The Dispatch.

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PITTSBURG, MONDAY, OCT. 31, 1892.

WHERE MR. STEVENSON STANDS.

Late last night a press bulletin announced that Adlai E. Stevenson would before the dawn give out his letter of acceptance, and that it would contain 900 words. Had the elements conspired to prostrate the wires an anxious public would still be waiting for the long delayed epistle. But the letter came some time after the bulletin, and now the battle can continue to the close with a full knowledge of the sentiments of all the participants.

It had been rumored that Mr. Cleveland was busy revising this delayed document, he not being fully in accord with its sentiments on the vital issue of the campaign—the tariff. However that may be, the fact remains that Mr. Stevenson, like his leader, in his opening chapter stepped off the Chicago plank and swallowed the revised creed enunciated by Cleveland and promulgated by his alarmed managers. Judging from the few sentences in which the writer gulps down the presentation of the issues by Mr. Cleveland, it is safe to conclude that some one guided his pen in the beginning. But the reviser overlooked one sentence further along. After the usual Democratic utterance against the protective tariff Mr. Stevenson says: "The platform of the National Democratic Convention demands the reform of this system and the adoption in its place of one which will insure equality to all our people. I am in full and hearty accord with its purposes."

And just here is where Mr. Cleveland's running mate jumps the traces and boldly declares for Free Trade. Here he stands with his party and repudiates the misleading "tariff reform" creed he accepted from his chief in the first pages of his letter. There is no mistaking Mr. Stevenson's utterance on this point; and all who vote for the ticket which bears his name will cast a ballot against prosperity, against progress, against development and against the best interests of the masses.

IT SHOULD BE PASSED.

The ordinance with regard to placing a branch of the High School on the Fifth enue market house property is scheduled o come up in Councils to-day. It is to be hoped that favorable action will place that very desirable improvement in a position for material progress. The market house has been a burden and eyesore to that important district for many years. Various plans for its improvement have been mooted; but all have fallen through and none have presented the advantages which the pending proposition does. In this measure it is proposed to devote public property to undoubted public purposes, under which structures will be put up that will improve instead of disfigure the neighborhood.

Moreover, the proposition presents marked benefits for the public school system. The present High School building is somewhat difficult of access for all except the Hill district in its vicinity. The superior accessibility of the new site would indicate the eventual probability of locating the main High School building there, and making the present one a branch. That would place on Fifth enue another important addition to our chitectural possessions, would largely hance the facilities of our higher school stem, and confer an immense improvement on a locality which has long endured barn and lumber yard in its midst nder the name and excuse of city property.

Such desirable results ought to insure he prompt adoption of the measure. There should be no more delay, but the project should be urged forward as a contribution to the general good.

HALSTEAD'S PIVOTAL POINT.

Murat Halstead has been indulging in some forecasts which tend to put the turning-point of the contest in a rather small compass. The fact that Mr. Halstead publishes a paper in the municipality whose vote he thus injects into prominence may perhaps excuse his advancing the idea that the result may turn on the vote of Brooklyn. The logic of this opinion is to the following effect: "The contest is close—in all probability depending on New York—the State above the Harlem overcoming the great city, so that the pivotal point will be—as it has been—Brooklyn."

If it were true that the vote of Brooklyn were able to make or unmake a President, it would be an additionally strong argument for changing the method of electing the President, so that he would be elected by the direct vote of the whole people. Not only is it unjust to give Brooklyn so much more political power than other cities of equal size and more positive character, but it is injurious to Brooklyn. The concentration of the rts of the politicians in that quiet arb of New York will be fatal to its ce of mind.

ut it is not quite so bad as that. New k is a pivotal State, as we have reason to know for our political sins; but a vote on the St. Lawrence is as good as a vote on the banks of the East River. Whether Brooklyn increases or decreases her Democratic vote may have a vital effect on the result; but a similar increase or decrease anywhere else in the State will have exactly the same effect. Therefore Brooklyn should not plume herself as about to elect a President all by herself. Large numbers in other localities will join in that task and will have just as much to say about it as Brooklyn.

Mr. Halstead has pardonably, but nevertheless egregiously, given Brooklyn several hundred times more impo[illegible]ce in the election than belongs to her. His idea may be calculated to concentrate campaign expenditures in the ballwick where his paper circulates; but the campaign committee that pins its faith solely on Mr. Halstead's pivotal point will be in peril of recriminations after the election is over.

CONCERNING THE RESULT.

The week just opened is peculiarly a period of political predictions. The people who are endeavoring to win reputations as forecasters of the course of the political elements display the same circuitous caution as the forecasters of the less human meteorology. They also have a slightly better chance of hitting the mark, as either the Republican or the Democratic candidate must win, while the weather forecaster has to take his chances between rain and shine, cold waves and warm cyclones and earthquakes.

In our news columns this morning two predictions of Republican success come from different points. Our Washington correspondent finds a friend and supporter of Cleveland who has little confidence in New York, and thinks it probable that the Electoral vote of that State will go for Harrison. If that prediction should be fulfilled it might not be absolutely decisive, but it would be as nearly so as any election could be before the votes were counted. From Ohio comes an interview with Senator Sherman, who with his customary caution disclaims infallibility, but gives his reasons for believing that New York, Indiana and Illinois are safe for Harrison.

On the other hand the Democratic managers pursue the Democratic precedent of claiming everything in sight. That is what they are there for. The fact is that the elements of uncertainty in the canvass continue up to the last week of the campaign. But the Republican leaders in presenting conservative reasons for their cautious expectations show a better reason for the faith that is in them than is presented by any amount of Democratic bluffing.

A MEASURE OF PROTECTION.

A very cogent suggestion concerning the protection of this country against imported infection is made in a communication published elsewhere. Our correspondent refers to the intention of continuing the suspension of immigration until the danger is past, but suggests a further remedy. That is that steamships once infected shall be excluded from all United States ports for a sufficiently long period to at once insure protection and make the remedy severely felt by steamship companies who engage in the business of transporting infection to the United States.

The suggestion is a very sensible one, and should be adopted in that form or some other accomplishing the same result. Perhaps it would be a little more forcible to put under the ban the whole fleet of any steamship company which has wantonly disregarded the requirements of public safety or concealed the existence of infection on its vessels. One such company made itself prominent this season by introducing typhus in the early part of the year, and bringing whole shiploads of cholera to New York in September. The exclusion of that company's vessels from all United States ports during the next spring and summer would not be too severe a penalty for its course.

In one form or another our contributor's suggestion is a pertinent one, and should be taken into serious consideration. The way to make ocean transporters cautious about bringing epidemics to this country is to make them feel the penalty of their own neglect or cupidity.

KEEPING THINGS EVEN.

An en terprising reporter in New York who took it into his head to make a personal investigation of the colonizing business in New York City by applying in the guise of a tramp for employment in that line worked up a good item. He found no trouble in getting a fillet and provisions from the Democratic committee, and he also secured credentials for the same purpose from the Republican organization. Honors—or dishonors—therefore seem to be about even on this score.

Further investigation shows that the New York police are promptly arresting all Republican colonists, with a blind eye for Democratic colonists, and the United States deputy marshals are energetically arresting Democratic importations and letting Republican waifs pass unmolested. Here also honors appear to be nearly matched; but the signal way in which the balance would fly up if the United States officers did not keep things even may explain the real foundation of the Democratic indignation over Federal interference with the polls.

Under this vigorous if jug-handled defense of the purity of the polls there ought to be a reasonably honest election in New York. Meanwhile it is interesting to note how the practical politicians and organs of both parties continue to hold up horrified hands, each side exclusively at the sins of the opposite party.

A COGENT EXAMPLE.

Some weeks ago THE DISPATCH took occasion to dissent from the reported remark of a Pennsylvania Railroad official that the corporation was discharging large numbers of its employes on account of the dullness of its traffic. Besides the doubt whether the slackness of business was at all such as the reported remark would indicate, we urged that the proper policy for the railway corporations was to use the periods of lull in business to prepare for the time when the business would surely tax their resources.

Now in a recent interview President Roberts of the Pennsylvania Railroad declares that the business of his corporation is all that could be desired and its prospects are entirely flattering. Even more cogent as bearing on this point is the sentence in Dun & Co.'s last weekly review: "There is a car famine from Pittsburg to the Rocky Mountains." It is evident that if the Pennsylvania Railroad discharged men and restricted repairs or purchases of rolling stock last summer it by just so much failed to prepare for the present harvest. We doubt if it did so, and understand that the report referred to was based simply on the discharge of laborers who had been at work on a branch road that was completed. But the evidence furnished by the present glut of traffic of the good policy of preparing for such things when there is leisure is too cogent to pass over.

When the railroads use the slack periods to lay in supplies, put their tracks in good order, and bring their rolling-stock to the best condition, they will accomplish two results. They will first relieve the slackness and they will also put themselves in full preparation for the revival of traffic.

THE New York *Post* has lately been engaged in the arduous task of proving that the colonies before the establisment of our independence were models of prosperity under free trade. This of course proves that a certain set of men who declared the independence of the colonies in 1776, among other reasons because the King of England "has cut off our trade with all parts of the world," were a wofully misguided and mistaken lot, who lacked the guidance of the *Post*.

THE New York *Herald* asserts that in one respect the State banks are far superior to the national banks, and then proceeds to quote a provision which is in force in one State out of forty-four. The logic that because a single State has some provisions intended to keep banks solvent, therefore the stability of banks under the legislation of two score States is guaranteed, is a unique outcome of the Democratic sop to the Southern hatred of national banks.

THE return of Adlai Stevenson to campaign work in the South indicates that the region in which the arguments of opponents are suppressed by over-ripe eggs has an especially pleasant atmosphere for Adlai.

THE Philadelphia *Times* editorially calls attention to the fact that it reprints a charge concerning an alleged grab of the Sugar Trust under the McKinley act which reduced the Trust's protection. But it carefully avoids saying anything about the fact that a bill repealing the duty on the Trust's products was smothered in the last Democratic House although the Republicans challenged the Committee on Ways and Means to report the bill.

BEFORE voting on the Fifth avenue market house High School project to-day Councils should go out in a body and take a look at the wreck. Then the ordinance for its removal would surely go through.

A DEMOCRATIC organ thinks that possibly 1892 will be known as the great Flop campaign. Considering the agile manner in which General Daniel E. Sickles and others of his class have flopped out of the Democratic ranks and then back again, a word of one syllable fails to fully characterize it. Nothing less than the flip-flop campaign will do.

THE news that one of Buffalo Bill's Indians returned from Europe is named Eat Crow indicates an appropriate reinforcement for the Hill-Tammany supporters of Cleveland.

THE facts and figures presented by the Union League of Philadelphia, published elsewhere, should convince all who have the interests of the country at heart that a vote against the party whose legislation has fostered home industries is a vote against its welfare and future advancement.

OCTOBER gave us something of a chill at the close, but there has rarely been a month of such steadily fair and cloudless skies.

THE occupation of the calamity politicians has undergone a change from predicating universal disaster to claiming that all the prospects are most cheering for Democratic success. Such are the changes in color wrought by the October frosts.

NEXT week the Salt river ticket will be causing more comment than the Baker ballot.

FAVORITES OF FORTUNE.

MR. MEREDITH, the novelist, has recovered from the illness from which he was suffering.

PADEREWSKI'S season has been delayed, but only temporarily. It was only his arm that was injured. His hair remains intact.

J. V. N. STANDISH, the new President of Lombard University, Galesburg, Ill., claims descent from the famous Puritan captain of that name.

THOMAS LINCOLN, an octogenarian, who resides at Fountain Green, Hancock county, Ill., is a cousin of the late President Lincoln, and is the owner of a fine life-size portrait of the latter.

EMPEROR FRANCIS JOSEPH yesterday visited the cholera hospital at Vienna and made a searching inspection of the wards. He expressed himself as pleased with the precautionary measures adopted by the medical authorities.

THE city of Salzburg, capital of the Duchy of that name, publicly celebrated yesterday the eightieth anniversary of the birth of Count Maximilian O'Donnel, a descendant of the Irish Earls of Tyrconnel, who saved Emperor Francis Joseph's life in 1854.

IT is rumored among the Episcopalians of Washington that St. John's Church, in that city, contemplates calling to the rectorship of the church, made vacant by the resignation of Dr. Douglass, the Rev. Joseph H. Johnson, rector of Christ Church, Detroit.

THE Duke of Veroqua, with his brother, the Marquis De Barbales, has accepted the invitation extended to them as the descendants of Christopher Columbus by Congress to become the guests of this country at the opening of the Columbian Exposition in May next.

THE Queen of Spain, in response to a letter of invitation from President Harrison asking her to visit the World's Fair as the guest of this country, expressed her gratification at the kindness of Congress in a letter to the State Department, and regretted that the Constitution of Spain prevented her from accepting.

THIRTY THOUSAND LEAD DOLLARS

Worked Off on Bostonians, Mostly Drug Store Proprietors.

BOSTON, Oct. 30.—A man giving his name as William D. Fuller and his address Chicago, was arrested in East Boston last night for passing counterfeit silver dollars. His operations were confined to drug stores. When arrested a bogus dollar was found in his possession, and the only genuine money he had was a quarter. The counterfeit was a poor imitation of the issue of 1892. It was of lead and showed plainly the marks of the mould.

Fuller had a companion who was traced to this city. Later in the evening officers made a descent upon the house on Norman street, where they arrested John Dempsey, giving his residence as Providence, R. I., and William Powers, claiming to hail from Buffalo. A search of the premises resulted in the confiscation of the gang's outfit, consisting of moulds, melting kettles, ladles, etc., together with several counterfeit dollars. Fuller claims that the gang has floated $30,000 in spurious money in Boston.

WHY BUNKO O'BRIEN ESCAPED.

Prison Officers of No Experience Chosen Because They Are Good Democrats.

NEW YORK, Oct. 30.—W. M. F. Rounds, who has just returned from Europe, where he went as a United States delegate to the International Prison Conference, made an address on prison reform this evening. He attacked the political system prevailing in this city, county and State prisons. He said that the law forbids partisan appointments in the prisons on penalty of expulsion from office; yet, on examination of Clinton prison, he found the 57 officers to be intense Democratic partisans, who had no experience in prison work but who were drawn from the industrial trades. The greater number of these were from Edward Murphy's district.

Warden Tuber, with ten years of satisfactory experience, was thrown out of his position on 48 hours' notice to make room for a man with no experience whatever. After this came the escape of Bunko Steerer O'Brien.

Havana Rivals Chicago and New York.

HAVANA, Oct. 30.—The great civic parade in connection with the Columbus celebration took place last evening and was a splendid success. The procession started at 6 o'clock and was not concluded until midnight. In the line were 29 floats, one of which represented a sugar mill in operation.

Effective but Very Costly.

New York Evening World.]

Milwaukee's illumination was seen in Chicago, 85 miles away, and may be set down as effective, though costly.

The Favorite Question Nowadays.

Cincinnati Commercial Gazette.]

The favorite question of the politician in these latter days of the campaign: "Is this hot enough for you?"

THE MONUMENTAL CITY.

[WRITTEN FOR THE DISPATCH.]

—THE housemaids were all upon their knees scrubbing the doorsteps when I arrived in Baltimore. Baltimore is like Philadelphia in its projecting doorsteps. People who are not rich enough to have marble build steps of wood and paint them white. If the house is of brown stone, as some of them are, the steps are brown. But they always descend into the street, never into the briefest kind of a front yard. Along all streets run these rows of houses, block after block.

Many of these blocks are handsome; some of them will bear comparison with any other company of residences in any other city. Especially along Eutaw Place the various fronts, enriched with carving and relieved with porches and bow windows, are a pleasure to the most critical of visitors. But if the visitor is from Pittsburg he misses the pleasant lawns which make the East End one of the fairest suburbs in the country. There may be an East End somewhere in Baltimore, but I failed to find it. Everybody, rich or poor, is elbowed by a neighbor close on either hand.

A Big City Without a Boom.

—BALTIMORE is a city of small houses. Street after street, the red brick rows are of two stories only, with six rooms in a house. Even when the houses are larger the rents, by comparison with ours, are small. Now that I think of it, I did not once notice in all Baltimore the sign board nor the advertisement of a dealer in real estate. No doubt I might have found indications of this industry if I had looked; but in Pittsburg the visitor cannot help knowing that there is land for sale, and plenty of people who want to sell it, whether he looks or not. Evidently there is no real estate "boom" in Baltimore.

Indeed, Baltimore impresses the transient visitor as being somewhat destitute of any kind of "boom." There are a great many people on the sidewalks in the business part of town, especially along Baltimore street. And they all hurry on some sort of errand, in genuine American fashion. Yet in other prominent streets the grass peeps up between the paving stones. For instance, Charles street is one of the most notable thoroughfares of Baltimore, yet the grass grows in it. In spite of the throngs of Baltimore street, there is an air of leisure in the city. The street cars are drawn by jogging horses. There is only one line of cable cars. I was told that there is an electric line somewhere, but I did not see it. Horses are almost universally in use, as they were in Pittsburg in the Middle Ages. The spirit of leisure is notably pronounced in the waiters of the hotels. The "quick lunch" which is so popular in New York, and is not unknown in Pittsburg, is unheard of in Baltimore. It takes the average waiter 15 minutes to arrange six oysters and the half of a lemon on the dishes of the first course. Then you tarry 20 minutes between oysters and soup. Half an hour after soup comes fish. And by the time you get to the biscuits and cheese and coffee, it is time for supper!

Breathing Spots and Decorous Throngs.

—THE lack of lawns is made up in some favored portions of the city by pleasant grass-plots in the midst of the street, with flowers and playing fountains. Eutaw Place is a long vista of green with sprays of dancing water. We have nothing like it in Pittsburg. Mt. Vernon Place, where the Washington Monument stands, is still more remote from anything that we have here. There are two parks in Baltimore, and one of these—the Druid Hill Park—is extensive, and well laid out by nature and by man. Druid Hill Park, on Sunday afternoon, when I saw it, was full of people on foot and in carriages. The day was fine and the conduct of the people was appropriate both to the day and to the sky. But a great park is not enough for a city. There ought to be open spaces in the heart of the busy streets, where the grass is green, and the flowers grow, and the fountains play, and tired men and women can sit down for a moment and look at good statues which have some merit and meaning. Baltimore is blessed with these breathing places.

In the midst of Mount Vernon Place stands the Washington Monument, a great, round, well-proportioned pillar, mounting high in air, bearing on its top a figure of the hero of our independence. One naturally compares it with the monument in Washington. They are both fine and effective. I greatly like that plain shaft which towers up over the roofs of the Capitol, and am not willing to say that it is great only after a John L. Sullivan fashion. It is genuinely impressive. Seen against the brilliantly blue sky, which made a background for it the other day when I was there, it is a sight as fine as one can see in any foreign city. By and by, after 400 years or so are added to it, it will be sublime, venerable, and of surpassing interest. The monument in Baltimore is very different, not so massive, not so high, but more graceful, more beautiful.

Monuments and Meditations.

—AT the base of the monument, by the paths which wind through the green spaces of the little park in the midst of the street, are several fine Barye bronzes. There are four small groups, representing War and Force on one side, and Peace and Order on the other. A fine figure of Armed Valor, by some French artist whose name is not familiar to me, is at one end. At the other, nearest the monument, is one of Barye's famous lions. The statues, if I read them rightly, mean that prosperity is the achievement of war. They are a glorification of the military side of national life. They emphasize the fighting which won our liberties. Well, let the statues stand. I am not prepared to contend that they speak falsehood. But I used to look beyond the monument to the fine figure of George Peabody, the philanthropist, sitting reflective in his chair, beside the library and hall which he gave to Baltimore, and I confess he was greater in my eyes than a whole regiment of "Armed Valor." A good man may not solve the problems, and ease the blunders, and redress the wrongs of aggrieved society, so rapidly as a stout stick, or a sharp sword, or a gatling gun, but he will so help that the uplift will be permanent. "Armed Valor" is a most dangerous and uncertain reformer.

It is rather amusing to see the great lion sitting so defiant, looking up at the figure on the top of the monument. The British lion, some bright observer said, has at last treed George Washington! And it does look like it. There is the hero on the summit of the stone stump and the lion below, waiting and watching, dares him to come down!

It is a great thing for a city to have such generous benefactors as Baltimore has, and has had. George Peabody gave the institute. John Hopkins gave the university and the great hospital. Enoch Pratt gave the library. I was especially interested in the library, as being the place where Mr. Carnegie found the idea which is to be such an enrichment to the life of Pittsburg. The reading room was full of readers and a constant stream of people besieged the book counters. The whole building was in possession of alert workers, at the desks and below at the book stacks, and in the mending and numbering departments. The five branches, they told me, are equally busy with borrowers of books. The central building is not a handsome one, outside nor in; nor is it improved by wainscots of marble, like the corridors of a hotel. The Pittsburg Library will be on a larger scale than they have any idea of in Baltimore.

The Cathedral Severely Classical.

—I WENT one morning to the Cathedral, a great plain building, with a central dome, looking somewhat like St. Paul's in London, seen through the wrong end of a telescope. It looks still more like St. Paul's inside than it does without. I confess that even in Washington I have no admiration for classic architecture. I am sorry that the National Government stands so irrevocably committed to it. These unmeaning porches, held up by rows of unnecessary pillars, do not seem to me either graceful or beautiful. And the vast, square shouldered buildings, heavy as Vesuvius, awkward as the giant at the top of the bean stalk, angular as the illustrations in the pages of Euclid, are much more big than beautiful. The new postoffice is a fair example. Compare it with the court house. They are as different as the pictures in the *Scientific American* are different from the pictures in the *Century*.

The Baltimore Cathedral is severely classical. It lacks the warmth, the picturesqueness, the homely charm, the suggestion of mystery, the upward pointing to heaven, which one finds in the great gothic churches over the ocean. Even such dignity as it seems at first to have within is taken away when the great columns of colored marble are found to be only stucco imitations, and the statues of angels by the doors are discovered to be made of painted wood. The Cardinal Archbishop, whose rather unimposing throne is in the chancel, ought to have a better church.

A lot of little boys and girls came in while I was there, in charge of sisters, evidently from some parochial school. They dipped their fingers very properly in the holy water stoup beside the door, and made the sign of the cross devoutly upon their foreheads; and then most of them gleefully flipped the remaining drops with the thumb and finger into their neighbors' faces! Even consecrated water cannot banish human nature out of small boys and girls.

MAVERICK INDICTMENTS STAND.

Fifty-Six Out of 88 Counts Sustained, and Only Two Defendants Discharged.

BOSTON, Oct. 30.—In the United States Circuit Court yesterday Judge Putnam gave his decision on the demurrers filed by the defendants in the Maverick bank cases. The indictments against ex-President Potter, charging him with the illegal certification of checks, were sustained, and the demurrers filed by the counsel for the defendants were overruled. So an allegation of delivering the checks by the bank was necessary. The Court held valid the counts charging the illegal certification by Potter, but held invalid those charging him with aiding and abetting.

Fifty-six counts were sustained out of the 88 and the remaining 32 were overruled. No questions were decided that were not raised by counsel. The indictments against Thomas Dana and Jonas H. French are held invalid and the demurrers sustained. Of the indictments charging Dana and French with making false reports to the Comptroller, the Court says: "The allegations of the indictment are not sustained by the statute." The other indictment against Potter, charging false entries, is not passed upon by the Court. Dana and French were discharged from custody.

A CHURCH PATROLLED

To Prevent a Discharged Organist and Choir From Usurping the Loft.

PORTSTOWN, Oct. 30.—The unusual spectacle of a uniformed policeman patrolling the aisles of a church during religious services was witnessed here to-day at St. Stephen's Reformed Church. For some time past there has been trouble between the church authorities and Organist Koch and his choir. Mr. Koch was informed this week that a successor to him had been secured, and that his services and that of the choir would no longer be needed. Mr. Koch and the choir members declined to accept this summary dismissal, and intimated that they would be in their usual places to-day. To prevent the threatened invasion the church authorities secured the services of Policeman Arnold this morning, and the elders guarded the steps to the choir loft.

When Mr. Koch and his discharged choir arrived at the church they were ushered into seats in the body of the building. Although prevented from taking their usual places, the deposed organist and his choir revenged themselves by completely drowning the voices of their successors during the singing of the hymns, despite the remonstrances of the uniformed preserver of the peace.

AN ORE STEAMER'S CLOSE CALL.

A Heavy Sea on Lake Erie Puts Out Her Fires and Disables Her Crew.

ERIE, Oct. 30.—[*Special.*]—Vessels have been brought into this port to-day that were caught in the gale on Lake Erie yesterday, and damaged or disabled. Tugs outside got a line to the big steam barge Veronica during last night and towed her in here. She was from Escanaba with ore, and her captain reports that he got out of the Detroit river Friday morning and was soon after caught in the gale sweeping eastward down the lake. The crew had a terrible experience. Saturday a big sea stove in her deck housings, swept into the engine room and put out her fires. Fireman John O'Brien was thrown into the machinery, his leg crushed and otherwise injured so he will probably die. The barge was on the point of foundering when the crew got sail on her, and beat about in the lake off port until the tugs got hold of her. Scarcely a man of her large crew is able to do duty.

To-day the local fishing fleets are able to determine the amount of damage done the fishing business here through loss of nets, etc. Nearly all the nets the fleet had out are swept away or destroyed.

A LESSON IN THE LAW

For Nearly One Hundred Men and Women Seven-Day Workers.

NEW YORK, Oct. 30.—[*Special.*]—Joseph Barondess appeared in the Jefferson Market Police Court this morning in the role of complainant. The nominal defendants were Hertel and 62 other men and Mamie Boch and 22 other women, employes of the real defendants, S. M. Levy & Co., cloak makers. The defendants filled the prisoners' dock to overflowing. "Your Honor," said Barondess, "I am here for my people. I don't want these working people held. I only want them to learn the law. They work the seven days of the week. Their employers induce them to do it. I want their employers also to learn that there is law in this land."

The nominal defendants refused to regard Barondess as a benefactor. They said they worked only six days a week and had Saturdays off. Justice Ryan quoted section 264 of the laws of New York, explained the labor statutes and discharged the prisoners. Barondess then announced to the reporters that he was perfectly satisfied, but that he would bring 300 more cases into court during the coming week.

PROVIDING AGAINST DROUTHS.

The Coke Regions May Draw Their Supply of Water From Cheat River.

CONNELLSVILLE, Oct. 30.—[*Special.*]—Coke operators are completing a project that will not only protect them from the consequences of drouth like the present, but will give them a better supply of water, particularly in the territory south of Uniontown. It is proposed to pipe water from the Cheat river, in West Virginia, because, as one of the operators says, the Cheat is the only source from which such a supply as desired can be secured which is practically free from sulphur.

There are thousands of acres of untouched coking coal which will be opened up by the Baltimore and Ohio Railroad, which will begin operations before January 1. The new system of water supply will be introduced in this connection, when it is said the projectors contemplate the building of a reservoir in the vicinity of Smithfield. The present situation is such in many of the coking districts, that even the usual supplies of sulphur water are going out.

DETAINED IN QUARANTINE.

An Anchor Line Steamer Brings Over Sixty Russians in Its Steerage.

NEW YORK, Oct. 30.—[*Special.*]—The Anchor Line steamship Ancnoria, which arrived today from Glasgow, may be detained 20 days at Quarantine for bringing 60 Russian Hebrews in the steerage from Glasgow. They landed at Glasgow from Hamburg August 20, when cholera was at its worst in the stricken German city. Beside her steerage passengers the Ancnoria has 21 first cabin and 170 second cabin voyagers. There was no sickness aboard. The Anchor Line will have to get a special permit from the Treasury Department to land her passengers and discharge her cargo.

The Hamburg-American steamship Russia, which arrived to-day, is the first vessel of the line which has sailed from Hamburg for more than a month. She carried only cabin passengers. Her luggage and cargo will be disinfected and she will be allowed to come up to her pier. All her passengers are well.

DELAYED BY HOMESTEAD SERVICE.

The General Inspector of Rifle Practice Extends the Season Two Weeks.

HARRISBURG, Oct. 30.—Colonel Herman Osthaus, General Inspector of Rifle Practice, National Guard of Pennsylvania, has sent out the following special order:

"Owing to the loss of time for rifle practice, occasioned by the Homestead service, it is found advisable to continue the season two weeks longer to November 14. Qualification scores made within that time will therefore be received. Company commanders will make report or qualified men forthwith upon the close of the season, and Regimental Inspectors of Rifle Practice will report not later than November 17. Reports not received by the General Inspector of Rifle Practice by November 21 will not be included in the regimental ratings and will be too late for publication."

CHEAP FOOD AND FUEL.

[SPECIAL TELEGRAM TO THE DISPATCH.]

NEW YORK, Oct. 30.—Under the caption of "Coal and Wheat," Matthew Marshall writes as follows for to-morrow's *Sun:*

The latest mystery connected with the affairs of the New York and New England Railroad Company was partially dispelled last week by the election of the President of the Reading Railroad Company to the Presidency of the Boston and Maine Railroad Company, coupled with the announcement that these two corporations have indirectly acquired control of the New York and New England. The outcome of the arrangement is asserted to be another gigantic combination of capital, the result of which will be the control of the anthracite coal business of the interior of New England. Precisely how the New York and New England Company is to be benefited by it is not yet apparent, and if the price of the company's stock is a criterion of public opinion, the benefit is not now supposed to be so great as some persons evidently at one time expected it to be.

The remuneration for carrying coal, like that for the carriage of other articles, is limited by competition. All along the coast of New England, and for a distance of 60 miles or so inland, the price of water transportation for the mineral controls that of the railroads, and no railroad combination can successfully contend against the propellers and schooners now engaged in the business. Northern New England is occupied by the railroads affiliated with the Delaware and Hudson Canal Company, and is furnished with coal by the way of Troy.

A Limited Field to Furnish.

This leaves as a field for coal supply for the New York and New England Railroad and its connections only the intermediate zone lying between that on the coast and that on the north and extending as far as, say, to within 60 miles of Boston and Providence. That hitherto the coal transportation within the territory has not been profitable to the New York and New England road is not disputed, and an improvement in it is expected to come entirely by the Poughkeepsie bridge and from the special favors to be granted by the Reading Company.

Whatever increase of earnings from coal carriage the New York and New England road derives by virtue of its new connection with the Reading must, it is plain, be the result either of an increase of the quantity carried or of an increased share of profit allowed it out of the total rates from the mines. An increase of total rates is not possible, because that would narrow the field of operations by encouraging the encroachment of competing carriers. An increase of the quantity transported cannot be expected immediately, but will require time for its development. Unless, therefore, the managers of the Reading Company unanimously allow the New York and New England a larger percentage of the freight on coal from its mines than it has hitherto had, it gains nothing at present by the change in its ownership. The probability of such action by the Reading everyone must judge for himself.

One Way That Might Be Left.

There remains, to be sure, the possibility of an advanced price of coal which will yield a sufficient profit upon it to justify the Reading Company in allotting a larger sum to freight than it has done heretofore, and out of the larger allotment to apportion to the New York and New England Company a share which will enable it to pay small dividends on its stock. This, while it would diminish the net earnings of the Reading Company directly, would return to it something upon the New York and New England stock held by it or in its behalf.

The ultimate failure of any attempt to raise artificially the price of a commodity of general use above its natural level is conspicuously shown by the recent course of the price of wheat. A year ago it was discovered that the wheat harvests of Europe had been unusually bad, while ours had been unusually good. At once the growers of wheat became infatuated with the idea that by holding it back from the market they could command any price for it almost that they chose to exact—and they did, in fact, raise the price considerably. But this very rise, beside inviting competition from other wheat-growing countries, reduced the consumption of the cereal and now, although Great Britain has had another harvest quite as bad as that of last year, she has more wheat offered to her than she wants, and our railroads and our elevators are crammed with the surplus of last year's crop, as well as of this year's, waiting for buyers at the lowest price ever known.

Effect on the Price of Silver.

This depressed condition of the market for wheat, which is completely explained by its excessive supply, will perhaps renew talk which was common two or three years ago about the influence of the fall of silver in stimulating exports of grain from India, and thus by competition reducing the price of that exported from this country. That the fall in the gold value of the rupee had something to do with the matter at first is indisputable. The Indian wheat grower who sold his wheat in the London market when silver first fell, got more rupees for the pound sterling than he would have got with silver at its old value, and thus, seemingly, was better rewarded for his labor. But this, in the nature of the case, could not last long. The prices of other commodities have gradually adjusted themselves to the new value of the rupee, and now the net proceeds of wheat from India are no greater in purchasing power than they were at the old rate.

Other causes, too, have stimulated the export of wheat from India to Great Britain and make it a competitor with ours in the British market. One of these was the opening of the Suez Canal, which made the voyage around the Cape of Good Hope unnecessary and thus avoided the long exposure of Indian wheat to the tropical heat, which experience showed spoiled it for use. Another was the repeal of an export duty which, until 1873, was laid upon it in India. Another, and the most important, was the perfection of the Indian railway system, which now furnishes an easy and cheap means of transportation between the vast wheat fields of the northern portion of the country and its seaports.

Similar Suffering From Competition.

India suffers from our competition as much as we suffer from hers. While her railway system has been bringing into communication with the markets of the world vast areas of wheat-producing land, ours has been doing the same thing. The additional supply thus furnished has for the moment swamped prices, though a larger consumption may eventually restore them. The anthracite coal producers of Pennsylvania have indeed no ground for fearing a catastrophe like that which has overtaken the growers of wheat.

No mines of anthracite exist nearer than Colorado, and both these and the anthracite mines in Wales are too far away to be formidable. If the producers can succeed in perfecting and maintaining the combination at which they aim and toward which the recent acquisition by the Reading Railroad Company of the New York and New England Railroad is said to be the latest step, they can maintain the price of anthracite at something like its present level. But anthracite coal is not the only fuel in the world. Bituminous and semi-bituminous coals exceed it in available amount and in cheapness of extraction from the earth, and while the mines which yield them are more distant from this part of the country than those of anthracite and their heat-producing value is less they can easily be substituted for anthracite whenever the difference of price justifies it. The public is therefore not so completely at the mercy of the threatened anthracite coal combine as seems to be supposed.

As to wheat, while we must expect some reaction from the present low market, the area of land capable of producing it in this country alone, to say nothing of the rest of the world, is too vast for any combination to control its price. It is true that the Western farmers indulge in the delusion that the proposed anti-option law will enable them to sell wheat at a higher price than they have been doing, but that law has not yet been enacted, and if it should be it would fail of its intended purpose.

Our coal supply and our wheat supply are both alike safe against monopoly, and as our immense cotton crop guarantees us an abundance of cheap clothing so are we sure of plenty of cheap food and of cheap fuel.

Stolen, Strayed or Lost.

Ohio State Journal.]

A suitable reward will be paid for any information leading to the political whereabouts of Senator Brice.

TEARS, IDLE TEARS.

"Tears, idle tears," of which the poet sings,
Come from the heart's deep fountain unawares,
Fed by the soul's imperishable springs—
"Tears, idle tears!"

Through them the sympathizing spirit hears
Soft threnodies of unforgotten things,
And tender requiems for the vanished years.

They are not dumb as harps with shattered strings,
Nor voiceless as the world's unuttered prayers,
But fall like dew on memory's deathless wings—
"Tears, idle tears!"

—*William H. Hayne in Harper's Bazar.*

OUR MAIL POUCH.

How to Check Infection From Abroad.

To the Editor of The Dispatch:

Surgeon General Walter Wyman, in a recent letter concerning the views and purpose of the Government with reference to immigration and the dangers of cholera, writes as follows:

"So far as the contemplated immigration in the spring is concerned, I can only say that it is the present determination of the Government to maintain the suspension of immigration which has been accomplished by means of the circular of September 1st. Doubtless there will be legislation early in the next session of Congress giving direct and absolute power to stop all immigration when the public health demands it without the necessity of recourse to the quarantine laws of the several States. The steamship companies have been repeatedly warned that any attempt to evade the present restrictions on immigration will be met with marked severity on the part of the Government."

"I will add that in my opinion there is quite as much need of extreme care at the present time, and during the next year, as there has been during the last four months, and this bureau will relax none of its vigilance."

This is certainly satisfactory, and evinces a determination on the part of the Government not to continue to be victims of the carelessness and cupidity of trans-Atlantic transportation companies.

I would suggest, however, that the only avenue to the sensibilities of corporations is through the pocket nerve, and if the Government will adopt the rule that all ships once infected may not again load for any ports within the United States for six months or a year after, the dangers from cholera will be greatly abated.

The German ocean transportation companies during last summer illustrated their utter disregard of the consequence of importing infected immigrants into this country and of their duties as carriers. Under the rule suggested above, their acts would undoubtedly have been in marked contrast with those of last summer. H. E. COLLINS.

PITTSBURG, Oct. 29.

EUROPE ILL AT EASE.

**Other Powers Don't Like the Looks of Chancellor Caprivi