

Lancaster Intelligencer.

FRIDAY EVENING, MAY 25, 1883.

Railroad Discrimination.

The Senate has at last engaged in the discussion of railroad discrimination in charges, a question which should long ago have occupied its attention and which at this late hour of the session is not likely to receive that mature consideration which will result in its proper disposition; not that there is anything very difficult in the matter; there is a plain provision in the constitution prohibiting undue discrimination by railroads, which it is the duty of the Legislature to enact into a law that will provide an adequate penalty for its violation. The matter will then be handed over to the courts and juries; and there it will be likely to receive such enforcement as the public interest demands. But the Legislature seems loth to hand over the railroad corporations to the control of juries. Railroad officers do not like juries. They are sad embarrassments to the free exercise of the great power of the state which has been conferred upon them for the public good, but which they conceive that they have obtained only for their private emolument. Judge Black, who takes great interest in considering the relations of railroads to the people, maintains that railroad officers are agents of the public, just as officers of cities are, and that they are equally guilty when they pervert the authority with which they are clothed to purposes purely selfish. Whether or no this is a position which the courts would now affirm, it is clearly one which the public interests require to be established and which public sentiment is likely to secure as the interpretation of the law before this issue between the railroads and the people is finally settled. Why is a railroad permitted to enter upon a man's land and take it without his consent? Is it that it may enrich its stockholders? No; that is but the incident of the grant, which is made that the public necessity for rapid transit may be accommodated. It is the interest of the state to have transportation by railroads, and it fosters it with grants of necessary power. But it is the interest of the state that its people shall have cheap transportation, and that its facilities shall be equally extended to all classes of citizens and all its communities. Therefore, it is its duty to see to it that no undue profit accrues from the exercise of the powers it has granted. It must see to it that no undue amount of money is represented in the railroad capital upon which the people are required to pay a fair interest. It must provide that no undue discrimination in railroad charges shall be made between any of the railroad's customers. When the constitutional convention expressed this as the fundamental law of Pennsylvania it seemed that the question was settled. But it was not, because the old railroads claimed to be above the constitution, but mainly because the Legislature for nine years refused to enforce it. Now the issue is before it again. The first section of the bill in the Senate declares to be unlawful the discrimination which the constitution long ago declared to be so. That section passed the Senate easily. But when the second section, which put the whip into the hands of the jury to punish the violation of what was declared to be unlawful, by declaring the act to be a misdemeanor, punishable with fine and imprisonment, Senator Stewart proposed to amend it by substituting a section which was a weakened repetition of the first section, but provided no penalty. This was too much water for Senator Mall, who proposed to amend by providing that the company violating the law should be liable for treble damages to the person injured by its discrimination; thus substituting a civil for a criminal penalty. Railroad officers object to being held as criminals for violating the law. Mr. Gowen so objected. Yet without great apparent reason. If they do not want to be imprisoned, why may they not conclude to escape the danger of it by not violating the law? Yes, they say, but we will never know what a jury will call undue discrimination. If that is their difficulty they can easily avoid it by proposing to publish their charges from each station on their road; by making those charges the same to every person who ships a like kind of freight, in a train-load, a car-load, or less than a car-load lot, in a like direction, by charging no more for a shorter than a longer haul in the same direction; and by asking the Legislature to enact that where they promise this and do it they shall not be convicted of undue discrimination by a jury; which, if they ask it, the Legislature will certainly enact.

In Chicago last evening was opened a railway exhibition, which exhibits the marvellous progress of an interest little over half a century old. It is fully held at the great railroad and population centre of this country, which railways have done so much to develop. The most eloquent and interesting feature of the exhibit is, of course, the first locomotive built by George Stephenson, the date of which is almost necessary to remind this generation of how recent use the locomotive really is. Introduced and applied only fifty eight years ago, this beginning of railroading in England naturally excited great interest in this country, and in the INTELLIGENCER files, of so early an issue as September 12, 1825, we find the report of Wm. Strickland, civil engineer, illustrated with a full page cut of the Hutton railroad in England, first giving a general profile view of the railway leading from the coal mines to the town of Sunderland, and then a picture of a locomotive and train of loaded coal cars. The railroad was seven miles and five furlongs long; it had an ascent of 366 feet and a series of descents equal to 466 feet, making in all 832 feet of elevation and depression overcome by a series of levels and inclined planes. A single locomotive engine with 24 cars in train had

drawn 600 tons per day on nine trips, the heaviest single carriage being 90 tons to a train. In appearance the locomotive resembles the road engines of to-day. The one illustrated in the INTELLIGENCER was a 12-horse power, weighed five tons and cost in England £6,000. THE better class of Republicans, who have occasionally of late had cause to commend Mr. Arthur's performances and his practical application of sound civil service ideas as illustrated in some of his appointments, have just reason to complain that an active and influential, if not respectable nor respected, portion of his cabinet gives countenance to Mahone and his methods. It is certain that Frank Hatton, who controls the patronage of the postoffice department, and Chandler, who is literally the head devil of the naval department, wink at the levies by Mahone on the federal officeholders for the support of his political rascalities and the defeat alike of decent Republicans and Democrats who will not lend themselves to his service. So long as this is the situation there can be no policy of reform recognized as distinctly and unitedly that of the administration. Mr. Arthur may mean well enough, but the majority of his cabinet who are in sympathy with him are easy going and mild mannered men, who will not insist very vigorously upon its application. What he needs to enhance its respectability and purge it from cause for public distrust is riddance from such scoundrels as Hatton and Chandler. They are a bad lot—two bad lots in fact.

THERE have been quite a number of claims put forth for the authorship of the first suggestions of the great bridge between Brooklyn and New York, but a correspondent of the *Shen* who seems to know whereof he affirms indicates that the first publicly expressed thoughts of this high enterprise came from this city. It was in this wise: In 1849 Mr. Thomas McElrath, then publisher of the *Tribune*, was living at his country seat, "Hardwicke," near this city. He employed his leisure for reflection with the composition of brief items for the *Tribune*, among which were in favor of such a bridge, which were received with great incredulity in the *Tribune* office, and only inserted out of deference to Mr. McElrath's large ownership in the paper. It is notable that just as the bridge is completed the beautiful country seat, the surroundings and associations of which inspired the conception of it, has been destroyed to make way for railroad enterprise.

It is remarked that the Nihilists are under, overshadowed by the great proclivities at Moscow. It is to be remembered, however, that it is characteristic of the Nihilists to be down; it gives them opportunity for sudden and alarming risings. THE Harrisburg *Telegraph* had evidently not scrutinized the list of delegates from Philadelphia to the next Republican state convention when it said: "No man holding a federal, state or municipal office should presume to aspire to be a delegate." THE bill to salary the county officers here has passed second reading in the House, and is now reasonably sure of becoming a law. To the activity and influence of the city representative, E. G. Snyder, is largely due the progress which has been made by this measure.

OVER in the gay capitals of Paris and Vienna where the impulsive natures of public officials are harrowed by scathing public criticisms, from which result intricate encounters, they still have frequent recourse to duelling as the arbitrator to settle mutual differences. It is notable that they generally end in serious wounds or in death. In Vienna yesterday a lieutenant and an editor fought with pistols and the editor demonstrated that his skill not only lay in handling the pen, but the pistol as well, as he promptly killed his military antagonist. THE usually level headed New York correspondent of the Philadelphia *Ledger* thinks the bridge opening was more or less of a failure because no special prominence was given Grant or Beecher in the opening exercises. There will be very few persons found to sympathize with his notion that "it was an oversight to omit nationalizing it still further, and at the same time to appeal to the patriotic feeling by extending an invitation also to Gen. Grant, who is now a citizen resident of New York." Patriotic feelings which need this to stir them lie too deep for ordinary use. THE people of New York and Brooklyn may now be supposed to be ready to return to their multifarious duties and diversions since the celebration of the formal opening of the East River bridge is over. In a spirit of worthy kindness the journals of the two cities speak of the structure "as a steel tie of friendship" and a "figure of steel," which expressions in plain prose and divested of all metaphorical vestures are presumed to mean that the citizens of both places will be brought nearer in a social and business attitude, which is altogether likely. The brilliancy of the display yesterday in honor of the event was notable and the presence of the president, cabinet and other dignitaries added eclat to the occasion, while the troops, the police and the American navy, consisting of four war vessels, and lying in convenient and threatening position off Governor's Island, enhanced the importance of the celebration and must have sent terror to the heart of those dynamically inclined.

News has been received at Helena, Mont., of the capture of a band of fifty-two Canadian Creses by Lieutenant Steele, of Fort Magician. They will be driven back to Canada.

FEATURES OF THE STATE PRESS.

The Allentown *Democrat* sees little profit in ironmaking at present. The Franklin *Repository* believes in a tax on oil. The Pittsburgh *Telegraph* approves the reestablishment of a board to salary the Allegheny county officers. The ton line platform of the New York *World* is a model of brevity that suits the Philadelphia *Chronicle Herald*. The West Chester *Village Record* is of the opinion that Judge Patterson, of Lancaster, doesn't set a very high value on the life of a railroad employee.

CITIES JOINED.

At Trenton, New Jersey, it is reported to be "so badly polluted with dead and shad spawn that it can scarcely be swallowed." The secretary of the water commission said yesterday that "it was almost impossible to rectify the trouble, and that the water would probably continue bad for several weeks." The doctors, it is asserted, "do not think the water positively unhealthy." A letter from Havana, dated the 19th inst., reports an unusually severe drought over a great portion of Cuba. At Capbarine, a demijohn of water, for drinking sold for 15 cents in the town. At Puerto Principe, the damage to the pastures and drying up of the springs are so great that the cattle would perish in large numbers for want of sustenance. The drought, however, was favorable to sugar making, as the plantations could keep on grinding all the cane in hand. The latest estimates of the sugar crop show a fall off of 25 per cent. from the yield of last year.

THE BROOKLYN BRIDGE OPENED.

Ceremonies in Honor of the Magnificent Structure That Spans the East River—President Arthur Present. In New York and Brooklyn, as mentioned in last evening's dispatches, there were elaborate decorations in honor of the formal opening of the East River bridge yesterday. At the New York end of the bridge workmen had been busy all morning putting the finishing touches to its decorations. The picket fence in front of the bridge had been removed and a strong force of police guarded its approach. Crowds of people began to gather early and awaited with great impatience the arrival of the procession and the beginning of the ceremonies. All vehicles except street cars were prevented from passing between the streets near the bridge from an early hour in the morning, and at noon the street was closed to traffic between the street M. G. S. N. Y., Colonel Emmons Clark commanding, and detailed as the military escort for the occasion, assembled at their armory yesterday morning in full uniform.

THE BROADWAY BOAT.

A guard of twenty were detailed to maintain order in the crowd that gathered on Broadway to witness the opening of the Brooklyn bridge. The command marched down Park and Fifth avenues to the Fifth Avenue hotel, the president's quarters, where it was drawn up. The sidewalks along the route were lined with people. On Madison square it was estimated that there were about 10,000 people gathered. The president and invited guests occupied carriages, which were drawn up in line on the south side of the hotel. In the first carriage sat President Arthur and Mayor Edson. In the other carriages were several members of the cabinet. The train proceeded to the Brooklyn bridge, where it was met by a military band of the Seventh regiment of the United States Army. The military band broke into column, and marched down Fifth avenue to Broadway to the city hall park, where the members of the common council received the president and cabinet. Speeches were made by Mayor Edson, Governor Ludlow, of New York, General Sherman, of New Jersey, General Stryker and Slocum, Governor Littlefield, of Rhode Island, staff of Gov. Cleveland, General Carr and staff, Collector Robertson, Congressman Cox, Hon. W. Windom and Speaker Keifer, state senators and congressmen from the city of New York, and members of the Brooklyn bridge trustees escorted the president and his cabinet to their carriages, the other guests falling into line and taking the carriages assigned to them. When the carriages passed the Seventh regiment of the United States Army, the military band broke into column, and marched down Fifth avenue to Broadway to the city hall park, where the members of the common council received the president and cabinet.

PERSONAL.

JO JEFFERSON is called the "white man who ever lived in this country" by his Louisiana neighbors. MARK TWAIN is a guest of the Marquis de Lorne at the Government house at Ottawa. MR. ARTHUR BURT, who is bounced from the Union League club, Philadelphia, proposes to contest the matter in the courts. ALEXANDER H. STEPHENS, the last governor of Georgia, could not walk. Harry D. McDaniel, the present governor, is a very bad stammerer and cannot talk. He, like Stephens, is a man of great ability and exalted character. GENERAL SHERMAN, has returned to Washington, and is acting as secretary of war. General Grant, arrived in Chicago yesterday morning and will leave to-day for his old home in Galena. Secretary Chandler is expected back in Washington to-morrow. MRS. SARAH P. SALES, of Kimbalton, Ohio, asks for a divorce from her husband on the grounds that he is a very devout Christian, and prays three times each day. She avers that at family worship Mr. Sales points out all the great sins mentioned in the Bible, and makes them apply to his wife, denouncing her in bitter terms before all the members of the family. This is the reason that she petitions for a divorce, regarding her husband's denunciations as most cruel in the extreme. JOSEPH COOK got into trouble at Monmouth, Ill., last night by an exhibition of his bad manners. He sat at table with a traveling salesman named Gill and ordered a raw beefsteak. Cook remarked that no gentleman would eat raw steak. Gill took offense and immediately proposed to fight. The clerk of the hotel was summoned and prevented an encounter which would have ended in a serious wound or in death. In Vienna yesterday a lieutenant and an editor fought with pistols and the editor demonstrated that his skill not only lay in handling the pen, but the pistol as well, as he promptly killed his military antagonist. THE usually level headed New York correspondent of the Philadelphia *Ledger* thinks the bridge opening was more or less of a failure because no special prominence was given Grant or Beecher in the opening exercises. There will be very few persons found to sympathize with his notion that "it was an oversight to omit nationalizing it still further, and at the same time to appeal to the patriotic feeling by extending an invitation also to Gen. Grant, who is now a citizen resident of New York." Patriotic feelings which need this to stir them lie too deep for ordinary use. THE people of New York and Brooklyn may now be supposed to be ready to return to their multifarious duties and diversions since the celebration of the formal opening of the East River bridge is over. In a spirit of worthy kindness the journals of the two cities speak of the structure "as a steel tie of friendship" and a "figure of steel," which expressions in plain prose and divested of all metaphorical vestures are presumed to mean that the citizens of both places will be brought nearer in a social and business attitude, which is altogether likely. The brilliancy of the display yesterday in honor of the event was notable and the presence of the president, cabinet and other dignitaries added eclat to the occasion, while the troops, the police and the American navy, consisting of four war vessels, and lying in convenient and threatening position off Governor's Island, enhanced the importance of the celebration and must have sent terror to the heart of those dynamically inclined.

NEWS BY MAIL.

THE CORONATION OF THE CAZAR. Proclamation of the Hereditary Arch-heralds and Hereditary Arch-heralds—Various News Notes of General Interest and Late Occurrences. The proclamation announcing the coronation was made yesterday morning by heralds at arms, attended by several dignitaries, from the circular palace before the Kremlin, which was used in ancient times for the promulgation of ukases, and also for executions. The foreign ambassadors, who had been formally apprised of the time of the proclamation, were present, attended by a large escort. A few bugle blasts from the heralds, the secretary of the senate read the proclamation, which was as follows: "Our most august, high and pious sovereign, the Emperor Alexander, having ascended the hereditary throne of the empire of all the Russias, the kingdom of Poland and the grand duchy of Finland, which are inseparable from it, has deigned, following the example of his predecessors and their glorious ancestors, to command that the holy solemnity of the coronation and anointment, in which the emperor will participate, shall with the help of Almighty God, be performed on the 27th day of May. The solemn act is announced to all his majesty's faithful subjects in order that on the joyful day their most fervent prayers may be offered to the king of kings, and that they may beseech the Almighty to send grace and blessing upon his majesty's reign for the maintenance of peace and tranquility, and the constant prosperity of the empire." The emperor and empress only break their journey on Sunday to receive the visits of foreign princes. It has been decided not to hold a great diplomatic reception, but as the emperor and empress intimated their willingness to attend one reception, General Schweinitz, the German ambassador, and a dozen of our diplomatic corps will give a grand banquet and ball in their honor.

THE CATHOLIC CHURCH IN PITTSBURGH. The General Assembly of Presbyterians. At Saratoga yesterday the moderator was instructed to convey fraternal salutations to the United Presbyterian general assembly in session at Pittsburgh, and to the Baptist national convention in session at Saratoga Springs. The most important of the standing committee on education was read by Rev. Dr. Harvey D. Ganse, of St. Louis. Addresses on the same subject were made by Rev. Dr. Ford, secretary of the education board; Elders John P. Stevenson, of Philadelphia, and Samuel J. Kirkwood, of Iowa; Rev. Dr. Taylor, of Zanesville, and Winters, of Olean. The report was then adopted. Rev. Dr. J. A. Henry presented the report of the committee on church polity regarding twenty two overtures from presbytery after the most important adopted were: That Dominion ministers be admitted without a year's probation; that short term deacons cannot be elected; that the rule forbidding the granting of letters to members after two years absence apply not to members residing in letters must tender their resignations to electing churches; that members cannot be admitted without a baptism by water; declaring that it is not expedient now to reduce the delegation to the general assembly; that the presbytery of Faneburg, Ind., be directed to reconsider its action admitting to the ministry one John S. Woodside, a deposed minister of the Reformed Presbyterian church. The general assembly of the United Presbyterian church of North America met in Pittsburgh yesterday afternoon, electing Rev. Dr. W. H. McMiller, of Allegheny City, moderator. His opponent was Dr. Carson, of Xenia, Ohio, who played 139 for Dr. McMiller and 79 for Dr. Carson. The result was a clear victory for the presbyterian element, and Rev. Dr. Carson being the head of the movement in opposition to instrumental music in churches. In the synod of the Reformed Presbyterian church the committee on temperance reported a series of resolutions, and then themselves to secure constitutional prohibition and denouncing the use of tobacco in any form.

CHURCH COUNCILS.

At a meeting of the Parnellite members of Parliament held in London last night, Justin McCarthy, M. P., for Longford, who acted as chairman, said it was the bounden duty of Irishmen to contribute to the testimonial for Parnell. Referring to the appeal made to the Irish clergy, he said that the Irish people had only to repudiate the fraudulent statement which had been made to the college of cardinals. He should regret to see the priest divorced from Irish politics for in times past he had been the only friend of the people. Mr. Poggar, M. P., for Cavan, spoke in condemnation of the cardinal. In Pittsburg, at a meeting of the committee of the gas trustees it came out that the pay of a light named William Walk had been drawn up to date in spite of the fact that he had been two years ago. The wages were \$40 a month, and they had been regularly signed for on the pay roll of the Sixth district, where Walk used to be employed. It was stated that a prominent Fourth ward policeman had forged the name of the committee, and had employed a man to care for the lamps for \$2 a week. The matter was referred to a subcommittee for investigation.

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PAPEL STEAMBOAT.

A Lausungbur, N. Y., firm has almost completed a paper steamboat for a Pittsburgh company. Its length is 20 feet. It has a seating capacity for twenty-five persons, and a carrying capacity of three tons. The steaming of the boiler is done by paper three fourths of an inch thick. A bullet from a revolver fired at the sheathing from a distance of only four feet neither penetrated nor abraded it. WILL WORK AFTER JUNE 1. A telegram received from Chicago at Pittsburgh by Secretary Woods, of the Western iron association last evening, says that the iron works employed in one mill there will continue work after June 1, on a conditional scale. Other Western mills are expected to do the same, and as this is against the rules of the Amalgamated association it is regarded as an important advantage by the manufacturers.

WATER DRINKING.

White Lion, Ste. Croix, Mt. Magianis, Montana, was recently scouting with a corporal, he ran upon a band of 10 or 12 Canadian Creses, near Mussel Shell, on the Missouri river. Lieutenant Steele and the corporal withdrew, and returning with reinforcements, captured a band of the Indians, under the Chief Taber. The Indians have been started for Fort Assiniboine and will be driven back to Canada. Bessel. At Buffalo, 8; Philadelphia, 4; Cincinnati: Cincinnati, 10; Columbus, 8; St. Louis: St. Louis, 5; Kellips, 4; Chicago: Chicago, 9; Providence, 9; Detroit: Detroit, 1; Boston: Boston, 1; Cleveland: Cleveland, 1; New York: New York, 0; Metropolitan, 2; Baltimore: Baltimore, 4; Allegheny, 16. Honoring the Queen's Birthday. The annual dinner in honor of the queen's birthday was given by Minister West at the British legation at Washington, D. C., Thursday evening. Covers were laid for thirty persons. Among them were Secretary Teller, Chief Justice Waite, General Sherman, Admiral Porter and Senator Miller, of California.

STATE AND COUNTY TAXES.

Value of Real and Personal Estate—Amount of Tax—Amount of County Debt. The county commissioners have prepared for the use of the secretary of internal affairs a detailed statement of the number of taxable, the taxable real and personal estate, including mules and horses, and of horses, cattle and mules, and the amount of the county debt. Following is a summary: Number of taxables, 43,777; aggregate value of real estate, taxable, \$82,970,422; value of household furniture, including gold and silver plate exceeding \$500 \$144,975; money at interest, including bonds, stocks &c., \$8,278,083; number of horses and mules, 25,616; their value \$1,507,173; number of oxen, sheep, swine, cattle, 24,550; their value \$501,398; aggregate value of all property taxable for state purposes at 4 mills on the dollar, \$11,100,534; amount of state tax assessed, \$44,402.16; number of pleasure carriages and buggies, 49,753; their value \$409,441; tax assessed upon them, \$4,094.41; valuation of salaries, emoluments of office, posts of profit, trades, occupations and professions, \$373,500; value of all property taxable for county purposes at the rate of 3 mills on the dollar, \$87,938,912; number of gold watches, 1,068; silver watches, 94; common watches, 65; aggregate amount of state tax assessed, \$50,007.98; aggregate amount of county tax, \$263,816.73; debt of the county, \$282,850. EARLY RAILLOADING. The Locomotive of fifty years ago. The national exhibition of railway appliances in Chicago was opened last night. The exercises included a prayer by Prof. David Swing, an address of welcome by Mayor C. H. Harrison, an address by the Hon. E. B. Washburn, the introduction of various locomotive builders and engineers by Vice President A. French, and the singing of "God Save the Queen," out of compliment of Queen Victoria's birthday. A large number of people was present.

At Saratoga yesterday the moderator was instructed to convey fraternal salutations to the United Presbyterian general assembly in session at Pittsburgh, and to the Baptist national convention in session at Saratoga Springs. The most important of the standing committee on education was read by Rev. Dr. Harvey D. Ganse, of St. Louis. Addresses on the same subject were made by Rev. Dr. Ford, secretary of the education board; Elders John P. Stevenson, of Philadelphia, and Samuel J. Kirkwood, of Iowa; Rev. Dr. Taylor, of Zanesville, and Winters, of Olean. The report was then adopted. Rev. Dr. J. A. Henry presented the report of the committee on church polity regarding twenty two overtures from presbytery after the most important adopted were: That Dominion ministers be admitted without a year's probation; that short term deacons cannot be elected; that the rule forbidding the granting of letters to members after two years absence apply not to members residing in letters must tender their resignations to electing churches; that members cannot be admitted without a baptism by water; declaring that it is not expedient now to reduce the delegation to the general assembly; that the presbytery of Faneburg, Ind., be directed to reconsider its action admitting to the ministry one John S. Woodside, a deposed minister of the Reformed Presbyterian church. The general assembly of the United Presbyterian church of North America met in Pittsburgh yesterday afternoon, electing Rev. Dr. W. H. McMiller, of Allegheny City, moderator. His opponent was Dr. Carson, of Xenia, Ohio, who played 139 for Dr. McMiller and 79 for Dr. Carson. The result was a clear victory for the presbyterian element, and Rev. Dr. Carson being the head of the movement in opposition to instrumental music in churches. In the synod of the Reformed Presbyterian church the committee on temperance reported a series of resolutions, and then themselves to secure constitutional prohibition and denouncing the use of tobacco in any form.

LITTLE LOCALS.

Here and There and Everywhere. All the Philadelphia commanderies Knights Templar, and other arrangements to attend the 30th annual convocation of the grand commandery of Pennsylvania, at Lancaster next week. Kensington, St. Alban and Philadelphia will come on Tuesday; Kadosh, Mary, St. John's and Shamrock on Wednesday. It is wrong to laugh at the crooked legs of the young man in tight trousers, but it is perfectly proper to laugh at the tight trousers upon the man with the crooked legs. Christians is now to come to the front with a newspaper establishment of its own, and the name of the paper will be Christiana *Ledger*. It is to appear next week and will be published by Messrs. Melcher & White. The committee of George H. Thomas post, G. A. R. asked the teachers of the city to ask the scholars of their schools to take flowers for use on Decoration Day to the court house on Monday and Tuesday next.

THE LANDS SUFFRAGE BILL DEFEATED.

Harrisburg Dispatch to the Times. Republican Reformer Landis' bill to prevent political assessments and requiring payment of taxes in person as a qualification of suffrage was emphatically defeated on final passage in the House. Crawford attacked it as an awkward engine of oppression and inconvenience so crudely worded that it would fail of its real purpose; declared that it put a false construction on the constitution, and quoted other demagogues of the courts in contested election cases to support his assertion. Democratic Leader McDowell Sharp declared that the bill was ridiculous from preamble to finish and proceeded to prove it. Zeigler and Kammars, also opposed it. Landis was backed by Lowry, of Indiana, and Davis, of Forest, Republicans, and McCabe, of Beaver, but the bill failed by a vote of 33 yeas to 115 nays.

A NEW MUSICAL ORGANIZATION.

The Supt. Sextette, recently organized by Mr. Ferd Weber, has been made a permanent organization by the election of the following officers: Conductor, Ferd. Weber; president, Charles Donnelly; secretary, W. A. Hallback; treasurer, C. Ream. The sextette is composed of 2 E sharp cornets, 2 E flat altos, a baritone and bass horn. The two other members are Mr. F. Daublin, Horn, and Colburn. Last evening Mr. and Mrs. George Leonard, on Beaver street, celebrated the 10th anniversary of their wedding. The sextette was present and the music was very fine.

Freight Wreck This Morning. This morning a wreck occupied on the Pennsylvania railroad, just east of Downingtown. It was caused by the breaking of an axle on a car attached to the train drawn by engine No. 375, east. Nine cars were thrown from the track and four of that number which were loaded with oats, were broken to pieces. The wreck occurred about 2:50, and the tracks were blocked for a long time. The news express was more than two hours late, and when it left the place the south track had not been cleared. Before the Mayor. This morning the mayor had three cases on his calendar. At 10 o'clock a four of 30 days, another paid out and a third was discharged.