MARINE NEWS.

Successful Launch Yesterday at Manitowoc of the Schooner Thomas L. Parker.

A Vessel That Has No Superior for Strength and Beauty on the Lakes.

Freights Firm at Three Cents on Corn and Three and One-Quarter on Wheat.

Around the Lakes—Arrivals and Departures—Miscellaneous—Along the Docks.

HOME GATHERINGS.

LAUNCH OF A MAGNIFICENT VESSEL.

Yesterday afternoon at Manitowoc, Wis., the magnificent new schooner Thomas L. Parker was successfully launched. The building of this vessel constitutes an event of sufficient interest to vessel men and others to deserve more than a passing mention; and as it is the general verdict of lake men who have seen her that she will have no superior on the "unsalted seas," we will indulge a brief description. She is a three-masted schooner, 185 feet keel, thirty-three feet beam; depth of hold, fourteen feet; length overall, about 200 feet; tonnage register, about 700; actual burden, about 1,300 tons; and in her general construction features were introduced which amount in fact to a new system. She has three keels instead of one,—being two assistant keels, with thick garboard and the ordinary keelson inside, giving her extraordinary backbone, as it were. Beside the usual thick strakes of plank inside the bilge she has the same outside, extending well above and below the water line; both being edge-bolted and thoroughly bolted together. Very few, perhaps no more than five or six hulls have been so thoroughly secured in this respect. She has remarkably strong upper chords; her wales being an inch thicker than usual and notched one inch closely upon her frame. Her clamps and shelves, in addition to the usual fastening, are keyed in all seams at intervals of four feet. Her rail stringers and deck frames are also unusually strong and heavy, and, indeed, she is built throughout, including all the modern appliances for working a ship, in accordance with those details, both as to materials and workmanship. She has a burdensome model, clean ends, and for strength and adaptability to lake commerce she will certainly have no superior, if an equal. She was built under the personal supervision of Capt. J. B. Hall, of this city, a born and life-long seaman, and the inventor and patentee of "Hall's Composite Ship." Capt. Hall's snowy beard and dignified appearance is familiar to our citizens, and especially to those interested in vessel property. Channon & Co., of this city, will fit her out, and G. D. Morris & Co., of Milwaukee, will furnish her anchors, chains, and windlass. No money has been spared in the construction of this magnificent piece of marine architecture, and she will be one of the finest, if not the finest, finished vessels from truck to keel on the lakes. She is owned by Capt. C. W. Elphicke, of this city, cost $50,000, and will be commanded by Capt. Fitch, a thoroughly trained seaman of ripe experience, not only on the lakes, but also in the service of the Government during the War. As soon as she is fitted out she will be brought to this city, and all interested in vessel architecture will have an opportunity to inspect her. Capt. Elphicke has every reason to be proud of being the owner of such a magnificent specimen of vessel property.

LAKE FREIGHTS.

There was more doing in grain freights yesterday, shippers conceding another ¼ c, and paying 3 cents on corn and 3¼ cents on wheat to Buffalo. Vessel-room was scarce and in demand. The engagements were:

FOR BUFFALO.

	No. bu.
Propeller Alcona, wheat	41,000
Propeller Idaho, corn	25,000
Propeller Montana, corn	50,000
Schooner Sawyer, corn	33,000
Schooner San Diego, wheat	53,000

FOR ERIE.

Propeller Delaware, corn	50,000

FOR KINGSTON.

Schooner Guiding Star, corn	20,000

LUMBER FREIGHTS.

There was no change in lumber freights, the rates remaining firm at the following figures:

From East Saginaw	$2.75@3.00
From Manistee	2.12½
From Ludington	1.87½
From White Lake	1.75
From Grand Haven	1.62½
From Muskegon	1.62½
From Bay City	2.75

The above rates are those paid for sailing vessels, steam-barges carrying lumber from dock to dock at 12½ cents less from Grand Haven and Muskegon.

COAL FREIGHTS.

No further advance in coal freights are reported from either Buffalo or Oswego.

DOCK NOTES.

Capt. McKee, the crib-keeper, was in the city yesterday on business.

A heavy northwest wind prevailed all day yesterday, making the lake outside very rough.

The schooner Charles Crawford made her first appearance in this port this season yesterday.

The fine schooner San Diego is at the Air-Line Elevator taking on a cargo of wheat for Buffalo.

There were but few vessels of any class in port yesterday, and most of the tugs were idle in consequence.

The schooners Racine, Gesime, and G. D. Morris are in Miller Brothers' dry-docks having leaks stopped.

Capt. C. Anderson has been appointed to the command of the schooner Gesime, vice Capt. Thomas Casey.

The elegant steamer Northern Queen, Capt. Cameron, left for Collingwood last evening with a cabin full of passengers, every stateroom being taken.

The steam-barge R. C. Brittain is in the Vessel-Owners' dry-docks being tree-nailed, and the barge Potter is in the same docks having her bottom calked.

The schooner Driver, Capt. Thomas Page, arrived in port yesterday with a cargo of 9,000 cedar ties, the lar est load ever brought into this port by a vessel of her tonnage,—137 tons.

The steam-barge Swallow is in the Chicago Dry-Docks for repairs to her machinery and to have her bottom calked. The schooner J. H. Holmes is also in the same docks having a leak stopped.

Workmen were engaged yesterday in putting in a new jibboom in the schooner Midland Rover, to supply the place of the one broken by the collision with Clark street bridge Friday evening. Capt. Crokin, the master of the vessel, was feeling somewhat better yesterday, and, save a very sore head, is able to attend to his duties.

The fine steam-barge William Edwards, Capt. William Fagin, arrived in port yesterday morning with her consorts, the schooners Charles Foster and Marion Page, the three vessels bringing 4,400 tons of hard coal. The Edwards made the trip from this port to Buffalo and back in thirteen days, a feat that few vessels accomplish, and Capt. Fagin is naturally very proud over the achievement of his fine boat.

AROUND THE LAKES.

NEW REGULATIONS OF THE WELLAND CANAL ELEVATORS.

The Welland Railroad & Steamboat Company of Canada has just issued the following rules and regulations to be observed at Port Colborne and Port Dalhousie elevators during the balance of the present season: 1. Every vessel to be discharged or loaded in rotation according to date of arrival and report, at the rate of three lighterages to one through cargo. 2. No report will be taken from any vessel until she is inside the ferry at Port Colborne. 3. Lighterage rates, including elevating and shoveling at Port Colborne and trimming at Port Dalhousie, will be as follows: When the vessel's rate is 4 cents per bushel and under, 1½ cents per bushel; 5 cents per bushel and over 4, 1¾ cents per bushel; 6 cents per bushel and over 5, 2 cents per bushel; 7 cents per bushel and over 6, 2½ cents per bushel; 8 cents per bushel and over 7, 2¾ cents per bushel; 9 cents per bushel and over 8, 3 cents per bushel; 10 cents per bushel and over 9, 3¼ cents per bushel; 11 cents per bushel and over 10, 3¾ cents per bushel; over 11 cents per bushel, 4 cents per bushel; quantities under 1,000 bushels, 4 cents per bushel.

A PLEASANT MAN TO SAIL WITH.

Capt. Maurice Fitzgerald, of the schooner Marcia Hall, was arrested at Oswego last Tuesday. It seems that during the passage of this vessel from Toronto to Oswego he was taken violently insane, and amused himself by chasing members of his crew about the rigging with an ax. The crew was compelled for safety to bind Capt. Fitzgerald hand and foot until Oswego was reached, where he became more rational, and they released him. Fitzgerald lives at Oakville, Ont. One year ago Fitzgerald became insane during a trip, and gave his crew a terrible fright. One boy tried to escape with the yawl, but the crazy commander seized an ax and jumped into the boat with him, the two remaining on the lake for several days, enduring many hardships.

MILWAUKEE LIGHT.

Maj. Weitzel, in his annual report on lighthouses to the Treasury Department, reports as follows of the Milwaukee light: "A duplicate steam fog signal was erected at this station. The pier on which the keeper's dwelling stands is decaying rapidly, and it seems to me to be a waste of money to make temporary repairs as heretofore. I propose, therefore, to make it permanent by removing the timber-work of the present crib to a point about six inches below extreme low water, and then carry it up again with concrete outside walls, to be filled in between with the loose stone which is used for the present crib filling. The cost of this would be about $3,000. If this cannot be done, I recommend that a new keeper's dwelling be erected on shore."

A MISSING SCHOONER.

Milwaukee *Sentinel:* "A letter from Capt. John Wagley, of Cross Village, Mich., was received by Kirtland & Tuttle Friday, stating that the little schooner Tom Paine had been out of that port twelve days with bark for Two Rivers, and during that long period nothing was heard from her. Mr. Wagley expressed grave fears for her safety. A telegram from Two Rivers last night, however, stated that the Paine had arrived in that port all right on Tuesday, and had gone to Cross Village again."

ELEVATOR RATES AT BUFFALO.

Buffalo *Commercial Advertiser:* "The Western Elevating Company publish the following announcement: Aug. 10.—To parties giving us all their business: Elevating into store (with privilege of five days' storage), ¼ cent per bushel; storage for first five days thereafter, or parts thereof, ¼ cent per bushel; storage each succeeding ten days, or parts thereof, ¼ cent per bushel. The vessel pays, in addition to the above for elevating, ⅛ cent per bushel."

IMPROPERLY PLACED BUOYS.

Toronto *Mail:* "Capt. Dix, of the schooner White Oak, states that the buoys around Snake Island lighthouse are very improperly placed, as instead of being on the edge of the shoal they are placed several hundred feet inside. He further said there should be three buoys instead of two, one at each end and one in the centre. The middle ground above the Island, he thinks, should also be buoyed, as there is only about six feet of water in that locality."

SAILORS' WAGES.

The marine reporter of the *Daily News*, Kingston, has been interviewing Mr. Crowley, President of the Sailors' Union in that port. Mr. Crowley thinks the Toronto Union is not justified in putting wages up to $1.50 on the lake and $1.75 through the canal. He thinks the rates are too low to enable owners to pay any higher wages than what they were doing. The Kingston Union does not intend to advance wages at present.

STURGEON BAY CANAL.

The Sturgeon Bay Canal will be completed according to contract by Oct. 15, when an average depth of twelve feet will be reached. At present the contractor for the work is driving piles along the sides for the purpose of protecting the banks. The depth of water is now twelve feet, and all vessels trading to Green Bay ports have no difficulty in passing through loaded.

THE PIER AT RACINE.

Milwaukee *Sentinel:* "The pier at Racine is said to be decaying rapidly, and Maj. Weitzel recommends that it be replaced by a concrete pier, like the north pier at this port, and that the lightkeeper's residence be removed ashore. It is recommended that $10,000 be appropriated to establish a light at the mouth of the Sturgeon Bay Canal."

SUED FOR DAMAGES.

H. H. Smith, vessel agent, of Buffalo, has instituted a suit in the Supreme Court against Capt. John Green for $10,000 damages. It will be remembered that Green some time ago severely kicked Smith during a wordy altercation on the dock. The latter is able to be around, but has not yet fully recovered from the blows.

BAY CITY LUMBER SHIPMENTS.

The shipments of forest products from Bay City by water for the week ending Aug. 6 were as follows: Lumber, feet, 23,686,124; shingles, 4,940,000; hoops, 300,000; shooks, 200,000; cedar posts, 500.

A FOG-WHISTLE AT PORT AUSTIN.

Maj. Weizel has asked for permission to erect a fog-whistle station at Port Austin. If permission is granted the work will be done this fall, and will be of great service to navigation.

A BUOY PLACED OVER A WRECK.

A buoy has been placed over the wreck recently discovered near Clay Banks, which is supposed to be the schooner Trinidad.

BELLE ISLE LIGHTHOUSE.

Plans for the Belle Isle lighthouse are completed, and work will be started about Sept. 15, and finished this fall.

MISCELLANEOUS.

VESSEL TO BE LENGTHENED.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, Aug. 13.—Capt. McDonald, master and owner of the Canadian schooner Pride of America, which has been lying in ordinary here for some time, is figuring to lengthen the craft forty feet, in anticipation of the opening of the new Welland Canal. Whether the work will be done here or below will be determined by the course of freights within the next few weeks.

COAL CHARTERS.

Special Dispatch to The Chicago Tribune.

OSWEGO, N. Y., Aug. 13.—Chartered for coal to-day on private terms, said to be $2.10 net, schooners Sam Cook, O. M. Bond, and Kate Kelly. They and the Leadville have sailed for Chicago.

MUSKEGON LUMBER SHIPMENTS.

Special Dispatch to The Chicago Tribune.

MUSKEGON, Mich., Aug. 13.—Clearances to-day, 24; lumber shipments, 4,125,000 feet. Clearances for the week, 125; lumber shipments for the week ending to-night, 23,287,000 feet.

PORT OF CHICAGO.

ARRIVALS.

Stmr Grace Grummond, South Haven, sundri
Stmr Sheboygan, Manitowoc, sundries.
Prop William Edwards, Buffalo, coal.
Prop Boscobel, Peshtigo, towing.
Prop Boston, Buffalo, sundries.
Prop William Crippen, Manistee, lumber.
Prop John Gregory, Sturgeon Bay, towing.
Prop Messenger, Benton Harbor, sundries.
Prop Skylark, Benton Harbor, sundries.
Prop J. S. Seaverns, Saugatuck, sundries.
Prop Mary Groh, South Haven, sundries.
Prop Maine, Muskegon, sundries.
Prop George Dunbar, Muskegon, lumber.
Pros C. Hickox, Muskegon, lumber.
Prop Eveline Bates, Grand Haven, lumber.
Prop Swallow, White Lake, lumber.
Prop W. T. Graves, Buffalo, coal.
Prop Delaware, Buffalo, sundries.
Prop G. J. Truesdell, Grand Haven, lumber.
Prop Ira H. Owen, South Chicago, light.
Prop Charles Rietz, Manistee, lumber.
Schr Charles Foster, Buffalo, coal.
Schr M. W. Page, Buffalo, coal.
Schr Peshtigo, Peshtigo, lumber.
Schr Alert, Peshtigo, lumber.
Schr Sodus, Grand Haven, bark.
Schr Wollin, Holland, lumber.
Schr Robert Howlett, Grand Haven, lumber
Schr Case, Manistee, lumber.
Schr A. T. Winslow, Alpena, lumber.
Schr Winnie Wing, Pentwater, lumber
Schr Eliza Day, Muskegon, lumber.
Schr J. D. Pride, Manistee, lumber.
Schr Lottie Cooper, Alpena, lumber.
Schr Guido Pfister, Ashtabula, coal.
Schr Flying Mist, Sandusky, coal.
Schr Felicitous, Ludington, lumber.
Schr H. A. Richmond, Oconto, lumber.
Schr Jason Parker, Muskegon, wood.
Schr Scud, Grand Haven, lumber.
Schr Mary Collins, Escanaba, ties.
Schr Ramedery, Grosse Point, gravel.
Schr E. M. Partch, Parker's Bay, Posts.
Schr J. V. Jones, Muskegon, lumber.
Schr Apprentice Boy, Grand Haven, lumber
Schr Coral, Silver Lake, lumber.
Schr Z. G. Simmons, Muskegon, lumber.
Schr Andrew Jackson, Muskegon, lumber.
Schr Willie Loutit, Manitowoc, ties.
Schr Lottie Wolf, Menominee, lumber.
Schr Ottawa, Grand Haven, lumber.
Schr Maggie Thompson, Muskegon, lumber.
Schr Kate Lyons, Manistee, lumber.
Schr E. R. Blake, Muskegon, lumber.
Schr Louisa McDonald, Manistee, lumber.
Schr Louis Groos, Manetulan Island, railroad ties.
Schr Julia B. Merrill, White Lake, lumber.
Schr Myrtle, Muskegon, lumber.
Schr G. W. Adams, Buffalo, coal.
Schr H. D. Moore, Muskegon, lumber.
Schr Curiosity, Gross Point, gravel.
Schr Mantha, Gross Point, gravel.
Schr V. H. Ketchum, Buffalo, coal.
Schr Otter, Muskegon, lumber.
Schr City of Grand Rapids, Muskegon, lumber
Schr S. J. Luff, Marinette, lumber.
Schr A. Bronson, Muskegon, lumber.
Schr Orkney Lass, Traverse City, lumber.
Schr Charlie Crawford, Caseville, lumber.
Schr W. H. Hawkins, Manistee, lumber.
Schr Adriatic, Muskegon, lumber.
Schr A. Bradley, Whitefish Bay, bark.
Schr Rockaway, Muskegon, lumber.
Schr Lewis Day, Green Bay, posts and poles.
Schr John Mark, Manistee, lumber.
Schr Grace M. Filer, Cheboygan, ties and bark
Schr J. V. Taylor, Manistee, lumber.
Schr Delos De Wolf, Menominee, lumber.
Schr J. and A. Stronach, Manistee, lumber.
Schr T. Y. Avery, False Presquise, cedar posts.
Schr John Schutte, Saginaw, lumber.

ACTUAL SAILINGS.

Prop Conestoga, Erie, 50,000 bu corn and sundries.
Prop Boston, Buffalo, 70,139 bu corn.
Prop Juniata, Buffalo, 45,000 bu corn, 1,700 sacks flaxseed, 1,125 bags and 400 sacks flour, and sundries.
Prop Europe, Marquette, light.
Prop Maine, Muskegon, light.
Prop C. Hickox, Muskegon, light.
Prop George Dunbar, Muskegon, light.
Prop Tempest, White Lake, light.
Prop E. E. Thompson, Muskegon, sundries.
Prop R. McDonald, Muskegon, light.
Prop Badger State, Buffalo, 25,473 bu corn and sundries
Prop Mary Groh, South Haven, sundries.
Prop J. S. Seaverns, Saugatuck, sundries.
Prop Northern Queen, Collingwood, 17,500 bu corn and sundries.
Prop Alcona, Buffalo, 41,561 bu wheat.
Prop R. P. Ranney, Cleveland, light.
Prop Lawrence, Cheboygan, sundries.
Prop Hattie B. Perew, South Haven, sundries.
Prop Favorite, Menominee, sundries.
Prop City of Fremont, Duluth, sundries.
Prop Boscobel, Peshtigo, towing.
Prop Ira H. Owen, Escanaba, light.
Stmr Muskegon, Menominee, sundries.
Stmr Sheboygan, Manitowoc, sundries.
Schr S. Anderson, Muskegon, light.
Schr T. Bronson, Muskegon, light.
Schr Iron State, Escanaba, light.
Schr Annie F. Morse, Muskegon, light.
Schr D. A. Wells, Grand Haven, light.
Schr Mary E. Cook, Hamlin, light.
Schr C. C. Trowbridge, Hilton, light.
Schr William Sturges, Ludington, light.
Schr American Union, Menominee, light.
Schr M. Capron, Manistee, light.
Schr Higgie & Jones, Escanaba, light.
Schr Arctic, Grand Traverse, light.
Schr Eclipse, Ludington, light.
Schr Reindeer, Muskegon, light.
Schr Andrew Jackson, Muskegon, light.
Schr Maggie Dall, Muskegon, light.
Schr B. F. Bruce, Buffalo, 51,000 bu corn.
Schr Golden West, Buffalo, 31,000 bu wheat.
Schr Nellie Redington, Buffalo, 54,000 bu corn.
Schr Wollin, Holland, 700 bu oats.
Schr Clara, Menominee, light.
Schr Nellie Torrent, Muskegon, light.
Schr Cecelia, Manistee, light.
Schr William Jones, Cedar River, sundries.
Schr W. H. Hawkins, Manistee, light.
Schr Apprentice Boy, Grand Haven, light.
Schr Mary, Grand Haven, light.
Schr Butcher Boy, Marinette, light.
Schr Guiding Star, Kingston, 18,500 bu corn.
Schr J. B. Penfield, Menominee, light.
Schr Advance, Peshtigo, light.
Schr Challenge, Ludington, light.
Schr Adriatic, Muskegon, light.
Schr Sea Bird, Manistee, light.
Prop Rube Richards, Escanaba, light.

Prop Escanaba, Escanaba, light.
Prop City of Traverse, Traverse City, 2,500 bu oats and sundries.

OTHER LAKE PORTS.

PORT HURON.

PORT HURON, Mich., Aug. 13.—Passed up—Propellers Nashua, light; Superior and consorts, Bay City and barges, Lothair and consort, Thomas W. Palmer and consort, James P. Donaldson with schooner I. N. Foster and barges; schooners F. W. Gifford, Michigan, E. A. Nicholson, Chandler, J. Wells, Nellie Gardner, M. E. Tremble, A. Smith, Kingfisher.

Arrived—H. B. Tuttle with E. P. Beals and consort.

Down—Propellers Fountain City, D. W. Powers, Philadelphia, Germania and barges, W. L. Whetmore and consort, V. Swain and consort, and Wabash; schooners George M. Case, Swallow, King Sisters, H. Dudley, Snowdrop, tug Vulcan and raft.

Wind—West, brisk.

Weather—Cloudy.

PORT HURON, Mich., Aug. 13—9:30 p. m.—Passed up—Propellers Nyack, Iron Age and consorts.

Wind-bound—H. B. Tuttle, with E. P. Beals and consort; schooner R. Halloran.

Down—Propellers John Pridgeon, Jr., Ogemawa, Tecumseh, Smith Moore, Northerner, City of Concord and consort, Havana and consort, Mary Pringle and barges, S. E. Sheldon and consort; schooners Porter, Wawanash, D. E. Bailey, C. T. Van Stranbenzier, L. S. Hammond, Lyman Casey, Oliver Mitchell, North Star.

Wind northeast, fresh; weather cloudy and cool.

PORT COLBORNE.

Special Dispatch to The Chicago Tribune.

PORT COLBORNE, Ont., Aug. 13.—Passed up—Schooner J. C. Woodruff, Kingston to Toledo, light; Oliver Mowatt, Toronto to Toledo, light; propeller Celtic, Montreal to Chicago, general cargo.

Down—Schooner M. Fillmore, Chicago to Kingston, corn; Comanche, Chicago to Kingston, corn; M. L. Beck, Detroit to Kingston, wheat; Gen. Thurston, Toledo to Kingston, wheat; A. Falconer, Detroit to Kingston, wheat; barge Lisgar, Chicago to Kingston, corn; Gibraltar, Chicago to Kingston, corn; steam-barge Lincoln, Chicago to Kingston, corn.

ESCANABA.

Special Dispatch to The Chicago Tribune.

ESCANABA, Mich., Aug. 13.—Arrived—Steamer H. C. Ackley; schooners Champion, Copack, H. C. Richards, E. Fitzgerald, Canton, Lem Ellsworth.

Departed—Steamers Argonaut, D. W. Rust, H. C. Ackley; schooners T. Quayle, Niagara, Col. Ellsworth, Watertown, A. B. Noyes, C. A. King, Timbaku, Our Son, Alice Richards, D. K. Clint, L. C. Butts, Thomas Gawn, Red White and Blue, Narragansett, Skylark.

MARQUTTTE.

Special Dispatch to The Chicago Tribune.

MARQUETTE, Mich., Aug. 13.—Passed down—Steamer City of Cleveland.

Arrived—Propeller St. Paul; schooners Iron Chief, Wagstaff, Riverside, Carlingford, Owasco.

Cleared—Propeller Allsena; schooners Winona, John Noyes, L. Rous, J. Mathews.

MILWAUKEE.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, Aug. 13.—The schooner M. Stalker to-day took on a cargo of wheat and sailed for Chicago. She received 1¼ cents free.

Arrived from below—Steam-barge Minneapolis, schooners Richard Winslow and Emma C. Hutchinson.

SELIGMAN'S STEAL.

He Admits the Theft, but Lays It Up to Sickness in His Family and a Crop of Debts—Corn, Wheat, and the Gambling-Houses Took the Swag—Ex-Sheriff Hoffmann Doesn't Propose to Let Up—A Wife's Tale of Neglect—A Prospect of a Divorce, and a Residence at Joliet.

Benjamin H. Seligman, who was Deputy Sheriff under Sheriff Hoffmann, and who got off with an amount of money somewhere in the vicinity of $2,500 which he had collected on executions, returned from New York yesterday in charge of an officer, and was jailed to answer an indictment for his crime found against him some months ago.

Immediately after his incarceration a reporter for THE TRIBUNE called upon him, and found him to be the most humble of individuals in his new surroundings. His story was brief, and without point, from the fact that he pretended not to know the extent of his defalcation.

"I had had considerable sickness in my family," he said, "and was in debt, and I

USED MONEY THAT DID NOT BELONG TO ME,

but how much I do not know. I left Chicago Oct. 20, however, calculating to fix up matters in New York, but on reaching there I was disappointed, and sailed for Europe Nov. 7. My bondsmen were Messrs. Gradle & Strotz, tobacconists, Joseph Lederer, jeweler (who has since failed), and Samuel Glickauf, my father-in-law; and, thinking they had settled matters, I came back June 2, and, prior to being arrested, had agreed to come to Chicago in a few weeks."

"What reason had you to think they had settled matters?"

"I had been so advised by my wife and friends, with whom I had been in constant communication."

"Your arrest, then, was a surprise?"

"A very great one."

"What were you doing in New York?"

"I was living with my brother, and employed as a salesman in the knit-goods line."

"And you intended to return to Chicago?"

"Yes. I was coming back on a business trip to see my family and friends."

"Then you do not know the extent of the claims against you?"

"They amount to about $1,600."

"From whom did you collect the money?"

"I cannot tell. I had been collecting for months, and had never been called upon for a final settlement."

"You know how much money you took away with you?"

"Just barely enough to pay my fare to New York."

CORN CAUGHT HIM.

"What did you do with the missing money?"

"The facts are that I got to trading in corn and other cereals, and lost it."

"Did you gamble any?"

"Some."

"Now, what do you propose to do about it?"

"I can do nothing until I see Sheriff Hoffmann. The question is between him and my bondsman, really, but, if they do not propose to settle, then I may be able to settle myself. Mr. Lederer and I own some real estate together, and I think I can fix things up and get out on bail, or maybe a discharge."

"Have you done anything looking to your release?"

"I have sent for Mr. Hoffmann, and want to have a talk with him, and this is all."

"Have your bondsmen been to see you, or any of your friends?"

"Oh, no; they do not know I am here, and I don't want them to know it, until I have seen Mr. Hoffmann."

"Has your wife called?"

"No; she does not know I am in the city."

The interview ended here, which was at quite a late hour in the afternoon, and subsequently the reporter learned that the prisoner, in depending upon Mr. Hoffmann's leniency to secure his liberty, was

TYING TO A ROPE OF SAND.

The reporter's informant, who is a friend of Mr. Hoffmann, said that he would not let up on the prisoner under any circumstance,—that it was not the return of the money, but the punishment of the crime he was seeking—which makes a decidedly bad outlook for the ex-Deputy Sheriff.

A reporter sought Mrs. Seligman later, to find anything additional he could bearing on the case. He found the lady presiding over a ladies furnishing store on North Clark street, near Huron, and decidedly more anxious to interview than to be interviewed. She was finally prevailed upon, however, to drop a few suggestions, and started out by saying that her husband had left her and three children in October last to go to Blue Island on an electioneering trip. He left her without money or means of support, and the next she heard of him, he was in New York, which was a few days later. The next she heard of him was nine months later, upon his return from Europe, and the last she heard of him was a letter received Tuesday. Both of the letters, she said, might have been construed to have been affectionate, but, since they were so far apart, she did not so construe them, and had never answered either. He had never sent her a cent, she said, and, reverting to the past, she added that her life for twelve years—ever since she had been married—had been one of trouble. In short, she left the scribe impressed with the idea that one of Mr. Seligman's weaknesses had been his

FONDNESS FOR OTHER WOMEN,

in the enjoyment of which he had forgotten that he had a family. In conclusion, she said, substantially, that she did not see that he was greatly wronged by being behind the bars, and assured the reporter, in verification of what she had previously said, that he would stay there a long time before she called upon him or tried to do anything for him.

The facts are, so far as could be gleaned from an unwilling witness, that Mrs. Seligman is very much down upon Mr. Seligman, and has no sympathy for him whatever. Further than this, she says, or intimates, that he has almost bankrupted her father in former troubles, and that he need expect no succor from that source this time. And still further, as indicating her line of action in the matter, she says she has employed an attorney to look after her interests, and it need not surprise Mr. Seligman to see her applying for a divorce, on the ground of desertion, at the earliest possible day.

Careful Martha.

Burdette.

"Are you prepared for death?" the clergyman asked, with a tremor of emotion in his voice, as he took the sick woman's hand in his own. A shade of patient thought crossed the invalid's face, and by-and-by she said she didn't believe she was; there was the bedroom carpet to be taken up yet, and the paint up-stairs had hardly been touched, and she did not want to put new curtains in the dining-room; but she thought, if she did not die until next Monday, she would be about as near ready as a woman with a big family and no girl ever expected to be.

METHODISM.

Interesting Statistics of a Powerful Religious Body.

A Strong and Growing Bulwark of Protestant Orthodoxy.

The Class-Meeting the Germ-Cell of the Church.

London Saturday Review.

It may be doubted whether many Anglican prelates or clergymen, or for that matter Wesleyan ministers either, would be disposed to indorse the assurance proffered the other day by Bishop Ryle to the President of the Wesleyan Conference, that their respective communions are simply "different regiments" in the same general army of "the Church of Christ in England." But there can be no doubt that the large proportions Methodism has assumed in England and America make it a phenomenon of considerable importance, and fully suffice to explain the elaborate disquisition on its history and organization which occupies the first place in the *Edinburg Review* for July. The writer computes the English Methodists at 5,000,000 and the Americans at 14,000,000, while he rates their ecclesiastical property in Great Britain at £11,000,000 and in America at £18,000,000. *Whitaker's Almanac* for 1881 gives 14,500,000 as the total figure of "Methodists of all descriptions throughout the English-speaking world," counting families and sympathizers. Possibly the truth may lie somewhere between the two, but even if the lowest computation be adopted, it is sufficiently large. It should be remarked, however, that five sects or schisms have broken off from the parent stock, and besides the Wesleyans, or Methodists proper, with whom alone the *Edinburg* writer concerns himself, we have the New Connection, formed in 1797; Primitive Methodists in 1810, who, according to *Whitaker*, number in this country nearly half as many adherents as the original body; Bible Christians, founded in 1815; United Methodist Free Churches, who separated in 1834,—demanding, like the New Connection, larger powers for the laity,—and who come next in number to the Primitive Methodists, having about a third as many members; lastly, the Wesleyan Reform Union, who seceded from the Free Churches in 1849, but have only some 7,000 members and eighteen ministers in Great Britain. There is scarcely a shade of doctrinal difference between these various communities, their dispute with the main body of Wesleyans and with each other turning on points of ecclesiastical discipline, to which reference will be made presently. With the broad facts of John Wesley's career, and the circumstances which led to his gradual alienation from the English Church and very unwilling creation of an independent sect, which has proved in the sequel far the largest and most influential, though not the bitterest, of her rivals—we will not say of her foes—the reader may be presumed to be familiar. The Wesleyans, indeed, profess themselves "the friends of all, the enemies of none," and we have heard of a worthy Methodist Elder assuring his Vicar that they are "the pillars of the Church"; but the claim can hardly be admitted, even in the restricted sense applied to the churchmanship of Lord Eldon, for they not only never enter the church themselves, but have not discharged the office of external buttresses with any very marked success. The famous passage where Macaulay suggests how a wiser policy in the ecclesiastical rulers of the last century might have made John Wesley to the Church of England what Ignatius Loyola was to the Church of Rome has been read with a smile or a sigh by many successors, both of his and of theirs, in our own day; but it is too late now to repair a fatal mistake. Whether anything can still be done to arrest its further consequences is another matter. The first step, at all events, towards any such undertaking must be to gain clear appreciation of the facts. And there can be no doubt that Methodism differs widely both in its origin and its characteristic features from the ordinary forms of Dissent, though it may be questioned whether the spread of Liberationist principles has not tended of late years to obliterate or modify the difference. Wesley himself was so far from having any quarrel with the doctrine or discipline of the Church of England, as such, that to the last he considered it far the nearest approach to Apostolic Christianity in the world; he strictly forbade his preachers to hold services during the hours of worship at the parish church, or to presume in any case to administer sacraments; and it was only under pressure of what he believed to be necessity, and after the Bishop of London (Lowth) had refused to act, that he at length essayed in union with two other Anglican clergymen to ordain a Methodist "Bishop" for America, where an Episcopal form of government is still retained among his followers. It was the spectacle of the "soul-damning clergymen" of his day which troubled him; and Methodism arose, not, like other sects, to reform an erroneous system of ecclesiastical polity, but to promote personal holiness.

The line of demarcation between Dissent and Methodism has been well defined from the beginning. Methodism sprang from a sense of personal guilt before God; Dissent arose from the conviction that Episcopacy was wrong. The quarrel of the former was with irreligion, of the latter with prelacy. Dissent discussed theories of Church government as though the salvation of the world depended upon the adoption of some particular scheme. Methodists declared that their prime purpose was "to reform the nation, more particularly the Church, and to spread Scriptural holiness over the land." "Dissenters," said Wesley "begin everywhere with showing their hearers how fallen the Church and ministers are; we begin everywhere with showing our hearers how fallen they are themselves." Dissent magnified the congregation and made it honorable; Methodism originated the "United Societies" which were to have close connection with one another, and always to act in unison. Dissent boldly separated from the Church; the Methodist leaders declared that they "obeyed the Bishops in all things indifferent, and observed the canons as far as they could with a safe conscience." Their separation was gradual; it continued through many years, it was accompanied with fond regrets, and it has tinged, though with gradually fading tints, the intercourse of the Church and Methodism.

It is quite consistent with the origin and practical purpose of the movement that, as the *Reviewer* says, Methodism should be "built upon the class-meeting as its germ cell." This meeting consists of some fifteen or a dozen persons, of either sex, who assemble weekly, under direction generally of a layman, for spiritual converse and instruction, and for something very like what is elsewhere practiced under the name of confession. It is said to provide a powerful means for checking immorality, as well as for impressing the true Methodist stamp on members of the body, while at the same time it has—in common with the various Roman Catholic guilds, brotherhoods, and the like—one great indirect advantage in providing an occupation and outlet for the religious energies of laymen, which, at the time of the Wesleyan movement, were very much left to run to seed in the Church of England. It is also, like Catholic confession, part of the prescribed preparation for communion.

In Wesley's time his preachers were interdicted from performing any sacramental acts, but with the definit separation from the Church of England which at once followed on his death this prohibition necessarily fell through. There is still, however, a distinction preserved of clerical and "local" preachers, the latter being mere laymen and restricted to lay functions. Women, like "Dinah Morris," were at one time to be found among the lay preachers, but this innovation provoked severe censure, and was soon suppressed by authority. The preacher of a funeral sermon had already significantly remarked that "Balaam was converted by the braying of an ass Peter by the crowing of a cock, and our lamented brother by the preaching of a woman." All appointments of preachers are in the hands of the Conference, not of the lay Trustees of chapels, who did indeed long contest the exclusive claims of the clerical hierarchy, but were gradually and completely defeated, so carefully had the deeds been drawn under Wesley's eye. In 1835 a case came on appeal before Lord Lyndhurst, as Lord Chancellor, which settled the legal bearings of the question in favor of the Ministry, who did not hesitate thereupon to recognize his Lordship as "in his official capacity a minister of God for good." We have said already that chapels are grouped into "circuits" under their respective "superintendents,"—in America he has the title of "Bishop,"—but all these circuits are under the supreme control of the Conference, which is "heir to Wesley's spiritual despotism and irresponsible power." For eighty years a war was waged to procure the admission of the lay element—as it has come to be called in our day—into Conference, but in vain; "Wesleyanism stood firm by its bolted doors." An attempt was once made

to starve the Conference into submission, and 100,000 members seceded, but it did not yield. It is true that in 1877 a mixed or representative Conference, comprising equal numbers of ministers and laymen, 240 of each order, was established for purely temporal matters, but "the Legal Conference," of 100 ministers, established by Wesley himself, which is alone suffered to deal with spiritual matters, and whose confirmation is required for the temporal acts of the representative Conference, remains intact. And thus "the keys are still in the hands of the ministers; like Thomas à Becket, they will only permit clerics to try clerics, and to admit into the church and expel from it." It must certainly be allowed that this "nondescript presbytery," which disclaims all "succession by digital touch," manages to "write its priest very large." The Conference distinctly asserts that it is composed of "ministers and pastors empowered not only to preach the Gospel, but to administer the sacraments of our holy religion, and charged with all the responsibilities of the Christian pastorate." Nor is this a mere empty profession, but the assertion of a right which is jealously maintained. When challenged to admit lay delegates, the Conference summarily refused to entertain "any proposal which would go to transfer, altogether or in part, the responsibility of the sentence in disciplinary cases from the pastorate to the lay officers. To adopt such a course of procedure would be to give up a principle which, in the judgment of the Conference, is essentially inherent in the pastoral office." The extremest "sacerdotalist" could not say much more. And not only is it maintained that "our Lord left the keys—the general government of the Church, and special binding and loosing of its members—to the Church itself, as represented by the men whom the Spirit would raise up to represent its authority"—namely: the ministers, but both the Conference and its district committees claim the "undoubted right" of what is called "friendly examination," but which would ordinarily be termed inquisitorial investigation into "the moral, Christian, or ministerial conduct of the preachers," even though no formal or regular accusation has been preferred against them.

If there be any force in the taunt sometimes aimed at recent conversions to Rome, that "there are plenty of Scotch Duchesses, but no English grocers," the precise opposit holds good of the triumphs of Methodism. It has never attracted the upper classes, and it retained no paramount influence over the poor. "The prosperous mechanic, the well-to-do tradesman, the manufacturer, for one or two generations, are its chief supporters." It has ever been what Mr. Arnold would call a Philistine religion. It has not, indeed, as we have already intimated, coalesced with the general line of political dissent. At one period a leading Wesleyan was expelled for joining the Liberation Society of his day, but no such sentence would have a chance of passing now. In the educational contest of ten years ago the Wesleyans were somewhat divided, but they generally acquiesced in the compromise proffered by Mr. Forster, which was really far more favorable to Dissent than to the Church, for the alternative of Bible teaching in board schools, without any "denominational formulas"—which they do not possess or value—gave them all they wanted. The raison d'être of Methodism, as the reviewer justly observes, does not lie in its tenets, but in its peculiar organization and adaptation to practical ends. It has a tolerably marked and somewhat narrow type of theology, but no Confession of Faith. Dr. Pope insists that it is materially, if not formally, bound by the three Catholic Creeds and the Articles of the Church of England, but he adds that this assertion "must be taken broadly," as the Connection has never made itself responsible for any of these formularies. He more summarily defines Methodist doctrine as "what is generally termed Arminian," and as laying great stress on personal assurance, And his statement altogether applies only to the Methodists proper and not to the minor offshoots from the parent stem. But within these limits it is true enough that a remarkable unity of doctrine has been preserved among the ministers, and that any semblance of heterodoxy or novelty among them would be steadily repressed. It is said that a mere suspicion of his leaning to the theory of evolution has debarred the only one of them who ever achieved the least scientific distinction from the Fernley lectureship, a kind of Methodist "Bampton." And the rigid constitution of the sect secures to it a far more effective control over diversities of teaching than can be found in the more lax and tolerant rule of the Anglican Church. And hence among the English middle classes it is a strong bulwark of Protestant orthodoxy, as opposed to Broad Church tendencies on the one hand or "Romanizing" on the other. How long it will continue to hold it own against the progressive and investigating spirit of the age remains to be seen.

RUSSIA.

Letter from a Chicago Lady in That Country.

To the Editor of The Chicago Tribune.

CHICAGO, Aug. 13.—I take the liberty fo sending you a copy of a letter just received from Mrs. Judd, widow of the late Hon. N. B. Judd, of this city, who is visiting her sister in Russia, believing that it will be interesting to her numerous friends. M.

REVEL, Russia July 14.—DEAR FRIEND: Imagine me three weeks and three days after leaving New York, seated in a carriage drawn by magnificent black horses—with a coachman on the box on whose head rests the queerest shaped, the oddest little black hat, projecting at the top like the supports to the roof of a Swiss cottage; an overcoat of blue cloth with a plain, close-fitting waist, a full skirt laid in great plaits each one evidently puffed out by being wadded; around his waist a belt of heavy silver—winding my way up the steep, narrow streets of the quaintest old city I have yet seen in Europe. The houses have high-peaked roofs covered with fluted red tiles and over the doors you read the dates 1200, 1400, 1600, A. D. You do not need to read the dates to know that the buildings lived and died hundreds of years before this nineteenth century. This winding road leads to the Domberg, a great rock which rises out of the plain and on which are built the Governor's palace and the houses of many of the nobles. The more modern of these houses are palatial in style as well as in size. All are large, and most of them date back hundreds of years. That to which I was driven is supposed to have been built for a monastery about the year 1200, A. D. The walls varied in thickness from four to six feet. The rooms were grand in size and hight, one of them with a beautifully vaulted ceiling which may once have been the chapel of the monastery.

But from the great windows we looked down upon the city roofs, across the city to the beautiful groves of Katharine Thal, a park laid out by Peter the Great, and where one still sees the little house in which he often spent his summers, and near which there is now an Imperial palace which is occasionally occupied by the family of the Emperor.

All through this grove are scattered lovely villas occupied during the summer months by those who come here for sea-bathing and sea-air. Beyond the park a long ledge of rocks standing out into the sea and at its furtherest point the fine château of Prince Orloff, of St. Petersburg. To the left the blue waters of the Baltic, the old moles which mark the mouth of the harbor in which are ships from all parts of North and South America, England, and the States bordering on the Mediterranean. On two the Stars and Stripes of the United States were floating the day we sailed into the harbor. On one I read the name of Sturgis, and thought it might hail from our own Chicago, especially when I found it had come laden with grain and cotton. Four large war ships were also lying in the bay on which Russian lads are taught the art of war.

Never from any window have I seen so magnificent a prospect. From the opposit side of the Domberg the view is quite different. One looks out over long stretches of meadows dotted over with villas half hid among the trees. Long promontories jut out into the sea, high and rocky, and well wooded. On one of these, Rocca-el-Mara, there are several villas belonging to Baron Girard and his sons.

The trees are old and remind one of Longfellow's description of a primeval forest. In places it looked as wild as if the foot of man had never trodden there. There were great moss-grown bowlders at whose feet nestled a profusion of wild flowers. From densely-grown thickets you come out into finely-cultivated places where rare exotics and fine groups in bronze of almost life-size made a strange contrast to the wilderness left behind. Winding walks were laid out in the forest and ran along the high shore by the sea. From the latter one gets a grand view of the sea, and the city, and the Domberg. The day we were there the waters of the sea were white as a pearl, reflecting the hue of a cloudless, almost colorless, sky. Large bowlders, brought by Arctic ice from Northern seas, lay near the shore. Out from the waters fish leaped into the air, and over it sea-birds flapped their long wings. Beyond the bay which lay between us and the city were long groves of trees, among which we could see the roofs of the villas which line the coast. Above the

tall trees rose the Domberg with its walls of living rock, its palaces, its turrets, and its towers.

I had no expectation of finding here so much that was beautiful. One is continually meeting with surprises. You find out the attractions one by one. At first you are struck by the oddities and peculiarities and a general want of completeness. The contrasts between the old and the new, the finished and the unfinished, impress themselves upon you, and it is only as you become accustomed to the town that you forget this and enjoy wholly all that is perfect, and finished, and attractive.

There are sixteen towers and a greater part of the city wall, in many places over forty feet high, still standing. The earthworks and moat have been laid out with walks and finely-planted with trees and shrubs, and add greatly to the beauty and picturesqueness of the town. Every time I drive around the city I am impressed more and more with the extent of the old fortifications and its importance in former days as a fortified city. The cannon of our day would soon tumble them into a mass of ruins. But Russia's danger to-day is more from the enemy within her borders than from those without.

The American papers, however, greatly exaggerate the difficulties which harrass and perplex the new Emperor. That Garfield was shot at and nearly killed by an American citizen does not prove that a large part of the population desire his death; and yet the papers in Europe assert, and it is generally believed by the most intelligent people whom I meet, that Guiteau was acting as the agent and representative of a political faction or wing of the Republican party; and when I assure those whom I meet that it is an entire misapprehension of affairs in our country that the so-called "Stalwarts" are a patriotic, honorable, and respectable class of men who have been trying to secure the appointment of their friends, but are not an organization for the purpose of destroying the present Administration, they look very incredulous, and evidently think they know better than I do. From this fact you can see how easy it is to magnify, distort, and misapprehend events which take place in a foreign country,—Russia, for instance.

That the Nihilists are bent on destroying all Governments as they exist in our day there is no denying. They would not only destroy all existing forms of government, but all social and family relations and all individual ownership of property. They are led and taught generally by men who have risen from the lowest ranks, but have been educated at the Government expense, and who seek, like the viper, to destroy that which gave them life, having no property to protect; or by men and women who have suffered from real or supposed wrongs inflicted by an arbitrary and despotic Government, and who desire more than they desire life to avenge those wrongs.

In Russia proper their doctrines have spread to an alarming extent, and the real hope to-day for Russia is in the spread of an evangelical Christianity which shall take the place of the superstition and bigotry of the lower classes, and of the infidelity and lawlessness of those of more liberal education who have risen from their ranks. There are now 14,000,000 in Russia, in addition to the Lutherans of the Western or Baltic Provinces, who have severed all connection with the State Church, and yet, owing to the wise statesmanship and liberality of the late and the present Emperor, these men, many of whom are Mollakens and Studentin, whose earnest evangelical piety is acknowledged by all, are permitted to hold their meetings unhindered, and against whom the laws are a dead letter. It seems to me that a separation between Church and State, and freedom to worship God in accordance with every man's conscience, would be one of the strongest weapons that could be used to annihilate Nihilism. You remember that when the late Emperor liberated the serfs he also commanded the owners of estates to set apart a certain proportion of their landed property, which was to be given to the peasants. This gift, however, was more like a loan, as in some parts the peasant was to hold it for three years, and in other parts six years. This constant change of ownerships, if such it can be called, is working most unfavorably, as the peasants, retaining possession for a limited term of years, care little for enriching it, only so far as it will yield its harvests to himself. Consequently each peasant as he gives up his possession of what he has occupied leaves it in an impoverished and unfruitful condition.

This condition of things is used by the Nihilists in Russia proper to create dissatisfaction there, as the peasants naturally desire permanent possession. In the Baltic Provinces, where the Emperor had not the power to compel the owners to give up a part of their land, they being protected in their rights by treaties made between themselves and Peter the Great when he became ruler over these Provinces, they, at the time when the serfs were liberated, decided among themselves to set apart a certain portion of their lands which they would sell in perpetuity to the peasants. This has been done, and the peasants here are many of them very rich. Their frugal habits make saving an easily accomplished fact, and in the savings banks they have now millions of rubles deposited. Owing to their general prosperity, there has been very little discontent until very lately, when, in the neighborhood of Dorpat especially, a spirit of discontent and unrest has been created through the publishing of a newspaper by the Nihilists, who urge the peasants to demand a gift of lands from the nobles similar to that made by the Emperor to the peasants in Russia proper. Being ignorant and uneducated, they have no conception of how much better their position is, and being also puffed up with pride at their lately-acquired wealth, they are in the mood to believe that by demanding this they can obtain it. As the peasants here, however, have homes and property, they can hardly be expected to carry things to any such extreme as shall injure their present possessions; and I should think, judging from all I can learn, that there was little trouble to be anticipated in these Provinces. ***

Filling Up California Rivers.

San Francisco Call.

Now that the inhabitants of California are beginning to realize that immense damage must occur from running the débris from the hydraulic mines into the rivers and bays of California, it may be well to call attention to the fact that the beds of some of the rivers have been raised many feet above their original level. For instance, at Sherman Island we are assured that the bed of the Sacramento River is from twelve to fifteen feet higher than it was when leveeing was commenced. Such a circumstance as this proves pretty conclusively that when heavy sediment finds a lodgment in the water-courses of the State it cannot well be removed, and hence, whenever a freshet occurs thereafter, the waters overflow vast tracts of land, carrying the débris upon the lands and ruining them for agricultural purposes. Not any too soon have property-owners taken steps to arrest the tearing down of the mountains and sending the earth into the valleys to overwhelm them.

Mrs. T. A. Gist, 1204 Walnut street, Philadelphia, writes: "I had inflammatory rheumatism very badly, and in one foot and ankle it seemed to have taken hold with the determination to stay some time; and the morning I obtained the St. Jacobs Oil I could not put my foot down to the floor even for an instant. I used it that evening for the first time, next morning for the second time, and that afternoon put my foot down for several minutes at a time. On Sunday following I could stand up and walk a few steps. On Tuesday could walk about my room, and went down-stairs by holding on to the banisters. Now can walk quite well, and there is very little soreness and pain left. I shall go out in a couple of days, weather permitting. Just think? one bottle and a half and I can walk and am almost free from pain. It is a wonderful medicine. I will buy it by the dozen and make it a family medicine, as we are subject to rheumatism."

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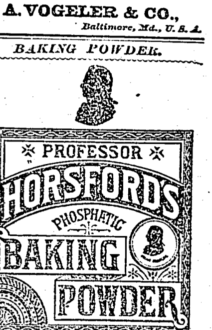

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