

REVOLVERS. Finally Find Each... the Hip at the... Some Difficulty--The... Spend Sunday in...

here to-day. If this condition was any worse than it was at first supposed, it is taken for granted that news to this effect would have been received by his friends in Richmond. The two men experienced great difficulty in getting together, for they both traveled nearly one hundred and fifty miles through a mountainous country. They camped out, and traveled mostly at night. Mr. Elam's party saw only one man whom they knew. This was a well known Virginia judge, Mr. Elam and Mr. John Snellings of Richmond, who were the only sides who the jurist passed by in his carriage. He did not see them and went along down the road, apparently in a deep study. Up to this time no arrests have been made, except that of a colored man named David Brooks who drove the wagon containing the Baltimore party from West Virginia to the dueling ground. He was arrested last night in Staunton and held to bail as a witness.

Dispatch. to 30--W. C. Elam and his morning at 6 o'clock... the first no one was hurt... second shot. Elam was the affair ended.

BALTIMORE, July 1.--Mr. Richard Beirne, editor of the Richmond State, who fought Mr. W. C. Elam on Saturday morning, arrived in Baltimore last night about 7 o'clock, and registered at Barnum's hotel. The party came by the Western Maryland railway, and comprised the principal Mr. Beirne; F. M. Wright of Petersburg, and W. C. Elam of Richmond, who acted as seconds, and Messrs. Andrew Beirne, of Lewisburg, W. Va., and H. M. Smith, of Richmond. Mr. Beirne is a thick set man of about 37 years, and weight probably 200 pounds. He has thick, dark hair, wears a mustache and whiskers, and was clad in a summer suit of dark gray.

When the telegrams had been fought near Chesapeake and Ohio Elam, editor of the State, were paper offices yesterday around the boards... the duel, occupied more... state than any affair... has occurred in... of that memorable... February, 1846, when... Hampden Pleasants, who founded the Whip, editor of the Enquirer, or Ritchie, took place... between the two duels... the whip party, or in... ed upon as being able to... his party by his pen, most in the same degree... fluence over the demo... present instance Elam... ing organ of the read... Beirne edits and owns the... the funder party. Both... looked upon as exceedingly valuable men to their respective parties, and their names are familiar in every household in the state since the political eye of the country has been directed upon Virginia. Hence it can readily be understood why the people, not only in Virginia but elsewhere, have been so deeply interested in the difficulty between the two Richmond editors, which, after pending more than a week, culminated in a fight on the farm of Phil Killiam, in Augusta county, promptly at 6 o'clock yesterday morning. Mr. Elam's party arrived on the ground about 5 o'clock, and pretty soon afterward the other side came up. Sheffield Lewis, John F. Lewis, Jr., and Dr. Lewis Wheat were with Mr. Elam, and Frank M. Wright and W. E. Checkley accompanied Mr. Beirne. The ground selected was on a twelve-acre grove, not far from a milldam, and where the parties could not well be discovered. In this grove there was a slight depression, and in that depression the men were promptly placed, facing each other. A toss for the choice of position and word of command had been given by Mr. Sheffield Lewis, second for Mr. Elam. He also staked off the ground and placed the men. The principals were eight paces apart, which is less than eight yards. The principals faced each other. Both appeared cool, and not in the least excited. Mr. Beirne looked haggard and pale, the result of a long and wearisome drive over the Allegheny mountains from Lewisburg, with the loss of sleep. Mr. Elam stood erect, and an eye witness says "as firm and as solid as an oak." He wore his spectacles, but so nearsightedly that he could not see his own feet. He was dressed in a new suit and wore a light brown straw hat.

"Gentlemen, are you ready?" said Mr. Lewis, after the principals had each loaded their pistols. Both gentlemen gave the word, and tightly clenched their weapons. They were in fire between the words one--two--three. "One," said Mr. Lewis, in a tone that could be distinctly heard and not misunderstood. Quick as a flash Mr. Elam's pistol went off, and the report from Mr. Beirne's pistol followed like an echo. The ball from Mr. Elam's pistol touched Mr. Beirne's vest and caused a change in his aim, which made the ball from his pistol go whizzing through the air and fall to the ground. Mr. Beirne then fired. Again Mr. Elam fired a little in advance of Mr. Beirne, but harmlessly. The second shot from Beirne's pistol struck Mr. Elam in the upper portion of the right arm, as he was standing with his side to the right. Mr. Elam's arm was then raised, and he cocked his weapon for another fire. His finger was on the trigger ready for another shot, but a paralytic convulsion, resulting in Mr. Beirne's second shot, had been fired. The Beirne party then raised their hats courteously to the other side, and left the field. Elam, with little help, was able to walk to his carriage, and was laid comfortably on the bottom of it, and with Mr. Lewis and Dr. Wheat, was conveyed down the road to Staunton. There he is now stopping at the house of John F. Lewis. Mr. Beirne and his party went to Crimora station, on the Shenandoah Valley railway, where he took the train for Hanover.

When the combatants took their position several persons present, who were not immediately connected with the affair, were asked to retire, which they did. In the agreement the new cartel, the same pistols that were used in the Hanover Junction fight were accepted. They were United States army revolver pistols, five barrel, 31 caliber. Strange to say the first time Mr. Elam ever fired Mr. Beirne to know him was on the field at Hanover. It is said they have never been seen together since. He was never in Richmond before the day they met at Hanover Junction. Passing day after day within not a stone's throw of each other, they never met. All they knew of each other was news information derived from others. Elam's wound is not considered to be a very serious one, and it is expected that he will be able to walk about in a few weeks. The first information received in this city of the duel was derived from a telegram sent by Mr. Beirne to his friends in Baltimore, and ever since the beginning of the difficulty. She left yesterday afternoon for Lewisburg, and reached her husband this morning.

Telegrams have been pouring in ever since the meeting took place for information as to Mr. Elam's condition, and the exact character of the wound. Much sympathy has been expressed for him, but in no individual thus far has it been exhibited by any of his friends, and were never in each other's latest night. A North Carolinian, well known in his state, who won the spurs of a duel in the war between the states, and has known the editor of the Whip from childhood, read at the Whip office last night, and he is a writer of force and ability. Elam's wound is not considered to be a very serious one, and it is expected that he will be able to walk about in a few weeks. The first information received in this city of the duel was derived from a telegram sent by Mr. Beirne to his friends in Baltimore, and ever since the beginning of the difficulty. She left yesterday afternoon for Lewisburg, and reached her husband this morning.

Elam married a Miss Poindecker, of Louisa county, and they have several children. Beirne married Miss Grundy, of Ashland, and they have three children. Elam's home is on his farm, near Trevilians, in Louisa, but as he spends most of his time in Richmond, he boards on Sixth street, between Clay and Beirne.

Both men are noted for courage and coolness. The duel was a remarkable one, and the result was a surprise to many. The fact that Elam was the victor, despite his wound, is a testament to his skill and bravery. The duel was a significant event in the history of the region, and it has attracted the attention of the public. The fact that Elam was the victor, despite his wound, is a testament to his skill and bravery. The duel was a significant event in the history of the region, and it has attracted the attention of the public.

Elam's wound is not considered to be a very serious one, and it is expected that he will be able to walk about in a few weeks. The first information received in this city of the duel was derived from a telegram sent by Mr. Beirne to his friends in Baltimore, and ever since the beginning of the difficulty. She left yesterday afternoon for Lewisburg, and reached her husband this morning.

Elam's wound is not considered to be a very serious one, and it is expected that he will be able to walk about in a few weeks. The first information received in this city of the duel was derived from a telegram sent by Mr. Beirne to his friends in Baltimore, and ever since the beginning of the difficulty. She left yesterday afternoon for Lewisburg, and reached her husband this morning.

A CRACK COMPANY.

Arrival in Washington of the Continental Guards of New Orleans.

Reception by the Light Infantry and the Marine Band.

A Sunday Trip Down the River to Mount Vernon on the Steamer Corcoran.

The Visitors Pleased With Their Entertainment--Roster of the Command.

The Continental Guards of New Orleans arrived here yesterday morning on the 10 o'clock train, and were met at the Baltimore and Ohio depot by the Washington Light Infantry, Col. William G. Moore commanding. The Infantry formed in line, the Guards passing in review, and then formed when the Light Infantry passed, headed by the marine band, and passed up Pennsylvania avenue as far as Fifteenth street. Both commands then turned, wheeling to the left, and marched battalion front, presenting a splendid sight which elicited loud applause. Their line evolutions and soldierly bearing made them receive applause at intervals from this point until they reached the National hotel.

After breakfast at the National the Guards were taken in charge by the following committee of reception: the past of the Light Infantry, Messrs. George F. Tims, chairman; J. P. Dyer, C. W. F. Thorn, J. S. Miller, James P. Willett, W. M. Beall, and F. K. Ward, and conducted to the steamer W. W. Corcoran. The boat left Mount Vernon about 12:30 o'clock. At 1:30 dinner was served, and everything that could please the eye or charm the palate was liberally provided. The table was tastefully decorated with flowers and plants, and the guests bountifully supplied with the choicest viands that the market afforded. To this were added the finest products of the vineyard, both native and foreign.

About 150 active and honorary members of the Light Infantry accompanied the guards, among whom were Dr. Ford, the life of the party, who gave his widely celebrated scenes of the eel and crab, to the delight of all; Capt. Miller, Bristow, and W. H. Clagett. Lieut. Naylor had charge of the aqua vivae. Everybody appeared immensely happy, and the trip was enjoyed immensely. The arrival of the boat at Mount Vernon, the Guards with their escorts visited every point of interest, and were greatly pleased with what they saw. All of them were provided with souvenirs in the shape of flowers, and many of them wrote postal cards to their friends which were mailed at the Mount Vernon postoffice. It was rather a quaint, but certainly an interesting sight, to see a party of gentlemen dressed in a uniform so similar to that of the men who commanded the American troops over one hundred years ago--the original wearers of that style of uniform, the old continental.

Yesterday was paid to the visitors the highest compliment ever received by any military or civil organization in the country. The Continental Guards is the first company of any kind ever allowed to land at Mount Vernon on Sunday. After seeing all there was to be seen the Corcoran steamer returned to the city. Songs, speeches, and anecdotes were had in abundance, and jollity and good humor reigned supreme during the entire trip. The officers of the Continentals are a fine set of men, and their conduct on the trip was of the highest order. The uniform of the Guards is the old continental, so famous one hundred years ago. It consists of buff and blue, a swallow tail coat, long waistcoat reaching over the hips, breeches, long stockings, shoes with buckles, and three-cornered hats. The uniform has been exactly patterned after the revolutionary garb. The accoutrements and arms, however, are different. Instead of the old Queen's Ann musket, with a flint lock and bayonet, they have the Winchester repeating rifle.

The Continental Guards will call upon the President this morning at 10 o'clock. After which they will visit the soldiers' home, the capitol, Corcoran park, and other places of interest in the district. They will leave for Cleveland at night. The Guards intended giving the tableaux here," said Mr. Frank Farrell, the manager, "but owing to a piece of unworkable and unsuited for professional disconcert, they were not able to procure the opera house here. Mr. Ford owes something to the people of New Orleans, as he and his sons have always been well treated by them. The citizens and newspapers of New Orleans will not forget the debt they have been true to." The roster of the Continentals on this tour is as follows: Past Capt. William Pierce, Capt. Charles A. Thiel and wife, Lieut. Charles W. Drown, Lieut. George J. Brugh, Lieut. George E. Schuyler, Capt. Sergt. J. C. Hood (second lieutenant), First Sergt. P. J. Pulte, Second Sergt. A. T. Terry, Third Sergt. J. Stemler, Fourth Sergt. E. D. Dean, First Corp. M. McNamara, Second Corp. W. H. Beaman, Third Corp. Thomas J. Moran, Fourth Corp. John M. Oros, Markers Charles A. Thiel, Jr., Walter Grivot, and John Williams. Privates--John W. Adams, Fred. Busch, F. X. Barbot, H. U. Beach and wife, Wm. Carey, A. Connors, George W. Doll, George F. Drown, Frank Farrell, Charles A. Francis, Hon. John Fitzpatrick and wife, L. A. Gerties, Adolph Fritz, Thomas Hagan, Jr., and wife, Joseph Hera, Gus Jougneil, C. S. Kouss, J. Kittredge, J. Lipman, B. W. Marston, state senator from Red River parish; Wm. Kera and wife, J. J. Melton, E. L. Marmion, C. E. McVean and wife, Joseph Oteri, R. Oteri, Thomas O'Connor, Jr., H. O'Pry, Oliver A. Pierce, H. Perry, M. E. Pittman, W. H. Reeder, John B. Sinner, Thomas W. Smith, J. B. Traplin, B. W. Wa. Wooten, W. Wilcox, John Jenkins, George A. Rice, S. McNeil, B. M. Matthews, J. C. A. By, W. W. Deaves, and five servants, four of whom are drummers and fifers.

Serious Railroad Collision in Hartford. HARTFORD, July 1.--The down express at 12:30 yesterday on the Consolidated road came in collision with the outgoing way train on the New York and New England road between the tunnel and Avon street in this city. The engine and tender of both trains were thrown off the track; also the baggage car of the New York and New England, and two wheels of the postal car on the Consolidated. The engines of both roads were

smashed to pieces, the crash being heard nearly half a mile away. Several ladies were in the smoking car of the Consolidated train, and half a dozen were hurt, as were also Engineer Mitchell, of the New England road and two or three brakemen. Mrs. George D. Parka, of 163 East Twenty-sixth street, New York, has her law books and a box of articles of furniture, Conn., some of her ribs broken, while the others were less seriously hurt. The injured were promptly attended to.

A PANIC IN A PROCESSION.

A Runaway Team Spreads Confusion Through a Party of Sunday School Children.

MILWAUKEE, Wis., July 1.--A farmer's team took fright yesterday at a band of music in a Sunday school procession and ran away. The horses dashed through the ranks of little girls and landed the wagon amid the spectators on the sidewalk. They broke loose at this point and trampled people under their hoofs in every direction. One school girl was killed, Mrs. Smith received fatal injuries, and Mrs. Engle, who stood the lines of several of the little ones by pushing them aside, was herself severely kicked about the hips. The list of severely wounded includes the daughters of Peter Weiss, Mr. Hennings, William Luebeck, and two daughters of Valente Libera. Most of the injured were also cut more or less by horses' hoofs.

It Was His Duty and He Did.

PHILADELPHIA, Pa., June 30.--Ex-Speaker Samuel J. Randall, having had his attention called to charges recently made public, that as speaker of the house he was responsible for the failure of Mr. Tilden to secure the presidency in 1877, because he refused to allow democrats in the house to dilute in order to carry the counting of the electoral vote beyond the fourth of March, said the creation of the electoral commission was the work of a democratic house and republican senate, and in framing that commission it was made mandatory that there should be no delay in either body in making the count. It was his duty to obey, not to defy, the law, and no matter how strongly the sympathies of his heart were with his party, during the performance of an act without precedent in the history of the nation, his most solemn judgment taught him that no error, no deviation from the rugged path of duty prescribed by law must be made by him, and he endeavored to perform his duty to his country. God gave him the light to see it. One of Mr. Randall's most intimate friends, in speaking of the matter, says: "Had Speaker Randall permitted the house to filibuster over the disputed vote of Florida, Louisiana, and South Carolina, and the result of the electoral vote had not been reached until March 4, that would not have seated Mr. Tilden in the presidential chair; it would have left the country without a president or vice president."

A Queer Race on a Railway Track.

NEW YORK, July 1.--A fire engine with seven men seated on it was on its way to a fire in Brooklyn to-day. Its route lay across the Brighton Beach railway track. As it neared the crossing a train was rapidly approaching from the same place with a passenger car. The driver of the engine, seeing that he could not stop his horses nor cross in time to avoid a collision, turned and drove down the track in front of the train with such speed that he was not overtaken until he had reached a station a short distance below, where the train had to stop. Witnesses of the affair were so indignant at the engineer of the train for not making any effort to avoid a collision that the police were obliged to protect him.

Dakota Desperados Killed.

MANDAN, DAK., July 30.--The night train from Little Missouri brought the Marquis de Mores, who had a fight with a mob at his ranch last Tuesday. The coroner's verdict in the inquest on the body of Luffey, who was killed, was that he met his death at the hands of De Mores and his men. They will be brought before Justice Balcman for a hearing. Public sentiment is entirely against the desperados. The marquis left his premises in charge of armed men as threats of burning them had been made.

Protection from Floods.

ST. LOUIS, June 30.--A meeting of the mayor of East St. Louis, the county commissioners of St. Clair and Madison counties of Illinois, and the chief officials of the railroads centering in East St. Louis, will be held at the Southern hotel in this city next Saturday. The meeting is for the purpose of organizing a plan for the protection of the city from the overflow of the river, such as recently occurred in that locality, and to protect railroad and other property.

Run Down by a Steamer.

PROVINCETOWN, MASS., July 1.--Capt. Tuttle, of the schooner Verion, from Bangor, reports that yesterday fifteen miles north of Race light he fell in with stern and other wreckage of the schooner L. A. Burlingame, of Barnstable. The vessel's boat was missing and the indications were that she had been run down by a steamer and had immediately sunk.

Cyclones on the Sea.

PHILADELPHIA, July 1.--Prof. Brooke, of the Red House observatory, reports a telegraphic observation this morning of an enormous group of spots now central upon the sun's disc. The diameter of the group is 50,000 miles, and the spots are visible to the naked eye. They exhibit violent cyclonic action, electrical storms, and aurora accompanying this solar outbreak. A brilliant aurora was witnessed here last night.

Crowds at Cape May.

CAPE MAY, N. J., June 30.--This was the "opening day" of the season, and the hotels to-night are crowded to overflowing. Up to 8 o'clock this evening thirty-eight carloads of people had arrived to-day. The dress parade of the State Fencibles, of Philadelphia, was witnessed this evening by over 3,000 persons. The festivities of the day closed to-night with a grand hop at the Stockton hotel.

FOREIGN NOTES.

The Comte de Chambord Supposed to Be Fatally Hit--The Chateau Still Spreading.

LONDON, June 30.--Returns from the election which was held in county Monaghan to-day to fill the vacant seat in the house of commons for the county indicate that Mr. Healy, the home rule candidate, has a decided majority in half of the election districts, and that Mr. Monro, the Tory candidate, has a majority in the other half of the districts. This the issue will be very close. The Liberal candidate, Mr. Pringle, has no chance of election. The priests strongly supported Mr. Healy. There was very little excitement, the result of the voting will be known on Monday.

Mr. Biggar, M.P. for county Cavan, in a speech at Manchester, declared that the leading trait of the present government was falsehood. He said Mr. Eirrington had been sent to Rome on Sunday. The American exhibit and his friends were in league with murderers, and that the Irish were without grievances. He thought it doubtful whether Mr. Trevelyan, the present chief secretary for Ireland, was much better than Mr. Foster. He asserted that Mr. Trevelyan had recently lied about the paupers shipped across the Atlantic. The establishment of Procter & Bevington, glue and size makers, No. 124 Grange road, Bournemouth, a suburb of London, is on fire. The American fire team practiced last night their effects to places of safety. The fire is one of the largest that has occurred in that vicinity in many years.

The fine art exhibition was opened at Kensington on Sunday. The American exhibit is good, in landscapes especially. There are many fine works in black and white. PARIS, July 1.--A dispatch to the Union from Froisdorf says the Comte de Chambord has been suddenly seized with serious illness. It was reported in Paris at 11 o'clock to-night that the Count's life was despaired of. Count Monti, the Comte de Chambord's private secretary, who but recently arrived in Paris, has started on his return to Froisdorf. The Daily Telegraph's correspondent at Paris says: "A telegram received here reports the Comte de Chambord as being in the death agony. It is stated that the count has been suffering from inflammation of the intestines, and that he had a relapse on Friday." The count's team practiced last night under the same conditions as those of the forthcoming international match. The highest aggregate out of a possible 210 were Smith, 185; Scott, 170; Van Houten, 172.

One hundred and twenty state-aided emigrants embarked on the Allan steamer Austrian at Poynes, County Limerick to-day for the United States. They are mostly from the Glen and Ennis unions. In addition to President Grevy's reply to the pope's letter, a confidential note from Prime Minister Ferry has been forwarded to the vatican, explaining that the Catholics, who are a minority in the country, have sought by all means in their power to embrace the republic. The general tenor of the note, however, is conciliatory. The promise is made that the stipends, of which the clergy were deprived, will be restored on the occasion of the next general election.

ROME, July 1.--In the election held to-day for a member of the chamber of deputies the Duke of Torlonia received 4,360 votes and Signor Coccaipelli 2,538. The returns from two districts have not yet been received, but they cannot materially affect the result. HAVRE, June 30.--The steamer Kate, which has arrived from Bombay, has been obliged to stay in the roads and perform quarantine with the steamer St. Bernard, which arrived yesterday at the same place with a case of Asiatic cholera aboard.

GIBRALTAR, July 1.--Quarantine for a period of three weeks has been ordered against all vessels arriving here from places in Egypt and from Ottoman ports on the Red sea.

LONDON, July 1.--There were 109 deaths from cholera at Damietta on Saturday. Cholera has appeared at Samanout, a small town fifty miles southwest of Damietta, on the Damietta branch of the Nile. Four deaths have occurred there.

A Railway Smash.

BRADFORD, PA., July 1.--An accident occurred on the Rochester and Pittsburgh railway at 3 a. m. at Rasselas, twenty-five miles southeast of here. The first section of a coal train, to which was attached a passenger car containing fifteen persons, broke in two on a heavy grade and seven of the cars rumbled back down the grade and ran into the second section, smashing the conductor and a brakeman, were killed and the others were wounded more or less seriously. Found dead as a list of the dead: Robert Clemens, George Quinn, S. T. Tolles, Angus Adawso, S. J. McKee, and M. Downs. The wounded are: James O'Connell, of Alton, hurt on head, scalded, and injured internally; J. Casimiro, leg broken; his brother, H. Casimiro, had his ribs broken on the left side and shoulder hurt, and is in a very low condition; W. L. Davis, of Orleans, N. Y., had scalp wound; David Ford, brakeman, both legs broken, badly wounded in the head and neck; John Collins, of Limestone, badly hurt in the head, and is in a very low condition; W. H. McCurdy, scalp wounds and other hurts, not serious; her four-year-old boy is slightly wounded; J. Ravelle, of Alton, hands and face badly scalded; Pat Downey, engineer of engine on the second train which was run into, was slightly injured.

Collector Resigned.

LOUISVILLE, Ky., July 1.--Col. A. M. Swope, collector of internal revenue of the Lexington district, sent his resignation to the President yesterday. He had been retained as collector of the new consolidated district, and his resignation causes much comment in political circles, as the republican state committee have demanded his removal, and there are several applicants for his place.

Archbishop Purcell.

CINCINNATI, July 1.--The following was received by the Cincinnati agent of the Associated Press to-night: ST. MARTIN'S CONVENT, July 1, 5 p. m.--There has been no change in the condition of Archbishop Purcell for the last twenty-four hours. His temperature this morning at 10 o'clock was 101 degrees, and at 11 o'clock 99 degrees. 7 less than on Friday. He rests very quietly and takes nourishment freely. There is still some hope that he may rally.

The Philadelphia Mint.

PHILADELPHIA, July 1.--The coinage executed at the United States mint, in this city, during the month of June, aggregated 9,683,550 pieces, valued at \$1,729,522.50. The total coinage of the mint during the fiscal year ending June 30 was 80,091,282 pieces, valued at \$2,143,730.

A Costly Pair of Legs.

FARGO, DAK., July 1.--The suit of S. Marvin against the Northern Pacific Railroad company for damages for the loss of both his legs while in the employ of that road has been decided, the court allowing him \$20,000 damages. The company has appealed.

Norman Reinforcements.

NEW YORK, July 1.--On the steamship Nevada there arrived this morning 680 Mormon converts in charge of twenty-two missionaries. The converts are from Sweden, Denmark, Wales, England, and Norway. The men and women are about equal in number.

The Weather To-Day.

For this region warmer, fair weather, south to west winds and lower barometer. Yesterday's temperature: 7 a. m., 63.9; 11 a. m., 73.9; 1 p. m., 73.9; 3 p. m., 73.9; 5 p. m., 66.3; maximum, 90.9; minimum, 62.9.

THE RAILROAD RECORD.

The Break in Prices Causes an Increase in East Bound Tonnage.

The New Chicago and Atlantic Disturbing the Trunk Line Pool.

A Reduction of Eighteen Hours in the Time Between Omaha and San Francisco.

New Combinations in the West--Another Fast Train.

Special Dispatch. CHICAGO, July 1.--There was an increase of over 5,000 tons on the eastbound shipments of flour, grain, and provisions from this city during the last week, and still the railways are not happy. On the contrary, this increase has caused more discontent and illfeeling than has existed heretofore. The fact is that all the increased tonnage, and more too, has been shipped by the Chicago and Atlantic, which was opened for business two or three weeks ago, and the Chicago and Grand trunk and the Panhandle, which formerly took out but a small percentage of the business. These three roads carried 56 per cent of the east-bound freight shipments, while the other roads, which include the powerful Michigan Central, Lake Shore, and Fort Wayne roads covered but forty-four per cent. The tonnage of these old established lines is actually less than they were a week ago, as they would derive no benefit from the heavy movement in grain and provisions. Since the break in the hard corner there has been a great tumble in prices, and consequently a heavy demand sprung up in the market. This movement of provisions will continue until the fall markets are opened, and more firm, and until then not falling off in the general tonnage of east bound shipments may be anticipated.

The total shipments of provisions from this city during the last week were 16,564 tons, against 18,855 tons of the week before. That general business has not improved, however, is shown by the fact that grain shipments decreased over 3,000 tons during the week, and this is the reason why the leading railways fared so badly, the bulk of the provision shipments going by the three lines named above. It is claimed by some of the railway people that those roads could not have secured so large a share of the provision shipments at regular tariff rates. But there is no proof that any of these roads have cut their rates, or gave any special inducements to shippers. It would be no object to the Panhandle and Grand Trunk roads, which are in the pool to cut the rates, as they would derive no benefit from the cut, the business being equalized by competition. Moore at the end of each week. The Chicago and Atlantic is not yet in the pool, and it would not be so surprising if it was cutting rates to make a good showing. The officers of this road, however, emphatically deny that they are cutting rates, or give any special inducements to shippers to favor their line, claiming that they have strict orders to maintain tariff rates, as there is no desire on the part of the Erie, which controls the Chicago and Atlantic, to trouble the pool. The fact that so much of the business has gone by this and two other roads, which heretofore carried but little provisions, is claimed by some to be due to a cut in the pool, and give it a regular percentage of east bound business.

The Lackawanna also continued to worry the pool lines. The efforts lately made to get this line into the pool have proved abortive, but it is claimed that the road is getting ready to join the pool. Special Dispatch. CHICAGO, July 1.--An important change was inaugurated to-day in the running time between the Missouri river and the Pacific coast. It was announced some time ago that the Union Pacific railway had entered into negotiations with the Chicago and Atlantic, the Chicago and Northwestern roads, whereby the time between this city and San Francisco would be shortened 30 hours. No encouragement was offered, this proposition by the Northwestern road, in order to create the matter in hand and succeeded in getting the Central Pacific to shorten its time from Ogden to the coast three hours. In addition to this the Union Pacific to-day commenced running four fast express trains from Omaha Council Bluffs and Kansas City to Ogden, Salt Lake City, and Denver. The time has been quickened so that 15 hours will be saved by all passengers en route to Ogden and points west. This train makes connections with the Chicago and Pacific express, so that a saving will be made of eighteen hours to the coast, and proportionately to other intermediate points.

By Associated Press. DETROIT, June 30.--The new line between Chicago and Detroit is just on the point of being opened. A party of prominent railway officials arrived at Detroit this evening from Chicago, passing over the new line between this city and Chicago. The party consists of C. S. Hill, general superintendent, and William Ferry, general passenger agent, of the Great Western railway, and H. M. Horst, vice president, and H. C. Townsend, general passenger agent, of the Wabash railway. They were accompanied to Auburn Junction by officials of the Baltimore and Ohio railway. All of the Detroit party were in the morning, and they lighted with the condition of the track, and felt assured that the new line can do a large share of the traffic between Detroit and Chicago. The line consists of the Wabash railway from Detroit and the Baltimore and Ohio from Auburn Junction to Chicago, 146 miles, making the distance from Detroit to Chicago, 272 miles, or 13 miles shorter than any other existing line. In connection with the Great Western railway from Detroit, this will make the shortest line between Chicago and Niagara Falls and Buffalo. The new line will be opened for business July 8, and fast trains will be put on to run through solid between Chicago and Niagara Falls.

CHICAGO, June 30.--The Chicago, St. Louis and Pittsburg railway, commonly known as the "Pan Handle" route, publishes a schedule of fast trains between this city and New York, by way of Columbus and Pittsburg, leaving here at 9 p. m. and arriving at New York at 7 o'clock the second morning. This is the fastest time yet announced by any of the eastern lines for trains leaving here at night. ST. LOUIS, July 1.--An official circular announces that the various roads which constitute the Wabash system have been re-arranged and grouped into four divisions, to be known as the eastern, middle, northern, and western. They will be officered as follows: Eastern division, George W. Stevens, superintendent, Erie, Pennsylvania; middle division, H. B. Matthews at Rantoul, Ill., vice president; middle division, H. F. Clark, superintendent, Springfield, Ill., with F. A. Thompson at Forest, Ill., and F. D. Schermerhorn at Quincy, Ill., as assistants; northern division, E. N. Armstrong, superintendent, Peoria, Ill., with E. B. Hyde at Havana, Ill., as