

THE COMING MAN.

He Arrives Safely in Chicago with His Cabinet Intact.

The Presidential Ride from Louisville to the Garden City—Enthusiastic Reception at Various Points.

CHICAGO, Ill., August 2.—A special train containing President Arthur and his party bowled out of the Louisville and New Albany and Chicago depot at Louisville half an hour late. The leave taking which the president had of Louisville was in a measure informal, although a great concourse congregated in and about the depot to give him an early morning send off and the gayly uniformed band of the Louisville legion was an handsome discourse "Hail the Chief" as the presidential party entered the depot, this musical attachment accompanying the president to Chicago. The special train is decked out in royal fashion and bears on its headlight an enlarged portrait of the president. Great crowds collected at all way stations to witness its flying passage. The party on board is made up as follows: President Arthur, Secretaries Lincoln, Gresham and Folger, Surgeon Rawlins of New York, President Young of the New Albany road, Lieut.-Gen. Hanna of Indiana and press correspondents. A number of other gentlemen prominent in Indiana public life boarded the train at various points and rode short distances, after paying their respects to the chief magistrate and members of his cabinet. The transit of the special had evidently been well advertised as was evidenced by the great crowds along the entire route. Every crossing had its quota of spectators.

Throughout the early portion of the run the president sought seclusion in his coach, and failed to make his appearance on the platform. Accompanying the calls made for the president at nearly all Indiana stations, were cheers by the crowds for Secretary Gresham, and were repeated and hearty. A stop of ten minutes was made at Valparaiso, where a crowd numbering fully eight thousand had collected. The president, accompanied by Mr. Lincoln, of that city, on behalf of the colored residents of Valparaiso, thanking the president for the stand he had made on behalf of the race at various times. President Arthur replied in the briefest terms, thanking them for their kindly wishes. Vehement calls were made for Secretaries Lincoln and Gresham, but these gentlemen, following the action of the president, briefly expressed pleasure at meeting such a great concourse, and regretting that they could not linger and speak at length. The same routine was observed at Marion, to which point excursion trains had been run, bringing very large crowds, but the President refrained, as he had at all other points, from making any remarks.

There were no occurrences serving to mar the journey, save that at Greensburg, Ind., where a large crowd had collected. The train platform gave way, precipitating fully one hundred people down for a distance of twelve feet, but no one was seriously injured. There were numerous incidents of a pleasant nature at all stations on the route. At Valparaiso a young colored lad presented the president with flowers worked into a design of a ship. At nearly all stations there was an evident desire to shake the hand of the president which he acceded to in every instance. The impression conveyed to Gen. Sherman was on board the train and calls were invariably made for him. Two excellent meals were served by the railroad company on the dining cars en route and the train was whirled into the depot in this city promptly at seven o'clock. Here another great crowd had gathered, but the president and party managed to reach their carriage with scarcely a difficulty and were driven quietly to a hotel.

DORSEY'S BUDGET OF LIES.

EMPHATIC DENIALS FROM TWO EDITORS. CHICAGO, August 2.—A morning paper publishes an interview with Whitelaw Reid, of the New York Tribune, relative to the appointment of Stanley Matthews to the supreme bench. Mr. Reid gives emphatic denial to the whole story. The following is the interview: "The reporter said he had been sent to ask Mr. Reid concerning Dorsey's statement about the alleged bargain which Dorsey said Reid probably knew about for the appointment of Stanley Matthews to the supreme bench. Reid replied, 'I never made any such bargain' with General Garfield, directly or indirectly, and have no reason to think any such bargain was made by any body else. I never even asked him for the appointment of Matthews, nor did I know Matthews was to be appointed after his rejection by the senate under Hayes."

An interview with Mr. Geo. Jones, of the New York Times, is also published, in which Jones pronounced untrue the Dorsey statement that he had even asked for, sought or accepted aid from the national committee or any one.

Suits Against the Western Union.

PHILADELPHIA, August 2.—The hearing of five civil suits brought by C. E. Fuller, agent of the Chicago meal company, against the Western Union telegraph company for refusal to accept messages from July 25, under dining conditions, took place this afternoon before Magistrate List. The plaintiff swore he presented messages for Cape May, Atlantic City, Ashbury Park, Trenton and Chicago. These were refused except upon the condition that they be "subject to delay or mailing." Fuller declined to accept the conditions and refused to send the messages. Officers of the telegraph company swore the plaintiff was informed there would be no unusual delay in sending his messages to Atlantic City and Trenton. The magistrate held the suits under advisement.

Huge Railroad Mortgage.

CHICAGO, August 2.—A mortgage for \$16,000 was recorded yesterday at Springfield, Ill. Cyrus C. Hines, of Indiana, and the Union Trust company, of New York, loaned the money to the Ohio & Mississippi railway. The object of the mortgage is to enable the company to re-

THE NATIONAL CAPITAL.

The Traffic in Wool from Turkey and Egypt as a Means of Spreading Cholera.

The Cattle Commission Conclude Its Labors Without Finding a Single Case of Foot and Mouth Disease.

RAILROAD MATTERS.

RESIGNED. CHICAGO, August 2.—Mr. W. K. Ackerman has formally resigned the presidency of the Illinois Central railroad, giving as a reason he needs rest after 31 years' service for that corporation.

BRIDGE DESTROYED. RENO, NEVADA, August 2.—The Central Pacific railroad bridge west of this place, was destroyed by fire last night. Trains will transfer passengers until a new one is constructed.

SCALPING CONSPIRACY. CHICAGO, August 2.—Officials of the Wabash Road claim to have discovered that for some time scalpers have been selling large numbers of Illinois Central and Chicago & Alton tickets between Chicago and St. Louis, at \$6.50, which is \$1.50 below the regular rate. The Wabash people claim that this could not be done by scalpers, unless given facilities for getting them in at about \$9. Accordingly the Wabash, late this afternoon, announced a rate of \$6.50 either way between the cities for limited tickets. It is thought the other roads must meet this, with the possibility of a rate war.

AGENTS OF LEADING FAST FREIGHT LINES EAST threaten retaliation, unless the agent of the line operated over the Chicago & Atlantic, which appears on the board of trade as agent of the Union Steamboat company, is withdrawn. They say they will secure the agency of some single vessel in the lake trade, and as such will go on the board, where they can learn what business is to be done and afterwards solicit it for their freight lines.

SPORTING NOTES.

CLEVELAND RACES. CLEVELAND, O., August 2.—The 2:22 trot was an exciting struggle, requiring six heats; Director first, Wilson second, Gladiator third, Kate McCall fourth; time, 2:19; 2:17; 2:16; 2:17; 2:18; 2:18.

The fourth trot was exciting on account of the meeting of the stallions Phallas and Duquesne; Phallas first, Duquesne second, Index third; time, 2:19; 2:15; 2:14; 2:17.

2:30 race, Eddy D first, Billeys second, Jack Hart third; time, 2:17; 2:17; 2:24; 2:23.

2:20 pacing race, Westmont won in straight heats, Lou Jack second, Bessie M. third; time, 2:18; 2:24; 2:21.

2:20 trot, Clemmie G. won, Overman second, Billy Dutton third, Phyllis fourth; time, 2:18; 2:18; 2:20; 2:21.

Free-for-all trot, Fannie Witherspoon won, Edwin Thorn second, St. Julien third, Trinkle fourth; time, 2:17; 2:17; 2:18; 2:19; 2:23.

SARATOGA RACES.

SARATOGA, August 2.—First race won by Lord Raglan, Nettle second, Bonnie Bird third; time, 1:47.

Second race, mile and five furlongs, won by Deak Carter, Express second, Geo. Kinney third; time, 2:58.

DES MOINES RACES.

DES MOINES, Iowa, August 2.—The races to-day were for the benefit of Willis Halleck, of Exira, who was so desperately wounded at Elkhorn Grove by Crawford, the murderer of Postmaster Clinch, at Polk City. There was a large attendance and the net receipts were about \$400. The track was in prime order. The summary is as follows:

Free for all: Colby's Chancery H. 1 1 1, McCoy's Barney B. 2 2 2, J. B. Brown's Iron Works 3 3 3. Time, 2:46, 2:44, 2:41.

Three minute class: Ellis's Dixie 4 1 1, Colby's 1 3 3, McCoy's Kitty Strader 3 2 2, Thompson's Sunlight 2 2 4 4 3. Time, 2:40, 2:44, 2:43, 2:42, 2:40.

Free-for-all trot: Couch's Tom Douglas 4 1 1, Carson's Shorty 1 2 4 4, Campbell's Mollie M. 2 3 2, Parker's Cobby 3 2 2, Patrick's Waspie Maid 3 4 3 3. Time, 1:28, 1:28, 1:27, 1:24.

Free-for-all trot: Thompson's Belle Mahone 1 1, Hornback's Cyclone 2 2 2. Time, 2:15, 2:14.

BASE BALL.

CHICAGO, August 2.—The Union Base Ball association, which went to the expense of erecting expensive buildings for playing non-league clubs in this city, has proved a non-paying investment. The club has been disbanded and the project abandoned.

MINNETONKA REGATTA.

MINNETONKA, August 2.—Hanlan easily won the decisive heat to-day, at Minnetonka, Hosmer second, Feomer third.

CRIME AND CASUALTY.

A BAPTIST LYNCHEE. MARYSVILLE, La., August 2.—Last night a crowd took from the jail D. W. Pressel, charged with rape on a little girl 9 years old, and hanged him in the court house yard.

THE CREMATED WRECK.

TROY, N. Y., August 2.—The wreck of the colliding freight trains on the Troy & Boston railroad, near North Pownal, yesterday, was cleared. The bodies belonged to those of Mark Sutherland, New engineer, H. H. Bruce, operator, and Chas. Marden, engineer, were found burned frightfully. The remaining three bodies are still missing and are believed to be reduced to ashes. Loss \$60,000.

ANOTHER WRECK.

NEW YORK, August 2.—Fifteen or more passengers were injured by the accident on the Southeastern road yesterday, two or three persons fatally. The accident occurred at a slight curve, the rails probably spreading by the weight of the engine.

THE SLAYER OF JESSE.

KANSAS CITY, August 2.—Charlie Ford, slayer of Jesse James, the famous outlaw, was arrested at police headquarters this afternoon on an old indictment for the Blue Cut train robbery. It is not known yet what caused his arrest at this time. Ford is said to have been dumbfounded at the arrest and is evidently badly frightened.

Yellow Fever.

NEW YORK, August 2.—On the arrival of the steamer Saratoga from Havana, James Barnes, steward, was removed to the quarantine hospital, suffering from supposed yellow fever.

THE NATIONAL CAPITAL.

The Traffic in Wool from Turkey and Egypt as a Means of Spreading Cholera.

The Cattle Commission Conclude Its Labors Without Finding a Single Case of Foot and Mouth Disease.

CAPITAL NOTES.

A POINTER ON THE PLAGUE. WASHINGTON, August 2.—The secretary of the treasury received a letter from a prominent firm in New York, calling attention to the fact that large quantities of wool, of low grade, are exported from Egypt, Syria and countries in their vicinity, to this country, which is the principle market for them, besides a considerable quantity of bed wool, extracted from old mattresses from Constantinople, etc. These wools are frequently shipped at Marseilles and in England for this country. In view of the epidemic raging in the eastern Mediterranean these wools might convey infection as well as rags.

COINAGE OF THE MINTS for July is \$3,733,800, of which 2,422,000 are standard dollars.

THE FOOT AND MOUTH DISEASE.

The secretary of the cattle commission has made a report to the treasury department in regard to the alleged existence of foot and mouth disease among cattle in this country. It says in part, the charges having been recently made in the British parliament of cattle being shipped from our ports infected with foot and mouth disease, and a majority of the House of commons having voted for a resolution opposing importation into Great Britain of cattle from any country in which said disease exists, we feel it our duty to state the facts of the case so far as this country is concerned. After a most extended and most exhaustive inquiry, your commission have been able to find no trace of foot and mouth disease apart from herds just landed from Great Britain, and whose herds have been in every case segregated until the infection had entirely disappeared. The nature and scope of our inquiry may be deduced from our report for 1881, beginning with the great rendezvous of cattle at Kansas City, Council Bluffs and Omaha. We have made careful investigations along all the lines of cattle traffic as far as the eastern seaboard. In this investigation we have included all great stock yards where cattle are detained for feeding, watering, sale, etc., all great feeding stables connected with distilleries, starch, glue and other factories, all city dairies where stock yards exist and where herds are replenished from such stock yards, and to a large extent the great dairying districts into which cows are drawn from the above named stock yards and lines of travel. Up to the present date we have made observations in stock yards at the seaboard terminal end of our traffic and that to which all infection must gravitate, but apart from the imported cases above referred to, we were unable to find a single case of the foot and mouth disease complained of.

IN THE HILL INVESTIGATION.

to-day Seiger, foreman for Bartlett, Hayward & Co., testified concerning changes made in the heating apparatus in the Chicago custom house, and offered in evidence plans and specifications and vouchers which showed that furring and lathing work on the public buildings in Austin, Nashville, Washington, Harrisburg, Pittsburg, Cincinnati and New York, amounting to a large sum of money, had been given to Dwight & Hoyt without contract or competition. Letter was referred to the introduction of such evidence, alleging the work was under contract. The committee took the matter under consideration. After recess Coleman announced the withdrawal of his offer in regard to furring and lathing work on public buildings. Coleman asked for a ruling in regard to further testimony touching the heating apparatus in the Chicago building; also for a ruling on his proposition to present further evidence in regard to granite contracts. Chairman Horn thereupon read a detailed statement announcing that testimony on all questions was closed, excepting upon the single question of heating apparatus at Chicago, upon which the committee would receive more light.

The committee was also informed that they were dissatisfied with this ruling, and said they could file new charges and specifications with the secretary of the treasury. Coleman protested in vigorous language against closing of testimony and demanded that prosecution be allowed to continue the investigation, notwithstanding the embarrassments and annoyances which have been thrown in the way of the prosecution by the secretary of the treasury and by the office of supervising architect to prevent, if possible, a full and fair investigation of Hill's official acts. New informed counsel no oral arguments would be heard, the committee would receive written arguments, which would be made a part of the committee report on the case to Secretary Folger. Coleman will cross-examine Thompson of the architect's office to-morrow, when the investigation will be practically finished. Adjourned.

THE LEATHER PANIC.

SEVERAL MORE INSTITUTIONS GO UNDER. BOSTON, August 2.—The Journal says F. T. & J. D. Pringley, boot and shoe custom manufacturers, suspended. Liabilities, something over \$400,000. They are on Shaw & Bro's paper to the amount of \$400,000.

BANON, Me., August 2.—It is stated the Nova Scotia bank of Woodstock, a branch of the Nova Scotia bank of Montreal, has been heavily involved in the failure of Shaw & Bros. The bank of St. Stephen is also a heavy loser. It is said the above banks held the paper of Shaw & Bros. to the extent of \$600,000 each. In the northern part of the state there is a feeling of uneasiness. In some cases men who have taken contracts for peeling bark have endorsed Shaw & Bros. paper to raise money to carry out the contracts.

Death of Noted People.

CHICAGO, August 2.—Mrs. Mary W. Blodgett, aged 82 years, widely known during the war as a nurse in the army hospitals, died here to-day. For some years she was occupant of the old ladies' home, but was removed on account of some trouble with the matron, which resulted in a law suit for her reinstatement and which is still pending. Orrin Wheaton, a veteran of the war of 1812, and whose father served in the revolutionary war, was buried here to-day.

THE OLD WORLD.

The Plague Continues Piling Up the Dead Without Regard to Condition.

An Army of Reurrectionists at Work in the Earthquake Ruins—More About the Demise of Carey.

GENERAL FOREIGN NEWS.

A HOAX ON PARNELL. LONDON, August 2.—The report furnished the press of an alleged speech by Parnell in which he was made to state, referring to Carey, that justice denied by the government had been accomplished, is a hoax.

Under colonial secretary stated the papers relative to the indemnity for violence done American fishermen in Fortune bay were prepared. The government had received no answer from the United States concerning the proposition for joint measures to prevent recurrence of similar troubles. In a speech, alluded to the proposed convention between Switzerland and America for settlement by arbitration of any differences between the two countries, and asked if the government would make treaties of a similar nature. Gladstone replied, England was not prepared to take such steps. Gladstone also said he hoped the session would be brought to a close by August 23rd.

THE CHOLERA DEATH ROLL. CAIRO, August 2.—Eight hundred and eighty-seven deaths from cholera in Egypt, Wednesday, including 275 here, three being among the British troops. Twelve English doctors arrived at Alexandria to-day on the way to Cairo.

THE PLAGUE. ALEXANDRIA, August 2.—Two deaths occurred here yesterday. Total number of deaths from cholera in Egypt since the first outbreak of the disease to date is 11,000.

THE DEATHS FROM cholera among British troops in Egypt so far is eighty-four.

CAREY'S TAKEN OFF. PORT ELIZABETH, August 2.—The examination of O'Donnell for the murder James Carey was resumed to-day. The eldest son of Carey deposed that his father and O'Donnell had been on friendly terms throughout the voyage and had often played cards. The case was returned to enable the prisoner to call the steward of the steamer, Melrose, as a witness. Mrs. Carey says there was an Irishman named Kelly from Wexford on the steamer Kinfaun Castle, that her husband was suspicious of. She was in an adjoining room when her husband was shot. He ran toward her saying, "Maggie, I'm shot. O'Donnell has shot me." Then O'Donnell, replying to her question, said he had been sent to do it.

Carey's son said he found a check for one hundred pounds in his father's pocket after the shooting.

THE INFORMERS MUST GO. LONDON, August 2.—The steamer Pathan, on which it is generally stated are Michael O'Connell, Joseph Hanlon, Peter Carey, Joseph Smith and six other men connected with the Irish murder conspiracy, arrived at Adelaide, South Africa.

THE EARTHQUAKE RUINS. NAPLES, August 2.—King Humbert yesterday visited the scene of the earthquake at Iechia and went over to the ruins of the destroyed town. He expressed the deepest sympathy with the sufferers, and directed the distribution of money and provisions to those in need. Another shock of earthquake was felt on the island last evening, which put a stop to the work of searching the ruins for the bodies of victims. It is believed some persons buried under the falling buildings at the time of the earthquake are still alive in the ruins, and the use of lime on the ruins is therefore opposed.

Several persons were arrested in Iechia for plundering corpses.

ATYRICH'S BIRTHDAY. BERLIN, August 2.—Emperor William has directed that the four hundredth birthday of Martin Luther be observed by all protestant people. The students of the university will celebrate at Erfurt, August 8, the entry of Luther into that town.

AID FOR CAPT. WEBB'S FAMILY. LONDON, August 2.—A movement is on foot for the erection of a memorial to, and raising funds for, the assistance of the family of Capt. Webb.

THE BODY OF GEN. ORD. HAVANA, August 2.—The body of Gen. Ord will, according to the instructions received from the United States, be deposited in the DeFondules hall of the cemetery until the cooler season sets in, when it will be sent home.

GOODWOOD RACES. LONDON, August 2.—The race for the Goodwood cup at Goodwood, to-day, was won by Bomber Minstrel, Carley Roy second, Dutch Over third. The other starters were the American horses, Wallenstein and Giraffe.

Panama Points.

PANAMA, August 2.—Gen. Julia I. Villojo, ex-president of Colombia is dead.

Outrages continue at Montecriste Ecuador. Col. Manuel Ceballos seized the barracks, making prisoners of the prefect, colonel and troops, then broke into the houses of Rodriguez, governor; Col. Herria, Chaves Duaste, Velosquez and Sambrano, captured the owners and imprisoned them with Cordova Reyers, and Vasquez, who were brought from Mantua. The excitement became intense when it was known that a body of young men were coming from Mantua to attack the barracks and Guayara Delgado and Reyes were arrested. Ceballos ordered Jose Castro to murder all prisoners if an attack were made. Early in the morning an attack was made and after nine hours skirmish the town was taken. A number were killed, including Jose Castro. Caballo escaped on horseback. The remainder of the party took to the woods. Duaste, Nasquez, Reyes and Guayara were found murdered in prison. Herria was alive, although wounded in two places and his leg broken. A court martial was at once held on Cadere party captured, and four of them were publicly shot in the square of Montecriste.

Small pox and malignant fever, more fatal than yellow fever, is raging on the coast of Guatemala. Yellow fever is playing havoc among the foreign residents of Callas, Peru.

Striking Items.

CHICAGO, August 2.—Officials of the Western Union report that three more striking operators returned to work to-day.

CITY OF MEXICO, July 2.—The telegraph operators on the Mexican National railway, struck this morning. They demand an increase of \$30 per month. Trains are laid up.

NEW YORK, August 2.—No change in the telegraph war, both sides remaining firm. The last contingent of the striking dress and cloak makers returned to work.

EMBEZZLEMENT.

SERIOUS CHARGE BROUGHT AGAINST ROBERT BOEHMICH. A young man named Robert Boehmich was arrested early Wednesday evening and looked up in jail. He is charged by Mr. C. Kuester with embezzling between \$20 and \$25, from the Post Telegraph. In conversation with the prisoner last night, he said he did not know what offense he was charged with. He commenced work soliciting advertisements for the Post-Telegraph last June, he to receive twenty-five per cent commission. He has obtained about \$600 worth of advertising and had received but about \$24 in cash and orders on merchants for a like amount. He could get no more money from Mr. Kuester, although he was nearly starving. On the 26th of last month he went to Mr. Specht, on Douglas street, who had advertised, and obtained \$5 on account. He then went to the store where the underwriter's sale is taking place where he received \$20, both sums which he appropriated to his own use but claiming to have notified Mr. Kuester. Last evening that gentleman met him and they went to the store but the proprietor was not in. An explanation took place between the parties which resulted in the arrest. It is claimed by Mr. Kuester that he has learned of over \$50 collected by the young man who was discharged more than a week ago.

The prisoner is an intelligent fellow about twenty-six years of age. At one time he was a clerk in Orchard & Bean's carpet store but it is alleged was discharged for intemperate habits, and it was clearly shown that the young man had money coming to him from the Post Telegraph. He finally gave a receipt in full for his services, and the case was dropped. Judge Anderson stated that there was no grounds whatever for embezzlement and that the charge could not be sustained.

PROPER FIRE PRECAUTIONS.

Methods of Making Even Frame Buildings Practically Fire-Proof. Pioneer Press. From a well known firm of St. Paul architects the following useful statement as to how to make buildings safe from fire were obtained: Buildings incombustible by fire have never been built, as all material is influenced by heat to its destruction, but the attention of the public should be called to the fact that we may add preventatives and obstacles to the progress of fire in all kinds of buildings, even frame houses can be made comparatively fire-proof against the usual causes of fire, and neglect of proper precautions against draughts of air in the walls, and floors of iron, stone and brick will render their destruction sure from very trivial causes. Therefore the first preventative of fire is to close up all systems of air chambers in the walls, floors and roofs, and check all possible continuations of draught from the lower part upward through the roof, which also is a means of making buildings warmer during the cold winds of winter. This may be considered by some to mean also a checking of ventilation; but is not so, for ventilation, to be proper, should be regulated by means of special purpose. Plaster, or plaster and mortar mixed, is a most effective stopper to close up the openings referred to, though a few bricks will be needed to help fill the larger spaces. When constructing a building, as so many are doing now, it is poor policy to neglect a few common precautions for the sake of their slight cost, or because of ignorance of proper methods. And these precautions should be particularly taken in the construction of frame buildings.

NEEDED PRECAUTIONS.

First—See that the frame of the building is filled in with brick at least ten inches above the foundations, thus shutting off draughts, rats, etc., from the cellar; next, that the floors are run out between the standing and abutting; also, that all spaces between beams where the cross partitions come are filled full of brick and mortar; and again at all connections of walls with roof that the mortar and brick fill up solid to the shingles. These remarks also apply to buildings partly of wood and partly of brick.

Secondly—Chimneys and flues should not only be built as straight as possible, but all joints filled and flushed full of mortar, not plastered, as the plaster loosens, chokes the flues and becomes one of the causes of fire, commonly called a defective flue. All wood work coming against a flue or chimney should have a heavy coat of mortar mixed with plaster between them. Hearths should be set on trimmer circles of brick and not on wooden bottoms. Thirdly—Heating pipes should be double, or else wire cloth lathing must be used and the studding covered with tin flashing. Fourthly—All corners and appendages to buildings and roofs should have the hollow parts shut up so as to prevent any possible entrance of draught. Fifthly—Owners should see that the sweepings of the joists are not swept into the spaces between the floor joist, around the chimneys. Valuable property is too wantonly destroyed in our cities. Our carelessness is proverbial and our houses are reputed fire traps. This is all true in the larger majority, and if it can be prevented our growth as cities will not only be greater, but our security and peace of mind enhanced.

A MILD DECOCTION.

The Bonbons of Minnesota Unbottle Their Breath and Nominate a Ticket.

A Howl for Harbor Bills and Revenue Tariff—The Senatorial Contest in New Hampshire Ended.

THE BATTLE ENDED.

ELECTION OF PIKE IN NEW HAMPSHIRE. CONCORD, August 2.—The forty-second ballot resulted in the election of Austin F. Pike for United States senator. The ballot was as follows: Whole number cast, 315; necessary to choice, 158; Edward H. Rollins 1, Aaron F. Stevens 1, William S. Ladd 1, Gilman Marston 19, Harry Bingham 112, Austin F. Pike, 181. Pike having a majority was declared elected United States senator for six years from March 4, 1883. The result of the ballot was greeted with tumultuous applause. Pike is 63 years old, a lawyer in active practice, has been a representative in congress and is considered one of the ablest republicans in the state.

Soon after the election, Pike appeared with the committee of the legislature and accepted the office. He said the honor was entirely unexpected and undesired. He could promise sincerity, devotion and industry in the discharge of the duties of the office. He could promise nothing more. He hoped to be senator from New Hampshire, not only of the party, but of the people.

Pike was a delegate to the first republican national convention which nominated John C. Fremont for president. He was born in New Hampshire October 19, 1819.

Scene-Shifting Extraordinary.

It is seldom that the mind of the mechanical inventor is turned to practical use by theatrical managers; and when it is the case it is merely utilized for the purpose of producing effects on the stage. But an invention has just been perfected that is calculated to prove of great value to the immense traveling companies that come from one point to another of the United States during the "season." The invention referred to is a railroad freight car. To be sure, a freight car is seldom a very potent factor in swelling the receipts of a performance; but in this case it is the novelty, convenience, and easy facility with which it is handled that make the car valuable. The car is so built that it can be taken from the railroad track and run along the street in the same manner as an ordinary truck. It can be backed up to the door of any theatre and the scenery, properties, costumes, etc., of the play packed away in its interior. It is then hauled back to the railroad and carried to its destination, where it undergoes the same operation as before, except that the "props," scenery, etc., are taken out of the car, where they have been undisturbed since they started on the journey. There is no rehandling whatever necessary, the car running on the track and being commodious enough to accommodate the most cumbersome sets. It was at first thought that its enormous length would interfere with its rounding short curves, but the railroad men say that is a length will cause no difficulty.

Messrs. Shook & Collier, of the Union Squaire theatre, are the first managers to give it a trial, and have several built especially for their company's forthcoming trip to California. Their cars are at present lying at the Erie railroad depot at Jersey City. The decorations on the outside of them can be elaborated as those on the outside of professional circus chariots. To give an idea of their capacity Mr. J. W. Collier, who will accompany the troupe to San Francisco, will take with him the embassy and duel scenes of "The Banker's Daughter," the ball room set and the dining-room set of "A Parisian Romance," the lofty street set from "The Eastman," the splendid scenery of the parlors and drawing rooms of "Daniel Kochat," and every set of scenery in the "Lights of London." Ordinarily, the scenery of the latter play is enough to fill two ordinary cars, but in the new cars it will occupy a very small amount of space. Besides this the properties, costumes, and other accessories to the repertory of dramas that the company will play in San Francisco will form an immense amount of baggage. The Erie railroad company will attach the cars to a fast railroad train that will start five or six days in advance of the company, and will reach San Francisco in twelve days from the time they leave New York.

Free Canals.

Chicago Inter-Ocean. The system of free canals in New York, inaugurated in May last, has so far proved a wise policy. The increase of business has been great. In the first week there was a gain of over 45 per cent in the number of tons of freight moved, against the same season last year, and since that time the statements show a correspondingly satisfactory condition of affairs. The difference is largely made up of articles that were not on the free last year. Corn advanced from 12,141 tons last year to 31,503 this year; anthracite coal from 4,849 tons to 60,144 tons. The grain during the first week in July was not so large, but it was large enough to gratify the advocates of the new policy. The number of tons moved was 172,612; during the same week last year the figures were 143,965 tons. This increase of 29,647 tons is made up principally in wheat, which shows an advance of 217,933 bushels.

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ELECTION OF PIKE IN NEW HAMPSHIRE. CONCORD, August 2.—The forty-second ballot resulted in the election of Austin F. Pike for United States senator. The ballot was as follows: Whole number cast, 315; necessary to choice, 158; Edward H. Rollins 1, Aaron F. Stevens 1, William S. Ladd 1, Gilman Marston 19, Harry Bingham 112, Austin F. Pike, 181. Pike having a majority was declared elected United States senator for six years from March 4, 1883. The result of the ballot was greeted with tumultuous applause. Pike is 63 years old, a lawyer in active practice, has been a representative in congress and is considered one of the ablest republicans in the state.

Scene-Shifting Extraordinary.

It is seldom that the mind of the mechanical inventor is turned to practical use by theatrical managers; and when it is the case it is merely utilized for the purpose of producing effects on the stage. But an invention has just been perfected that is calculated to prove of great value to the immense traveling companies that come from one point to another of the United States during the "season." The invention referred to is a railroad freight car. To be sure, a freight car is seldom a very potent factor in swelling the receipts of a performance; but in this case it is the novelty, convenience, and easy facility with which it is handled that make the car valuable. The car is so built that it can be taken from the railroad track and run along the street in the same manner as an ordinary truck. It can be backed up to the door of any theatre and the scenery, properties, costumes, etc., of the play packed away in its interior. It is then hauled back to the railroad and carried to its destination, where it undergoes the same operation as before, except that the "props," scenery, etc., are taken out of the car, where they have been undisturbed since they started on the journey. There is no rehandling whatever necessary, the car running on the track and being commodious enough to accommodate the most cumbersome sets. It was at first thought that its enormous length would interfere with its rounding short curves, but the railroad men say that is a length will cause no difficulty.

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