolutions and Memorial to Congress.

CHARLESTON, Feb. 16.—The National Grange last night adopted the following preamble and resolutions:

Whereas there is standing in the city of Washington an uncompleted monument to George Washington; and whereas it is the sentiment of the National Grange of the Patrons of Husbandry that this order is indebted to the "Father of his Country" shall be paid by the finishing of this monument before the close of the Centennial year of American independence; and whereas the design adopted for the Monument Society is simple and comprehensive, and such as commends itself to the favor of this body;

Resolved, That we earnestly recommend to each State and subordinate grange in the country to make such subscription as they can, either by a contribution from the funds of the Grange or by the voluntary offerings of the members through the secretaries, in accordance with the terms of a contingent pledge adopted by the society, and that the action be prompt on the part of each Grange.

Also, a preamble and resolution declaring that the early completion of the Spartanburg and Asheville railroad, a link in the Chicago and South Atlantic railroad, is demanded by the agricultural interests of the country, and the route is recommended to the favorable consideration of the Order.

A resolution was adopted declaring that the National Grange indorses and recommends the resolutions adopted by the Atlanta Agricultural Congress last May; which resolutions ask for the construction by the National Government of a system of water ways so that unrestricted channels of trade may be opened not only through the entire length of the Mississippi, but connecting that great river with the Atlantic ocean, by way of the lakes, by the Ohio, Kanawha and James, and by the Tennessee and Savannah rivers. The National Grange to-day requested each member of the Grange to bring to the next session specimens of the products and minerals from their respective settlements, to be given at the close of the session to the city or town where the session shall be held.

Resolutions were adopted directing the executive committee to make arrangements for holding the next session of the National Grange in Chicago, where the meeting will be held if the expense to the Grange does not exceed the expense of meeting in Louisville.

A separate territorial Grange for Nebraska and Idaho was authorized.

Messrs. Wm. Saunders, of Washington, D. C.; J. M. Hamilton, of California, and W. W. Lang, of Texas, were appointed a committee to present a memorial to Congress on the subject of the Texas and Pacific railroad.

A resolution was adopted returning heartfelt thanks to the people of Charleston for unvarying and continued kindness, and assuring them that the members of the Grange will take home with them the spirit of gratitude and kindness which time shall never efface.

The Grange then adjourned.

PENNSYLVANIA.

Municipal Elections.

WILLIAMSPORT, Feb. 16.—Martin Powell, Democrat, was to-day re-elected mayor of this city by 455 majority. The balance of the Republican ticket was elected.

HARRISBURG, Feb. 16.—L. R. Metzger, Republican, was to-day elected city controller by about 125 majority. The select council stands eight Democrats to one Republican. The majority in the common council and school board is largely Republican.

SCRANTON, Feb. 16.—The Democrats to-day elected H. H. McClure mayor.

PHILADELPHIA, Feb. 17.—Up to this hour, 1:30 a. m., little or nothing has been received in regard to the city election. There being forty-one candidates for police magistrates to be voted for, it is probable that the result will not be known until the morning. In one division of the Fifth ward the ballot-boxes have been destroyed.

LATER.—It is now evident that the Republicans have elected 15 police magistrates, the Democrats 8, and the Reformers not one. Only six wards have been heard from up to 2 a. m. The new Constitution calls for the election of twenty-four magistrates.

READING, PA., Feb. 16.—Hon. G. P. Evans, Republican, has been re-elected mayor of this city by about 800 majority. Both branches of city councils have also been carried by the Republicans. This is a Republican gain of nearly 600 over last fall's election, when the city went Democratic.

LOUISIANA.

Gov. Kellogg Vetoes the Appropriation Bill.

NEW ORLEANS, Feb. 16.—Gov. Kellogg to-day sent to the Legislature his veto of the bill appropriating $180,000 for the pay, diem, mileage and contingent expenses of the General Assembly. He alleges this is $50,000 more than the amount necessary, and that several of the provisions of the bill conflict with the recently-adopted constitutional provisions limiting the debt and expenses of the State.

The Conservative caucus met this evening and went into executive session to discuss the Washington telegrams about adjustment.

The House to-day sustained the Governor's veto on the legislative appropriation bill by a vote of 16 yeas to 41 nays.

NEW JERSEY.

Constitutional Amendment.

TRENTON, N. J., Feb. 16.—The constitutional amendments were passed by the House with little opposition, they having been passed by two Legislatures. The next step to be taken to make them a law will be to submit them to a vote of the people at a special election, to be held within four months from the date of adjournment of the present Legislature.

NEW YORK.

Municipal Election.

SYRACUSE, N. Y., Feb. 16.—George P. Hier, Republican, was elected mayor to-day.

Peace Legacy From A Northern Lady.

MONTGOMERY, ALA., Feb. 16.—A Northern lady, lately deceased, left Major Thomas G. Jones, of this place, a legacy of five hundred dollars for the great service done the cause of peace and good will between the North and South by his Confederate memorial oration, delivered here last May.

Bishop Whelan's Successor.

WHEELING, W. VA., Feb. 16.—Rev. J. J. Kain, of Harper's Ferry, in this State, has been appointed Bishop of the Diocese of Wheeling, in place of Rt. Rev. Bishop Whelan lately deceased.

WAR OF RAILWAY KINGS.

IS IT AN ADVERTISING DODGE?

KING SCOTT ANSWERS KING JOHN.

GARRETT CALLS HIM "ANOTHER."

Both Brag of Their Services to the Public.

The Press is the Victim—It Advertises all Their Little Plans Gratis—If all They Promise Proves True, the Cheap Transportation Era is Close at Hand—Who Tells the Next One?"

Tom Scott's Answer to John W. Garrett.

PHILADELPHIA, Feb. 16.—On receipt of Mr. Garrett's communication, Colonel Scott forwarded the following reply:

John W. Garrett, President of the Baltimore and Ohio Railroad Company, Baltimore:

SIR: I have your remarkable message of February 15, which was received too late to be answered yesterday by reason of other engagements which needed immediate attention, and a personal friend to whom you had telegraphed a copy of your message to me wired you to that effect, and that I would reply this morning. It was with surprise, therefore, that I saw your message to me published in the papers of to-day. But a little reflection has satisfied me that it was intended no doubt more for the papers than for myself, and that this is perhaps the explanation of the unusual course which you have pursued.

On the 12th of November last you agreed to all you state in your message, and your proposal agreed with Messrs. Vanderbilt, Jewett, Chapin, myself and other parties who were present, that while you were not prepared to commit yourself to what was known as the Saratoga compact, as you had not had time to examine it since your return, you were prepared to say that you

WOULD PLEDGE YOUR COMPANY

to maintain the rates made from time to time to and from Boston and New York, and that those from Philadelphia and Baltimore should also be maintained, the proper geographical relations being preserved to those cities. Had this agreement been carried out by your company in good faith no one would have had cause of complaint; but it is a notorious fact, well known to everyone in railway life, that this has not been done, and abundant evidence of that fact can be given at any time. I think the unfair statement you have of that interest to the Associated Press, before the gentlemen who were present had time to reach their homes on quick express trains, was pretty good evidence that you had no purpose of keeping the pledge so solemnly given. The spirit, if not the letter, of that pledge should be observed, in accordance with your promise. Early in April last the Pennsylvania Railroad Company was informed that your officers were prepared to make an equitable and fair arrangement in relation to

ALL TRAFFIC COMPETITION

of the two companies, whether local or through, and that it was understood that it would divide passenger business between Washington and New York by giving each company two trains. A number of our officers, including myself, and the officers of Philadelphia, Wilmington and Baltimore road, represented by Mr. Hinckley and Mr. Samuel M. Felton, went to your office in Baltimore, April 17, 1874, and there agreed with your officers upon an arrangement for trains, which was a clear and honorable understanding that the rates on business competitive to the lines of both companies, whether for New York, Boston, Philadelphia or Baltimore, and whether local or through, should be at all times maintained in good faith, preserving the proper difference to Philadelphia and Baltimore. This we hoped your officers meant to carry out in good faith, as it was clearly the interest of the stockholders, not only of our companies but of the companies with which we transacted business, that this should be done. It was just as much our business as yours, and this company desired to have rates beyond those which are fairly remunerative and which should

BE ALIKE TO ALL SHIPPERS,

so that no discrimination would be made in favor of any party and no drawback on commission allowed at any point. Every person in the country transacting business with the roads would then be treated fairly, and much better satisfaction given than under the then existing system. This agreement has been repeatedly violated by your officers within the past two months. Their attempts in Boston, New York, Philadelphia and Baltimore to take business unfairly, and in direct violation of your own personal agreement, have been so numerous as to leave this company no other remedy than to take care of its business on its roads in the best and most direct way it can, and fair to the public and to the roads running in connection with it. You may rest assured, and of this you are now well aware, that your action in fixing a rate for Atlantic City different between Chicago and Baltimore had no influence whatever upon the action of the other trunk lines.

Your statement in regard to a monopoly across New Jersey comes with a

BAD GRACE FROM YOUR COMPANY,

when our New York and Philadelphia line has been compelled by the Baltimore and Ohio, on nine terms precisely as to all its own connecting lines, including the Philadelphia, Wilmington and Baltimore railroad. The rates which you complain of as excessive, not only through, but for terminal expenses are not sufficient to cover the actual cost of the work done for your business. The taking of the trade from the terminus of our road at Jersey City, transfering the cars to and from New York, and finding very expensive wharves and ware-houses there, and doing the handling and delivery of the trade, amounts to an expenditure on our part of the expenses incident thereto paid for the five cents per hundred charged for this service. By reference to the reports of this company you will see that the net earnings of the Philadelphia and New York division, with grades of but twenty-six feet to the mile, is greater per ton per mile than on any other portion of our lines, caused entirely by heavy expenditures incurred at the terminus, and the cost of receiving and delivering traffic.

WE DESIRE NO PROFIT

from any of our connecting lines on this terminal charge, and up to this time have not received a dollar. With your charge in Baltimore over your own road between the connecting railroad cars to consignees of $2.50 to $5 a car, you at the same time requiring the shippers to find their own warehouses and handle the business, it seems to me that you have little ground for complaint of the charge we make for the extraordinary service and the extraordinary expense we incur at New York in doing the work for your lines.

Your statement in regard to the

PROTECTION OF THE STATES

and interests which you seem to think are under your charge, touch very sensitively coming from the president of the Baltimore and Ohio road, which for a period of over fifteen years declined to allow the Northern Central and Pennsylvania Railroad Companies and the lines connecting with them to and from the Northern and Western States any facility by which they could receipt a passenger over your road, check his baggage, or bill a ticket or a pound of freight to and from Capital. I think the time for demagogism in railway management to build up personal fame at the expense of our neighbors has passed.

So far as this company is concerned you may rely upon it that we will protect the business of Philadelphia, and place Baltimore, New York and other points accessible by our lines on an equitable and fair business basis in all matters relating to transportation over our own road. While we desire moderate rates for the service performed, believing that it is best for the public and for the owners of railway property that this should be the case, we shall always be ready to take care of our share of the business of the country with a road and facilities equal to those of any other company.

An examination of the reports of this company for the past year will convince every fair-minded man that the average rates for transportation charged and received by the Pennsylvania Railroad Company over its lines

ARE MUCH BELOW THE AVERAGE

of those charged by the Baltimore and Ohio. It is true that we give to our local business moderate and fair rates as compared with those you charge the people of Maryland and Virginia. The lines from Washington and Baltimore and from New York over our roads shall be made quite as perfect for the convenience of the public from this date, as they have ever been at any time in the past. There shall be no inconvenience whatever to the public by reason of your effort to destroy the railway property of any other parties. I can scarcely believe that the public will object to avoiding the delays of street haulage through Baltimore, and not avail themselves of the better facilities that we propose they shall enjoy hereafter. The Northern Central Railway Company will, during the present year, perfect its terminal facilities at Baltimore so as to place

THAT CITY ON A FULL EQUALITY

with others on the seaboard, and it will be the duty and interest of the company whose lines terminate there to give to Baltimore a line in every respect equal, both as to rates and facilities, to any that the Baltimore and Ohio may be able to offer. You have no foot of railway or a dollar's worth of property north of Baltimore, and yet you have enjoyed thorough business connections and arrangements for the interchange of traffic. There certainly never has been a time when you could not have had the use of the properties between Baltimore and New York on reasonable and proper terms. And it

SEEMS TO ME MOST UNFAIR

that you should attempt, by the course indicated in your message, to coerce other parties into a policy that might result in great injury to the property they represent.

The operations of this company are conducted with a view to serving the public at a price that will afford a reasonable remuneration to the stockholders on their investment. No policy could be permanent or advantageous which disregards such a purpose. And even if the measures to be adopted by the Baltimore and Ohio Railroad Company should produce the results that you anticipate there will be no difficulty in understanding the motives which prompted such a course. And I believe the railway officers and the stockholders that may be injured will hold you, as president of the Baltimore and Ohio road,

RESPONSIBLE FOR THIS POLICY

of destruction. So far as this company is concerned, it is abundantly able to take care of its interest and stockholders. The foregoing I believe to be a true statement of the questions presented by you. Their solution depends upon your own action as the representative head of the great corporations of the country. I trust your decision will be such as may be wise and just to the interest you represent, and to those of other parties that may in some degree be dependent upon your lines or be affected by it.

THOS. A. SCOTT, President.

Garrett Rejoins.

BALTIMORE, Feb. 16.—There seems no prospect at present that the war between the Pennsylvania and Baltimore and Ohio railroads will be reconciled, but on the other hand, that it will be waged with fierceness. President Garrett tonight states that President Scott's telegram of to-day is a tissue of gross misstatements and misrepresentations from beginning to end, all of which he can readily demonstrate by irrefutable evidence; that President Scott's plan of protecting the monopolitic interests of Philadelphia and New York, by his attempted exclusion of the Baltimore and Ohio company, his most vigorous competitor for traffic, will certainly prove the reverse of satisfactory to the merchants of those cities.

In order to compel the Pennsylvania road to open the gate-ways of commerce to the people of Philadelphia and New York, for the Baltimore and Ohio road and its connections, orders have been given by the Baltimore and Ohio company for an immense reduction of the passenger rates between Washington, Baltimore and Philadelphia, and the leading Western cities, viz: Between Chicago and Baltimore and Washington, from $19 to $10; between Cincinnati and Baltimore and Washington, from $16 to $10; between St. Louis and Baltimore and Washington, from $23 to $15; between Louisville and Baltimore and Washington, from $20 to $12; between Pittsburg and Baltimore and Washington, from $8.50 to $6.

A similar reduction has also been made between Philadelphia and Chicago, Cincinnati, St. Louis, Louisville and Pittsburg. This reduction takes effect at once.

The traveling public will thus promptly realize a saving in many cases of thirty and forty per cent., which has resulted from the extraordinary obstructions placed by the Pennsylvania road in the way of the use by the Baltimore and Ohio Company, for its freight and passengers, of the monopoly of the Camden and Amboy road, controlled by the Pennsylvania road, between Philadelphia and New York. It is understood that the Baltimore and Ohio Company is arranging for a line of first-class steamships for the conveyance of freight to New York and Baltimore. All its Western connections have telegraphed to the Baltimore and Ohio Company that they will cheerfully co-operate in its policy throughout, so long as the Pennsylvania road continues to obstruct its business to Philadelphia and New York.

TILTON-BEECHER SCANDAL.

Re-Direct Examination of the Plaintiff in His Own Behalf.

NEW YORK, Feb. 16.—Upon the resumption of the trial of the Tilton-Beecher suit to-day Tilton again took the stand, and his re-direct examination was continued. He said, during the early part of the summer, when this story began to be noised abroad in the papers, the impression was going around that I was a drunken and brutal man, and, on consultation with Judge Morris, he advised the publication of a statement by me. My object in showing the true story to a select party was to obtain from them the judgment which I thought the public would give it. My object in publishing it was this: Mrs. Woodhull's publication was proving disastrous to my family, and silence could no longer be maintained, and I therefore took to the true statement, in order that people who thought there was some foundation for her story might say, "Well, here we have the true statement, which explains everything." The witness said that he showed this paper to Dr. Storrs among other parties.

Mr. Fullerton asked him what took place when he was shown to Dr. Storrs?

Mr. Evarts objected.

Judge Neilson decided to allow the question, and the witness continued:

"As soon as I showed the paper to him there was a sudden pause. Dr. Storrs said to me, 'Mr. Tilton, before I can consult with you or give you any advice I want to ask you one question, if this narrative is true, and whether local or through, not the whole truth, only a part of it; that I was going to give it to the public, and he advised me not to publish it. I showed this story to perhaps twenty or twenty-five persons, among whom among those to whom it was exhibited. I remember a conversation with Mr. Halliday, in which I denied the truth of the Woodhull story and vindicated my wife, in which I said some words to Halliday about Beecher which were objectionable to Halliday. My object in speaking to Halliday on the matter was that he was the

SECOND POWER IN PLYMOUTH CHURCH,

and I wanted to disabuse his mind of the idea that the Woodhull story was true."

The witness was asked as to what took place before the investigating committee after the relation of his wife's confession.

Mr. Evarts objected this inquiry, and another long argument took place.

The Court, however, ruled that an answer might be given to it.

Witness replied: I made a statement of my charge against Beecher and his criminal connection with Mrs. Tilton, before the investigating committee in writing the confession made to me by Mrs. Tilton in July, 1870, and by Mr. Beecher in December and January following. I had laid before the committee the evidence of the criminal intimacy between Henry Ward Beecher and Mrs. Tilton from the fall of 1868 to the spring of 1870. This, said the witness, is a copy of the paper I presented before them.

Mr. Evarts objected to this sworn statement being put in evidence.

After arguments by counsel on the admissibility of Tilton's statement before the committee, the judge decided to rule it out, and the prosecution then put on the stand a lady who gave

HER NAME AS KATE CARY,

and said she came from Bellevue hospital, where she had been for eleven weeks under treatment. She testified: I was in the service of Mr. Tilton about six years ago. I was there when Mr. Tilton went to Monticello; I went with her and returned to the city with her. I saw Mr. Beecher go into Mrs. Tilton's bedroom, shutting the door after him. When he came out he left the gas room, which was separated by folding doors from it. This was before she went to Monticello. I saw her in the back parlor after her return, sitting on Beecher's knee. I was in the house but I saw them distinctly. The folding doors were open. I saw her hand on his shoulder, and he said,

"HOW DO YOU FEEL, ELIZABETH?"

and she said, "I feel so so;" I did not see anything else; this was about three weeks after her return from Monticello. I saw Beecher at other times before she went to Monticello; the reason I left was because of some words I had with Bessie Turner. Witness, on cross-examination by Mr. Evarts, testified that after leaving Tilton's service she went to live and board at several places in New York and Brooklyn. She said: I went to Tilton's about two weeks after the birth of a child; I left the family when there were five children and Mr. and Mrs. Tilton and six servants, including Bessie Turner; Mr. Tilton was there usually until 4 o'clock in the evening; I never saw Beecher there; I was told he visited him; I had often heard tell of him, however; folding-doors separated Mrs. Tilton's room from mine, but I seldom went into her room, although the doors were usually open; when I went there to bed she closed the doors; about two weeks after I went to service there I first saw Beecher; I was in the other room and saw him come in, and

JESSIE BURKE SHOWED HIM UP

to this room; she told me afterward that she opened the door to him; Jessie came up first to see if Mrs. Tilton was ready to receive Beecher, and Mrs. Tilton replied she would be ready in a few minutes; she was in bed when the message came up, but she closed the folding doors; I never saw Beecher in Mrs. Tilton's bedroom; I was occupying the folding-door room; this was, I think, about four weeks after her confinement; the family went to Monticello in July, but Tilton did not go there at all; we were living in a private boarding house then; I was four months altogether in their employ; I saw

BEECHER AND MRS. TILTON TOGETHER

down stairs about three weeks after her return from Monticello. I was up stairs and so was Mrs. Tilton; I went down to the room she was brought to her. She went down, and I had to go down for a drink of ice water. Those rooms below are separated by folding doors, and I went on that occasion to the sideboard in the dining-room for my drink. I cannot fix the date of this, but it was about three weeks after the return from Monticello. They were sitting on a large arm-chair in the corner, facing the window. I saw Beecher in the chair and Mrs. Tilton on his knee; I saw this without putting my head into the parlor, as both doors were opened. I am a married woman, but my husband is dead. Mrs. Tilton then had

HER HAND ON BEECHER'S SHOULDER;

the door of the dining-room was open when I went in and is always left open; Beecher paid Mrs. Tilton three or four visits before she went to the country, and sent her baskets of elegant flowers to keep up her spirits; Tilton was in the house, and all the servants knew where they came from; last Friday I first told of having seen these circumstances to Mrs. Lawrence, a benevolent lady who visited the sick in Bellevue hospital; she was through her that I became a witness; I never had any trouble with Mrs. Tilton or any person in the house, except Bessie Turner.

Witness was allowed to withdraw. Tilton then resumed the witness chair. He was asked what he meant before the investigating committee in saying that to her mother Mrs. Tilton always maintained her innocence.

Mr. Evarts objected to this, and another wrangle between counsel ensued.

Judge Neilson decided to allow the motion, and witness replied that she always said she loved God, and he would not have permitted her to enter into these relations if they were sinful; she said neither her mother nor myself understood what was right or wrong, and that Beecher had told her over and over again that it was not sinful; that it was only an expression of love; that love sometimes conveyed its meaning in a shaking of hands, a kiss of lips or sexual intercourse.

Mr. Evarts asked that all this be stricken out, but the court adjourned without the Judge giving any decision on the matter.

Sale of the Philadelphia "Age" to A. K. McClure & Co.

PHILADELPHIA, Feb. 16.—The purchase of the *Age* newspaper establishment was consummated to-day by an association of gentlemen, who will take possession on the 18th of March, and on that day issue the *Times*, a two-cent daily, about the size of a single sheet of the New York *Tribune*. Semi-weekly and weekly editions will also be printed. The new concern will be owned by a company with ample capital assured to push it vigorously and call into its service a high order of ability. The general editorial department will be in charge of Colonel A. K. McClure, and the business management will be assumed by Frank McLaughlin, of the well-known firm of McLaughlin Bros. The prospectus of the new journal will be out in a day or two, when its policy will be clearly defined.

CURRENT CAPITAL TOPICS.

THE TREASURY SEAL LOCKS.

COTTON CLAIMS LEGISLATION NEEDED.

THE SO-CALLED GAG LAW EXPLAINED.

ITS FULL INTENT AND SCOPE.

Meeting of the Cabinet—Revenue Receipts—Appropriation to Pay the Government's Share of the District Expenses Recommended—Miscellaneous Items.

Revenue Receipts.

The receipts from internal revenue sources yesterday were $412,662.74.

From "Conscience," New York; for wearing apparel $135.

From "Restitution," Newark, N. J., which were credited to "Conscience Fund," $5.

At the Executive Mansion.

Senator West and Representatives Sheats and Sheldon visited the Executive Mansion yesterday morning and had conferences with the President previous to the meeting of the Cabinet.

Cabinet Meeting.

At the Cabinet meeting yesterday all the members were present. Only routine business was transacted. The session was very brief, being adjourned at 1 o'clock, in order to enable the President and members of the Cabinet to attend the funeral of Representative Hooper.

Sutro Tunnel Flooded.

A dispatch received in this city yesterday afternoon, dated Dayton, Nev., says: "Flooded out of tunnel at 4 o'clock a. m. Nobody hurt. One hundred and twenty-five inches of water flowing two hundred and fifty feet from east header shaft, No. 2."

Light-House Board.

The Light-House Board gives notice that on and after the first day of March, 1875, a steam fog-whistle, giving blasts of 10 seconds, at intervals of 90 seconds, will be sounded during thick and hazy weather, at Southwest Reef lighthouse, Atchafalaya bay, La. The above notice affects Coast Survey charts "Gulf Coast of the United States—Key West to Rio Grande," No. 5, and "Preliminary Chart of Atchafalaya Bay," No. 205.

District Appropriations.

Among the items included in the sundry civil service bill which was reported to the House yesterday, and which did not appear in THE REPUBLICAN, were the following: To pay the portion of the general expense of the District of Columbia due from the United States, $1,060,000; to defray expenses of conducting the sanitary service of the District of Columbia, $30,000; for repairs of jails, $5,000; for the support and maintenance of convicts transferred from the District of Columbia, $8,000; for repairs and preservation of the Washington court-house, $5,000.

Court of Commissioners of Alabama Claims.

In case No. 3, Emanuel Rosenfeld against the United States, judgment was rendered for the sum of $18,741.96, with interest from April 17, 1869, the date of loss.

The cases of the right fifty cases, extending to case No. —, was made.

Case 147, Richard F. Dodge vs. the United States, was submitted on evidence and argument of counsel; R. H. Wells for claimant; Hon. J. A. J. Creswell for the United States.

Case 148, Augustus H. Lucas vs. the United States, was submitted on the evidence and argument of counsel; R. H. Wells for claimant; Hon. John A. J. Creswell for the United States.

Case 225, Francis Boyd vs. the United States, was taken up, and after hearing the testimony, was continued at the hour of adjournment until to-morrow.

River and Harbor Appropriations.

The river and harbor appropriation bill reported in the House by Mr. Sawyer, of Wisconsin, appropriates a total sum of $4,000,000, and among the items are the following: For Buffalo harbor, N. Y., $100,000; DesMoines rapids, $455,000; Great Kanawha river, $100,000; mouth of the Mississippi river, $250,000; pier in Delaware bay, near Lewes, Del., $15,000; Delaware river at Mifflin bar, $20,000; harbor of Wilmington, Del., $10,000; East river, at Hell Gate, $300,000; Ohio and its tributaries, $500,000; Chicago harbor, $78,000; Michigan City harbor, $50,000; St. Mary's river and St. Mary's canal, $200,000; harbor of refuge, Lake Huron, $100,000; Saginaw river, $75,000; harbor of Oswego, N. Y., $90,000; Falls of St. Anthony, Minn., $100,000; Upper Mississippi river, $25,000; Upper Illinois river, $75,000; Rock Island rapids, $40,000; Mississippi river between the Missouri rivers, $100,000; Portland and Louisville canal, $100,000; Ohio river, $300,000; mussel shoals, Tennessee river, $160,000; Baltimore harbor, $75,000; James river, $75,000; harbor at Newport News, Va., $5,000; Aquia Creek, Va., $2,000; Elk river, Md., $5,000; mouth of Nomine Creek, Va., $5,000; Rappahannock river, $5,000; James river, Va., $75,000; harbor at Sandy Hook, $100,000; Passaic river, $5,000; Nansemond river, $5,000. A provision of the bill requires the expenditure of the money appropriated to be made wherever practicable under contract with the lowest bidder, after due advertisement for proposals.

Stamp Vignettes.

On a question submitted by Secretary Bristow, as to "whether in placing portraits of living persons upon internal revenue stamps there has been an infraction of that portion of the law which declares that no portrait shall be placed on any of the bonds, securities, notes, fractional or postal currency of the United States while the original of such portrait is living," Attorney General Pinckney says: "Prior to the enactment of the revised statutes it was held, and, as I think, rightly held, by the internal revenue bureau, to be lawful to connect with the idea of living representation the stamps used by the Government in collecting its internal revenue. These stamps are not bonds, notes or United States currency of any kind, nor yet are they in the nature of money or fractional United States securities. Congress, however, in section 5,413 of the revised statutes, has declared the form of words, 'obligation or other security of the United States,' to be held to include all representations of value issued or to be issued by the Government, and in the enumeration of the particulars which, by the statutes, are embraced by those words, stamps are expressly included. * * * While I am of the opinion that the exclusion of the portraits of living persons from revenue stamps is consonant to and in furtherance of the spirit of said section 5,513, I cannot hold that said section requires such exclusion or makes illegal stamps with portraits of living persons upon them."

Refunding of Customs Duties.

The amendments to the House bill in regard to the refunding of customs duties, reported by Mr. Ferry, of Michigan, from the Senate Finance Committee, are in the nature of a substitute for the entire bill.

The substitute provides that no duties collected in accordance with any decision or ruling previously made by the Secretary of the Treasury shall, except as hereinafter provided, be refunded, unless in accordance with the judgment of a United States circuit or district court, from which the Attorney General shall direct that no appe