dull and easier; No. 2 spring declined 3d, and red winter, 6d. Corn dull. To arrive—Wheat, not much doing; red winter (at London) declined 3@6d; California declined 3d. Corn rather easier. Pork, 74s. Lard 9d higher, at 55s. Bacon—Long clear, 44s; short clear, 45s 6d. Tallow, 35s. Cheese, is higher at 55s. Beef—Extra India mess, 122s. MARK LANE—Wheat and corn, not much doing. Weather in England unsettled.

LONDON, July 27.—LIVERPOOL—Wheat quiet and steady; spring—No. 3, 8s 1d; No. 2, 9s 7d. Corn quiet at 4s 11½d. MARK LANE—Wheat and corn quiet. Cargoes off coast—Wheat slow; fair average No. 2 spring, 47s@47s 6d; fair average red winter, 48s 6d@49s. Cargoes on passage—Wheat and corn rather easier. Fair average quality of American red winter wheat for prompt shipment, 46s 6d; fair average quality of American spring wheat for prompt shipment, 45s@45s 6d. On passage to France and the Continent—Wheat 520,000 qrs; corn 300,000 qrs. Exports of wheat to France and the Continent during the past week, 5,000 qrs. Cargoes off coast on sale—Wheat 15 to 20; corn less than 10. Weather in England unsettled. Paris—Wheat and flour firm.

NEW YORK.

Special Dispatch to The Chicago Tribune.

NEW YORK, July 27.—GRAIN—Wheat—Following the decidedly heavy and unsettled markets of yesterday the report to-day was of renewed buoyancy with a notable rally in winter wheat, especially in No. 2 red, the offerings of which have been much lighter and less urgent, while the demand continued active, partly for shipment, but mainly on speculative account, leading to a gain for the day, after frequent and sharp fluctuations, of about 1¼@1½c a bu, the market ruling through the afternoon in favor of sellers. No. 1 white has been held more confidently but has been inactive. A light inquiry was noted for spring wheat, which has been quoted weaker and irregular. Sales reported of 2,347,000 bu, including No. 1 white at $1.24@1.24¼, closing at $1.24¼ bid; do steamer grade at $1.22¼; ungraded white at $1.18@1.23; mixed winter at $1.21; No. 1 red at $1.27½@1.28, closing at $1.28 bid; No. 2 red at $1.27¾@1.25¼, closing at $1.25¼; do July options at $1.23½@1.25, closing at $1.21⅞; do August options at $1.24¼@1.25¾, closing at $1.25¼ bid; do September options at $1.26@1.27¼, closing at $1.27¼; do October options at $1.28@1.29½, closing at $1.28¼; do steamer grade at $1.23@1.21; No. 3 red at $1.18@1.21 for canal and railroad; ungraded red at $1.10@1.28½; No. 2 Chicago spring on private terms, quoted at $1.22 bid and $1.21 asked. *Corn offered less freely*, especially in early deliveries, which were quoted up about ¼@⅜c per bu, checking business. Options on No. 2 moderately active, later options weakening a trifle. Sales 643,000 bu, including No. 2 at 57½@58¼c; No. 2 July at 57¼@57⅝c; August at 57@57⅞c; September at 57⅞@58¼c, closing at 58⅛c; October at 59¼@59⅝c, closing at 59⅝c; No. 3 at 51½c; mixed Western, ungraded, at 45@58¼c; No. 2 white at 58⅞c. Oats generally higher for prompt delivery. Options on No. 2 moderately dealt in, opening lower, on July options about 1¼c, and on later options about ¼@½c. Sales of 201,000 bu, including No. 1 white at 48c; No. 2 white at 43½@47c; No. 3 white at 44@44½c; No. 1 nominal; No. 2 at 45@47c; do July options at 43¼c; do August at 38@38⅝c, closing at 38c; September at 36½@36⅝c, closing at 36⅝c; October at 37c; No. 3 at 43¼@43½c; white Western ungraded at 44@45c; mixed do at 42½@45c; white State at 47@49c; mixed State nominal.

PROVISIONS—A fair business at irregular prices, in most instances showing slight decline. Western mess in more demand for early delivery, leaving off at $18.25 for new, and in the option line Western mess more sought after. July option quoted nominal, August closing at $18.10, September at $18.10, and October at $18.10. Cut meats steady on moderate inquiry. Bacon unchanged; very dull. Western steam lard in slack request for early delivery, closing at $12.15 for prime contract stock; sales at $12.15. In option line fairly active, but lower, July options closing weak at $12.00, August at $12.07½, September at $11.85, October at $11.62½@11.65, November at $11.17½@11.20, the year option firm at $10.95 bid, and January at $11.00@11.05; sales July at $12.10, August at $12.10@12.12½, September at $11.87½@11.90, October at $11.65@11.67½, November at $11.15@11.20, the year option at $10.95@11.00. City steam lard in demand, closing at $11.75. Refined dull and quoted weaker.

TALLOW—In demand at 6⅝@6⅞c.

FREIGHTS—The advantage continued in favor of owners and agents. Room on berth in good demand for Liverpool by steam.

To the Western Associated Press.

NEW YORK, July 27.—COTTON—Quiet but firm; 11⅞@12c; futures steady; July, 11.83c; August, 11.83c; September, 11.31c; October, 10.66c; November, 10.45c; December, 10.45c; January, 10.57c; February, 10.69c; March, 10.81c; April, 10.94c.

FLOUR—Weak; receipts, 16,000 brls; exports, 4,400 brls; super State and Western, $4.15@4.65; common to good extra, $4.80@5.30; good to choice, $5.35@6.75; white wheat extra, $5.25@6.25; extra Ohio, $4.85@6.75; St. Louis, $4.85@6.75; Minnesota patent process, $5.25@8.25.

GRAIN—Wheat, ¾@1¼c higher, closing firm; receipts, 229,000 bu; exports, 40,000 bu; ungraded spring, $1.16@1.21; No. 2 Chicago, $1.20½; ungraded red, $1.10@1.28½; No. 3 do, $1.18¼@1.21; No. 2 do, $1.25@1.25¼; steamer do, $1.20@1.21; No. 1 red, $1.27½@1.28; mixed winter, $1.21; ungraded white, $1.18@1.23; No. 1 do, $1.24@1.24¼; steamer do, $1.22¼; No. 2 red, July, $1.23½@1.25, closing at $1.21¾; August, $1.24¼@1.25¾, closing at $1.25¼; September, $1.26@1.27¼, closing at $1.27¼; October, $1.28@1.29½, closing at $1.29@1.29¼. Corn firmer; receipts, 421,000 bu; exports, 61,000 bu; ungraded, 45@58c; No. 3, 51½c; steamer, 55½@56c; No. 2, 57½@58⅛c, the latter elevator; low mixed, 51¼c; No. 2 white, 58½c; yellow, 59c; No. 2 July, 57⅛@57⅝c; August, 57@57⅞c; September, 57⅝@58⅛c; October, 59¼@59⅝c. Oats quiet and unchanged; receipts, 16,000 bu; Western mixed, 42@45c; white Western, 44@49c.

HAY—Demand fair, market firm; 50@55c.

HOPS—Steady; moderate demand; yearling, 12@18c; Eastern and Western, 14@22c, New York State, 12@23c.

GROCERIES—Coffee quiet but steady; Rio cargoes, 9½@12¼c; job lots, 9¼@19¼c. Sugar dull, fair to good refining, 7 11-16@7¾c. Molasses dull and unchanged. Rice quiet but steady.

PETROLEUM—Dull and unchanged.

TALLOW—Quiet and unchanged.

RESIN—Nominally unchanged.

TURPENTINE—Dull and weak; 41½c.

EGGS—Firm for prime, 15@16c.

LEATHER—Active and firm; hemlock sole Buenos Ayres and Rio Grande light middles and heavy weights, 23@27c.

WOOL—Quiet; domestic fleece, 34@45c; pulled, 20@40c; unwashed, 10@32c; Texas, 14@30c.

PROVISIONS—Pork opened firmer; closed heavy; old mess, $18.25. Beef lower; city India mess, $23.00@27.00. Cut meats quiet but steady. Lard heavy; prime steam, $12.00@15.00.

BUTTER—Dull and unsettled; 11@23½c for choice.

METALS—Manufactured copper dull; new sheathing, $26.00; ingot lake, $16.25@16.50. Pig-iron quiet but firm; Scotch, $20.00@23.50; American, $19.00@24.00. Russia sheeting, $13.00@15.00.

NAILS—Cut, $2.60@3.15; clinch, $4.65@5.65.

PHILADELPHIA.

PHILADELPHIA, July 27.—FLOUR—Firm; Minnesota extras, $5.75@7.00; Ohio, good $6.15; do choice, $6.25; Minnesota patent process, $6.45@7.25; winter patents, good, $6.75. Rye flour quiet at $4.50@5.00, the latter for fresh.

GRAIN—Wheat firm; fair speculative demand; No. 2 red, prompt shipments, $1.24¼, free on board; No. 2 red, elevator, $1.23½; No. 2 red, July, $1.23½@1.21; August, $1.23¾@1.23¾; September, $1.24¾@1.25¼; October, $1.25¾@1.27⅛. Corn steady, with a fair demand; options dull and lower; Western mixed, grain depot, 56@55¼c; steamer do, 52@55c; No. 3 do, 52@52½c; rejected, 47@48c; sail mixed, July, 56¾@57¼c; August, 56⅞@56⅝c; September, 57⅛@57⅝c; October, 58½@58⅞c. Oats dull and unsettled; No. 3 white, 48@44½c; No. 3 do, 40¾@41c; rejected, 38½c; mixed, 39@40c.

PROVISIONS—Firm; beef mess, $14.00; India mess, $24.50; mess pork, $18.00@18.50; Hams, smoked, 12½@13½c. Lard, prime steam, $12.40; kettle, $12.50.

BUTTER—Active and firm; creamery extra, 24@25c; do good to choice, 21@23c; New York State and Bradford County, Pennsylvania, extras, 23c; do firsts, 19@21; dairy extra, 18@19c; do good to choice, 14@17c.

EGGS—Irregular at 14@16c.

CHEESE—Firm; full cream, 9½@9¾c; do fair to good, 8½@9c.

PETROLEUM—Dull and nominal, 7⅝c.

WHISKY—Better demand at $1.10.

RECEIPTS—Flour, 2,500 brls; wheat, 60,500 bu; corn, 850 bu.

SHIPMENTS—Wheat, 35,000 bu; corn, 30,000 bu.

BALTIMORE.

BALTIMORE, Md., July 27.—FLOUR—Steady.

GRAIN—Wheat—Western lower and inactive, closing steady; No. 2 winter red spot and July, $1.21@1.23¼; August, $1.23¾@1.23¾; September, $1.25¼@1.25¾; October, $1.27½@1.27¾. Corn—Western easier, closing firm; mixed, spot and July, 56@56½c; August, 56¾@56⅞c; September, 57@57½c; steamer, 53½c. Oats firm; Western white, 44@45c; mixed, 42@43c; Pennsylvania, 43@44c. Rye quiet at 83@85c.

HAY—Dull; prime to choice Pennsylvania, $13.00@15.00.

PROVISIONS—Firm. Mess pork, $18.50@18.75. Bulk meats—Shoulders and clear rib sides, packed, 7¾@10¾c. Bacon—Shoulders, 8¾c; clear rib sides, 10¾c. Hams—13@13½c. Lard—Refined, 13¾c.

BUTTER—Firm; Western grass, 13@17c.

EGGS—Dull.

PETROLEUM—Nominal.

COFFEE—Firm; Rio cargoes, 9½@11¼c.

WHISKY—Quiet.

FREIGHTS—To Liverpool steady.

RECEIPTS—Flour, 480 brls; wheat, 104,434 bu; corn, 52,000 bu; oats, 800 bu.

SHIPMENTS—Wheat, 90,838 bu; corn, 132,894 bu.

SALES—Wheat, 169,247 bu; corn, 255,528 bu.

NEW ORLEANS.

NEW ORLEANS, July 27.—FLOUR—Quiet, but firm; superfine, $3.50; XX, $4.25@4.75; XXX, $5.00@5.25; high grades, $5.75@6.87½.

GRAIN—Corn quiet and weak; 60@65c. Oats steady; 50c.

CORN-MEAL—Dull; $2.80@2.90.

HAY—Quiet; choice, $18.00.

PROVISIONS—Pork firm at $18.00. Lard quiet, but steady; tierce, $12.25@12.50; keg, $12.75. Bulk meats quiet, but firm; shoulders, $7.87½. Bacon quiet; shoulders, $7.87½; clear rib, $10.62½; clear, $10.87½. Hams—Sugar-cured scarce and firm; canvased, 12@13c.

WHISKY—Firm; Western rectified, $1.10@1.15.

GROCERIES—Coffee steady, with a good demand; Rio cargoes, ordinary to prime, 9½@12½c. Sugar dull; common to good common, 8½@8¾c; fair to fully fair, 7⅞@7⅞c; prime to choice, 8@8½c; yellow clarified, 9@9½c. Molasses steady; common, 20@25c; fair, 25@30c; prime, 40c. Rice quiet, but steady; ordinary to prime, 4½@6c.

BRAN—Quiet; 87½c.

BOSTON.

BOSTON, July 27.—FLOUR—Steady; Western superfine, $4.00@4.70; common extras, $4.50@5.00; Wisconsin extras, $4.75@6.00; Minnesota extras, $5.00@6.50; winter wheats, Ohio and Michigan, $6.00@6.87½; Indiana, $6.00@6.75; St. Louis and Illinois, $6.50@7.00; patent spring, $6.50@8.00; patent winter, $6.50@7.75.

GRAIN—Corn firm and in moderate demand; mixed and yellow, 60@61c; steamer, 57@58c; no grade, 48@55c. Oats steady and firm; No. 1 and extra white, 51@53c; No. 2 white, 49@50c; No. 2 mixed and No. 3 white, 47@48c. Rye, $1.15@1.20.

BUTTER—Choice Western creameries, 22@25c; choice ladle-packed, 16@18c; fair to good, 12@15c.

EGGS—Western fresh, 15@15½c.

RECEIPTS—Flour, 4,000 brls, 2,400 sacks; corn, 28,550 bu; wheat, 15,500 bu; oats, 18,000 bu.

SHIPMENTS—Flour, 615 brls.

ST. LOUIS.

ST. LOUIS, Mo., July 27.—FLOUR—About 5c lower; fancy, $5.35@5.70; choice, $5.00@5.20; family, $5.60@5.90.

GRAIN—Wheat higher; No. 2 red, $1.16½@1.17 cash; $1.16¾@1.17¼ July; $1.16¼@1.17¼ August; $1.19@1.19¾ September; $1.21½@1.23¼ October; $1.20½@1.23½ November; $1.16¾@1.17¼ year; Corn—Cash better; options easier; 45@45¼c cash; 47⅛@48¼c July; 48c August; 47¾@48¾c September; 50@47½c October; 43¾@44c year. Oats higher; 33@34¼c cash; 40½c bid July; 28¾c August; 28¾@29½c September; 28c year. Rye dull; 77c asked.

LEAD—Firm at 4⅜c.

BUTTER—Unchanged.

EGGS—Unchanged.

WHISKY—Steady at $1.08.

PROVISIONS—Pork easier; jobbing at $18.60. Dry salt meats steady at $6.45, $9.30, $9.50. Bacon firm at $7.50, $10.25, $10.50. Lard nominally lower at $11.85.

RECEIPTS—Flour, 3,000 brls; wheat, 61,000 bu; corn, 35,000 bu; oats, 35,000 bu; rye, 1,000 bu; barley, 1,000 bu.

SHIPMENTS—Flour, 7,000 brls; wheat, 29,000 bu; corn, 60,000 bu; oats, none; rye, none; barley, none.

TOLEDO.

TOLEDO, O., July 27.—GRAIN—Noon board opens dull, closing firmer; No. 2 red, spot, $1.19¾; July, $1.19; August, $1.18¾; September, $1.19¾; October, $1.21¾; November, $1.23. Corn quiet; high-mixed, 52¼c; No. 2, year, 40¼c. Oats dull; No. 2, 41c.

AFTERNOON CALL—Wheat firm; No. 2 red, spot, $1.19 bid, $1.21 asked; July and August, $1.19¾; September, $1.20¾; October, $1.22¼; November, $1.21¾; year, $1.19¾ bid; new No. 2 red, $1.19¾ bid, $1.19¾ asked; No. 4 red, $1.13¾. Corn dull; No. 2, spot, 51¾c bid, July; 52c bid, year, 46¼c bid, 47¼c asked.

RECEIPTS—Wheat, 10,000 bu; corn, 20,000 bu; oats, none.

SHIPMENTS—Wheat, 18,000 bu; corn, 20,000 bu; oats, none.

MILWAUKEE.

MILWAUKEE, July 27.—FLOUR—In good demand at full prices.

GRAIN—Wheat strong; No. 1 Milwaukee nominal; No. 2, $1.14; July, $1.14; August, $1.14@1.14¾; September, $1.13@1.13¾; October, $1.13@1.13¾; November, $1.13; No. 4 and rejected nominal. Corn quiet at 47c. Oats scarce and firm; No. 2 39¼c. Rye unsettled; No. 2, 100@101c. Barley stronger; No. 2 September, 75¾c.

PROVISIONS—Quiet.

RECEIPTS—Flour, 14,000 brls; wheat, 42,000 bu; corn, 4,000 bu.

SHIPMENTS—Flour, 11,000 brls; wheat, 13,000 bu; corn, 6,000 bu.

CINCINNATI.

CINCINNATI, July 27.—COTTON—Strong; 11⅜c.

FLOUR—Easier, but not quotably lower.

GRAIN—Wheat quiet; No. 2 red winter, $1.18@1.20. Corn quiet; No. 2 mixed, 50¾c. Oats strong; No. 2 mixed, 43c. Rye steady; No. 2, $1.05@1.07.

PROVISIONS—Pork steady; $18.25. Lard quiet; $11.60. Bulk meats quiet, but firmer and unchanged. Bacon steady and unchanged.

WHISKY—Irregular at $1.09; sales 450 brls finished goods on the basis of $1.08.

BUTTER—Scarce and firm; unchanged.

PEORIA.

PEORIA, Ill., July 27.—GRAIN—Corn steady; high mixed, 43¼@43½c; mixed, 47¼@45c. Oats inactive; No. 2 white, 39c. Rye firm; new No. 2, 98c.

HIGHWINES—Firm at $1.09.

RECEIPTS—Wheat, 4,050 bu; corn, 91,275 bu; oats, 9,350 bu; rye, 1,350 bu.

SHIPMENTS—Corn, 30,000 bu; oats, 6,125 bu.

KANSAS CITY.

Special Dispatch to The Chicago Tribune.

KANSAS CITY, Mo., July 27.—GRAIN—The *Price Current* reports: Wheat—Receipts, 38,000 bu; shipments 22,220 bu; slow and weaker; No. 3 cash, 95½c; August, 98½c; No. 2 cash, $1.02½; July, $1.01. Corn—Receipts, 4,580 bu; shipments, 2,000 bu; dull; No. 2 cash, 39c; July, 39¾c.

DETROIT.

DETROIT, Mich., July 27.—FLOUR—$5.50@6.00.

GRAIN—Wheat quiet; No. 1 white, $1.16¾; new, $1.17¾; old, July, $1.17¾; August, $1.17¾; September, $1.17¾; October, $1.18¾; year, $1.17; No. 2 white, $1.15; No. 2 red $1.18¾. Receipts, 9,000 bu; shipments, 18,000 bu.

BUFFALO.

BUFFALO, N. Y., July 27.—GRAIN—Wheat neglected; No. 1 hard Duluth held at $1.28. Corn—Dull; offered at 52¼c. Oats neglected.

CANAL FREIGHTS—Dull and unchanged.

INDIANAPOLIS.

INDIANAPOLIS, July 27.—GRAIN—Wheat steady; $1.15¼@1.15¾. Corn steady; 41½@42c. Oats, new, 33@30c.

DRY GOODS.

NEW YORK, July 27.—Business continues fair with commission houses and light with jobbers. Cotton goods firm and unchanged; prints, irregular demand; ginghams more active, and there is a fair movement in cotton dress goods. Men's wear of woolens quiet and steady; shirts and drawers fairly active.

COTTON.

NEW ORLEANS, July 27.—COTTON—Firm; middling, 11⅜c; low do, 10⅝c; good ordinary, 9⅝c; net receipts, 156 bales; gross, 600; exports coastwise 1,493; sales, 4,400; stock, 73,000.

ST. LOUIS, July 27.—COTTON—Firm; middling, 11⅜c; sales, 158 bales; receipts, 124; shipments, 335; stock, 12,725.

PETROLEUM.

CLEVELAND, O., July 27.—PETROLEUM—Unchanged; Standard white, 110 degrees test, 7c.

PITTSBURG, Pa., July 27.—PETROLEUM—Very active; United certificates excited and unsettled; closed at 77⅛c; refined, 7⅝c, Philadelphia delivery.

TITUSVILLE, Pa., July 27.—PETROLEUM—Opened at 80c; highest, 80c; lowest, 77⅛c; closed, 77⅛c. Shipments, 80,000 brls; charters, 5,800 brls; tidewater runs, 9,800 brls.

TURPENTINE.

WILMINGTON, July 27.—SPIRITS OF TURPENTINE—Dull at 38c.

WILMINGTON, July 27.—SPIRITS OF TURPENTINE—Quiet; 38½c; yellow dip and virgin, $2.80.

A DEEP WELL.

The Work of Boring for Water at Streator, Ill., Is Finally and Successfully Completed.

Special Dispatch to The Chicago Tribune.

STREATOR, Ill., July 27.—The work of boring the artesian well, which was begun here by the city authorities about the middle of last October, is finally completed. The well is now down 2,400 feet,—just four feet less than the contractor had agreed to go. The Potsdam sandstone in which the water was found was struck at a depth of 2,163 feet. The first fifteen feet was of a dark drab color, followed by thirty-five feet of reddish buff sandstone. Then came the pure white sand, into which the drill went 233 feet, where it stopped at a depth of 2,400 feet, and through a vein of Potsdam sandstone 233 feet thick. A vein of water was found in the St. Peter's sandstone, at about 285 feet below the surface, which rose to within 40 feet of the top; but, as the drill went on down, it passed through some porous limestone, which absorbed a portion of the water and let it down to 80 feet below the surface, where it remained for some time. When the drill was down to 2,248 feet, being 85 feet into the white vein of Potsdam, the water began to rise, and continued so to do. When the drill was at 2,278 feet the water began to flow over the top. At 2,297 feet it flowed 85 gallons per minute, and at 2,448 feet it flowed 100 gallons. This flow has been increased to 107 1-10 gallons, at which time the *boring stops.*

Tests show that the well has a head of 45 feet 2½ inches above the surface of the ground, being higher than the cornice line of any building in the city. The water is undoubtedly ocean water, as it is very salty, and also contains some magnesia and iron. Several other minerals are present, but in very small quantities. The taste of the water is at first unpleasant on account of the salt; but, after one becomes more accustomed to drinking it, it is more palatable. Many persons, both residents and parties from abroad who have visited the well, pronounced it very similar to the Congress springs at Saratoga. The temperature is 74 degrees when it flows from the well. Many of our citizens are keeping it regularly in their houses, and seem to think that it possesses rare medicinal qualities. The piping of the city will begin immediately, and it is hoped that Streator will now have an abundance of pure, fresh water, free from the *sulphur which predominates in many of our* surface wells.

CLOSE OF THE PENNSYLVANIA SAENGERFEST.

Special Dispatch to The Chicago Tribune.

WILKESBARRE, Pa., July 27.—The third and last day of the grand Sängerfest of Pennsylvania, held in this city, closed this evening. There were some twenty societies in attendance, and among them the celebrated Arcon Society of New York, with their leader, Prof. Damrosch, and the principal officers. The competitive exercises took place at Armory-Hall last evening before an audience of near 3,500 persons. The prizes were awarded to-day,—the first to the Scranton Liederkranz, the second to the Hazleton Concordia, the third to the Hawley Männerchor, the fourth to the Lackawanna Männerchor, and the fifth to the Allentown Liederkranz. The exercises of to-day were a monster picnic in the beautiful grove on the west side of the Susquehanna, immediately opposit this city, in which it is estimated not less than 10,000 persons participated. The weather has been cool and delightful, and the Fest has resulted in entire and undoubted success, and was pleasant to both citizens as well as visiting societies.

THE BEIDLER DROWNING.

Coroner Mattson yesterday made arrangements to postpone the inquest upon the remains of John Beidler for a few days. The County Physician having been called out of town, it was impossible to hold the post-mortem examination yesterday, but this will be had this afternoon. The friends of the deceased are anxious that the circumstances attending his death shall be investigated to the fullest possible extent. Physicians representing them will be present at the examination of the body, and they will also be represented at the inquest.

It was not supposed that the parents of Mr. Beidler could have been reached for a day or two, but at 2 p. m. a telegram was received from Troy, N. Y., to the effect that they would reach Chicago at 7 o'clock this evening. Probably under these circumstances, the inquest will be held to-morrow morning.

MINING LITIGATION.

EUREKA, Nev., July 27.—After the reading of the decision of the Court this morning, Albion was granted an injunction covering the disputed premises in the other two cases pending between the same parties until the hearing of those cases.

Horsford's Acid Phosphate—A Nerve Food.

I do certainly consider that it not only acts as a tonic to the nervous system, but as a food.
SPRINGFIELD, Ill. R. S. MILLER, M. D.

MARINE NEWS.

Little Doing in Grain Freights, the Rate Remaining at Two Cents on Corn.

How Vessels Are Made to Appear Short in Their Cargoes at Buffalo.

Around the Lakes—Arrivals and Departures—Steamboat Lines—Along the Docks.

HOME GATHERINGS.

LAKE FREIGHTS.

There was little done in grain freights yesterday, the rate to Buffalo on corn still being 2 cents, and on oats 1¾ cents. The engagements announced were: For Buffalo—Propeller Arabia, 50,000 bushels of corn; schooner Gardiner, 40,000 bushels of corn; schooner Nickerson, 50,000 bushels of corn; schooner Barnum, 70,000 bushels of oats. For Erie—Propeller Schuylkill, 85,000 bushels of corn; propeller Allegheny, 40,000 bushels of corn. For Montreal—Propeller Schickaluna, 17,000 bushels of corn. Lumber freights were steady and unchanged.

THE WAY SHORTAGES OCCUR.

We understand that the shortages of 313 bushels in the cargo of the steam-barge C. J. Kershaw, and 237 bushels in that of the steam-barge William H. Barnum, reported from Buffalo some days ago, have both been discovered on reweighing the grain at the Wilkeson elevator, which indicates, of course, that the mistake was made at Buffalo and not in Chicago. It is said that the error was caused by the weight on one of the scale-beams shifting every time the bin was filled, which alteration escaped the notice of the weigher until the second vessel was nearly unloaded, and at the time he had no idea that it could have caused such a discrepancy.

THE STEAMBOAT LINES.

The elegant propeller City of Fremont, of the Lake Michigan & Lake Superior Line, leaves for Duluth and other Lake Superior ports to-morrow evening.

The fine steamer Canada, Capt. John McGillin, of the New England Transportation Company, leaves for Collingwood this evening. Those of our citizens wishing to travel by lake cannot trust their lives to the care of a more gentlemanly and efficient seaman than Capt. McGillin, whose constant aim is to please his guests and look out for their safety and comfort.

The palace steamer St. Louis, of the Union Line, leaves for Buffalo this evening. With Capt. Hull in command everyone must be satisfied, as nothing to promote comfort and pleasure is neglected under his watchful eye.

The trim little steamer Messenger, of Graham Co.'s East Shore Line, leaves this evening for Benton Harbor and St. Joseph.

The fine steamer Fountain City, of the Western Transportation Line, leaves for Buffalo Saturday evening.

The neat and swift steamer Celtic, of the Merchants' Montreal Line, leaves for Montreal and lower ports to-morrow evening.

The fine sidewheel steamer Sheboygan, of the Goodrich Line, leaves this evening for Milwaukee.

DOCK NOTES.

The dry-docks are crowded with work.

The fine steam-barge Queen of the West, Capt. Charlie McMillan, is again in port.

There was a very good demand for sailors yesterday at the prevailing wages—$2.

The schooner S. V. R. Watson is going into the lumber trade until grain freights get better.

The steam-barge City of Rome, the leviathan of the lakes, left last evening for the lower lakes.

The cargo of corn has been taken out of the schooner George B. Sloan, and she will be immediately placed in dock.

The schooner W. J. Suffold, was chartered yesterday to carry deals from Pentwater to Kingston as $5.50 per 1,000 feet.

McGuire's ship-supply store at No. 622 South Canal street is a busy place, and a great many marine men gather there to tell each other the news.

The tug Higgie pulled for several hours yesterday on the big Government scow on the beach just above the north pier, but did not succeed in getting it afloat.

It was reported on the lumber market yesterday that the tug J. V. Taylor pulled the tug Union all around Mason Slip, on a wager of the cigars for the winning boat's crew.

There was a jam at Sixteenth street bridge yesterday afternoon, but shortly after the arrival of Harbormaster McCarthy things were again got in shape and the river cleared.

The mammoth schooner David Dows, Capt. Joseph Skeldon, reached this port early yesterday morning. Capt. Skeldon received innumerable congratulations on the final safe arrival of his big pet.

There is now lying at the lumber market a boat that twenty or twenty-five years ago was one of the most magnificent floating palaces then plying the lakes. We refer to the old sidewheel steamer R. N. Rice, now converted into a lumber barge. The Rice still carries the wheelhouse that ornamented her upper deck when a steamer, but instead of being forward is now placed in the after part of her. The old propeller Orontes, once a favorit passenger boat, is also at the market, she too having been converted into a lumber carrier. Both were towed to this port by the propeller Missouri from Bay City.

AROUND THE LAKES.

CAN'T DO IT IN THE DOMINION.

It is generally supposed that the Captain of a vessel is privileged as far as carrying a revolver is concerned, but from the following from the Toronto *Mail* it would appear that this is not the case, at least on Canadian vessels: "When the schooner Kate was being unloaded at Kingston last Friday, Capt. Clark got into a difficulty with the shovelers, and after hitting one of them, drew a revolver and threatened to shoot. The Captain was arrested and taken before the Police Magistrate, and the story of each party heard. In defense, the Captain said he thought he had a right to carry a revolver on board his vessel. He did not take it ashore with him. Last fall one of his men got his head smashed by a shoveler, and a revolver is the only thing that will restore quietness when a row is likely to take place. He had no intention of shooting, but merely to frighten the men. Further, he thought he had a right to dictate with regard to his own property. After due consideration the following fines were inflicted: $5 and costs for the arrest, and $20 and costs for carrying a revolver."

NO LIGHTS AT PORT CREDIT.

Toronto *Mail*: "Some of these nights there will be a blow in the neighborhood of Port Credit and the chances are that if any of the stone-hookers endeavor to make that harbor there will be a disaster and a possible loss of life. At present it is a disgrace, not only to whoever owns it, but to the lake and country. The dock is in the worst of repair, and although there is no light to warn mariners of their danger, harbor dues are collected with a regularity that would do credit to a country toll-gate. If there is any official who can report the matter to the proper authorities it is to be hoped that he will do so, as a verdict of manslaughter would be of little use after a life was lost."

MILWAUKEE HARBOR FEES.

A. W. Hall, Collector of the District of Milwaukee, reports the fees collected on American and foreign vessels for the past year as follows: Admeasurements, $520.50; recording, etc., $133; entrances, $2,073.50; clearances, $2,078; licenses and enrollments, 512; registers, indorsements, etc., $10.50; miscellaneous, $96.50; total, $5,441.40. Foreign—Entrances, $47.50; clearances, $9.50. Coastwise—Entrances, $200; clearances, $28.50; total, $85.50. The total fees collected on American and foreign vessels during the year were $5,526.90; and the total customs fees collected from all sources, $6,036.00.

A LUNATIC.

On Sunday afternoon the schooner D. A. Wells was picked up just south of Racine harbor with only the Captain of the craft and his wife on board. The master of the craft said he was in Kenosha, but there were no sailors there to be had, so he got a number of boys to help him get sail with the intention of securing a crew at Racine. Fortunately for the lunatic Captain the tug Wetzel reached the schooner just before the wind storm on that afternoon.

QUICK WORK INDEED.

Buffalo *Express*: "As a specimen of quick work in loading at this port we may mention that Wednesday evening the schooner F. M. Knapp was loaded with 750 tons of coal, at the Lehigh Company's coal-chutes, of which Mr. O'Brien is foreman, in the remarkably quick time of three and a half hours."

MISCELLANEOUS.

LAUNCH OF A STEAM-YACHT.

Special Dispatch to The Chicago Tribune.

BUFFALO, N. Y., July 27.—A very fine steam-yacht was launched this afternoon from David Bell's yard. The boat is for C. D. Waterman, of Detroit, and has not yet been named. She has a length over all of 100 feet, beam of 17 feet, and a depth of 8 feet. She will be divided into four water-tight compartments. The engine is being made in Detroit, and will be a fore-and-aft compound, the large cylinder having a bore of twenty-four inches, and the small one of fourteen inches, with a stroke of sixteen inches. The boiler, which is of steel, has a shell of six feet in diameter and a length of nine feet, and will carry a pressure of 100 pounds. The yacht is built on a plan common in Europe, the cabin being altogether below deck, especially adapting her for heavy weather. It is anticipated that she will have great speed. The yacht cost $20,000.

NOT PROPERLY LICENSED.

Special Dispatch to The Chicago Tribune.

CLEVELAND, O., July 27.—Capt. Thomas Hughes, of the tug Charles Henry, was to-day bound over to the October term of the United States District Court by Commissioner White *for not being properly licensed.* Bail was fixed at $3,000.

GONE INTO DRY-DOCK.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, July 27.—The schooner H. M. Scove went into dry-dock here to-day for a thorough recalking and the scow supply to stop a leak.

LOST HER JIBBOOM.

Special Dispatch to The Chicago Tribune.

CLEVELAND, July 27.—Last night the schooner John Rice ran into the barge Susan Ward, and the former's jibboom was taken out.

TO LOAD WITH ORE.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, July 27.—The schooner C. H. Burton has gone to Escanaba to load ore for Lake Erie.

MUSKEGON LUMBER SHIPMENTS.

Special Dispatch to The Chicago Tribune.

MUSKEGON, Mich., July 27.—Clearances to-day, sixteen. Lumber shipments, 3,000,000 feet.

PORT OF CHICAGO.

ARRIVALS.

Stmr Chicago, Manitowoc, sundries.
Stmr Corona, Milwaukee, sundries.
Prop Arabia, Buffalo, sundries.
Prop Canada, Collingwood, sundries.
Prop Albert Soper, Muskegon, lumber.
Prop Sky Lark, Benton Harbor, sundries.
Prop City of Fremont, Duluth, sundries.
Prop Queen of the West, Buffalo, coal.
Prop Annie Laura, Muskegon, sundries.
Prop Hattie B. Perew, South Haven, sundries.
Prop S. C. Hall, Muskegon, lumber.
Prop R. McDonald, Muskegon, lumber.
Prop H. C. Brittain, Montague, sundries.
Prop William H. Barnum, Milwaukee, light.
Prop H. D. Coffinberry, Ashtabula, coal.
Prop Thomas W. Palmer, Ashtabula, coal.
Prop Russia, Buffalo, salt.
Prop Escanaba, Escanaba, iron ore.
Schr David Dows, Buffalo, coal.
Schr M. J. Davis, Pentwater, bark.
Schr M. A. Gregory, Menominee, fish.
Schr Lewis Day, Park River, posts and poles.
Schr Queen City, Buffalo, coal.
Schr W. S. Crosthwaite Buffalo, coal.
Schr Tempest, Parker Bay, railway ties.
Schr Morning Light, Cheboygan, lumber.
Schr Henry C. Baldwin, Cleveland, coal.
Schr Traust, White Lake, ties.
Schr D. R. Martin, Duncan City, lumber.
Schr Caledonia, Grand Haven, bark.
Schr North Star, Pentwater, lumber.
Schr Myrtle, Muskegon, lumber.
Schr R. B. King, Grand Haven, wood.
Schr City of Grand Rapids, Grand Haven, lumber.
Schr Spray, Grand Haven, bark.
Schr Wollin, Holland, lumber.
Schr Eliza Day, Muskegon, lumber.
Schr Narragansett, Kenosha, light.
Schr Kate Kelly, Evanston, light.
Schr Guido, Pierpont, lumber.
Schr H. B. Newcome, Ashtabula, coal.
Schr City of Grand Haven, Grand Haven, lumber.
Schr J. W. Brown, Muskegon, lumber.
Schr W. H. Hawkins, Manistee, lumber.
Schr Nancy Dall, Grand Haven, lumber.
Schr Charles Luling, Muskegon, lumber.
Schr Reindeer, White Lake, lumber.
Schr Trio, Grand Haven, bark.
Schr Ozarita, Cleveland, coal.
Schr Celt, White Lake, lumber.
Schr Adriatic, Muskegon, lumber.
Schr Magnolia, Muskegon, lumber.
Schr Bertha Barnes, Escanaba, wood.
Schr Flying Cloud, Alpena, lumber.
Schr Higgie & Jones, Escanaba, iron ore.
Schr Typo, Escanaba, iron ore.
Schr James G. Worts, Eagle Harbor, poles.
Schr R. C. Crawford, Manistee, lumber.
Schr Sea Bird, Saugatuck, ties.
Schr Antares, Muskegon, wood.
Schr G. Ellen, Duck Lake, lumber.
Schr Rosa Belle, Pentwater, lumber.
Schr Ida, Manistee, lumber.

ACTUAL SAILINGS.

Prop City of Rome, Buffalo, 125,000 bu corn.
Prop Commodore, Buffalo, 31,011 bu corn.
Prop Alaska, Erie, 40,000 bu corn.
Prop Buffalo, Buffalo, 30,137 bu oats and 16,916 bu corn.
Prop Avon, Buffalo, 60,142 bu corn and sundries.
Prop Skylark, Benton Harbor, sundries.
Prop Colin Campbell, Ludington, sundries.
Prop Albert Miller, Manistee, light.
Prop S. C. Hall, Muskegon, light.
Prop H. J. Brittain, White Lake, sundries.
Prop Hattie B. Perew, South Haven, sundries.
Prop Albert Soper, Muskegon, light.
Prop Charles Rietz, Manistee, light.
Prop Anna Laura, Muskegon, sundries.
Prop C. E. Brockway, Ludington, towing.
Prop C. G. Peters, Manistee, light.
Prop S. C. Baldwin, Escanaba, light.
Stmr Grace Grummond, South Haven, 600 bu corn and sundries.
Stmr Chicago, Manitowoc, sundries.
Stmr Corona, Milwaukee, sundries.
Schr Cecelia, Ludington, light.
Schr Maj. N. H. Ferry, Black Creek, light.
Schr Seud, Holland, light.
Schr Cascade, Green Bay, light.
Schr Pilot, Manistee, light.
Schr Driver, Carlton, light.
Schr Minerva, Muskegon, light.
Schr Sunrise, Escanaba, light.
Schr Conquest, Sturgeon Bay, light.
Schr City of Green Bay, Escanaba, light.
Schr Mary H. Hall, Marinette, light.
Schr C. C. Trumpff, Escanaba, light.
Schr Lavinda, Hamlin, light.
Schr North Cape, Cheboygan, light.
Schr Kate Darley, Menominee, light.
Schr Presto, Grand Haven, light.
Schr F. B. Stockbridge, Black River, light.
Schr Beloit, Fruitport, sundries.
Schr H. D. Moore, Ludington, light.
Schr H. B. Hayes, Buffalo, 45,000 bu corn.
Schr Ella Ellenwood, Muskegon, light.
Schr Transfer, Muskegon, light.
Schr Caledonia, Grand Haven, light.
Schr S. A. Irish, Grand Haven, light.
Schr Z. G. Simmons, Muskegon, light.
Schr David Stewart, Cleveland, light.
Schr M. L. Breck, Point Edward, 18,338 bu corn.
Schr Spray, South Haven, light.
Schr Wollin, Holland, light.
Schr Florence Lester, Manistee, light.
Schr Charles Luling, East Saginaw, light.
Schr F. A. Georger, Buffalo, 64,500 bu oats.
Schr G. S. Hazard, Buffalo, 70,500 bu oats.
Schr Kate Hinchman, Muskegon, light.
Schr White Cloud, Manistee, light.
Schr W. C. Winslow, Alpena, light.

OTHER LAKE PORTS.

PORT HURON.

PORT HURON, Mich., July 27.—Passed Down—Propellers Roanoke, Japan, Philadelphia, Clinton, Nashua, and Maggie McIlvay; schooners Ben F. Bruce; Mary Copely, Dan G. Fort.

Up—Propellers Nebraska, Empire State, B. W. Blanchard; steamers City of Cleveland, Pearl, Flora, Garden City and barges, Ontonagon and barges, Alpena and barges and Jennie Mathews, Mary Lyon; tug Goodnow with Kate Winslow, John O'Neill, C. G. King; schooners Niagara, Louisa, J. F. Mott, Champion, George M. Case.

Wind north, fresh; weather fine.

PORT HURON, Mich., July 27—9:30 p. m.—Down—Propeller A. Allen; schooners D. G. Fort, Aunt Ruth, Hannah Moore, Col. Hathaway; propeller Mackinaw and barges.

Up—Propellers Rochester, Samuel T. Hodge, Progress, David Ballentine and consort, Ontonagon and barges, Music and barges; schooner *David Provost.*

Wind northwest, light. Weather cloudy.

BUFFALO.

Special Dispatch to The Chicago Tribune.

BUFFALO, N. Y., July 27.—Arrived—Propellers N. K. Fairbank, Lehigh, Milwaukee, and James Fisk, Jr., grain, Chicago; propeller Atlantic, *copper, Duluth.*

Cleared—Propellers Idaho, Boston, and James Davidson, coal; propeller Colorado, merchandise; schooner H. C. Richards, coal, all for Chicago; propeller India, for Duluth; schooner *Penokee, coal to Kenosha.*

Charters—Propeller W. H. Gratwick and barges Fryer and S. E. Marvin, coal to Racine, $1.15; barges Hannaford and Cohen, coal to Saginaw, 75 cents; schooner E. P. Dorr, coal to Cleveland, 40 cents; schooner Seaton, coal to Toledo, 40 cents.

Canal freights dropped a point to-day, and are quoted at 4¼ cents on wheat and 3¾ cents on corn, with nothing doing even at those figures.

DULUTH.

Special Dispatch to The Chicago Tribune.

DULUTH, Minn., *July 27.*—Arrived yesterday—Barge Butteroni, from Buffalo; steamer Frances Smith, from Collingwood.

Cleared yesterday—Propellers Peerless, for Chicago; Quebec, for Sarnia; steam-barge Hiawatha and consorts Minnehaha and Goshawk, for Marquette.

Arrived to-day—Propellers Arizona, from Buffalo; Manistee, from Houghton; steamer *Manitoba, from Sarnia.*

Cleared to-day—Propeller China, for Buffalo; barge Huron City, towing schooners Flint and Joy, for Marquette, light; steamer Manitoba, for Sarnia.

SAND BEACH.

Special Dispatch to The Chicago Tribune.

SAND BEACH, Mich., July 27.—In harbor tonight—Steam-barge Alpena with schooners Jennie Mathews, Mary Lyon, and Wenona; tugs Erie Belle and Oswego; schooners Minnie Dowe, Jane Mason, and Adventure; tugs Prince Alfred and Sweepstakes; schooners L. S. Hammond and W. T. Chappell; scows Garibaldi, George Irving, and Henright.

The steam-barges Turner, Lowell, and Arcadia left with tows, bound up, at 6 p. m.

Wind—Northeast, fresh.

ERIE.

Special Dispatch to The Chicago Tribune.

ERIE, Pa., July 27.—Entered—Propellers Wissahickon and Lycoming, corn, Chicago.

Franks of Three Texan Steers.

Three of a herd of Texan steers escaped from the Jersey City Abattoir Sunday morning, and ran in different directions, creating considerable excitement among pedestrians and the drivers of vehicles. Two of the animals ran through Henderson street toward Hoboken, but one of them was captured after he had gone a few blocks. The other had more life in him, and succeeded in reaching Hoboken where he traversed several streets, and finally ran down to the river and jumped into one of the Hoboken ferry slips, whence he was taken out with great difficulty. No boat could enter the slip for fully half an hour. The third steer took a southerly direction through Grove street, followed by a pelting mob of men and boys, who goaded him into fury. One man near Second street did not get out of the way quickly enough, and the beast threw him against a doorway, but without doing him serious injury. The steer finally made his way to Washington street, and started across the Pennsylvania Railroad. A flagman attempted to turn him back by waving his flag, but the animal took this action as a challenge, and rushed toward the man, who became frightened, and turned to run. He had taken but a few steps, however, when he felt himself suddenly lifted from the ground, and when he came down again he was 35 feet from his starting-point. The spectators thought he was killed, but, on examination, it was found that he was only slightly bruised. After this exploit, the steer changed his course, and, after running a few more blocks was lassoed and taken back to the abattoir on a truck.

INTER-STATE EXPOSITION.

Unprecedented Demands for Space for the Approaching Ninth Annual Exhibition.

Some of the New Attractions Which Will Figure in the Grand Industrial Display.

All the Indications Promise that It Will Eclipse Its Successful Predecessors.

The ninth annual exhibition of the Inter-State Industrial Exposition, to be held in this city during the coming autumn, promises to eclipse all previous efforts. The applications for space have been entirely unprecedented, and the allotments have had to be made with an eye to the strictest economy of area. They could only be accommodated in full by extending the immense building as far south as Twelfth street. This happy condition of affairs is due to the fact that the local interest on the part of representative houses is greater than ever before, while, in addition to this, the Superintendent of the Machinery Department, Mr. J. A. Ellacott, has spent three months among the manufacturers of the Eastern States, bringing the Exposition personally before their attention. The work of putting the building in order will begin immediately after the close of the Theodore Thomas summer-night concerts, which will be Aug. 20.

No department will in any way be a repetition of former years, but will be a fair exponent of the rapid advance being made in

EVERY BRANCH OF INDUSTRY.

The entire northern half of the building will be devoted to the Department of Mechanics. The chief interest of the general public centres in this department, and, judging from the character of the entries, there will be no possibility of disappointment. The management say they shall have whatever novelties there are in the various lines of mechanics. The large 100-horse power engine, which has heretofore occupied the east side of the building, has been placed at the central part of the north end, a few feet away from the elevator. This change will have the advantage of placing the engineer where he can have an uninterrupted view of the entire interior. In order to furnish power for the 1,000 feet of line shafting, a second engine, of eighty-horse power, will be placed in position.

The complaint heretofore heard, that the display of machinery in operation was limited, will not be occasioned this year, as nearly every exhibitor has applied for power, and the exhibition of moving machinery is certain to be the most extensive ever seen in the Northwest. There will be exhibited a number of locomotives and traction and portable engines, screw-factories in operation, wood-working and iron-working machinery, hydraulic and mill machinery, car-fixtures, and mining and machine tools. One of the features of the department will be the exhibition by a Chicago firm of a new machine for boring car-wheels in six minutes. Among the other exhibits will be an improved hydraulic engine, invented by a gentleman in this city, and a straight-line engine, invented by a gentleman down East, which is considered by mechanics to be the nearest approach yet made to perfection. A Massachusetts house will manufacture

BOOTS AND SHOES BY A NEW PROCESS,

requiring neither pegging nor sewing. Not even leather is used, but a composition material that is pronounced waterproof and quite as durable as leather.

The display of agricultural implements promises to be simply bewildering by reason of its extent and variety. An attempt will be made to limit the space devoted to the patent churns and washing-machines with which the fertile mind of the Yankee inventor floods the country each and every year. An interesting feature will be the exhibit of the latest appliances used in gold, silver, copper, and lead mining, which will be in actual operation. There will be an elaborate display of specimens from the Academy of Sciences as well as from the cabinets of private collectors. The Fish Commissions from Illinois and adjacent States have provided for an extensive exhibit, showing the advance that pisciculture is making under National and State supervision.

There will be a complete exhibit of the latest achievements in electric apparatus by leading manufacturers. Edison has partially promised to place his inventions on exhibition and superintend them in person, but the matter is not yet a certainty. The northwestern corner will be occupied by the exhibit of the

CHICAGO FIRE DEPARTMENT.

A fully-equipped company, with engine, horses, etc., will be on duty, and will respond to alarms precisely as at the engine-houses. This is a novel feature that cannot fail to be of especial interest to out-of-town visitors not familiar with the workings of so thorough an organization as the Fire Department of this city. The arrangements for checking fires, should such occur, are entirely new, and of the most thorough kind. Water-pipes run along the top of the building, with openings through the roof for the attachment of hose, so that any portion of the interior could be flooded with water in an incredibly short space of time. A duplex pump, under eighty pounds pressure, will furnish the power; and, with the additional pressure of the steam engine, a fire could not possibly get under headway. A feature that will be welcomed by visitors will be the exclusion of lemonade-booths, peanut-stands, cider-mills, and other noisy nuisances from the machinery department. The management have had tempting offers for privileges of that kind, but have decided to limit all refreshment-stands to the south end of the building.

HORTICULTURAL DEPARTMENT.

The usual miscellaneous nature of the south half will be acceptably varied by an arrangement that has been made with the Illinois State Horticultural Society and the Illinois Northern Horticultural Society, who have jointly engaged the entire portion of the building south of the south fountain, including the conservatory, giving an area of 40,000 square feet. All individual collections and exhibits will be under their joint auspices, and will be a principal feature of the Exposition. The two societies will give $2,500 in premiums, and the prospects are that the display of flowers, fruits, grains, seeds, vegetables, and plants will be the finest ever exhibited in the West. Among the exhibitors, who represent almost every State in the Union, will be several *of the leading railroads of the country.*

All the railroads centering in Chicago have made the most favorable rates for the Exposition season, and with the additional attractions promised, there is every indication that the *number of visitors will be far above the average* of 400,000 for the season.

Telephoning 350 Miles.

BUFFALO, July 25.—This city has had the honor of telephone communication with the Bell Exchange, at Paterson, N. J. The distance between the two cities is 350 miles. The series of experiments made were conducted by Mr. J. F. Noonan, Paterson Manager Metropolitan Telephone and Telegraph Company, who claims to have discovered a method of adjusting batteries so as to produce good results in communicating over long distances. The Western Union Telegraph Company lent a No. 8 gauge wire running between the Central office in the Buffalo Exchange, where telegraphic communication could be obtained. Although the results of the test were not wholly satisfactory to Mr. Noonan, enough has been accomplished to show the value of his discoveries, and to insure the possibility of long-distance telephoning. Listeners in the Buffalo Exchange could distinctly hear Mr. Noonan's "Halloo, Buffalo," and songs sung at Paterson were recognized at this end of the line. In talking the voice could be plainly heard, but the voice could not be distinguished amid the heavy sputtering and snapping noises of the wire, caused by the heavy battery and by "induction" from the Western Union wires running near the telephone wire. To the latter cause, probably, is due the greatest trouble. Telephone men feel confident that, if a wire can be obtained remote from the wires devoted to telegraph business, conversation can be easily carried on under Noonan's method. As it was, the results of the experiment are considered of great practical value.

RUPTURE CURED.

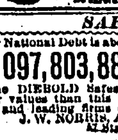
RUPTURE CURED.

CHICAGO, April 11, 1881.

DR. PARKER—DEAR SIR: After suffering many years with a very large scrotal hernia, and finding no relief from any truss I could find, until through your skill and new appliance you not only retained the rupture where others had failed, but have completely cured the hernia. MORETZ HOFMANN,
150 Washington-st.

The principle a new one. No operation whatever. No danger incurred. Manufacturers of Instruments for Deformities, Elastic Stockings, Trusses of all kinds, etc. BARTLETT, BUTMAN & PARKER,
Office 58 State-st., Chicago, Ill.

SCALES.



FAIRBANKS' STANDARD SCALES OF ALL KINDS. FAIRBANKS, MORSE & CO. Cor. Lake St. & Fifth Ave., Chicago. Be careful to BUY ONLY THE GENUINE.

SAFES.

Our National Debt is about **$2,097,803,889.** Yet the DIEBOLD Safes guard greater values than this for the Banks and leading firms of Chicago. J. W. NORRIS, Agt., 57 State-st. **SAFE**

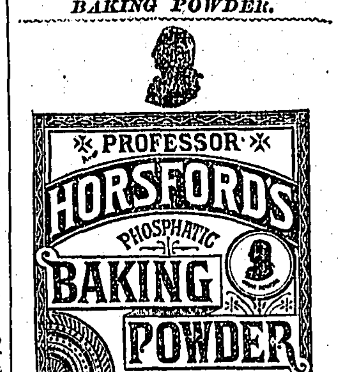
LAKE NAVIGATION.

GOODRICH'S STEAMERS.

TIME TABLE.

For Racine and Milwaukee twice daily at 8 a. m. and 8 p. m., Sunday morning excepted.
For Grand Haven, via Milwaukee, twice daily at 8 a. m. and 8 p. m., Sunday morning excepted.
For Sheboygan, Manitowoc, Ludington, and Manistee, daily at 8 a. m., Sunday morning excepted.
For Green Bay, Menominee and bay ports, Kewaunee, etc., Tuesday at 7 p. m.
For Escanaba, Fayette, Menominee, Sturgeon Bay, and all Lake Superior towns, via Escanaba, Saturday at 9 a. m.
For Frankfort, Pierpont, Arcadia, etc., Tuesday at 8 a. m. and Saturday at 9 a. m.
Docks foot Michigan-av.

BAKING POWDER.



Made from Professor Horsfords' Acid Phosphate.
Recommended by leading physicians.
Makes lighter biscuit, cakes, etc., and is healthier than ordinary Baking Powder.
In cans. Sold at a reasonable price.
The Horsford Almanac and Cook Book sent free.
Rumford Chemical Works, Providence, R. I. and 83 Lake-st., Chicago.

SAWS.

SAWS!

Curtis & Co.
40 Franklin St., Chicago
811 to 819 N. Second St., St. Louis,
Manufacturers of *Every Description* of Circular, Mill, and Cross-Cut Saws;
Wholesale Dealers in Rubber and Leather Belting, Files, Mandrels, Cant-Hooks, Emery Wheels, Saw Gummers, Upsets, and *all* Saw and Planing Mill Supplies;
Sole Manufacturers of Lockwood's Patent Slotted Circular Saws. *Every Saw warranted.*
AGENTS FOR *Repairing carefully done.*
TANITE
Emery Wheels and Grinding Machinery
Our New Illustrated Catalogue Mailed free on application.

EXTRACTS.

LIEBIG COMPANY'S EXTRACT OF MEAT. FINEST AND CHEAPEST MEAT FLAVOURING STOCK FOR *SOUPS, MADE DISHES AND SAUCES.*

LIEBIG COMPANY'S EXTRACT OF MEAT. An invaluable and palatable tonic in all cases of weak digestion and debility. "Is a success and a boon for which nations should feel grateful."—See "Medical Press," "Lancet," "British Medical Journal," &c.
CAUTION.—Genuine only with the facsimile of Baron Liebig's Signature in Blue Ink across the Label.

LIEBIG COMPANY'S EXTRACT OF MEAT. To be had of all Storekeepers, Grocers and Chemists. Sole Agents for the United States (wholesale only), C. David & Co., 43, Mark Lane, London, England.

OCEAN NAVIGATION.

NORTH GERMAN LLOYD.
New York--London--Paris.
Steamers sail Every Saturday from New York for Southampton and Bremen.
Passengers booked for London and Paris at lowest rates. Rates of passage from New York to Southampton, London, Havre, and Bremen, first cabin, $100; second-class cabin, $60; steerage, $30. Return tickets at reduced rates. OELRICHS & CO., 2 Bowling Green, N. Y. The steerage rate by the North German Lloyd from Bremen to Chicago is $41, and the only agents authorized to sell these tickets are H. CLAUSSENIUS & CO.,
2 South Clark-st., General Agents.

ANCHOR LINE MAIL STEAMERS
New York and Glasgow.
ETHIOPIA, July 30, 8 a m | CIRCASSIA, Aug. 13, 8 am
TURNESSIA, Aug. 6, 2 pm | DEVONIA, Aug. 20, 2 pm
These steamers do not carry cattle, sheep, or pigs
New York to London direct.
ALSATIA, July 30, 8 a m | BOLIVIA, Aug. 6, 2 p m
Cabins, $55 to $80. Excursion Tickets at reduced rates.
Steerage, $28.
HENDERSON BROTHERS, 96 Washington-st.

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Sailing three and four times a week. Passage tickets to and from all parts of Europe at lowest rates. Drafts for £1 and upwards.
Company's office corner Clark and Randolph-sts., Chicago. P. H. DU VERNET, General Agent.
F. G. WHITING, Manager Western Department.

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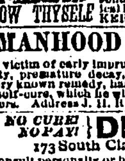

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RAILROAD TIME-TABLE.

ARRIVAL AND DEPARTURE OF TRAINS—EXPLANATION OF REFERENCE MARKS.—†Saturday excepted. *Sunday excepted. ‡Monday excepted. §Daily.

Chicago & Northwestern Railway.
For Maps, Time-Cards, Sleeping-Car accommodations, apply at 62 Clark-st., Grand Pacific, Palmer House, and depot corner of Wells and Kinzie-sts.

	Leave.	Arrive.
Marshalltown Express	* 8:30 a m	* 6:45 p m
Cedar Rapids Express	*12:30 p m	* 2:15 p m
Pacific Fast Line	*12:30 p m	* 2:15 p m
Sioux City & Yankton	*12:30 p m	* 2:15 p m
Omaha Night Express	† 9:15 p m	‡ 7:15 a m
Cedar Rapids Night Express	† 9:15 p m	‡ 7:15 a m
Des Moines Day Express	*12:30 p m	* 2:15 p m
Des Moines Night Express	† 9:15 p m	‡ 7:15 a m
Sioux City & Yankton	† 9:15 p m	‡ 7:15 a m
Freeport, Rockford & Dubuque	* 9:15 a m	* 7:15 a m
Freeport, Rockford & Dubuque	*10:15 p m	* 2:40 p m
Freeport and Rockford	* 4:15 p m	* 6:15 a m
Lake Geneva & Elgin	* 4:10 p m	*10:30 a m
Milwaukee Express	* 8:00 a m	*10:30 a m
Milwaukee Special—Sundays	§ 8:30 a m	* 7:10 p m
Milwaukee & Green Bay	*10:00 a m	4:00 p m
Milwaukee Passenger	* 5:00 p m	* 2:00 p m
Milwaukee Passenger	* 3:00 p m	*10:30 a m
Mil., Green Bay & Marquette	‡ 9:00 p m	‡ 4:00 p m
Green Bay, via Janesville	* 9:30 a m	* 6:15 a m
St. Paul & Minneapolis Express	*10:05 a m	5:15 p m
St. Paul & Minneapolis Express	§ 9:00 p m	‡ 2:00 p m
Pierre & Deadwood Express	*10:05 a m	‡ 7:00 a m
Minnesota & Central Dakota	*10:05 a m	* 2:00 p m
Minnesota & Central Dakota	‡ 9:00 p m	‡ 2:00 p m
Oshkosh, via Janesville	* 4:45 p m	* 7:00 a m
Lake Geneva	* 8:05 a m	*10:30 a m
Lake Geneva	* 4:15 p m	* 7:25 p m
Elgin Express	* 9:15 a m	* 9:55 a m
Elgin Express	*10:15 p m	* 2:40 p m
Elgin Express	* 4:15 p m	* 6:15 a m
Elgin Express	* 5:15 p m	*10:20 a m
Elgin Sunday Express	1:15 p m	* 8:45 a m

Chicago, Burlington & Quincy Railroad.
For Maps, Time-Tables, Sleeping-Car Accommodations, apply at 59 Clark-st., Grand Pacific Hotel, foot of Indiana-av., Grand Union Depot, Palmer House, and 75 Canal-st.

	Leave.	Arrive.
bGalesburg, Ottawa & Streator Ex	8:00 a m	b 7:35 p m
bNebraska Express	10:30 a m	b 2:30 p m
bDubuque & Sioux City Express	9:45 a m	b 2:45 p m
bAmboy, Rock Falls & Sterling Ex	9:45 a m	b 2:45 p m
bDowner's Grove Accommodat'n	11:06 a m	b 2:45 p m
bMontana & Pacific Express	12:30 p m	b 1:45 p m
bSt. Joseph, Atchison & Topeka Ex	12:30 p m	b 2:15 p m
bKansas City & Denver Express	12:30 p m	b 2:45 p m
Aurora Sunday Passenger	1:05 p m	b 2:30 p m
bAurora Passenger	3:20 p m	10:15 a m
bMendota & Ottawa Express	4:30 p m	b 6:40 a m
bSt. Louis Express	4:30 p m	b10:30 a m
bRockford & Freeport Express	4:30 p m	b10:50 a m
bAurora Passenger	5:35 p m	b10:50 a m
bAurora Passenger	6:25 p m	8:45 a m
cDes Moines, Omaha & Lincoln Night Express	9:05 p m	b 7:45 a m
aSouthern Pacific Express	9:05 p m	d 6:55 a m
cTexas Express	9:05 p m	d 6:55 a m
aKansas City & St. Joe Night Ex	9:05 p m	d 6:55 a m
bFreeport & Dubuque Express	9:30 p m	d 6:55 a m
Wed. & Sat. Theatre Train	11:25 p m	b 7:15 a m

a Daily. b Daily, except Sunday. c Daily, except Saturday. d Daily, except Monday.
Dubuque trains leave and arrive from Central Depot, foot of Lake-st.

Chicago, Milwaukee & St. Paul Railway.
Union Depot: Corner Madison, Canal, and Adams-sts. Ticket Offices, 63 Clark-st., Palmer House, Grand Pacific Hotel, and at Depot.

	Leave.	Arrive.
Milwaukee Fast Mail	* 7:30 a m	* 7:00 p m
Oconomowoc & Waukesha Ex.	* 3:05 p m	* 4:00 p m
Waukesha & Oconomowoc Ex.	* 5:00 p m	*10:30 a m
Milwaukee, St. Paul & Minneapolis Express trains	§10:10 a m / † 9:00 p m	§ 2:00 p m / ‡ 7:00 a m
Green Bay, Menasha, and Appleton Express trains	*10:10 a m / † 9:00 p m	* 2:00 p m / ‡ 7:00 a m
Milwaukee, Madison, Prairie du Chien, Iowa, and Dakota Ex.	† 9:00 p m	‡ 7:00 a m
Stevens Point and Ashland Ex.	† 9:00 p m	‡ 7:00 a m
Milwaukee, Madison, and Prairie du Chien Express	*10:10 a m	* 7:00 p m
Libertyville Accommodation	* 6:20 p m	* 8:25 a m
Elgin Passenger	* 9:20 a m	* 3:45 p m
Dubuque & Cedar Rapids Express	*10:00 a m	* 4:30 p m
Dubuque Night Express	† 9:00 p m	‡ 7:00 a m
Elgin & Kirkland Passenger (daily)	4:00 p m	10:20 a m
Elgin Special Fast Express	* 6:15 p m	* 8:45 a m
Itasca accommodation	* 6:30 p m	* 6:45 a m

Trains for Humboldt and North Chicago leave 6:35 a. m., 4:45 p. m., and 6:30 p. m.; arrive 6:45 a. m., 7:40 a. m., and 6:10 p. m. daily, Sundays excepted.

Chicago & Alton.
Union Depot, West Side, corner Madison and Canal-sts., between Madison and Adams-st. bridges, and Twenty-third-st. Ticket Offices, at Depots, 39 South Clark-st., Grand Pacific Hotel, and Palmer House.

	Leave.	Arrive.
Kansas City, Denver, Pueblo Ex.	*12:35 p m	* 2:25 p m
Kansas City, Santa Fé, New Mexico, Arizona & California Fast Ex	‡ 9:00 p m	‡ 7:30 a m
St. Louis, Springfield & Texas	* 9:00 a m	* 7:45 p m
St. Louis, Springfield & Texas	§ 9:00 p m	‡ 7:30 a m
Mobile & New Orleans Express	* 9:00 a m	* 7:45 p m
Peoria, Keokuk, & Burlington Fast Express via Chenoa	* 9:00 a m / ‡ 9:00 p m	* 2:25 p m / ‡ 7:30 a m
Pekin & Peoria Ex. via Joliet	* 9:00 a m	* 7:45 p m
Streator, Lacon, Washingt'n Ex.	*12:35 p m	* 2:25 p m
Joliet & Dwight Accommodation	* 5:00 p m	* 9:10 a m

Illinois Central Railroad.
Depot foot of Lake-st. and foot of Twenty-second-st. Ticket Offices, 121 Randolph-st., near Clark, Grand Pacific Hotel, and Palmer House.

	Leave.	Arrive.
St. Louis & Texas Express	* 8:40 a m	‡ 7:20 a m
St. Louis & Texas Fast Line	‡ 8:30 p m	* 8:30 p m
Cairo & New Orleans Express	* 8:40 a m	‡ 7:20 a m
New Orleans & Texas Fast Ex.	‡ 8:30 p m	* 8:20 p m
Springfield Express	* 8:40 a m	‡ 7:20 a m
Springfield Night Express	‡ 8:30 p m	* 6:30 p m
bPeoria, Burlington & Keokuk	* 8:40 a m	‡ 7:20 a m
cPeoria, Burlington & Keokuk	‡ 8:30 p m	* 8:30 p m
Pontiac & Chatsworth Express	* 8:40 a m	* 6:30 p m
Chatsworth Express	* 5:25 p m	*10:05 a m
Gilman Passenger	* 5:25 p m	*10:00 a m
Dubuque & Sioux City Express	* 9:45 a m	* 7:15 a m
Dubuque & Sioux City Express	* 9:30 p m	* 3:05 p m

b—On Saturday night to Gilman only.
c—On Saturday night runs to Peoria only.

Wabash, St. Louis & Pacific Railway.
Union Depot, State and Twelfth-sts. All State-st. cars run to the Depot, and Wentworth-av. cars pass within one block. Ticket Offices, 83 South Clark-st., Palmer House, and Grand Pacific Hotel.

	Leave.	Arrive.
St. Louis & Gulf Express	* 8:45 a m	* 7:35 p m
St. Louis & Gulf Fast Line	‡ 9:00 p m	‡ 7:10 a m
Kansas City & Denver Fast Ex.	‡12:30 p m	‡ 2:30 p m
Peoria, Burlington & Keokuk Ex	* 8:45 a m	* 7:35 p m
Peoria & Pekin Special	* 9:00 a m	* 7:35 a m
Springfield & Hannibal Fast Line	‡12:30 p m	‡ 2:30 p m

‡Daily. *Daily except Sundays.
NOTE—Pullman Sleeping-Cars from Chicago to St. Louis, Kansas City, and Peoria. Parlor Day Coaches with revolving chairs, Chicago to St. Louis, and Reclining-Chair Sleeping-Cars Chicago to Hannibal and Kansas City. No change of Day Coaches Chicago to St. Louis or Kansas City.

Chicago, Rock Island & Pacific Railroad.
Depot, corner of Van Buren and Sherman-sts. Ticket Offices, 56 Clark-st., Sherman House, Palmer House, Grand Pacific Hotel, and 75 Canal, corner Madison.

	Leave.	Arrive.
Davenport & Peoria Express	*10:00 a m	* 6:00 p m
Council Bluffs Fast Express	*10:00 a m	* 6:00 p m
Kansas City, Leavenworth & Atchison Fast Express	*12:05 p m	* 2:45 p m
Peru Accommodation	* 5:00 p m	* 9:50 a m
Council Bluffs Night Express	‡ 9:15 p m	‡ 6:50 a m
Kansas City, Leavenworth & Atchison Night Express	‡ 9:30 p m	‡ 6:50 a m
Blue Island Accommodation	* 6:55 a m	* 6:45 a m
Blue Island Accommodation	* 8:40 a m	* 8:45 a m
Blue Island Accommodation	* 1:15 p m	* 1:30 p m
Blue Island Accommodation	* 4:15 p m	* 4:30 p m
Blue Island Accommodation	* 6:00 p m	* 4:40 p m
Blue Island Accommodation	* 6:30 p m	* 6:10 p m
South Chicago Accommodation	* 7:45 a m	*10:45 a m
South Chicago Accommodation	* 4:30 p m	* 6:50 p m
Theatre Train	‡11:30 p m	‡11:30 p m
Church Train	‡ 1:15 p m	‡10:05 a m

*Daily except Sundays. †Daily except Saturdays. ‡Daily except Mondays. ¶Thursdays and Saturdays only. §Sundays only.

Michigan Central Railroad.
Depot, foot of Lake-st. and foot of Twenty-second-st. Ticket Office, 67 Clark-st., southeast corner of Randolph, Grand Pacific Hotel, and at Palmer House.

	Leave.	Arrive.
Mail (via Main and Air Line)	* 7:00 a m	* 6:30 p m
New York & Boston Ex.	* 9:00 a m	* 7:40 p m
Special New York Express	* 3:30 p m	* 5:30 p m
Kalamazoo Accommodation	* 3:40 p m	*10:35 a m
Atlantic Express (daily)	‡ 5:15 p m	‡ 8:05 a m
Night Express	† 9:10 p m	* 7:40 a m
Grand Rapids & Muskegon Mail	* 9:00 a m	* 7:40 p m
Grand Rapids & Petosky Express	* 3:40 p m	* 5:00 p m
aGrand Rapids & Muskegon Ex.	† 9:10 p m	* 7:40 a m

*Sundays excepted. ‡Daily. †Saturdays excepted. aSaturday's leave at 5:15 p. m.

Lake Shore & Michigan Southern Railway.
Ticket Offices at depots, Van Buren-st., head of La Salle, Twenty-second-st., and Forty-third-st. Ticket and freight offices under Sherman House, and ticket offices in the Grand Pacific Hotel and Palmer House.

	Leave.	Arrive.
Mail (via Main Line)	* 7:35 a m	* 7:40 p m
Special New York & Boston Ex.	* 9:00 a m	* 7:40 p m
New York Fast Express (daily)	‡ 3:30 p m	‡ 8:00 a m
Atlantic N. Y. Express (daily)	‡ 5:15 p m	‡ 8:00 a m
aNight Express	‡10:20 p m	‡ 6:50 a m

a Saturdays leave at 11:20 p m. ‡Daily. *Sundays excepted.

Baltimore & Ohio.
Depots, Exposition Building and foot of Twenty-second-st. Ticket Offices, 83 Clark-st., Palmer House, Grand Pacific Hotel, and Depot (Exposition Building).

	Leave.	Arrive.
Morning Express	* 8:30 a m	* 8:00 p m
Fast Express	‡ 5:10 p m	‡ 7:30 a m

‡Daily. *Sundays excepted.

Kankakee Line.
Depots, foot of Lake-st. and foot of Twenty-second-st. Ticket Offices at Depots and 121 Randolph-st., Grand Pacific Hotel, and Palmer House.

	Leave.	Arrive.
Cincinnati, Indianapolis & Louisville Day Express	* 8:00 a m	* 7:25 p m
Do Night Express	‡ 8:10 p m	‡ 7:00 a m

Pittsburg, Ft. Wayne & Chicago Railroad.
Depot, corner Adams and Canal-sts. Ticket Offices 65 Clark-st., Palmer House, Grand Pacific Hotel, and at Depot.

	Leave.	Arrive.
Mail and Express	* 8:30 a m	* 7:00 p m
New York Express (daily)	‡ 3:30 p m	‡ 8:00 a m
Pacific Express (daily)	‡ 5:15 p m	‡ 6:40 a m
Fast Line	‡ 9:00 p m	‡ 6:30 a m

Pittsburg, Cincinnati & St. Louis R. R.
(Cincinnati and Kokomo Air-Lines.)
Depot, corner of Adams and Canal-sts., West Side. Ticket Offices at Depot and 121 Randolph-st., 65 Clark-st., Grand Pacific Hotel, and Palmer House.

	Leave.	Arrive.
Day Express	* 8:40 a m	* 7:40 p m
Logansport Accommodation	* 5:00 p m	* 9:15 a m
Night Express (daily)	‡ 7:35 p m	‡ 7:30 a m

Chicago & Eastern Illinois Railroad.
(Danville Route.)
Depot, Twelfth-st., near State. Ticket Offices, 77 Clark-st., 59 State-st., Palmer House, and Grand Pacific, Brink's Express (cor. State and Randolph-sts.).

	Leave.	Arrive.
Day Express	† 9:00 a m	† 4:15 p m
Nashville & Florida Express	* 8:00 p m	* 7:15 a m

† Daily, except Sundays. * Daily.