THE CITY.

PERSONAL AND GENERAL.

MARY ANDERSON is at the Tremont.

JOHN LEWIS, of Montreal, is at the Palmer.

R. A. WICKS, London, Eng., is at the Leland.

R. S. MUSSEN, of Guelph, Can., is at the Pacific.

CAPT. A. ROSS HOUSTON, U. S. N., is at the Pacific.

CLARK HOLDEN, of Barre, Vt., is at the Sherman.

J. S. RUNNELS, of Des Moines, Ia., is at the Tremont.

C. B. EVANS, of Springfield, Mass., is at the Sherman.

ARTHUR H. ELWELL, of London, Eng., is at the Pacific.

GEORGE O. HASKELL, of Stillwater, Minn., is at the Tremont.

C. W. GLIDDEN and E. A. Peabody, of Boston, are at the Sherman.

COL. C. C. GILBERT and George F. Towle, U. S. A., are at the Palmer.

WILLIAM HARRIS, of the Mary Anderson company, is at the Pacific.

EX-CONGRESSMAN MARTIN I. TOWNSEND, of Albany, N. Y., is at the Pacific.

ALFRED HEBARD and family, and W. D. Sanborn, of St. Louis, are at the Tremont.

EX-GOV. J. GREGORY SMITH, E. Curtis Smith, and George Gregory Smith, of St. Albans, Vt., are at the Palmer.

THE Signal Service will send a meteorological observer with Prof. King on his balloon voyage Tuesday—Mr. J. George Hashagen, of the Chicago office.

E. LEWIS WALES, J. Paynter Allen, and A. M. Brookfield, London, Eng.; H. Galland, Paris, France; John S. Williams and family, New Zealand, are at the Palmer.

P. D. ARMOUR, Esq., contributed $100, G. B. Shaw $25, J. A. Brown $50, H. R. Wilson $25, M. H. Wilson $25, and H. N. Higginbotham $25 to the Halsted Street Methodist Episcopal Church and Sunday-school for the current expenses of the past year.

A NEW patent car, No. 443, has been placed on the Madison street line, superior to anything yet run on the West Side Company's track. It has spring-cushioned seats and a double top for improvement in ventilation. Several other cars of the same pattern will soon be run out of the shops.

FRANK MCCUEN, 7 years old, while playing on the sidewalk in front of No. 172 Desplaines street at 12:30 yesterday morning, was shot in the face with a toy-pistol in the hands of his playmate Leopold Stern. The little fellow was quite badly injured about the eyes, and young Stern and his weapon were taken for safe-keeping.

A SINISTER looking fellow giving the name of *John J. Martin was captured at 2 o'clock yesterday* morning by Sergt. O'Connor while ransacking a house on School street, into which he had forced entrance during the temporary absence of the occupants. When captured he was in the *act of cutting open several valises with his* pocketknife, and swearing lustily because in all his search he had been unable to find any money in the house.

THE Nineteenth Illinois Volunteer Infantry Veteran Club held their regular meeting at their club-rooms, 104 Randolph street, yesterday afternoon. The resolutions of respect for President Garfield, adopted at the last meeting, were presented by Comrade Detrich, neatly engraved. The Corresponding Secretary was instructed to forward them to Mrs. Garfield. One of the comrades who attended the reunion of the Army of the Cumberland at Chattanooga gave a short account of his trip, and presented each member with a fragment of the battlefield of Stone River, which he had brought with him.

CHARLES TEILMAN, of No. 17 Lassing street, and John Jack, whose residence was not ascertained, were quite seriously injured yesterday in an unusual way. They, in company with two other men, were returning in a carriage from a funeral. At the corner of North Halsted street and Fullerton avenue the pole of the vehicle broke, and the horses ran away. The driver and two of the occupants jumped out and escaped unhurt. Teilman and Jack were unable to get out, and were badly cut by the pieces of glass broken from the windows by collision with the curbstone. Teilman's left ear was almost severed from the head, and he in addition received some long gashes on the scalp and the hands. A deep cut on the forehead was Jack's only injury. Both men were attended by Dr. Parks, and then driven to their homes. The rig belonged to West & Co., No. 107 La Salle avenue.

THE COMMUNISTS.

The National Congress of the Revolutionary party is to be held in the North Side Turner Hall Oct. 21. At the meeting of the Central Committee yesterday the following delegates were named to represent this city: A. R. Parsons, T. O'Meara, August Spies, Jacob Winners. Proxies: F. Stauber, A. Wimger, A. Neelle, W. Blum, J. Dusey, H. Stein, R. Loring. Delegates are expected here from all parts of the land. Among the distinguished people who have been invited to attend are Wendell Phillips, John Swinton, Leo Hartmann, and Patrick Ford. A ball and banquet will be given Sunday, Oct. 23, in honor of the visiting delegates, at which Mr. Schwab and others are expected to speak. Next Sunday a preliminary meeting is to be held in Steinmueller's Hall, to which the trade and labor organizations are invited to send representatives to discuss the advisability of joint action in regard to their part in the congress.

THE ILLINOIS HUMANE SOCIETY.

During the month of September the officers of the Society for the Prevention of Cruelty to Animals have received fifty-nine complaints; have prosecuted and convicted twenty-two; have remedied without prosecution, thirty-seven; abandoned horses shot, eight; trifling complaints, fifteen; letters of advice and distribution of copies of statutes in relation to the treatment of animals not kept strict account of as it is done frequently by request of parties who desire information on the subject, besides those who deserve this by way of reprimand.

In addition to the work of the society in regard to animals, the complaints of cruelty to *children which have been examined were twenty-seven*; prosecuted, six; in most cases the children have been surrendered by the Court or by the parents to the Home for the Friendless or St. Joseph's, from which institutions they are usually taken *to good homes in the country. No children* leave the society's charge without the evidence and assurance that they will be properly treated, comfortably clothed, and given a good common-school education.

Destitute women, who have been deserted by their husbands, often apply to the society for relief, and though it does not consider adults properly within its sphere of jurisdiction, some way is usually provided or direction given for their relief.

Much credit is due to the citizens generally *for their zealous interest in the prevention of* cruelty to animals, and their faithful reports of whatever of the kind comes under their observation, and they can rest assured that every case is attended to in its order and with as much dispatch as possible.

THE ATLANTA COTTON EXPOSITION.

The Vice-Presidents of the Atlanta Cotton Exposition residents in this city are requested to meet at Room No. 28 TRIBUNE Building at 10 o'clock this morning to arrange for an excursion to Atlanta. A railway-car will be placed at their disposal for the round trip, to which the railway lines will accord "the usual courtesies." A grand, good time is confidently expected. The names of the Vice-Presidents are P. D. Armour, H. L. Barney, William Bross, John H. Dwight, T. H. W. Farrer, N. K. Fairbank, B. P. Hutchinson, John L. Hancock, Daniel A. Jones, C. P. Kimball, V. F. Lawson, George S. Bowen, Joseph Medill, R. S. Parker, Thomas L. Parker, Andrew Shuman, G. A. Pierce, J. Irving Pearce, Albert A. Pullman, W. F. Storey, and E. J. Wheeler.

CHARGED WITH ARSON.

Albert Totten, a colored man about 25 years of age, is a "guest under surveillance" at the Armory, charged with arson. The complaint is that at 11:30 o'clock last Saturday night Totten built a fire in a pile of rubbish in the basement of a house of prostitution on Fourth avenue, near Polk street, and so arranged a couple of straw mattresses near the fire that the blaze would be speedily conducted to the floor above. The inmates of the den discovered the fire by reason of the great volume of smoke, and turned in an alarm to Engine No. 10 and the Babcock. A prompt arrival of the apparatus was followed by the extinguishing of the fire before any damage had been done. Totten escaped for the time being, but was caught prowling around the same neighborhood again last night and was arrested by Officers Ender and Long and taken to the station. He was formerly employed as errand boy and general helper by the proprietress of the bagnio and was discharged "for cause." Ever since that time he has improved every chance to vent his spite upon the woman. Only a few weeks ago he crept in the house by a rear door, slashed her twice with a razor and, when she raised her hand to ward off the third blow, cut one of her fingers off at "one fell swoop."

CAIN AND ABEL.

Joseph and Christian Blum are brothers, aged respectively 20 and 18 years, and live together with their aged and decrepit father at No. 40 Howe street. The first-named of the two boys has an unenviable reputation in the neighborhood of the home, while Christian, from the dutiful and filial attention which he bestows upon his invalid parent, has earned for himself the name of a good son. Yesterday the brothers got in a quarrel arising from their treatment of "the old man." Christian upbraided his younger brother for his lack of respect and pecuniary attention, and Joseph responded by calling Christian a fool for spending so much of his earnings and bestowing so much of his time upon the father. Joseph finally became greatly enraged, drew his pocketknife, and stabbed his brother in the left shoulder. The blade of the knife struck the shoulder-blade and inflicted what might otherwise have been a dangerous wound. Joseph was arrested and locked up at the Webster Avenue Station, and this morning will have a hearing before Justice Kaufmann at the North Side Police Court.

THE USUAL SUNDAY RESOLUTIONS.

At the meeting of agitators held at No. 54 West Lake street yesterday afternoon Mr. George W. Sloan offered the following resolutions, which were favorably voted upon:

Resolved, That the plank in the platform of the State Republican Convention which approved of making the canals free, and demanded a constitutional amendment to that effect, meets our hearty approval.

Resolved, That the benefit of governmental control of the means of transportation, in the cheapening of freight during the season in which the canals are open, brings the people face to face with these questions: "Why should not the rates be cheapened when the canals are closed?" and "How can that be obtained?"

Resolved, That the only answers that can be given are, to the first, that there is no reason why they cannot; that there is no natural compact between ice and monopoly. To the second, that only by the States' ownership of the railways, as of the canal, can the legitimate profit of the producers of the West and the cheapening of price to the consumers of the East be assured.

Resolved, That the forestaller, who for personal gain raises the price of human food and other necessaries of existence, has rightfully and at all times been regarded as the enemy of his fellows, and by the common law of civilization as a criminal.

Resolved, That the landlord who lives on rent, the manufacturer and distributer who lives on profit, and the usurer who lives on profit, each in his sphere, produces precisely the same results upon society as the forestaller. As the existence of these classes adds to the cost of production, by diminishing the number of producers and increasing the number of consumers, that it is the business of progressive society to get rid of them as rapidly as possible.

Resolved, That no man is at peace with society except by an harmonious adjustment of his faculties. So the happiness of a nature is in direct proportion to the justice in it. That all agitation for closer relation between consumer and producer is indicative of progress. That opposition to this movement is proof of the existence of personal interests protected by special and conceded principles antagonistic to the *general welfare*.

Resolved, That neither God nor man has any use for a conservative.

NO BIGAMY ABOUT IT.

John Vance, a laborer living at the rear of No. 180 Wabash avenue, and employed in a livery-stable near by, is locked up at the Armory charged with bigamy. From all that could be learned of the case John is a coachman by occupation. Many years ago, while he was but 19 years of age, he sallied forth from his home at Highland Park and took unto himself a wife from among the maidens of Evanston. After five years of better and worse mixed the wife left the bed and board of her liege lord, and since that time has not made her whereabouts known to the man she left behind her. The deserted husband was not so bowed down by the weight of his affliction that he lost all interest in womankind, for he shortly thereafter struck up a friendship and intimacy with another woman whose name John religiously withholds, but who has been ascertained to be Mary Kelly. The two took up lodgings together and have ever since lived as man and wife in the greatest harmony. A trouble has of late arisen in the person of John A. Kelly, of No. 134 West Twelfth street—a brother to the aforesaid woman. This man, inspired with displeasure at his sister's lack of a sense of propriety, now attempts to sever the ties which bind by having Vance arrested for bigamy, when the facts are, so it is authoritatively stated, that no marriage ceremony has been observed in the case in point.

A BUNDLE OF ERRORS.

HOW A CONVERSATION WAS DISTORTED.

The Rochester *Herald* of Oct. 4 contains a paragraph which furnishes a curious instance of the inaccuracies of contemporary history and goes a long way towards showing that the reporters of the rural New York press at least are not too utterly correct in their renderings of facts. The paragraph reads as follows:

"Mr. Ensign Bennett, of Indiana, the contractor for the construction of the Genesee Valley Canal Railroad, while on his way to Rochester, a few days ago, met on the cars an old friend, Judge Bradwell, County Judge of Chicago. Mr. Bradwell informed Mr. Bennett that, three years ago, he appointed a commission in lunacy on Guiteau, and that the Commissioners brought in a verdict that Guiteau was insane, but harmless. If this be so—and there seems no reasonable doubt of its authenticity—the conviction of the assassin will become much more difficult."

Judge J. B. Bradwell was seen by a TRIBUNE reporter and explained the story in a very few words. He said that on the Sunday after the death of President Garfield he met for the first time the Mr. Bennett referred to upon the cars and was introduced to him. In conversation the Judge stated that George Scoville, Guiteau's brother-in-law, had stated to him (Judge Bradwell) that some years ago he (Scoville) had gotten some doctors in Madison, Wis., to examine Guiteau with a view to determining his mental condition. The doctors pronounced Guiteau insane, but harmless, and Mr. Scoville abandoned any idea which he might have had of instituting proceedings in lunacy.

It might be stated further that Judge Bradwell is not County Judge of Chicago; that there is no such Judicial officer, and never was (County Judges of a city being very scarce); that Commissioners in lunacy are not known to the law of Illinois; and that Judge Bradwell ended his term as County Judge of Cook County in 1873.

HUSBAND AND HACKMAN.

A DIVORCE SUIT OF THE FUTURE.

There appeared three days ago in an evening paper the following advertisement:

"THE HACKMAN WHO LEFT A PARTY AT THE corner of Hoyne avenue and Fulton street Saturday night, between 1 and 2 o'clock, will receive a liberal reward by sending his address to ——.

The meaning of this blind advertisement is best explained by giving the following conversation, which took place between the hackman who appeared to claim the reward and the person who offered it, said conversation having come by mysterious ways into the possession of the reporter:

Said the gentleman: "Is your name ——?"

"Yes," said the hackman.

"Did you leave any one at the streets which are named in the advertisement in the paper?"

"I did."

"Was it one person, or more?"

"There were four."

"Were they all gentlemen?"

"No. There were two gentlemen and two ladies."

"What corner did they get off at?"

"The northeast corner."

"Did they all get out there?"

"Now look here. Where is the reward? I want to see a little money before I go any further in this answering of questions."

Then the man who was anxious to know pulled out a $5 note. The hackman thanked him, and said:

"What was your last question?"

"Did they all get out there?"

"Yes. They all got out, and started across the street west, but seeing some gentleman apparently watching them they went back to the hack and had some words. One of the ladies said, 'I believe that is my husband watching me.' So they concluded she should get back into the carriage and go further. So I *took her up around Leavitt and down Walnut*, and she ordered me to stop and she got out, and I went about my business."

"Do you know these parties?"

"I know the two gentlemen and one of the ladies."

"Which one—the one that got back into the hack?"

"No, the other one."

"Will you give me their names?"

"Yes; the gentleman who went off alone was Mr. ——, and he lives at No. —— street. The other gentleman, who went off with the lady, is Mr. ——. I don't know where he lives."

"Did you know the lady who left you at Fulton and Hoyne?"

"Yes. She is an old stager. Her husband has her down fine. The other lady I don't know, but I often see her, and I can find her out if you wish."

"Where did you take these parties to?"

"I took them to No. — on —— street."

"Can you give me the route you took when you came back, the principal places you stopped at, and the length of time you stopped at each?"

"I can," said the hackman, and he went on to give the information.

After his answer was obtained the hackman and the gentleman took a drink, the hackman gave his name and the place where he could be found, and they separated.

The rest of the story will probably be found in the divorce court proceedings in a few days.

IRELAND.

THE REV. FATHER O'CONNOR'S LECTURE.

McCormick Hall was about half filled with people last night to hear the lecture of the Rev. Father Mortimer O'Connor, on "The Present Condition of Ireland." Col. W. P. Rend, in a brief speech, introduced the lecturer.

Father O'Connor was very enthusiastically received, and in substance said that he came to the shores of America as a representative of kindred people who were today in absolute slavery, and that the armed British forces now in Ireland numbered more than were engaged in both the French and Austrian armies at the famous battle of Marengo. That great force was in Ireland for the purpose of forcing another million and half of her population to flee to the friendly shores of America for their lives. But the time has now come when the depopulation of that land must stop, even *if it should necessitate the entire annihilation* of landlordism. The followers of that great man, Bishop Croke, only wanted the liberty of an existence, just as the early colonists of America declared for that *same liberty a century ago.*

The land had been taken from the Irish people; all the manufacturing interests had been destroyed, notwithstanding the water-power of Ireland was sufficient to move the entire factory system of the whole world; her commerce *was gone and her harbors were empty.*

The reverend gentleman gave many instances of evictions, which resulted in the death of some of the tenants, explained the meaning of the term "rack-rent," and gave instances of the rents being raised until they were fourteen times as much as the Government valuation.

At the sessions for the first quarter of the present year there were no less than 4,000 writs of eviction issued, which means that 80,000 persons had been subject to eviction during the year, but through the efforts of the Land League and the present agitation there would be but few of these writs served. The Land League had certainly forced the landlords to make a reduction of their rents in a great many instances. It had forced the lawmakers to pass a bill which two years before no party would have dared introduce. This bill was not at all satisfactory, and the tenants of Ireland would never rest until they had the privilege of purchasing the lands they had so long occupied.

Suppose the land question were settled tomorrow, yet the people of Ireland would never be satisfied until they were free and could make their own laws. The green flag was afloat and would not be laid aside until Ireland was again free. He thought that a brighter day was dawning upon his country. The people had become more highly educated, and were consequently much more united, and a people who were both educated and united would soon be free.

The lecture was listened to very attentively throughout, and the applause was frequent and hearty.

CIVIL SERVICE.

ORGANIZATION OF THE CHICAGO REFORM LEAGUE.

A number of prominent gentlemen of both political parties held a meeting Saturday evening at the Palmer House for the purpose of perfecting an organization for the furtherance of a reform in the civil service of the country and the agitation of the subject among the people. Among those present were Gen. I. N. Stiles, A. A. Sprague, C. H. Cutler, Joseph Kirkland, E. G. Mason, E. F. Cragin, R. W. Patterson, A. B. Mason, A. M. Day, J. K. Boyesen, Andrew Groh, Joseph Adams, and George F. Harding.

A constitution was adopted fixing on the name of "*The Civil-Service Reform League of Chicago*." Regular meetings will be held the first Tuesdays in March and October, and special meetings may be called by the Executive Committee. The annual meeting will be held at the March session. Any person in sympathy with the aims of the League is eligible to membership on election by the Executive Committee on payment of the annual dues of $1.

The aims of the organization are set forth by the founders, as follows:

"The League, by publishing and circulating documents, by conducting public meetings, by promoting discussion, by interrogating candidates for office, and by the nomination, when expedient, of candidates in harmony with its views, shall endeavor to foster a public sentiment in favor of a reform in the civil service based upon the following:

"Appointments should be made to all subordinate places in the National, State, and municipal offices without regard to politics. Competitive examinations should be open to all, and the persons successful in them should be appointed on probation. If they prove themselves fit, they should be permanently appointed, and should serve during efficiency, or for a fixed term of reasonable length, with reappointment in case of continued fitness. No assessments upon employés of the public service for political purposes should be permitted."

The League then proceeded to the election of the following permanent officers: President, Franklin MacVeagh; Vice-President, I. N. Stiles; Secretary, A. B. Mason; Treasurer, Henry A. Huntington; Executive Committee, Murry Nelson, Charles S. Waller, Edward Brainerd, Mark Kimball, and A. A. Sprague.

The League then adjourned subject to call.

JAMES A. GARFIELD.

His Spirit Speaks Through the Mediumship of Mrs. Richmond—His Celestial Abode—A Welcome from Lincoln—A Word About Guiteau.

The Spiritualists held forth last night in Fairbank Hall, and, whether every one present was a believer in the creed or not, the place was crowded. It had been announced two or three days previous that on this occasion the spirit of James A. Garfield would address the meeting through the agency of Cora L. V. Richmond, the Spiritualistic medium, and that the spirit of the first martyred President would also be present to assist in the matter. Doubtless this announcement had the effect of bringing many unbelievers to the hall, notwithstanding the fact that an admission fee was charged.

The services opened with the singing of a hymn and a prayer by the medium. Then another hymn was sung.

Mrs. Richmond now came forward and offered an explanation. She said that at a previous meeting, while possessed of the spirit of Abraham Lincoln,

THE SPIRIT OF GARFIELD HAD COME TO HER and exclaimed, "How I should like to speak—I believe I could. Since then the spirit of Garfield had often come to her, and the effect had been to make her feel seriously indisposed. This psychological effect was to be accounted for by the fact that Garfield's spirit had so recently left its earthly habitation that, coming to another human body, the latter felt symptoms of the illness which had caused the demise of the President. The lady said she hoped the audience would give close attention to the utterances of the spirit, and added, "With these words I make room for the spirit of James A. Garfield."

She shut her eyes, a lady at the piano thrummed a solemn air, and then, after the lapse of a few seconds, the eyes opened and the medium began talking in her natural voice and manner. To the believers, however, it was the spirit of Garfield addressing them.

"Then I saw through a glass darkly, now it is face to face," were the first words of the supposed spirit. The spirit then went on to say that it had been born again—that earthly death was but the budding into new life. He (by "he" is meant the spirit) had known from the first that the wound to his earthly body was fatal, and that the kindly nursing received was but to prepare for the spiritual birth. His earthly mind had not been aware of the fact that the wound was fatal, but his spirit during those hours of delirium had held sweet converse with other spirits that clustered round about his bed. He was then

RECEIVING HIS SPIRITUAL TRAINING.

When he first passed from earth he seemed crowded into a narrow tunnel, from which he suddenly emerged with a sublime feeling—a feeling "greater than birth, greater than death, greater than the fulfillment of every ambition of manhood." There was a face, fair, benign, and loving being, waiting to greet him. It was the face of Abraham Lincoln. And Lincoln spoke, saying: "I knew you were coming; you are welcome." Lincoln acted as his guide. He (the spirit) saw his father, and, though he had not known him on earth, recognized him at once. He also recognized other relatives he had never seen before. Lincoln was asked to explain the matter, and said that on earth there was a double life, one of senses and one of dreams and spirits; the spirits of different people were conversing when the earthly beings knew it not.

The spirit then described the beauties of his new home, but did it in very ordinary language, and without conveying any definit idea as to how it appeared. It was simply a "beautiful land." His arrival created no surprise.

WASHINGTON, JEFFERSON, AND ALL THE BEST

were ready with a word of welcome, but took his coming as a matter of course. He was so overjoyed with the grandeur and sublimity of his new abode that he wanted to call his loved ones about him, but recollected suddenly that they were in another world. He heard the sound of bells, but the sound came as if out of the ocean; it was dull and muffled. Next he saw a funeral cortège—that is, he saw the people and heard their sobs, but the music he could not hear, could not see the catafalque or drapings of wo. He called out, but his voice was lost. Again he appealed to Lincoln for an explanation, and was told that the voice could not penetrate the pale of mortality.

The spirit at this point spoke a few words in favor of the creed and then addressed some very touching remarks to "my mother" and "my wife," and said also, "The Nation will be preserved." After stating that the Nation would, if it only understood the situation thoroughly, "take off the black and deck the walls with snowy brightness," the spirit seemed to take its departure. The medium closed her eyes, wiped her forehead, and took her seat.

Dr. Bushnell, who was on the platform, came forward to make some announcements at this stage; but he was suddenly interrupted by the medium who rushed to the front exclaiming, "Pardon me!" The spirit of Garfield was still present and had interrupted Dr. Bushnell to say a word or two with reference to Guiteau. What he desired to say was that the poor maniac should have justice done him. If the people saw fit to send him to the spirit world he (Garfield's spirit) would be the first to receive him by the hand.

Mrs. Richmond shut her eyes again and this time the spirit went away permanently.

The services closed with an "impromptu poem" by the medium.

MONUMENTAL.

John B. Volk, designer and manufacturer of fine granite and marble monuments, tablets, statuary, curbing, etc., in selected stock. Office corner Dearborn and Randolph streets.

Some of the most active men of the New York Stock Exchange, G. L. Haight, President; O. Minzesheimer, Treasurer; H. E. Dillingham, Vice-President; S. V. White and T. C. Buck, Trustees, have incorporated a new electric light company, under a patent granted to W. H. Markland in August last, who has discovered a new departure in electricity, and has produced what they consider a most wonderful lamp, which stands preëminent in its clear, perfect, and unchanged steadiness, the light being free from fluttering or wavering, and claimed to be the only light possessing this property. The Edison stock is reported to be selling at $1,000 per share, and it is expected that the stock of the Markland Electric Light Company will be in demand at a premium over par, the present price, after the present offerings are sold.

William Euclid Young, member of the New York Stock Exchange, 30 Broad street, New York, is agent for the company—*Mining Record.*

We recommend Eldredge sewing-machines.

RAILROADS.

An Increased Activity in East-Bound Freight Shipments.

Garrett and Vanderbilt—A New York View of the Railroad War.

The New Management of the St. Louis Bridge—The Cincinnati Southern.

EAST-BOUND FREIGHT SHIPMENTS.

The break in the grain corner at this point about the middle of the week has had the effect of stimulating east-bound freight shipments from this point during the last three days to such an extent that instead of a decrease in shipments as would have been the result there was quite an increase for the week. The small amount of grain shipped while the corner lasted enabled the Eastern roads to raise in a great measure the freight blockades from which they have been suffering at most of the principal points, and cars are now much more abundant than before. Owing to the low rail rates now prevailing, most of the east-bound business is being shipped by rail, the lake lines not being able to make much competition at such rates. The Mississippi barge lines are still less able to compete than the lake lines, all which is telling severely upon Mr. Gould, whose principal interest is in the barge lines. But even if they could compete they would not be able to do any business at present owing to the freight blockade at St. Louis. All the lines leading there from this city *have given orders to their agents not to take* St. Louis business until further notice, and as much freight is piled up at East St. Louis, it may be some time before they will be able to rescind the order.

The principal cause of the St. Louis blockade is the inability of the Bridge and Tunnel Company to handle all the business at that point. While it is conceded that the Bridge Company could handle much more business if properly managed, yet it is admitted that the railroad lines running to that point have so largely increased that even with the best of management the bridge cannot handle all the business to be transferred from one side of the river to the other. Much of the present difficulty at St. Louis could be overcome by transferring freight by the ferry lines, but the great trouble is to get transportation from the levee to the depot, as there is a scarcity of horses, a majority of them being sick with the "pink eye." Those troubles at St. Louis have again brought to the surface the project of building another bridge at St. Louis above the present one, it being argued that sooner or later the construction of an additional bridge will become necessary if St. Louis wants to remain the gateway to the Southwest.

Since east-bound freight shipments from this *city are being made more freely rates have* somewhat stiffened up, and 12½ cents on grain from Chicago is now generally asked. The Pennsylvania Company has established the rule to charge invariably two cents per 100 pounds less than the New York rate to Philadelphia and three cents less to Baltimore. In accordance with this rule it is taking grain to Philadelphia at 10½ cents per 100 pounds, and to Baltimore at 9½ cents. It does this to impress upon Vanderbilt that it has no idea, according to his demand, that the rates should be the same to all seaboard points. The Pennsylvania people say Vanderbilt shows no consistency in this matter. While he demands that the Pennsylvania should charge less to Philadelphia and Baltimore on the freight business, although the distance to the latter points is much less than to New York, he insists on the other hand that the Pennsylvania has no right to take passengers to Boston via New York at the same rate as he does via Albany because the Albany route is nearer than the route via New York.

The total shipments of grain, flour, and provisions from this city East by the various rail lines for the week ending Oct. 8 amounted to 50,571 tons, against 45,336 tons for the week previous—an increase of 5,235 tons.

The following statement shows the amount of flour, grain, and provisions carried by the various roads leading East from this city during the past week:

	Flour, brls.	*Grain, tons of 2,000 lbs.*	*Prov's, tons of 2,000 lbs.*	*Total tons.*
Michigan Central..	15,305	8,155	2,391	12,080
Lake Shore.........	52,719	7,801	2,005	15,077
Fort Wayne.........	8,862	3,325	3,874	8,085
Pan-Handle.........	21,430	2,110	2,702	6,085
Baltimore & Ohio..	870	2,740	529	3,355
Grand Trunk	3,205	4,222	477	4,930
Total............	102,406	28,383	11,051	50,571

The percentages were: Michigan Central, 23.90; Lake Shore, 29.80; Fort Wayne, 16; Pan Handle, 13.80; Baltimore & Ohio, 6.63; and Grand Trunk, 9.90.

THE ST. LOUIS BRIDGE.

The fact that the St. Louis Bridge & Tunnel Company has passed into the hands of the Gould roads—the Missouri Pacific and the St. Louis, Wabash & Pacific—caused many to believe that these roads would divert the bridge to their special benefit, and not give the same chances to other roads having to use it. The two Gould roads, however, emphatically *deny that they mean to take* any advantages on account of their ownership of the bridges. They have directed a circular to the managers of the various roads running over the bridge, stating that in order to correct any erroneous impression as to the effect which *this lease might have on the important interests* that are involved in the maintenance of a fair, impartial, and mutual agency for the interchange and transfer of the passenger and freight traffic at St. Louis, they give the assurance that the policy which has heretofore prevailed of extending to all roads the same consideration as to rates, services, and facilities will in nowise be departed from in the future. In pursuance of this policy the lessee roads expect to be subject to the same charges and conditions as any other road, and to manage and operate the leased property independently on its own merits.

CINCINNATI SOUTHERN.

CINCINNATI, O., Oct. 8.—At 10 o'clock this forenoon *books were opened for stock subscriptions* for the Cincinnati Southern Railroad, to be operated under the Erlanger lease, in connection with the Erlanger system of Southern railway lines. The name of the new company is the Cincinnati, New Orleans & Texas Pacific Railway Company. The total amount—$3,000,000—was taken by half-past 11 o'clock, Fred Wolffe, of New York, subscribing a bare controlling sum—namely: $1,510,000. The remaining $1,490,000 was taken by Cincinnati merchants and manufacturers in sums of from $1,000 to $70,000. The company by 12 o'clock elected the following Board of Directors: Frederick *Wolffe, of Montgomery, Ala.; Charles A. Page,* of New York City; John Scott, of Chattanooga, Tenn.; Theodore Cook, of Cincinnati; Alexander McDonald, of Cincinnati; William A. Goodman, of Cincinnati; Edgar M. Johnson, of Cincinnati. By 12:20 this noon the Directors *organized by electing the following officers:* President, Theodore Cook; Vice-President and General Manager, John Scott; Secretary, George F. Doughty, Cincinnati; Treasurer, H. H. Tatem, Cincinnati; General Counsel, Edgar M. Johnson, Cincinnati.

THE I., B. & W. CLAIMS.

Special Dispatch to The Chicago Tribune.

INDIANAPOLIS, Ind., Oct. 9.—Judge Drummond has informed the Clerk of the United States Court that in the matter of the Indianapolis, Bloomington & Western claims, the court will require payment, first, of all claims against the Receiver; second, of all claims for supplies, materials, operating expenses, and labor for six months before the Receiver took possession, including all materials and supplies furnished before the six months, though used afterward.

ANTI-POOLING.

Special Dispatch to The Chicago Tribune.

SPRINGFIELD, Ill., Oct. 9.—Judge Tourgée, the Hon. Paul Vandervoort, and Gen. John I. Rinaker, the attorneys for the people in the anti-pooling case against the Chicago & Alton Railroad, the Wiggins Ferry Company, and others, *have been notified by telegraph by Gen. Wager* Swayne to enter the appearance of the bridge company at once.

A WILDCAT ROAD.

Special Dispatch to The Chicago Tribune.

BOULDER, Colo., Oct. 8.—Judge Carpenter has granted an injunction against the Denver, Western & Pacific Railway Company, on the petition presented by Given & Abbott, contractors, for the sum of $58,178.07. This will put the road in the hands of a Receiver, and wind up another wildcat railroad company.

GARRETT AND VANDERBILT.

New York Mail, Oct. 6.

As some one has taken the trouble to send us a marked copy of that able and generally judicious journal, the Baltimore *American*, containing Mr. Garrett's voluminous and verbose attack on Mr. Vanderbilt and an applauding editorial thereon, we feel called on to say something about the controversy which has been started by the distinguished "railroad king" of Baltimore.

As we publish on Mr. Vanderbilt' brief, terse, and somewhat contemptuous reply to Mr. Garrett's prolix assault on the former, our readers need not be told that the policy pursued by Mr. Vanderbilt requires no defense at our hands. Whoever will take the trouble to go through the waste of words wherewith Mr. Garrett seeks to obscure the real facts in issue, will see in the statements of Mr. Vanderbilt abundant reasons *for the rage and verbosity of the former.*

The history of the present "war of rates" is susceptible of very brief statement. Mr. Vanderbilt condenses it when he says:

"If the New York Central has stood alone at *the trunk-line meetings, it has generally been* upon questions affecting not only its welfare, but that of the State and City of New York as well. Its efforts to protect or resist encroachments upon the commerce which rightfully belongs *to this port always encounter the hostility* of roads whose interests are identical with the cities of their own States which are their natural termini.

"These lines, and especially the Baltimore & Ohio, seek by expensive connections to reach territory naturally served by the New York Central and its connections, and then strike at it in two ways by secretly cutting rates, first in diversions of traffic from New York to their cities, and next by lower contracts to our own points and termini. When we discover this violation *of good faith, and make our rates conform to* theirs, they naturally cry out that we are demoralizing the business and ruining the properties. . . .

"No matter whether it is New York, New England, Philadelphia, or Baltimore business, all we ask is that it shall be fairly adjusted; and if the adjustment is not maintained it will be because the New York Central discovers, as it did prior to the present so-called war, that it was being cheated, and somebody had broken faith. *We have cut no rates; we have met them.* Whatever any other line was willing to carry for, we were ready to follow on the same terms. If at the same rates a larger share of the business comes to us than is pleasant to our rivals, we cannot help it; only they cannot expect us to submit quietly to their efforts to establish an equilibrium by sticking a knife into one of our *arteries.*

"It is not for the purpose of crushing the construction of parallel lines that I have sought to maintain the rights of the road of which I am *President. The fact, as I have stated before,* that we have not cut rates, but simply followed the rates fixed by our rivals, not only refutes the charge, but fastens upon Mr. Garrett and his coadjutors the fault of discouraging the new schemes."

As it is impossible to state the facts, and the policy of the New York Central, in any fewer, or fitter, or more truthful words than those of Mr. Vanderbilt, we have reprinted them as a complete answer to the voluminous invectives, misstatements, false deductions, and irrelevant arguments of Mr. Garrett, whose tedious and unreadable broadside is a prolonged wail of despair, in view of the steadiness, composure, and resolution with which the New York Central is meeting a war that was unprovoked and that is a continuing peril to the legitimate interests and administration of all the railroad property in the country.

Our Baltimore cotemporary, the *American*, makes one mistaken in regarding Mr. Garrett's reckless and cut-throat methods as likely to tend to the permanent interests of Baltimore. If he is right in his claims of the vastly superior advantages of the Baltimore & Ohio as a transporter of freight from the West to the seaboard, he has no occasion to sacrifice the property he is managing by doing business at losing rates, in order to accomplish the impossible task of bringing the New York Central to terms of his own making. Mr. Garrett boasts that "if the direct and valuable facilities of the Baltimore & Ohio Road (more direct and more valuable, in many cases, for the region it penetrates than any other line) could be fairly and properly used by the merchants of New York, instead of 8½ per cent, 15 per cent of the business of New York would be commanded by that route." He asks: "Whilst the Baltimore & Ohio Road *reaches directly through its own lines many* points, great entrepots and centres of trade in the West which the New York Central does not reach by its own lines, shall any one question the right of the New York Central Road to do business at Pittsburg or Columbus, at Cincinnati, or Louisville, or St. Louis, or any of the numerous points which the New York Central Road does not even profess to reach by New York Central lines?"

He argues:

"The Baltimore & Ohio has the advantages of distance to Baltimore as compared with the New York Central to New York—namely:

	Miles.
From Chicago	140
From St. Louis	240
From Louisville	289
From Cincinnati	289

And from all points south of Baltimore—viz.: the distance from Baltimore to New York..185

"It also has proven for a series of years that its expenses of operating show it to be the cheapest road of the trunk lines, and to quote from evidence given before the special Assembly Committee on Railroads of New York in 1879 on behalf of the New York trunk lines: 'It is the cheapest road of the trunk lines to operate from the fact that it runs a great portion of its distance through most valuable coalfields. Whilst the New York Central is paying $3, or $4, or $5 a ton for its coal, the Baltimore & Ohio can bring it out of the pit and dump it into the car of the engine at a cost possibly of 80 or 90 cents a ton. The advantage it has in point of fuel far overbalances any advantage the New York Central may have in grades.'"

Admitting all of these easily disproved assertions, why is it that Mr. Garrett's line cannot compete successfully with the New York Central? No one knows better than he does that the advantages which he claims for his road are imaginary, when those of the New York Central are considered. The easy grades and the four tracks of the latter allow the movement of freight with far greater speed attainable and with a quarter of the power required on the heavy grades and cluttered tracks of the Baltimore & Ohio. Why should Mr. Garrett throw away all his advantages of position in a vain struggle to steal away from New York lines the traffic that naturally belongs to them? What is to be gained for Baltimore in either compelling the traffic that must come over the Baltimore & Ohio to be taxed for a senseless and costly struggle for the traffic that the New York Central and the Erie can handle so much more cheaply? Sooner or later the legitimate traffic of the Baltimore & Ohio must pay for Mr. Garrett's costly and disastrous Northern campaign. And Baltimore will not escape from the results thereof.

Mr. Vanderbilt is tranquil and determined, because he is right, and because he knows that his stockholders will sustain him and his fight to the end. And Mr. Garrett, or his stockholders, will do well to study the old fable about the iron and the earthen jugs that were floating along together down stream. It was the earthen jug that feared a collision.

STILL IN DOUBT.

The Cleveland *Herald* has the following regarding the efforts which are being made by Vanderbilt to secure possession of the Cleveland, Columbus, Cincinnati & Indianapolis Railroad:

The transfer books of the Cleveland, Columbus, Cincinnati & Indianapolis and the Cincinnati, Hamilton & Dayton Railroads closed last Wednesday, and the owners of stock that day will elect the Directors of the Ohio Railroad Company on the 28th of the present month. So far as purchasing stock is concerned, the work of Vanderbilt, as well as all others, must have been completed on the 5th inst. The fact that *there had been no unusual amount of stock* transferred up to that day would lead to the conclusion that Vanderbilt had not secured absolute ownership of sufficient stock to control the election, and relied for the main part upon obtaining proxies to the extent of several million dollars. Has he, or will he got those proxies? is now the question. And it is a question that up to the present time no person *has been able to definitly answer, reports to the* contrary notwithstanding. As a matter of course, the strongest efforts of the Erie and Pennsylvania people have been and will be made to prevent Vanderbilt from accomplishing his purpose. Erie holds no small share of *Cleveland & Columbus stock, and the closest* working relations have existed between the two companies. The combined influence of Erie and Pennsylvania is not to be easily upset, as Vanderbilt may have discovered in his effort to get proxies.

"Said a *Herald* reporter to a Cleveland, Columbus, Cincinnati & Indianapolis official of the *rank of General yesterday: 'Do you personally believe Vanderbilt has secured sufficient stock to control the coming election?'*

"'*Seriously*,' *was the reply*, '*seriously*, I do not believe he has; in fact, I was much more inclined to the opinion that Vanderbilt had got us two or three days ago than I am at this moment, and I am not alone in this opinion either.'"

DISCRIMINATING AGAINST DETROIT.

The Detroit *Post and Tribune* says: "The papers just now are full of comments on the evident discrimination of Vanderbilt against all the railroads under his control in favor of the New York Central. But there is another kind of discrimination that the people of Detroit are more interested in than anything of this kind. The matter concerns the people of the entire southern part of the State. It is the grip which the Lake Shore & Michigan Southern Railway is obtaining on everything south of the line of the Michigan Central Railroad. A short time ago the Detroit, Hillsdale & Southwestern Road went over to the majority, and it is freely predicted that in less than three months the Fort Wayne & Jackson will have joined the same innumerable *company. If it were simply a matter of bringing* these roads under one control there would be no objection; the Lake Shore & Michigan Southern is well officered and ably managed. Its road-beds and rolling-stock are well kept up. All this is well. But not a bushel of grain comes to Detroit over any road owned by the Lake Shore & Michigan Southern. The wheat and oats grown on the line of the Detroit, Hillsdale & Southwestern and the Fort Wayne & Jackson should by all rights come to Detroit; but if it comes here it will perhaps go by one road and perhaps by another, and Vanderbilt may lose the freight on it. So the carrying of it via Toledo is secured by a discrimination in rates. This is, of course, a business transaction so far as the Lake Shore & Michigan Southern is concerned, but it hurts Detroit. The methods taken by the Lake Shore to secure to it the carrying of grain are wise and generous—for the road. Shippers are given to understand that the road will stick by its friends; and when there is a quantity of wheat in a section of country, the dealers and shippers are encouraged to buy it, *with promises of good rates, which promises are* kept. Only one road coming through the south part of the State is free from Lake Shore control. This is the Wabash. The point of all this is that the grain merchants of Detroit will be mightily pleased when grain elevators are put up on the line of the Wabash at Adrian, Montpelier, and all other local grain shipping points. Where farmers sell their grain they will buy their supplies, and over the road that ships the grain the merchandise will return."

ITEMS.

Mr. J. C. Gault, General Manager, and Mr. J. F. How, Vice-President and Secretary, of the Wabash, St. Louis & Pacific Railway, were in the city Saturday.

Col. Sidney B. Jones has been appointed General Western Passenger Agent of the Louisville, New Albany & Chicago Railroad, with headquarters at Chicago. Mr. Jones was formerly with the Pan Handle and Baltimore & Ohio Railroads.

Mr. E. A. Ford, General Passenger Agent of the Pennsylvania Company, the Pittsburg, Cincinnati & St. Louis, and the Vandalia Railroads, was in the city yesterday. Mr. Ford says he is on his way back from a tour of inspection over his roads. He also states that there is no change whatever in the passenger war, and he does not think it will be over very soon.

The Chicago & Alton commenced running its third train to St. Louis last night. It leaves Chicago at 11 o'clock daily except Saturday, and returning arrives at Chicago at 7 o'clock a. m. daily except Monday. This train will be a great accommodation to residents in suburban towns who desire to attend the theatres, and who leave the city late at night. A section of this train will also run to Kansas City, reaching there at the same time as the train which used to leave here at 9 p. m.

THE BURGESS CORPS.

Their Departure for St. Louis Last Night—A Visit from the Union Veteran Club.

Yesterday was the last day of the Albany Burgess Corps' stay in this city, and last evening they left for St. Louis, their next stopping-place. Yesterday morning, a number of the visitors attended divine service in Central Music-Hall, and in the afternoon they were driven about the city by members of the various city regiments. On the whole the day was pleasantly passed and the Albanians expressed themselves as highly pleased with Chicago and herpee pie.

At about 8 o'clock last evening some eighty members of

THE UNION VETERAN CLUB,

headed by the President, Col. Scribner, Gen. Beem, and Maj. Ball, marched from their headquarters to the Palmer House, headed by Nevans' Band. After the band had performed several selections the club marched to the club-room of the hotel, where the Burgesses were drawn up in line at present arms. The usual military courtesies were extended, and Col. Scribner in a brief speech presented the command with a set of resolutions handsomely engrossed on parchment.

Capt. Smith said he would ask an old veteran Captain of the corps to respond to the splendid speech from Col. Scribner, and he introduced Col. Kingsley. He said he would return the heartfelt thanks of the corps to the members of the Union Veteran Club for the handsome testimonial of their regard. The speaker had seen fit to refer to what they had done for Chicago at the time of the great fire, but they asked no credit for that, as it was all they could do under the circumstances. The corps had also been praised for the bravery of its members during the War of the Rebellion, and he hoped it would not be called egotism if he took occasion to refer to the record of the organization during the hour of our Nation's distress with pardonable pride. Years ago members of the Burgess Corps had been in every battle from Vera Cruz to Mexico, but the organization had always been referred to as a company of "holiday paraders." However, this ridicule had been turned to praise when the Burgesses had entered the service during the Civil War as well drilled and equipped as any company in the army, sending to the front eighty-six men. The command returned from that bloody strife, many members of it having won honors in the field. The organization had furnished soldiers from the private to the commander of an army corps, and he would venture to say that there was not a battlefield unstained by the blood of a member of the Burgess Corps. They were not a "holiday parade" company, but they took into their ranks the best young men of Albany and trained them so that if their country ever needed them again they would be in the van. In conclusion he again tendered the thanks of the command to the Veteran Club for the handsome testimonial, saying that it would be hung in the armory and would always remind them of Chicago and the Union Veteran Club. [Applause.]

THE RESOLUTION READ AS FOLLOWS:

"GENTLEMEN OF THE ALBANY BURGESS CORPS: In the name of the 1,300 members of the Chicago Union Veteran Club we extend to you the fraternal hand of the soldier.

"The patriotic services rendered and the manifold sacrifices made by the members of your *corps in the late War are already caught up and* inextricably woven into the web and woof of our National history. We cannot add a leaf of laurel or aught of lustre to your fame. Around your name is a halo of glory, bright, beautiful, and imperishable; but great as is our admiration for the soldierly reputation of your command, much as our eyes kindle and hearts gladden at the sight of men who shared with us the dangers and hardships of the great struggle for the Nation's life, high as we hold all these in esteem, they seem to dwindle into insignificance when we think of your chivalric bearing toward *the stricken people of our city a decade ago* today.

"Outside of our limits tongues may tell of what you have done for the Nation. Here we remember best what you did for us when Chicago lay in one vast field of ruins; and here the sweet story of your generous aid and unselfish example is lisped by children, and will be told until our city ceases to be.

"We welcome you not only as worthy citizens of the Nation; we welcome you not only as fellow-soldiers of the Republic, but we also welcome you as noble benefactors of our city.

"Be assured, then, gentlemen of the Albany Burgess Corps, that our homes and our hearts are open to you individually and collectively whenever we may be honored by your presence, and that none in our midst have a greater warmth of feeling or regret more deeply the briefness of your stay and none would be made happier by your speedy return to us than the Chicago Union Veteran Club."

The address, which was written by Gen. Beem and F. Q. Ball, has been elaborately engrossed on a sheet of vellum 17x22, the sides being decorated with banners and flags in graceful festoons, with a monogram of the corps—"A. B. C."—in one corner, and stacks of arms, groups of tents, cannon, and other war materials tastefully arranged in the others. In the centre of the sheet at the bottom is a scene of desolation in Chicago after the great fire, the whole having been executed with a pen by Prof. Powers—a very artistic piece of work.

The Burgesses then gave three of their unique alfabetical cheers for the "Vets," and the club returned the compliment with three cheers and an old-fashioned "tiger." The commands then marched to the rotunda, where a large crowd of ladies and gentlemen gave them a parting cheer. Each man of the corps was presented with a large photograph of the Palmer House as a souvenir of the trip.

TO THE DEPOT.

In the meantime a battalion of six companies of the First Infantry, under Lieut.-Col. E. B. Knox, headed by the Regimental Band and an honorary guard of line officers, had marched down from the armory, and were drawn up on the north side of Monroe street between State and Dearborn. The honorary guard was composed of Maj. J. D. Bangs, Adjt. C. W. Laing, Capt. Bowler, Capt. Holmes, Capt. A. D. Smith, Capt. Gibson, Capt. Purington, Lieut. Downs, Lieut. Thompson, and Lieut. Allman. The battalion was headed by the crack Company C, under Capt. F. B. Davis, and there were about 200 men in line. As the Veteran Club and the Burgess Corps passed the battalion came to a present. The First then marched to the front, and the line marched north on Dearborn street in the following order:

Squad of Police.
First Infantry Band.
Honorary Guard.
First Infantry Battalion.
Nevans' Band.
Union Veteran Club.
Dorley's Troy Band.
Old Guard.
Guests.
Burgess Corps.

The procession marched directly to the Illinois Central depot, and crowds along the line cheered adieux to the departing visitors. Arriving at the depot, the Burgesses passed in to their special train, which was awaiting them, and the other organizations marched into the depot, and drew up in line at the side of the train. The Corps band played "Auld Lang Syne," cheers were interchanged, farewells were said, and the train moved slowly out of the depot at 9:10, to the crowd's song, "Good-By, My Lover, Good-By."

The Burgesses will arrive in St. Louis this morning at 8 o'clock, and will remain in that city until Tuesday morning. They will be in Cincinnati Wednesday, in Cleveland Thursday and Friday, and will arrive in Albany at 5 o'clock Saturday afternoon.

GARFIELD AVENUE.

To the Editor of The Chicago Tribune.

CHICAGO, Oct. 8.—Several of your correspondents of late have taken great offense at the action of our City Fathers in giving to Sophia street the illustrious name "Garfield avenue." No better selection could have been made in this city. In the first place, this street from Lincoln Park to the river is more like a farm than a street. Second, its inhabitants are eminently Christian and industrious people. Third, the buildings are humble, unpretentious structures, devoid of all show and false pretenses. Fourth, it has a truly Christian church, now in process of erection near its eastern boundary. The above reasons are sufficient, I think, to justify our wise Council in their commendable action. The street is an exact type of our illustrious dead—humble, unpretentious, and Christian.

In view of the action of our Common Council, several gentlemen on Garfield avenue have inaugurated a movement and started a subscription on the street to erect a monument to President Garfield's memory; said monument to cost $50,000, and all property-owners on this street, and within two blocks on either side, to subscribe liberally. All names to be published, with amounts given by each. Lincoln Park Congregational Church to start with $2.00. This is eminently proper. Said monument to be erected on the street adjoining Lincoln Park.

L. M.

IRON-WORKERS.

Second Day's Meeting of the National Association of Charcoal Iron-Workers—Two Thousand Pounds to Constitute a Ton Hereafter.

Special Dispatch to The Chicago Tribune.

CINCINNATI, O., Oct. 8.—The National Association of Charcoal Iron-Workers held two sessions again today at College-Hall, and tonight are being banqueted at the Highland House. The members in attendance are chiefly from Philadelphia and different parts of Pennsylvania, and from the Lake Superior region. The questions which have come up for discussion are the preservation of the forests, the yield of wood to the acre in different parts of the country, the yield of coal from different kinds of wood, the best methods of constructing charcoal furnaces, and the number of pounds that shall constitute a ton of iron. On the last-named point important action was taken. By a resolution of the Association a ton of iron, which has heretofore contained 2,240, and, in some places, 2,464 pounds, will hereafter contain but 2,000 pounds. The fear seems to be general among charcoal iron-workers that their business is in danger of being greatly injured by the wholesale destruction of forests which is almost everywhere going on. How to prevent forest fires is one of the important questions up for solution. The association will on Monday make an excursion to the Hanging Rock iron region.

THE ST. LOUIS RIVER CONVENTION.

ST. LOUIS, Oct. 8.—The River Convention which is to be held here on the 20th inst. promises to be not only the largest gathering of the kind ever held, but one of extraordinary character. From 1,000 to 1,500 delegates, among them many leading men of the country, will be present, and nearly every city of any size and most of the commercial organizations between the Alleghany and Rocky Mountains and St. Paul and New Orleans, will be represented by prominent and influential citizens. Several Governors of States and a number of Congressmen will also be in attendance. The movement is attracting unusual attention.

BRITISH COLUMBIA.

SAN FRANCISCO, Oct. 8.—A Victoria dispatch says: Reports from the mainland show that the recent heavy rains have almost entirely destroyed the cereal crops throughout the Province. On Vancouver's Island the crops are safely housed.

Clergymen, lawyers, editors, bankers, and ladies need Hop Bitters daily for nerve force.

DEATHS.

BLOOMFIELD—At Riverside, Sunday, Oct. 9, at 3:45 p. m., at the residence of her son-in-law, George Chambers, Mary A. Bloomfield, aged 71 years.

Funeral services will be held at the residence of George Chambers, at Riverside, at half-past 11 o'clock Tuesday, Oct. 11. Special car will leave the Union Depot, via the C., B. & Q. R. R., at 11 a. m. and return to the city at 1:45 p. m., thence by carriages to Graceland Cemetery.

☞Hartford (Conn.) papers please copy.

ANGLE—Oct. 8, corner Clark and Kinzie-sts., Dr. J. P. Angle, aged 57.

☞Peoria, Shippensburg, and New York papers please copy.

O'NEILL—The funeral of Catherine P., beloved wife of Frank O'Neill, will take place at 4 o'clock p. m. today from residence, 253 Calumet-av., to Twenty-second-st. Depot. Remains to be taken East for interment.

WARREN—At his residence in Madison Park, Hyde Park, of a complication of diseases, Moses Warren, the well-known publisher, at 4 p. m. Sunday, aged 54 years.

Funeral from residence at 1 p. m. Monday. Friends of the family invited. Train to Hyde Park leaves city at 12:10 p. m.

ANNOUNCEMENTS.

A REGULAR MEETING OF THE Union Veteran Club will be held this evening at the Grand Pacific Hotel.

MESSRS. WHITTLE AND McGRANAHAN will hold a young converts' and inquiry meeting in Lower Farwell Hall, Y. M. C. A. rooms, at 8 o'clock this evening.

THE REV. A. E. KITTREDGE, PASTOR of the Third Presbyterian Church, will lead the Y. M. C. A. noonday prayer-meeting today.

AUCTION SALES.

By GEO. P. GORE & CO.,
214 and 216 Madison-st.

GEO. P. GORE & CO.,
214 & 216 Madison-st.,
WILL SELL AT AUCTION
MONDAY, OCT. 10,
ANOTHER LOT OF THOSE
CUSTOM-MADE
Boots, Shoes,
AND
Rubbers,
For Best Retail Trade Only,
AND YOU SHOULD COME.

Tuesday, Oct. 11, at 9:30,
LARGE
SPECIAL SALE
OF
Holiday Goods,
CONSISTING OF
Bohemian, Majolica, China, and Fancy Glassware.
GEO. P. GORE & CO., Auctioneers.

Regular Trade Sale
DRY GOODS,
Tuesday, Oct. 11, 9:30 a. m.
This Sale will be Very Important to the Trade.
1,000 LOTS.
GEO. P. GORE & CO., Auctioneers.

GOOD CUSTOM-MADE
Boots & Shoes
CAN BE BOUGHT AT THE AUCTION SALE TO BE MADE BY
GEO. P. GORE & CO.,
214 & 216 Madison-st.,
Wednesday, Oct. 12,
AT 9:30 A. M. SHARP.
1,000 Cases Boots and Shoes,
600 Cases Rubber Goods,
AND ALL OF THE BEST STYLES AND QUALITY.

REGULAR TRADE SALE
DRY GOODS,
THURSDAY, Oct. 13, 9:30 a. m.
Cloaks and Dolmans a Leading Specialty.
GEO. P. GORE & CO., Auctioneers.

By POMEROY & CO.
CHATTEL MORTGAGE SALE,
Monday Morning, Oct. 10, at 10 o'clock,
194 West Madison-st.
THE ENTIRE CONTENTS OF
18 ROOMS,
Consisting of Chamber Sets, Brussels and Ingrain Carpets, Stoves, Crockery, &c., &c., to be sold without reserve, under Chattel Mortgage, to highest bidder.
POMEROY & CO., Auctioneers,
78 and 80 Randolph-st.

CANDY.

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Send $1, $2, $3, or $5 for a sample retail box by express of the best Candies in America, put up elegantly and strictly pure. Refers to all Chicago. Address
GUNTHER, Confectioner,
78 Madison-st., Chicago.