FOREIGN.

Iroquois Captures the St. Leger Stakes under Archer's Riding.

Three Hundred Tons of Human Bones from Plevna Landed at Bristol.

The Trades-Union Congress Declares Against the Movement for Protection.

Over 45,000 Cases of Diphtheria in the Province of Pultowa—18,765 Reported Fatal.

The King of Dahomey Captures a Great Number of Victims for Human Sacrifice.

Fifty Persons Hurt in an Irish Railway Collision—The Swiss Landslide.

France Weakens in the Matter of the Spanish Claims—The Pope Pleased with Von Schloezer.

GREAT BRITAIN.

IROQUOIS WINS THE ST. LEGER STAKES.

LONDON, Sept. 14.—The race for the St. Leger Stakes, at the Doncaster September meeting was won by Iroquois, Geologist second, and Lucy Glitters third.

THE BETTING

immediately before the start for the St. Leger Stakes was 100 to 30 against Iroquois, 4 to 1 against Ishmael, and 5 to 1 against St. Louis.

ARCHER

rode Iroquois. The weather was dull but there was no rain. The attendance was very large. Iroquois' victory was extremely popular, and he and Archer were enthusiastically cheered. Iroquois attracted much attention by his excellent style in the preliminary canter. An excellent start was effected at the first attempt. Iroquois was the quickest away, but Archer immediately pulled him back. Josyan then took the lead, attended by St. Louis, Limestone, and Geologist, with Iroquois next. By the time the Rifle Butts were reached Falkirk had taken the lead, Ishmael and Lucy Glitters having joined the leading lot in front of Iroquois, which continued at the head of the second division. At Red House Falkirk succumbed to Ishmael, Lucy Glitters second, with St. Louis, Geologist, Scobell, Limestone, and Iroquois well up until the half mile from home. Here Limestone joined Ishmael. After another quarter mile had been traversed the two leaders were beaten, Bal Gal and St. Louis became distressed, and Lucy Glitters momentarily took the lead, but before the distance pole was reached Iroquois came on in full running, winning easily by a length. Geologist passed Lucy Glitters in the last fifty yards. St. Louis pulled up fourth, followed by Eusibe, Ishmael, Fortissimo, Limestone, and Scobell, in the order named. Lord Chelmsford, Josyan, and Privateer were the last three, except Voluntuary, which walked in. The time of the race was three minutes twenty seconds. There were three-quarters of a length between Geologist and Lucy Glitters.

After the race Iroquois became the second favorit for the Cesarewitch Stakes at Newmarket Oct. 11 at 14 to 1 against him, with 12 to 1 against Geologist.

THE ANGLO-FRENCH COMMERCIAL TREATY.

The *Times* says: "The British Commissioners will go to Paris in a few days to resume negotiations for a treaty of commerce. We understand that France will now concede the point in regard to the prolongation of the existing treaty which was the immediate occasion of the suspension of negotiations."

THE METHODISTS.

There was a large meeting in Exeter Hall last evening in connection with the Ecumenical Methodist Conference. Gen. Fisk spoke very earnestly of the increasing friendliness between Great Britain and the United States. He prayed that they might never be opposed in war. The Rev. Dr. Tiffany explained the position and prospects of the Methodist Episcopal Church in America. The Rev. Dr. Wilson gave a similar explanation relative to the Methodist Church South. The meeting was instructive and enthusiastic.

IN THE CONFERENCE

to-day discussion was on the highest education demanded by the necessities of the Church in our time, and the duty of the Church to maintain schools which are Christian in their character, influence, etc. All the speakers expressed a strong feeling in favor of higher education of the young. Bishop Holsey (colored) said he rejoiced at the movement as tending to improve the condition of his race.

THE "TIMES"

says: "The *Methodist Ecumenical Conference* offers, in some very important points, a favorable comparison with other religious conferences. There is no sign of a squabble. A common resolution to do as much good as possible is so universal and strong as to overpower the petty selfishnesses which create so much friction in other more elaborate machines."

COTTON.

Nearly seven-eighths of the firms using American cotton have expressed a determination to stop their looms for a week.

EXHIBITION SUBSCRIPTIONS.

DUBLIN, Sept. 14.—The subscriptions to the proposed exhibition of Irish manufactures amount to £13,979.

THE EXECUTIVE COMMITTEE OF THE LAND LEAGUE

will submit resolutions to the National Convention declaring the cause of the political and society ills impoverishing the country is the detestable system of alien rule, and that the people can never be prosperous and contented until *they enjoy the right of self-government*, for which they will never cease to *struggle*. The second resolution denounces the Coercion act as having been devised in a spirit of malignant hypocrisy, and executed for the gratification of private vindictiveness and for the suppression of admitted public rights upon men who bore a heavy share in a movement which led the Government to initiate the Land bill. Another resolution characterizes the Land bill as radically insufficient, and says it cannot be accepted as a just, wise, or even temporary settlement of the question. The Executive invites the convention therefore to solemnly pledge itself to a determined adherence to the principles of the Land League until all its aims are fully accomplished. It has already been decided by the Land League to establish a Labor *League* Executive, to be affiliated with work, in conjunction with the Land League, but to be composed exclusively of representatives of bona fide laborers. The objects of this Executive are the extension of the franchise to laborers, the return of Labor representatives to Parliament, and the establishment of a peasant proprietary.

A RAILWAY COLLISION.

DUBLIN, Sept. 14.—In a railway collision at Patrickswell, County Limerick, fifty persons were injured.

THE INSPECTOR-GENERAL OF THE IRISH CONSTABULARY

directs the police to oppose the renewal of licenses to publicans who refuse to supply travelers or police with refreshment, and to publicans keeping a posting business who refuse to supply cars to the police on duty.

A RUNNER.

LONDON, Sept. 14.—George, the ex-champion runner, made a half mile at Birmingham in 1 minute 59 1-5 seconds.

AT THE WOOL SALES TODAY

10,300 bales were disposed of, chiefly Port Phillip and New Zealand. The market was fairly animated and prices were steady.

SEVEN "SUSPECTS"

in the Kilmainham jail have their terms of imprisonment continued three months.

THE NORTHERN COUNTIES BANKING COMPANY,

of Newcastle, has failed. Its liabilities are estimated at £64,000. A favorable liquidation is expected.

THE TRADES-UNION CONGRESS

yesterday made a demonstration against the fair trade movement by enthusiastically cheering the paragraph in the President's speech condemnatory of any return to "the nonsense of protection," and afterwards adopted a resolution for the immediate exclusion of certain professed delegates who did not represent bona fide trades unions. A number of the persons in question, who were suspected of an intention to advocate fair trade interests, accordingly left the hall.

COPYRIGHT.

Edward Marston, of the publishing firm of Low, Sampson, Marston, Searle & Irvington, writes a long letter to the *Times* condemning *the draft of a copyright treaty proposed by* the American publishers as "utterly selfish."

THE CORPSES OF PLEVNA.

NEW YORK, Sept. 14.—A London dispatch says: "A great sensation was caused at Bristol by the discovery that a cargo of 300 tons of human bones was being discharged there to the order of a local firm engaged in manufacturing manure. The bones were shipped from Rodesto, at Constantinople, and are supposed to be the remains principally of the defenders of *Plevna*. There are complete limbs among the horrible cargo, and in some cases hair still adheres to the skull." Peter Cooper says: "It is a common thing among the British to buy human bones. In fact, they will take all they can get at any time and from any part of the world. They use them for manuring their lands. I have often heard it said England was manured with bones taken from the battlefield of Waterloo. There is no finer manure."

THE EXHIBITION OF IRISH MANUFACTURES

will be held in 1883.

THERE WAS A GREAT FIRE

in the Pentre colliery, Glamorganshire. No loss of life.

£20,000 IN GOLD

from Holland was bought in open market yesterday for New York, and £50,000 will probably be shipped tomorrow.

RUSSIA.

RELATIONS WITH GERMANY.

LONDON, Sept. 14.—The *Journal de St. Petersburg*, the Russian official organ, points out that the intimate family relations of the two Emperors have favored a political understanding and thereby served the interests of the two nations (Russia and Germany) and have exercised an important influence over their destinies.

"THE SACRED LEGION."

LONDON, Sept. 14.—It is stated that 800 Russian nobles have organized themselves under the name of "The Sacred Legion," as a counter-association to the Nihilist attempts on the life of the Czar. They will dispose of large funds and employ a complete system of secret organization.

DIPHTHERIA.

Russian journals publish terrible details of the diphtheria now epidemic in Russia. It is reported that in certain communities and parishes all the children under 15 years old have died. The *origin of the attack dates* from 1872, when the disease first appeared in Bessarabia. Since then it has spread far and wide over the South Empire, whence it lately began to make rapid progress towards the east and northwest. In Pultawa, a province of considerably less than 2,000,000 inhabitants, there have been 45,543 cases—18,765 fatal.

THE JEWS.

ST. PETERSBURG, Sept. 14.—The appointment is ordered of local commissions to consider the Jewish question in places where the Jews predominate.

ROME.

THE POPE PLEASED.

ROME, Sept. 14.—Von Schloezer's communication, as German diplomatic representative, to Cardinal Jacobini, the Papal Secretary of State, of the Emperor's intention to accredit a Minister to the Vatican has given great satisfaction there. The appointment, which will be made after the Prussian Diet has voted the requisit funds, does not, however, involve any question of principle, or include any concessions on one side or the other. Its immediate object is the establishment of a modus vivendi. On *Von Schloezer's entering upon his new duties* here, it is expected at the Vatican that negotiations between the Curia and Germany will be continued through him, and that a gradual settlement of the various questions will be arrived at. In the arrangement now concluded, there has been no question of a Pontifical Nuncio being sent to Berlin. Von Schloezer, who has hitherto only seen Cardinal Jacobini, will have an audience with the Pope the 14th inst. The amount the Prussian Diet will be asked to vote for the new Legation at the Vatican is 53,000 marks *yearly*.

GERMANY.

THE JEWISH AGITATION.

BERLIN, Sept. 14.—*Considerable attention* is attracted to an article in the *Grenzboten*, a newspaper which is supposed to be the exponent of Bismarck's views, wherein the writer, who says he is a German living abroad, highly praises Bismarck's policy and vehemently attacks the Jews. The writer says the reproach leveled against Bismarck that he is "going to Canossa" is raised simply by Jewish journalists, or by those imbued with Jewish ideas. The article concludes by approving the anti-Semitic agitation, for which it says the Jews and their friends who brought the original dispute before the public are solely responsible.

THE LIBERAL SPLIT.

BERLIN, Sept. 14.—The efforts of the party leaders to unite all the Liberal groups in one electoral program has been unsuccessful. The National Liberals resolved to act alone. *The chiefs of that party met today, Von* Benningsen presiding, for the purpose of deciding upon an electoral program. The result is to be kept secret for the present.

THE ELDERS OF SEVERAL JEWISH COMMUNITIES

in the eastern provinces have appealed to the members of the congregation of the Berlin Synagog to exert their influence for the purpose of affording their provincial brethren protection in the event of rioting during the coming Jewish festival.

RAPPROCHEMENT.

Both German and Russian semi-official organs comment on the rapprochement of the three Empires produced by the Dantzic interview.

IN THE CHESS CONTEST

at Berlin to-day Zuckertort beat Tschogorgr.

SWITZERLAND.

THE GREAT LANDSLIP.

GENEVA, Sept. 14.—With reference to the landslip near Elm Sunday evening last it is feared that the list of victims must include forty men of neighboring villages who came to aid when the first landslip occurred in *the evening, and before the village was over*whelmed by the second slip, which took place at midnight. The river on which Elm is situated has been turned into a lake, and it is feared that the valley below will be flooded. As the place is much frequented by strangers this season, it is feared some have perished. A fresh landslip at Elm is feared. The rescuers are obliged to proceed with great caution.

EGYPT.

A CALM.

Special Cable.

CAIRO, Sept. 14.—The Cherif's consent to take office assures a momentary calm. Araby and his colleagues will command the army, and they have named their own War Minister. Until the foreign troops arrive there is no guarantee against a repetition of *the rising*.

A SERIOUS REVOLT

has broken out in the Soudan. Gaeigler Pasha, in Kordofan, reports that the tribes between him and Khartoum have revolted.

INACTION.

To the Western Associated Press.

CONSTANTINOPLE, Sept. 14.—The Porte *has finally decided to dispatch neither troops* nor commissioners to Egypt.

THE NEW MINISTRY.

CAIRO, Sept. 14.—The new Ministry is definitely constituted. The principal members of the Cabinet are Hadal Pasha, Minister of Finance, Barondi Pasha, Minister of War, and Marashly Pasha, Minister of Public Works.

THE KHEDIVE

in a letter says: "It is absolutely necessary to maintain European control in Egypt."

FRANCE.

AMERICAN PORK.

PARIS, Sept. 14.—Leon Chotteau has just published two letters, one addressed to the Minister of Foreign Affairs, and the other to *all French Chambers of Commerce, demand*ing the abrogation of the decree of February prohibiting the importation of American pork. Chotteau proposes organizing shortly a meeting at Paris against the decree.

DAHOMEY.

HUMAN SACRIFICE.

LONDON, Sept. 14.—Advices from the west coast of Africa state that the King of Dahomey, with his army of amazons, raided and destroyed the towns of Ignano and Okepo. They had populations of many thousands. All who were unable to escape were brought to Abomey, the capital of Dahomey, for *sacrifice at the great annual "custom."*

ITALY.

THE RAILWAY CRIME.

LONDON, Sept. 14.—The German Consul at Leghorn, who was assaulted on a railway carriage going from Paris to Turin, and *thrown from the carriage-window in a tun*nel, was not much injured. The guards of the train have been arrested. One who answered inquiries evasively was marked with *blood*.

TUNIS.

A FRENCH CAMP IN A CRITICAL POSITION.

LONDON, Sept. 14.—A dispatch from Tunis says the camp at Zaghouan is in a critical position, all communications with Tunis being cut off.

ARABS.

PARIS, Sept. 14.—Troops continue to leave for Tunis. A body of workmen and 500 soldiers are off to repair the canal, which the Arabs cut to deprive Tunis of water.

AUSTRIA.

400 JEWS.

VIENNA, Sept. 14.—Four hundred Jews have passed through Lemberg for America.

THE GRAND TOUR.

Englishmen Giving Up the Beaten Track and Turning to America.

London World.

The departure of a bevy of lords and lordlings, plodding members of Parliament, and smart political aspirants, via the Atlantic ferry, proves that the modern grand tour is *undertaken without reference to the old condition* of membership in the Travelers' Club—*that the candidate must have been 3,000 miles* east of Pall Mall. When the plan of finishing the education of young gentlemen by allowing them to pass a certain time in the train of *a great noble* at court or in the wars went out of date, and to trail a pike in the Low Countries was no longer one of the liberal arts, the cities and society of France and Italy contended for the palm, or rather the plume, of fashion once enjoyed by Venice alone. Young men of rank and position still swam in a gondola, but gathered wit to practice on home-keeping youth in Paris and Aix-les-Bains, at *Rome, Florence*, and Turin, and at the gaming-tables of the Rhenish Prince-Bishops, as well as at the Ridotto in Venice. At these places the grand tourists encountered much company of a mixed description. They met the admirable Chevalier de Ballbari, his Excellency the Count Cagliostro, and the pretty Lucrezia, and the illustrious Giacomo Casanova, with his watch in each fob, his cordon of the Spur sometimes mistaken for the *Saint-Esprit, with an ace up his* left sleeve, and his right hand ready with carte and tierce. They unquestionably spent a great deal of money in sham antique marbles and well-doctored copies of the old masters. If very rich they pulled down their country houses and replaced them with *Palladian structures, such as miniature* Temples of the Winds, Parthenons, and Pantheons. Nevertheless, the old grand tour had its uses. The future Peer or member *of Parliament, with or without his "bear*leader," was away from England for perhaps a couple of years. He remained long enough in foreign countries to acquire some idea of their language and manners; he lived in the best and wittiest society that existed in the known world; and if he happened to be *a clever person got rid of some prevalent* English superstitions about the playing-fields *of Eton*, the merit of *riding straight across* country, and the capacity of any English*man to beat three Frenchmen on any fair* field of battle.

We have changed all that. It is no longer held necessary to the education of a young man with prospects that he should pass a certain time at the various courts of Europe. The prevalent craze now is that everybody *should go to America.* The *good-natured* Americans are very fond of English folk. *They* have shown a generous disposition ever since they beat us in yacht-building and lock-making in 1851, and the feeling has not been decreased by the Alabama award and the victory of Iroquois. *And they love an* English Lord, even if he is only one by courtesy. Their hospitality is proverbial. They not only receive their guest, but take charge of him, and pass him on to their *friends—in short, put him through*, as it is called in the vernacular.

To be put through by Americans of the best class is an agreeable operation to undergo, for one is fêted, dined, and danced in every centre, and then passed on to renewed hospitalities. But it is agreeable and exciting, *rather than instructive. The subject of* the operation will have no time to assimilate the *knowledge*, to *weigh* it, or to check it. What, for instance, will *he gain in the way of insight into* the curious problem now being worked out of the evolution of what is practically a negro nation from the wreck of a slaveholding republic? He will find that politics are not fashionable in the best American society, and that a Knickerbocker scorns to cast a *vote* which *may* be neutralized by that aristocrat's bootblack. He will find plenty of *agreeable* and clever men, and still more agreeable and clever women. He may acquire a taste for raw tomatoes, clams, and shredded cabbage, and for nearly raw wild *ducks; but, so far as good American society* is concerned, he will find it, minus political conversation, a reflection of that of Europe. To catch national characteristics, to plumb the unspeakable depths of political intrigue *and that office-seeking which seems to cling* like a pestilence to purely democratic institutions, he must go beneath the surface.

CALIFORNIA WHEAT-GROWERS.

SAN FRANCISCO, Sept. 14.—A meeting of wheat-growers held in this city this afternoon was attended by large numbers of the leading men of the State in that business.

The Committee on Statistics reported about 950,000 tons of wheat in the State for export. A committee was appointed to draw up a plan of organization of the Wheat-Growers' Association of California, for the purpose of mutual assistance, dissemination of valuable information, and combination to hold wheat for higher prices and lower rates of freight. The *general* impression seemed to be that by these means freights could be brought down to £1 sterling, and wheat pushed up to two cents.

THE RAILROADS.

A Five-Dollar Rate to the Atlantic Cities, Boston Excepted.

The New York, Chicago & St. Louis Figuring for a Cleveland Entrance.

Important Meeting of the Directors of the Baltimore & Ohio Railway.

THE PASSENGER CONFLICT.

The Pennsylvania Company yesterday morning announced that it would sell tickets to Philadelphia, Baltimore, and Washington at the same rates as charged to New York, which makes the rate to all those points $5. The Pennsylvania Railroad Company also announces that hereafter it will sell tickets from Boston, New York, Philadelphia, Baltimore, and Washington to Chicago, at the rates charged from Chicago to those points.

This is a step in the right direction. There is no reason why east-bound rates should be *higher than west-bound rates, or vice versa.* The rates from New York and Boston to Chicago *have been from $7 to $9 for some months past*, yet the rates from Chicago to those points up to a week ago were $10 and $15 respectively. Then, again, when the rates from Chicago to New York *were reduced to $5 the west-bound rates* remained $7 and $9. When regular rates prevail the east and west bound rates are always alike, and there is no reason why a different course should be *pursued when rates are being cut.*

The action of the Pennsylvania people regarding west-bound rates will force the Vanderbilt roads to adopt the same course. As far as the Philadelphia, Baltimore, and Washington rates are concerned, Vanderbilt has nothing to *do with it, as none of his roads run direct to* those points, and that business almost ex*clusively goes to the Pennsylvania and Balti*more & Ohio. The latter road met the rates of *the Pennsylvania at once and yester*day morning also commenced to sell tickets to Philadelphia, Baltimore, and Washington for $5. The principal reason why the Pennsylvania decided to make the rates to Philadelphia, Baltimore, and Washington the same as to New York, although Vanderbilt cannot compete for business to these points, is because the selling of $5 tickets to New York and keeping the rate to Philadelphia, Baltimore, and Washington at double that figure, had the effect of greatly injuring these points by directing business to New York, and the Pennsylvania could not afford to place those cities at a disadvantage.

In consequence of the new departure by the Pennsylvania and Baltimore & Ohio the ticket offices of these two companies were kept busier yesterday than before, and an immense business was done. The Vanderbilt roads and Grand *Trunk also continue to do a large business.*

So far Vanderbilt has taken no notice of the doings of his rivals. He has taken no new steps, nor has anything been heard from him since he cut down the New York rate to $5 and the Boston rate to $6. It is claimed that he will take no new steps, but will let his adversaries do all the fighting. He believes that the *present rates are low enough for all his intents* and purposes, and that his rivals will soon get sick of doing business at the figures. His adversaries, however, have shown a good deal of pluck thus far, and they claim to be able to stand the fight as long as Vanderbilt can.

Although Vanderbilt has thus far refused to *take any notice of the cut made on Buffalo* rates by the Grand Trunk it is evident that this matter is worrying him more than anything else. *At the $5 rate the Grand Trunk is getting* the largest portion of the Buffalo business, and most of this heretofore went by the Vanderbilt roads. Vanderbilt by maintaining the Buffalo rates and allowing the Grand Trunk to get away with this business means to show that he does not fight the latter *road, and that he does not care what rate it* makes. It is hardly probable, however, that Vanderbilt will long continue this policy, and everything indicates that he will soon hit out from the shoulder again and make such rates as *his competitors will hardly be able to meet.*

BALTIMORE & OHIO.

Special Dispatch to The Chicago Tribune.

BALTIMORE, Sept. 14.—A very important meeting of the Board of Directors of the Baltimore & Ohio Railroad was held here at Camden Station today, Mr. John W. Garrett presiding. The letter of resignation of Mr. John King Jr. as a Director on behalf of the stockholders, which was laid on the table at the July meeting, was accepted. Mr. William F. Burns nominated the Hon. George W. Dobbin to fill the vacancy, and he was unanimously elected. A letter was submitted from Mr. Donell, resigning as a Director on behalf of the stockholders, in consequence of the condition of his health, which, after expressions of regret at the loss of so esteemed a colleague, was accepted. On motion of Mr. Miller, James Carey Cole was unanimously elected as his successor. Mr. John W. Davis, who was appointed in November, 1880, *as Assistant to the Second and Third Vice-*Presidents, was by the unanimous action of the *board confirmed as Assistant to the First Vice-*President. President Garrett then stated that, in view of the growth and magnitude of the express and telegraph systems of the Baltimore & Ohio Company, the organization and promotion of the interests of which require continuous supervision to insure their effective development and increased usefulness, the President stated that it had been deemed desirable to obtain the services of a General Manager of the express and telegraph systems of the company. He therefore nominated for this office Mr. George P. Frick. The nomination was approved and the appointment made. The Committee on Finance presented its report with the following resolution:

Resolved, That the agreement herewith submitted, made on the 2d day of August, 1881, between the Baltimore & Ohio Railroad Company and John S. Barbour, acting for himself and his associates, which has been fully considered, is hereby approved and recommended to the Board of Directors of the Baltimore & Ohio Company for confirmation and adoption.

In connection with the report of the Committee on Finance recommending the approval of the agreement between John S. Barbour and his associates and the Baltimore & Ohio Road for the sale of a portion of its interests in the Virginia Midland Company, President Garrett remarked that the Orange & Alexandria Road, now the Virginia Midland, would be of incalculable advantage to the South if its usefulness had not been largely destroyed by those who, through plans of legislation and consolidation, gained the control of the Virginia & Tennessee Road, leading from Bristol to Lynchburg, and then refused the natural and profitable interchange of traffic between the roads from Lynchburg to Baltimore and from Lynchburg through the Tennessee & Virginia Road to the Southwest. A route to accomplish similar objects will ultimately be opened, because the permanent interests of the Southwest requires *it, and Southwestern railroad organizations* must have a direct outlet to Baltimore. Lexington will become the objective point, and those combinations will secure a first-class line to Washington and Baltimore through the use of the Valley Road and the lines of the Baltimore & Ohio Metropolitan Branch Roads.

To the Western Associated Press.

BALTIMORE, Sept. 14.—The Baltimore & Ohio Railroad to-day reduced the passenger fare from this city to the West to correspond with the "cut rates" from New York. East-bound rates are the same to Baltimore as to New York. At a meeting of the Directors of the Baltimore & Ohio Road today, George W. Dobbin was elected Director in place of John King Jr., resigned. James Carey Coale was elected in place of Donnell, resigned. John W. Davis was confirmed Assistant to the First Vice-President. President Garrett made a statement in regard to the rapidly-increasing express and telegraph business of the company, and its interchange of business beyond its own lines, covering 11,000 miles of wire, with other telegraph organizations. He stated it was desirable that a General Manager be appointed to take charge of these interests, and George W. Frick was chosen. After a long statement by *Garrett in regard to the policy and action of the* Baltimore & Ohio Railroad in making connections with Southern roads, the resolution of the Finance Committee was unanimously adopted. This resolution approved the agreement which provided for the sale of a portion of the interest of the Baltimore & Ohio Company in the Virginia Midland system, the control of which for some time has been held by the Baltimore & Ohio Company. Garrett stated that in this transfer the interest of his road and of Baltimore had been provided for.

NEW YORK, CHICAGO & ST. LOUIS.

The Cleveland *Leader* has the following regarding the doings of the new New York, Chicago & St. Louis Railway at Cleveland:

It now appears that the line of the New York, Chicago & St. Louis Railroad, from Euclid to the city limits, is not fully determined upon. It was reported some weeks ago that two and one-sixth miles of the line of the Cleveland, Painesville & Ashtabula Road would be used, but it appears that this line is so irregular and has so many short curves that it would be impracticable for the track of a trunk line. The property-owners through whose land the first line was surveyed considered that the road would damage their property *greatly, and accordingly placed a higher price* on the right of way than the company was willing to pay. Then it was that the project of running on Mr. Lewis' track was brought forward by the New York, Chicago & St. Louis Company, and they announced that this would be the line of their road and would end the controversy with the property-owners.

It was, and is, a very apparent fact that this would be more expensive to them in the end than paying the figures asked for the other route, on account of the curves, etc. There has been within the past two weeks a plot entered upon to get the citizens to offer the right of way on the first proposed route at a lower figure than at first, if the road would go over that line instead of the other. A paper has been circulated for signers among the owners of property, which is in effect a contract binding the parties to give the right of way for a certain amount, providing the company will erect two depots, one at Lake View Cemetery and another a mile or two further east, and run four trains a day to the city. Some of the citizens are disposed to think this but the second act in the scheme to *get their land at a reduced figure*, of which the first was the proclaiming that the dummy line would be used, and that it is but a movement set on foot by the company, and worked by them indirectly.

The company is now engaged in the Probate Court in an appropriation suit, to fix the value of the portion of land used by them from the dummy track to the city limits, which has not yet been purchased by them.

NASHVILLE, CHATTANOOGA & ST. LOUIS.

NASHVILLE, Tenn., Sept. 14.—At a meeting of the stockholders of the Nashville, Chattanooga & St. Louis Railroad Company today a semi-annual dividend of 3 per cent was declared, payable Oct. 1, the transfer-books closing Sept. 20. The meeting was a consummation of the agreement made in New York between the majority and minority of the stockholders, resulting in the election of the three gentlemen representing the minority of stockholders, the new Directors being Henry Earle, of Putnam & Earle, New York; Col. A. S. Colyar and Maj. Thomas O'Connor, of Nashville. The suits heretofore in existence, brought by the minority stockholders, were amicably adjusted and dismissed. The able report of the President, Gov. James D. Porter, *fully justified* the payment of a 3 per cent dividend, the earnings *showing a surplus of over 5 per cent* on the capital stock. The President's report *shows a large increase in business*, and that, with the completion of enterprises now under contract along the line, the maintenance of present relations with connections, and the continued prosperity of the country, the stock will *pay in the future regular 6 per cent dividends*. The Tennessee Coal, Iron & Railroad Company, in which a number of New York capitalists are interested, agreed today to build three blast furnaces along the Nashville, Chattanooga & St. Louis Railway. This, with the furnaces at Cowan, South Pittsburg, Chattanooga, and Rising Fawn, will do *much to bring capital and population to this* section. The liberal policy of the Nashville, Chattanooga & St. Louis Railroad in indorsing the bonds of these furnaces will largely benefit the railroad company. The increased revenue *from those furnaces will pay an annual dividend* of 2½ per cent.

NORTHERN PACIFIC.

NEW YORK, Sept. 14.—The annual report of the Northern Pacific Railroad Company, to be submitted to the stockholders tomorrow, says the earnings for the portion of the year ending June 1, 1881, were from 751 miles against 722 miles in 1880, and show an increase of $701,337 over the same time in 1880. The expenditures were $2,025,300, leaving a balance in the treasury of $969,129. *The work of laying steel rails in the differ*ent divisions of the road has steadily *advanced. The net earnings of the express* business was $51,570. The report shows that thirty-three locomotives, twenty-three passenger-cars, and 1,250 freight-cars have been added to the equipment during the year. The capital stock of the company was reduced the past year by $1,100,036. The total capital stock is $91,312,588. There remain to be constructed to complete the line between Lake Superior and the Pacific Coast 816 miles, 868 miles being in operation. It is understood the following names have been agreed upon by the majority interest for the Directors and executive officers to be voted for at the annual election tomorrow: Directors, Frederick Billings, Ashbel U. Barney, John W. Ellis, Roswell G. Ralston, Robert Harris, Thomas F. Oakes, Artemus H. Holmes, Henry Villard of New York, J. L. Stackpole, Elijah Smith, Benjamin P. Cheney of *Boston, John C. Bullitt of Philadelphia, Henry* E. Johnston of Baltimore. Executive officers—President, Henry Villard; Vice-President, Thomas F. Oakes.

ITEMS.

Mr. J. E. Tucker has been appointed Foreign Freight Agent of the New York, Lake Erie & Western Railway, with headquarters at Chicago.

It is expected to have the Toledo, Cincinnati & St. Louis Railroad completed and in operation from Toledo to Charleston in about thirty days.

Mr. A. D. Allibone has been appointed Cashier and Paymaster of the Milwaukee, Lake Shore & Western Railway in place of Allyn Cox, resigned.

The Chicago & Eastern Illinois Railroad Company has nearly completed the new shops and round-house at Danville, Ill., which are said to be superior structures in every respect.

Mr. G. R. Blanchard, Vice-President of the New York, Lake Erie & Western, arrived in the city yesterday morning and took the 12:30 p. m. train over the Burlington for Kansas City.

Mr. Warner, the contractor for constructing the Kentucky Central Railroad from Paris to Richmond, says the work is progressing rapidly on the line from Winchester to Richmond and he will have a large additional force at work in a few days.

A war is in progress among the Texas railroads as fierce as that among the Eastern trunk lines, and freight rates in Texas have reached bottom figures. The managers of the Texas roads have made several efforts to regulate the troubles, but so far have been unable to agree *upon a basis of settlement.*

Mr. Charles G. Eddy, General Freight Agent of the Northwestern Road, has issued a circular announcing that the Toledo & Northwestern Branch of his road has been extended to Algona, Ia., and that the rate for emigrant movables from Chicago, Racine, Milwaukee, and Kenosha to all points on the new extension will be $45 per car-load.

Mr. George H. Daniels, General Ticket-Agent of the Wabash, St. Louis & Pacific, has issued a *circular announcing that, owing to the fact that* the Butler Road has failed to make connections with the other lines at Detroit to and from the *East as was expected, he is compelled to request* that tickets reading via the new Detroit line be withdrawn from sale for the present.

The Chicago & Evanston Railroad project still attracts attention. It is believed that some of the many roads that are engineering to get into Chicago are the real parties in the matter. A party of surveyors has been at work in the Town of Lake View during the past week, and legal proceedings have been commenced to condemn the property for the right of way.

The *Wall Street News* claims that Vanderbilt has sold 10,000 shares of Burlington & Quincy stock, which he has held for investment for *some time past. The stock, says the News*, which had previously been supposed to have been sold short by bears, was delivered in his name last Wednesday. Taken in connection with his recent unloading of Union Pacific, it *looks as if he thinks there is going to be a big* fight west of Chicago, and he does not propose to be the last in selling.

Although the last number of the *American Exchange gives a glowing account of the progress* made in the Continental Railroad scheme and claims that the projectors control a capital of $100,000,000, yet it is the general opinion in railroad circles here that the whole scheme is a fraud, and that the line will never be built. It is even predicted that the bottom will fall out of the concern in less than a month. A surveying party which arrived at *Akron the other day, reports* that they have been practically without pay, even for current expenses, since the death of the Chief Engineer and projector of the line, Mr. James E. Abbott, July 25. The company owes them $2,500 and *they had to give up their* valuables to satisfy boarding-house keepers.

The Indianapolis *Journal* says: The heavy falling-off in west as well as east bound shipments by canal is said to be creating considerable commotion among friends of this slow mode of moving freights, and they are quite alarmed at the shrinkage of their receipts which results from the low rates at which freight is now carried by rail. That the falling off in west-bound shipments is due to low railroad rates is confirmed by Commissioner Fink, who *is in a position to know. Mr. Fink states* that the west-bound business from New York on the railroads has been very large since the reduction of rates, and that there was an increase in busi*ness before the reduction, revealing a healthy* state of trade. There was, it is true, a slight decrease in July in comparison with last year, but in June the *increase was 14 per cent.* In May it was also large. The following are the official figures showing the total amount of freight carried west bound from New York by the four trunk lines during the month of August:

	Tons.
New York Central	41,032
Erie	30,830
Pennsylvania	31,437
Baltimore & Ohio	6,852
Total	116,151
August, 1880	89,000
Increase	27,151

The London Polytechnic.

After forty-three years of existence, during which it saw many vicissitudes of fortune, the well-known Polytechnic Institution, in Regent street, London, has closed its doors. It was established at a time when Lord Brougham, Dr. Birkbeck, Rowland Hill, and Charles Knight were raising their voices in favor of the diffusion of useful knowledge. There, in its earlier days, the searcher after knowledge might, at the cost of a quarter of a dollar, examine and have explained to him the mysteries of steam, galvanism, the hydro-oxygen lamp, the diving-bell, and innumerable other interesting objects. Thousands of boys and girls, men and women, have obtained at the Polytechnic their first insight into the marvels of mechanical ingenuity which were arranged in the various rooms of the institution. But, as is often the case, the literary and scientific people who managed the Polytechnic were not practical business-men, and when the elements of scientific education *ceased to be a novelty, causing a falling off in* the popularity of the place, they sought to replenish its empty coffers by introducing musical and other light entertainments. The consequence was that neither the lover of science nor of music responded to the efforts of the direction, which then fell back upon such questionable means of attracting an audience as Pepper's Ghost and other clap-trap shows. Between two stools, therefore, the polytechnic has gone down. It expires in obscurity and pecun*iary embarrassment.*

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THE GREAT COMET OF 1881.

Unknown Heretofore, It Will Not Return for Thousands of Years, if Ever—What Was Learned of It.

Philadelphia Ledger.

HAVERFORD COLLEGE OBSERVATORY, Ninth Month, 3d, 1881.—The great comet (Comet B, 1881) being now, except in telescopes, a thing of the past, it may be well to gather together the results obtained by different scientific men from their studies of it. The comet was seen by the naked eye in South America and Australia at least a month before it was observed here. It was then a much fainter object than when it had arrived at its perihelion, which was about coincident with the date of its northern discovery. Good observatories exist at Rio Janeiro, Cordoba, in South America, and at Melbourne and Sidney, in Australia. The observations of it taken in these places, in its incipient stage, while not revealing anything new as regards its constitution or structure, have been valuable in deducing the form of its orbit and its identity with previous comets. The northern observations have been more varied and *productive. They may be divided into* (1) measurements of position by micrometer and transit instrument; (2) drawings showing its physical appearance and changes, made by the aid of telescopes of good defining power; (3) spectroscopic observations *for the purpose of ascertaining its structure* and chemical composition; (4) photographs.

The first of these was for the purpose of gaining data for a computation of its orbit. The results, so far as at present deduced, *show that the comet moves in a parabola*, or in a very much flattened eclipse, and that if it ever returns it will only be after the lapse of thousands of years. They also show that if it has ever been here before there is no record of it so well authenticated as to identify the two objects. The bright comet of 1807 has elements which very much resemble those of our recent visitor. But Bessel, one of the most reliable and careful of computers, gave it an orbit which would not bring it around again till after the lapse of about 1,500 years, and the points of dissimilarity are too great to be reconciled; so that the identity of the two is certainly not established. It has been suggested with great plausibility that they were originally connected, and that, as in the case of Biela's *comet, in 1846, they have parted company*, and got so far separated that one precedes the other by a period of seventy-four years. The intimate connection between meteors and comets makes all kinds of inferences from one to the other justifiable, and it is certain that meteoric bodies chase each other round and round in similar orbits, and that they are, probably, formed by the disruption of great comets. Our comet may, then, be a fractional part of a still greater comet which *long ago was forced by some internal con*vulsion to shift for itself, and which has since followed the wake of its parent through space.

The second class of observations were those going into the details of its physical appearance. They have shown that violent forces have been continually acting within, and render the disruption theory probable. The Cincinnati observers at one time announced its split. But by the time other observers had the opportunity to examine the difference was healed, or the smaller member had faded away, so as not to reach the dignity of a separate comet. Great streams of luminous *gas would issue from the nucleus.* Envelopes would form themselves around it and be dissipated. The masses of haze surrounding it would show ever-changing shapes, and all appearances would indicate strong forces operating within its mass, which forces were stirred into life by approach to the sun and *diminished by recession. There have* been made—some of them published and some filed away in observatory records—a number of drawings of its different appearances, which some day will be valuable foundations for theories concerning its nature and structure.

The spectroscopic observations have given, in the words of William Huggins, the great *English authority in this line of work*, the following results: "Part of the light from *comets is reflected solar light, and another* part is light of their own. The spectrum of this light shows the presence in the comet of carbon, possibly in combination with hydrogen." The nucleus is probably solid, and reflects solar light, just as the moon does, while the streamers, the envelopes, and *the tail are masses of carbon or hydro-car*bon gases, emitting light of their own.

Besides the proof of the fact that comets can be photographed, the results obtained by *the camera in photographing the comet itself* are not very valuable. It would at first appear that the impression would be more accurate in its details than any drawings could possibly be. And so it would if the exposure *could be only momentary. But in the half*-hour or the hour of necessary exposure the *details of the head may have greatly changed.* The result is that no very definit photographs of the outlines of the head have been obtained, and that the drawings will continue to be the reliable means of knowing its appearance at any moment. But the photographs of the spectrum are of the highest utility, affording the means of leisurely and certainly determining the position of the *bright lines* and the character of the substances which produce them, and enabling *spectroscopists to compare with one another* their charts.

Such is a brief summary of results obtained from this productive comet. Never was one more carefully observed or by better observers or instruments. Nothing new as to comets in general has been obtained, but *old theories have been established and a mass* of observations taken which some day will much assist in settling the still enigmatical question as to what the origin, nature, and *purpose of comets are.* J. S.

Rollo and the Kittens.

Chambers' Journal.

A year and a half ago a friend gave me a little puppy, round as a ball, black as night, and with a head and tale exactly like those of a fox, except that the tail curled up and swept round featherwise. Indeed, a dog-breeder told me it was a thoroughbred Sioux fox. If an inordinate fancy for poultry, alive or dead, raw or cooked, is a sign of a Sioux fox, then certainly our animal was of the truest breed. The scrapes she has brought us into with our neighbors touching chickens and ducklings are many. A bark, a cackle, a stampede of half a dozen children, and we are made aware that there is one more missing link in somebody's poultry-yard; and once more threats of slaughter are breathed out against our pet, mingled with a promise of "a summons" for ourselves. A few weeks ago Rollo became more staid, and her depredations were on a quieter, if not smaller, scale; for beyond a disinclination for plain food and a soft, satisfied licking of the lips, around which feathers showed signs of her latest meal, there were no visible symptoms of bad habits.

One morning we heard our doggie crying, and when we went to see what ailed her we found her moaning over three dead puppies. Her piteous efforts to lick them into life, her distress and sorrowful cries, touched our hearts; and it took the bravest among us to remove them from the poor mother, and to bury them out of her sight. Now comes the strange part of my story. A little gray cat which belongs to us was, in all the pride of maternity, bringing up two kittens. We suppose that Rollo was determined to have something to love and care for, and that *she was resolved not to be outdone by a paltry* little gray cat. Anyhow, in the course of the morning there was a united cry of dismay from the children, and immediately *eight little girls* and boys ran in to tell me that "Rol was killing a kitten." I went to the dog's abode in the tool-house, and found her, with all the tenderness of the most loving of mothers, nursing the baby kitten. But I am sorry to say that success made the little foster-mother greedy, and that, watching her opportunity, she marched off with kit *number two, leaving poor pussy babyless.* The whole of that day—and in fact ever since—the amount of exchange and barter carried on between that cat and dog is a thing to be astounded *at. The way those kittens travel*, carried from place to place, now in the mouth of a dog, now in that of a cat, is enough to muddle the brains *of any quadruped. Sometimes you will see the* two kits in pussy's baskets, but far more frequently two in Rollo's. The doggie has lately adopted the plan of carrying one kit—the favorite or first adopted one—in her mouth, sometimes *head down, sometimes tail*, when she takes a walk. Then, if we call "Puss!" she drops number one, and scampers off to the tool-house *to see* if number two is *all right.* Oftener than not, pussy—most likely watching in ambush—will seize the dropped kitten, and before Rollo's return carry it off in triumph to her basket. *We await the result: the head of* the house not feeling quite happy, meanwhile, at having occasionally to get up, in what should be the *silent watches of the night, to march to the* relief of a wailing kitten left on the garden doorstep, while its adopted mother rushes off to indulge in a free fight with anything that comes in her way which, to her mind, is calculated to *injure her baby*.

The children are never tired of watching the *morsels of kittens, which, I am free to confess,* have the biggest heads and the straight-up-est tails I ever saw. They wait, with what patience children can, to see whether these kittens will, when they grow up, purr or bark!

THE LAND-LEAGUERS.

A joint meeting of the Land-Leaguers was held last evening in Mechanics' Hall, 99 West Randolph street. Delegates were present from the Michael Davitt Land League Club, the Patrick Ford Land League, and the Chicago Spread-the-Light Club. John Ryan, of the latter club, occupied the chair. John Conway, of the Michael Davitt Land-League, stated the object of the meeting. He made an eloquent appeal for the rights of free soil. "Messrs. Thomas Ryan, M. S. Norris, and J. J. Page, committee, drafted the following dispatch, which the Leaguers cabled last night to Dublin, Ireland: To the Land-League Convention: The Chicago Land-Leaguers in joint meeting assembled earnestly ask you to declare the Land bill a fraud; to reject all measures that call for less than the equal right of all to the means of life—the land. Advise all to hold the harvest and pay no rent; make no compromise with robbery. Declare that private ownership in land must be abolished, that the land must be nationalized as the common property of its whole people, a gift of its Creator to all alike, free from private monopolies and rent robbery."

A collection was taken up to defray the charges on the cablegram, $31 being the result.

Translated by the Queen.

Manchester (Eng.) Examiner.

A good story reaches us from Belgium, the truth of which is guaranteed. A banking-house at Verviers recently received a letter from a bank at Buda-Pesth. The recipients knew that it related to a matter of great importance; but, unfortunately, they could not master the contents of the missive, as it was written in the Hungarian language, and there was not a soul at Verviers who understood that tongue. Accordingly, one of the partners took a journey to Brussels, expecting to find everything he wanted at the Capital, but only to be disappointed—nobody at the banks could read Hungarian. There was, however, still the Austro-Hungarian Embassy, whither the banker betook himself, to learn that there was an attaché *who spoke Hungarian, but he had gone to* Biarritz for some sea-bathing. Almost in despair, the hero of the story called upon the Burgomaster, with whom he was acquainted, and related his troubles. After some thought his worship, striking his forehead, exclaimed: "After all, sometimes our most foolish ideas prove the best." With this enigmatical observation he asked for the letter. The next day he returned the original to the gentleman from Verviers, with a translation in French, in a neat, feminine hand. "To what Hungarian fairy do I owe this good fortune," asked the delighted banker. "This is an affair involving some millions, and I shall be happy to pay a *handsome douceur to the translator who has* enabled me to get at the meaning of the letter in time to conclude the affair." "I take you at your word," replied the Burgomaster. "Give me 10,000f. for the poor of Brussels, for the translator is none other than the Queen. She has experienced lively satisfaction in employing her knowledge of the Hungarian lan*guage to oblige one of her subjects.*" The Queen of the Belgians is a daughter of the Archduke Joseph, whose beneficent rule of Hungary is still remembered by the people, and she was born in the Capital City during her father's palatine.

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