Baltimore American and Commercial Advertiser.

ESTABLISHED 1773—VOL. CLIII—NO. 25,186 BALTIMORE—FRIDAY, JULY 27, 1877. PRICE FOUR CENT

MARRIED.

GORDON—SALE.—On 23d of July, by Rev. P. N. Meade, at the Church of St. Michael and All Angels, RICHARD S. GORDON to Miss S. CATHERINE SALE, both of Essex county, Va. *

LINAWEAVER—COSTOLAY.—On July 3, by Rev. Father Meyer, Captain JOHN N. LINAWEAVER to M. C. COSTOLAY, both of this city. *

DIED.

CHASE.—On Tuesday afternoon, July 24, ANNIE CARRIE, aged 16 years and 4 months, the eldest daughter of Benjamin F. and Julia Chase. *

FINDLAY.—At Mount Holly Springs, Pa., on 25th July, HENRY D. A. FINDLAY, in the 26th year of his age, son of Elizabeth H. and the late Charles Findlay, Esq.

Notice will be given of the funeral. *

BUTZLER.—On Thursday, at 9:30 P. M., Mrs. CAROLINE HUTZLER, beloved wife of Moses Hutzler, in the 75th year of her age.

Due notice will be given of the funeral. *

HARPER.—Departed this life, on 25th July, 1877, WILLIAM HARPER, in the 75th year of his age. *

HANLY.—On 24 of July, 1877, ELLA VIRGINIA HANLY, aged 1 year and 10 months, the youngest daughter of Michael and Kate Hanly. *

MYERS.—Departed this life, on July 25, BERTHA MYERS, beloved wife of William Myers. *

McRAE.—Suddenly, on the morning of 25th July, HARRY, aged 2 years 8 months and 21 days, the only child of Charles and Ettie McRae. *

ROSSING.—On July 24th, DORRIE ELIZABETH, aged 1 year 9 months and 16 days, only and beloved daughter of Daniel and Dina Rossing. *

PAGE.—On 26th of July, GEORGE F., youngest son of G. S. and L. V. Page, aged 6 months. *

Wants.

WANTED—A PARTNER (active or silent) with $25,000 capital, by a party long and well established in WESTERN GRAIN and COMMISSION BUSINESS. Best references and full information will be furnished. Address, with name, appointing personal interview, GRAIN AND COMMISSION, American office. jy27-6t*¶

WANTED.—ONE HUNDRED AND FIFTY ABLE BODIED MEN for the First Maryland Battery. Ex-Soldiers preferred. Apply at Recruiting Office, Fifth Regiment Armory. R. SNOWDEN ANDREWS, Brigadier General Artillery. tf

WANTED.—ONE THOUSAND ABLE BODIED MEN for the Eighth Regiment Maryland Infantry. Ex-Soldiers preferred. Recruiting Office, Old City Hall, Holliday street. CHARLES E. PHELPS, Colonel Commanding. tf

WANTED.—ONE THOUSAND ABLE BODIED MEN to join the Seventh Maryland Infantry. Apply at the Fifth Regiment Armory. JAMES HOWARD, Colonel Commanding. tf

WANTED—SALESMEN.—Two in Baltimore, and three to travel in Maryland and Virginia. $85 a month, hotel and traveling expenses paid to acceptable men. All applicants answered if stamp is enclosed. QUEEN CITY GLASS AND LAMP WORKS, Cincinnati, Ohio. jy25-eo2t

WANTED.—A GOOD TENANT FOR STORE No. 931 W. BALTIMORE STREET. Apply to J. B. WILSON & SON, North Street Iron Foundry. jy21-6t*

WANTED.—A SITUATION BY A PRACTICAL MILLER—No objection to rent or lease on shares or money rent. Can produce unquestionable references. For further information, apply at the EMPLOYMENT OFFICE, 8 N. Frederick street.

WANTED.—BY A MAN AND WIFE A SITUATION, either together or separately. The Man is a good Gardener, and the Woman is able to work about the house or act as Chambermaid. They both speak French and German. Address MR. COIGNET, 86 South Charles street.

WANTED.—A highly-respectable LADY, who understands Housekeeping thoroughly, desires a SITUATION. No objection to children or the country. Address H. E., Box 256, Shippensburg, Cumberland county, Pennsylvania.

WANTED.—Employers in city or country desirous of employing Male or Female Help, in any capacity, can obtain such help by applying at the EMPLOYMENT OFFICE, 8 N. Frederick street.

WANTED.—WORK by a good PAPER-HANGER, willing to accept small pay. Address "NANKER," American Office.

WANTED.—A Young Man wishes a SITUATION where he can make himself useful. Is willing to act as Porter or drive a wagon. Address "NICK," American Office.

WANTED.—ALL KINDS OF MACHINERY, TOOLS Iron, Brass, Copper, Lead and other Metals; also Bags and Paper Stock. Machinery and Tools for sale at the old stand, Gay Street Bridge, C. A. SMITH'S.

WANTED.—A SITUATION by a respectable Colored Man as WAITER or some similar position. Can furnish unexceptionable references. Address "ROBERT," American Office.

WANTED.—A SITUATION BY A YOUNG MAN, 23 years of age. Is willing to do anything to make an honest living. Address "STEADY," American Office.

WANTED.—Farmers and others desirous of employing reliable Male or Female Help, for city or country, can obtain them at the Employment Office, 8 N. FREDERICK STREET.

WANTED—SALESMEN in every State to Wholesale to Merchants. Salary $90 per month and traveling expenses paid. Address GEM MANUFACTURING COMPANY, St. Louis, Mo.

WANTED.—By a good, reliable old Colored Woman, a position as NURSE with some family who contemplate visiting the Springs. Best of references given. Address STEADY, American Office.

WANTED.—EVERY PERSON CAN HAVE THEIR HAIR CUT to suit their features by PROF. WM. ZEANTY, from Paris. They can also hire Wigs at the same place, 170 N. Eutaw street. First Floor renovated.

Jewelry.

Watches, Diamonds JEWELRY.

CANFIELD, BRO. & Co. 229 W. Baltimore Street.

SOLID SILVER AND SILVER PLATED WARE. Tea Sets, Waiters, Castors, Baskets, Vegetable Dishes, Ice-Water Sets, Communion Sets, Knives, Forks, Spoons, &c., &c. CANFIELD, BRO. & CO., Corner Baltimore and Charles Streets.

ENGLISH, FRENCH AND GERMAN POTTERY. Wedgewood, Worcester, Doulton, Gien, Faience, Dresden and other Wares. CANFIELD, BRO. & CO., Corner Baltimore and Charles Streets

POLISHED BRASS MIRRORS, SCONCES, CANDLESTICKS, &c. New Patterns. CANFIELD, BRO. & CO., 229 W. Baltimore Street.

FINE ENGLISH COMBS, BRUSHES, SOAPS, GERMAN COLOGNE. LE COULTRE RAZORS, RAZOR STROPS, DRESSING CASES, &C. CANFIELD, BRO. & CO., Corner Baltimore and Charles Streets.

Silver Ware, BEAUTIFUL STYLES AND RICHLY CHASED. WATCHES Of the Most Approved Make and Guaranteed. DIAMONDS, PEARLS, CAMEOS and other JEWELRY of every description. SILVER PLATED WARE—Elegant Design. REAL BRONZES, OPERA GLASSES, CUTLERY. At GREATLY REDUCED PRICES. A. E. WARNER, No. 135 WEST BALTIMORE STREET.

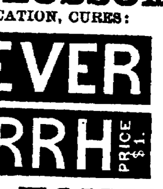
Odorless Excavating Companies

The Odorless Excavating Apparatus Company.

Vaults, Sinks, Cesspools, &c., emptied in the daytime without offense. Improved Apparatus for digging out such Vaults as require it. Special rates to large property owners and agents. Office—No. 44 N. HOLLIDAY ST.

Hickory Nut Cream.

A Pure Extract from The Hickory Nut, PREVENTS The HAIR from FALLING OFF, And also Produces a NEW GROWTH OF HAIR. Price 50 cts.



CLOVER BLOSSOM AN EXTERNAL APPLICATION, CURES: HAY FEVER CATARRH PRICE $1.

CLOVER TONIC. Purely Vegetable, Cures: Dyspepsia, Torpid Liver and Nervousness. PRICE $1.

It contains neither Whiskey, Morphine nor Kindred Drugs. These Articles which are now, for the first time offered to the public, have been tested for many years hence I am prepared to warrant they will do all I claim for them. See Circulars, with Certificates from well-known citizens of Baltimore.

FOR SALE BY DRUGGISTS. SAM'L T. WALCOTT, Proprietor, 55 N. LIBERTY STREET, BALTO.

C.Y. DAVIDSON & CO. No. 5 N. Liberty Street, Are prepared to furnish all Plumbing Materials MARBLE SLABS, BASINS and COCKS, WALNUT STANDS FOR BASINS AND COCKS, HYDRANTS, HOSE, HOSE PIPES, SINKS, CLOSETS, &c. IRON AND LEAD PLUMBING Done in the most satisfactory manner. Special attention given to all Jobbing Orders. C. Y. DAVIDSON & CO. No. 5 North Liberty Street.

Special Notices.

ORDERS, NO. 2. ALL OFFICERS CONNECTED WITH THE SEVENTH REGIMENT, M. N. G., are hereby ORDERED TO REPORT to their command THIS MORNING FOR DUTY, and with promptitude, AT CAMP, near Mount Hope Asylum. By order JAMES HOWARD, Colonel. J. McH. HOWARD, Adjutant. 1t

MAYOR'S OFFICE, CITY HALL, BALTIMORE, July 24th, 1877. The Governor of Maryland having authorized an increase of the Militia forces, for the purpose of maintaining law and order in the State and city, it is important that every encouragement should be offered for the enrolment of young men of good habits and character.

It is, therefore, urged upon all employers to facilitate, as far as practicable, the enlistment of such of their employees as are willing to join the military organization, by granting them a temporary leave of absence without the permanent loss of their situations. The absolute necessity of an immediate restoration of confidence, and the resumption of the usual business operations of this great city, cannot fail to be recognized by all classes in the community. For this reason every assistance should be given to the State authorities in the measures now being taken to insure this most desirable result. jy25-3t¶ FERDINAND C. LATROBE, Mayor.

ADJUTANT GENERAL'S OFFICE, CITY HALL, BALTIMORE, July 23, 1877. CHARLES E. PHELPS: General—You are hereby authorized and directed to ORGANIZE AND RECRUIT A REGIMENT OF INFANTRY, to be known as the "Eighth Regiment Infantry, M. N. G."

The men will be mustered in for thirty days, or as long as their services may be required, and will receive the same pay and emoluments as those of equal rank in the United States Army.

By order of the Governor and Commander-in-Chief, FRANK A. BOND, Adjutant General.

In pursuance of the above order, RECRUITS for the EIGHTH REGIMENT INFANTRY, Maryland National Guard, will be received forthwith at the OLD CITY HALL, Holliday street, near Lexington street. None but veterans who have served in either army will be commissioned officers.

Turn out, men, in obedience to the call of both General and State Governments. By order, CHARLES E. PHELPS, Colonel Commanding. GEORGE W. SHERWOOD, Acting Adjutant.¶ jy24-tf¶

House Furnishing Goods.

ICELAND REFRIGERATORS. THE BEST Practical Refrigerator Yet Made. WALNUT AND OAK Buffet Refrigerators SPLENDIDLY MADE. Handsome Dining-Room Ornament, fitted up with Porcelain Water Tank for Drinking Water. PLATED ICE PITCHERS, Reed & Barton's China and Seamless Lined. WATER FILTERS. KNOX FLUTING MACHINES Clothes Wringers, ETC., ETC. Our Stock of USEFUL HOUSEHOLD ARTICLES was never more complete. PRICES VERY LOW. SAM'L CHILD & CO. No. 20 N. Charles Street.

Paper Hangings, &c.

WINDOW SHADES. HOWELL & BROTHERS have all the New Colors of SCOTCH HOLLANDS and Shade Cloth now in stock, and are prepared to put up Window Shades at short notice, at VERY LOW PRICES. Use the imported goods; they last double the length of the domestic manufacture.

WALL PAPERS. Our stock of PAPER HANGINGS is complete, comprising all styles and grades, ranging in prices from the lowest to the highest. Persons wishing handsome work done will find a large variety of EASTLAKE & MORRIS styles, with dados, at our Store, 260 Baltimore St., opp. Hanover.

B. M. DENNIS, (Late Superintendent for Howell Bros. —DEALER IN— Paper Hangings, Window Shades, &c. No. 130 N. Eutaw St., near Franklin. ORDERS PROMPTLY ATTENDED TO.

Decorators and Painters.

COLLAMORE & YOUNG, 78 Centre Street | Under the St. James. DECORATORS, Fresco and House PAINTERS. Agents, Importers and Manufacturers of STAINED GLASS. Also, Agents for the N. Y. and Boston Sand Blast Co. ORNAMENTAL GLASS, for Vestibule Doors. ADVERTISING SIGNS, &c. Estimates promptly made. ¶D&W

FRESCO, Sign, House & Decorative PAINTING. Fine Work, Original Design and Unsurpassed Finish. Estimates and Designs Furnished for Churches, Halls, Public Buildings and Private Mansions. EMMART & QUARTLEY, No. 82 Park Street. REFER TO THE PUBLIC.

Butter and Cheese.

BUTTER. Invoices of Fresh New York State & Western BUTTER, ARRIVING DAILY. KENNARD & OUDESLUYS 83 Exchange Place.

(Established 1832.) OILS, OILS, OILS, Tanners', Railway, Machinery, Burning, and all other kinds of OILS, for sale, wholesale by W. C. ROBINSON & SON, 81 SOUTH STREET, Opposite Corn Exchange.

Hartford, Conn., July 25, 1877. WALTER S. WILKINSON, General Agent Connecticut Mutual Life Ins. Co., Baltimore: Dear Sir—Members of this Company who are called upon by the authorities to protect property in the present emergency can act in the line of their duty without prejudice to or forfeiture of their policies. * JOHN M. TAYLOR, Assistant Secretary.

Notice!—Coke for Steam Purposes. OFFICE OF THE GAS LIGHT COMPANY OF BALTIMORE, July 26th, 1877. Important to Manufacturers, Agents of Steamboat Lines and others who use Coal for Steam purposes. In view of the present scarcity of Coal, and the uncertainty of a future supply, we are induced to call the attention of Manufacturers and others to our large stock of excellent COKE, which we offer on reasonable terms, as a valuable substitute for Coal for all steam purposes. Special terms to large consumers. ‡ JAMES B. SMALLWOOD, Secretary.

"A Good-for-Nothing Creature."

A Story by Hans Christian Andersen, hitherto unpublished in England or America, has been translated for THE WEEKLY AMERICAN by a Baltimore lady, and will appear in the issue of the present week.

Hans Andersen has now been dead for several years, and this pathetic story may be the last "new" story we shall ever have from him.

THE WEEKLY also contains Jennie June's interesting letters from abroad, as well as other miscellaneous matter of a fresh and entertaining kind, together with a comprehensive "Summary of the News" of the week.

THE WEEKLY AMERICAN has not only the largest circulation outside of the city of any paper published in Baltimore, but is fast becoming popular as a Weekly that can be read with profit in our homes on Sunday. Its miscellaneous selections, such as tales, incidents, poetry and humorous items, are always of the choicest kind, and with the events of the week fully described, make it the most attractive Weekly published in Baltimore, not only for the purpose of sending to an absent friend, or for persons residing in the country, but also for home reading.

Price $1.50 per year, sent to any part of the United States, free of postage. Single copies 3 cents.

Coal and Kindling Wood. BENNETT BROS., Dealers in best quality Hard, Sunbury and Lyken's Valley Coal; also, Georges' Creek Lump, Splint and Cannel Coal, at LOWEST MARKET RATES. Principal Office—156 N. Howard street, opposite Academy of Music. Office and Yards—Cathedral street, near John. ‡

Great Reduction Retail Price Coal, by BALTIMORE COAL COMPANY. DIGGS BROTHERS. 2 South Street..........American Building. BEST COAL, all varieties, in prime order. ‡

Coal.......... May 1, 1877. ....Coal. Great Reduction in Retail prices. Families, Public Institutions and consumers generally supplied with all the best varieties of Coal in market, delivered in prime order. GEORGE STEARNS & SON., No. 22 S. Calvert street.

Thirty Dollars Will buy the new improved, world-renowned HOWE SEWING MACHINE. It has no equal for beauty of stitch, simplicity and durability. THE HOWE MACHINE COMPANY, 42 North Charles street. ‡

Office of the Gas Light Company OF BALTIMORE, 19 South Street. COKE..........CHEAP FUEL..........COKE. We have on hand a superior quality of COKE, which we offer to the public as a desirable fuel for domestic and other purposes—easily kindled and free from impurities. Orders received at this office, or at the Works, foot of Leadenhall street. Price $3.50 per load, delivered in any part of the city. JAMES B. SMALLWOOD, Secretary.

Office of the Gas Light Co., of Balto., BALTIMORE, May 26, 1877. Numerous inquiries being made relative to the future price of Gas, in view of anticipated competition, we hereby give notice that we shall continue the manufacture of Gas, and propose to be fully prepared to furnish it at a price, and of a quality, so satisfactory to our customers as to defy all competition. By order of the Board, JAMES B. SMALLWOOD, Secretary.

The St. John. A new Machine. Runs either way. Very light. Well, you had better call and see for yourself. New White, the Davis, in fact all the New Machines, as well as all the Standard Machines. Also, Second-Hand Machines at any price and on any terms. Renting and repairing a specialty. J. F. McKENNEY, 136 WEST FAYETTE STREET.

The New Era in Sheet Music. OVER 2,000 of the most popular Songs, Ballads and Piano Pieces of the day, regular sheet music size, with ornamented title page, only TEN CENTS a copy. CRESCENT DOLLAR STORE, 220 W. Baltimore street, near Charles.

$500 Reward. READ'S VICHY, Chemically pure..........5 cts. READ'S KISSINGEN, on draught..........5 cts. READ'S CREAM SODA, ice cold..........5 cts. READ'S DUCHESS COLOGNE..........$1.50 a pint. READ'S BLACKBERRY SYRUP, for Diarrhoea. W. H. READ, 179 W. Baltimore St., under Carrollton.

D. McPherson's over 207 West Baltimore. MAKING AND TRIMMING Pants $2.40. Coats from $6 to $15. Goods at cost. Fit guaranteed in all cases.

Graham Bread. H. ARTHUR, 53 North Eutaw and 29 Camden street, would call special attention to his superior Dyspepsia Bread, made of Flour ground to order.

Bethesda Mineral Water, From the celebrated Spring at Waukesha, Wis. Wonderfully efficacious in Diabetis, Bright's Disease, and all diseases of the Kidneys and Liver. For sale in barrels, half barrels and per gallon by COLEMAN & ROGERS, Sole agents for the State of Maryland, 173 West Baltimore street.

A Sure and Unfailing Remedy that will cure Dyspepsia, Nervousness, Bilious Attacks, Sick and Nervous Headache, Constipation of the Bowels, and all diseases of the Liver, may be found in J. M. Laroque's Antibilious Bitters. Price 25 cents and $1.00. W. E. THORNTON, Baltimore and Harrison streets.

Dr. J. Liverpool, THE GREAT INDIAN HERB DOCTOR, 132 North Eutaw Street, Treats all Chronic Diseases with Roots, Herbs and Barks. Consultation free.

WESTERN MARYLAND R. R. FREIGHT FOR CUMBERLAND and points on Chesapeake and Ohio Canal; also Chambersburg and points on Cumberland Valley Railroad, received at and forwarded daily from Hillen Station. jy27-2t D. H. KNIPPLE, Freight Agent.

Baltimore & Ohio Railroad. SPECIAL NOTICE. Baltimore, July 23d, 1877. UNTIL FURTHER NOTICE TRAINS WILL LEAVE CAMDEN STATION AS FOLLOWS: 4.30, 6.15, 6.45, 6.50, 7.25, 8.00, 10.30 A. M., 12.15, 1.30, 4.00, 4.20, 5.00, 5.20, 8.15 P. M. 6.15 A. M. Train stops at Relay and Laurel; 6.45 A. M. at Relay; 8.15 P. M. local and to Washington only. All other Trains stop at Way Stations. Trains will LEAVE WASHINGTON also, as follows: 4.50, 6.50, 7.50, 7.55, 8.10, 8.30, 10.00 A. M., 12.10, 1.30, 4.30, 4.35, 5.30, 7.30, 10.00 P. M. 8.30 A. M. and 1.30 P. M. Trains stop at Relay: 10.00 P. M. Train at Bladensburg, Laurel and Relay. All other Trains stop at Way Stations. Trains other than those given above, published in the regular schedules, are temporarily abandoned. THOS. R. SHARP, Master of Transportation.

Do You Draw or Paint? If so, call and get supplied with your SKETCH BOOKS PENCILS, RUBBERS, BOXES OF PENCILS, CRAYONS, MODELS FOR DRAWING AND PAINTING, Brushes, Boxes of Water Colors, Boxes of Oil Colors, Tubes, Easels, Drawing Instruments, etc., at WM. MINIFIE & SONS' Artists' Supply Store, 5 N. Charles St.

SHERWOOD & CO. Good Work. MERCANTILE PRINTING. PRINTERS Low Prices. INSURANCE PRINTING. NORTHWEST CORNER Baltimore and Gay Sts. OFFICE, 4 N. GAY ST.

Sportman's Summer Requisites. SELECT FISHING TACKLE. Seydel Pocket Hammocks. Waterproof Fishing Suits, BOGARDUS' GLASS BALL TRAPS. TRIMBLE & KLEIBACKER. No. 200 W. Baltimore Street.

WM. E. WOOD & CO. 296 W. BALTIMORE and 1 N. LIBERTY ST. MANUFACTURERS OF GOLD'S STEAM HEATER, Gold Medal FURNACES PARIS AND CENTENNIAL RANGES. Parlor Sun Fire-Place Heater. Cook and Heat Stoves. Gas Fixtures, Iron Awning Frames, Plumbing, &c.

The Coat for the Million. Genuine Nuns' Cloth Sacks - - - $7.00 Imitation " " " - - - $5.50 NOAH WALKER & CO. 165 & 167 W. BALTIMORE STREET { Opposite Adams Express Co.

Baltimore American.

FRIDAY, JULY 27, 1877.

THE GREAT STRIKE.

The situation this morning remains substantially as reported yesterday morning, except that the New York Central and Erie roads have both resumed operations and are running freight and passenger trains without hindrance. A few turbulent fellows are still making trouble in the vicinity of Albany, but such of them as do not get out of the way will soon be in jail. Advices from the coal regions of Pennsylvania yesterday morning were highly encouraging. The trainmen on the Lehigh and Susquehanna Division of the Reading road refused to strike, and the miners were disposed to be quiet. At nine o'clock last night, however, the trainmen on the Lehigh Valley Road struck, thus blocking up one of the main thoroughfares for the transportation of coal.

Simultaneous with the announcement of the strike on the Lehigh Valley road comes a despatch conveying the pleasing intelligence that the strike on the Delaware and Lackawanna road has ended, so that there is still communication between New York and the Pennsylvania coal regions. There is a strike of miners at Scranton that threatens to be most serious. The pumps of some of the mines have been stopped, and it will require months to repair the damage which a single night of "flooding" will inflict. The miners demand an advance of twenty-five per cent. in their wages. It is not likely that the companies will accede to this, although some sort of a compromise may be effected.

Gov. Hartranft assumed command of the Pennsylvania troops in person yesterday morning, and issued an order which will be likely to prevent any further assaults upon the forces sent to preserve the peace. Soldiers must not fire until commanded by their superior officers, but after the firing begins it must be continued until the mob disappears. Gov. Hartranft left Philadelphia at 2 P. M. yesterday with some five hundred State troops and five companies of regulars, and proceeded westward on the Pennsylvania road. The train passed through Harrisburg, but its objective point is not known. Gov. Hartranft is a soldier who keeps his own counsel, but he has never been known to flinch from the performance of a duty, no matter how perilous or distasteful. This expedition, if it does not end the strike, will certainly end all riotous proceedings on the Pennsylvania road.

In the West the strikers are still defiant, and mobs continue to disturb the peace of Chicago and St. Louis. The Agent of the Associated Press at the first named city distinguished himself by reporting a battle in the morning, which dwindled down to an insignificant skirmish before night. He seemed to be utterly unable to get the news, or to transmit the rumors that he gathered up in an intelligible form. A battle was reported at night, but, like the skirmish in the morning, it assumed small proportions in the end. One account puts the number killed at four, while another foots up thirteen.

At St. Louis a great show of preparing for defence was kept up, and every hour the telegraph informed us of the enrolment of citizens as soldiers and the march of armed men, but notwithstanding this the mob had undisputed control all day, and dividing up into squads of thirty or more went from one manufacturing establishment to the other and compelled the men to quit work. Indianapolis seems to be quite content with the condition of affairs, and her citizens, not having much to do since all the railroad trains have stopped running, spent the afternoon in looking at a match game of base ball, while "strikers" sworn in as special policemen guarded the city.

THE NEWS.

One of the results of the defeat of the Russians at Plevna is said to be the removal of their headquarters from Tirnova to Biela, and another the stoppage of the advance through the Balkans. Though with regard to the latter a Bucharest correspondent asserts that they still continue to push towards Adrianople. The statement comes from several sources that Gortschakoff has announced that in arranging the preliminaries of peace Russia will not treat directly with the Porte, but will submit the questions which await solution to the Great Powers. Ninety thousand men are reported to be en route to reinforce the Russian army of the Caucasus. An Erzeroum despatch tells of a movement along the whole line of the Russian centre in Armenia, indicating a serious engagement at an early date.

The Southern Postal Convention held its concluding session at Old Point yesterday. Mr. Hubbard further addressed the body, giving a caution to guard against troubles which might arise out of the interests of conflicting roads, advising that they should first secure an appropriation from Congress and then leave it to the Postmaster General to select the best route. The Committee on Business reported a series of resolutions, followed by a memorial to Congress, asking for a more extended, complete and effectual mail service throughout the "immense area covered by the Southern States;" also, for the establishment on some substantial basis of mail contracts by steam lines between Southern seaports and ports of South and Central America and the West Indies. Both the resolutions and the memorial were unanimously agreed to by the Convention after a very brief discussion. The remainder of the session was devoted mainly to routine business, a full account of which is given in another column.

The Collector of Internal Revenue at Wheeling has written to the office in Washington city that he could not send his money for deposit to Cincinnati, either by express or otherwise, and inquired what should be done under the circumstances. The Commissioner told him in reply that if the difficulty still exists to take care of the funds until he can deposit them regularly. The receipts from internal revenue yesterday were one hundred and twenty thousand dollars less than on Thursday of last week.

Bullion in the Bank of England has decreased six hundred thousand pounds during the past week. The proportion of bank reserve to liability, which last week was 46 5.16 per cent., was yesterday 47. Specie in the Bank of France decreased one million seven hundred thousand francs the last week. A Berlin telegram says that the weekly statement of the Imperial Bank of Germany shows a decrease of six million marks. In London yesterday the price of silver at the close was 54¼d. per ounce.

Later accounts from the Black Hills country give additional details of fresh murders and outrages at different points by the Indians, many ranches having been entirely devastated. Last night a telegram was received by the Secretary of War from Governor Pennington asking urgently for troops, arms and ammunition for the protection of settlers. He says that the agency Indians are destroying property everywhere, and that twenty ranchmen have been murdered.

The Gold premium was lower yesterday, ruling at 105⅛@105⅜, against 105⅜@106 on Wednesday. Government bonds were lower, in sympathy with the lower Gold rate. The New York Stock market was decidedly firmer, having recovered from the panic resulting from the railroad strike, and the whole list advanced considerably. At the Baltimore Stock Board Baltimore and Ohio shares opened at 88¼, and closed with sales at 89½.

A telegram from Havana pronounces untrue the reports lately published in the United States of the Trocha having been forced by a body of insurgents and the Government troops defeated with a loss of from "six to nine hundred killed." Neither the locality nor the date of any such engagement, it appears, can be found.

The arrest of General Escobedo and his suite at Ringgold Barracks has been followed by the voluntary surrender of Gen. Pecho Valdez and his officers to the commander of the Mexican troops at Predias Negros. This, it is said, finishes the Lerdo movement as far as Texas is concerned.

The United States Treasury yesterday made shipments of about one and a half millions of dollars of currency over lines of railroad which are considered thoroughly safe. These are stated to be the first shipments made by the Department since Saturday morning last.

By the request of President Hayes, the Secretary of the Treasury will soon dispatch a revenue cutter from San Francisco to Sitka to take measures to protect public property and assist the Collector of Customs in enforcing the laws and regulations for the government of Alaska.

A Montreal telegram says that steps are being taken in that city by Roman Catholics to prosecute prominent Orangemen as members of an illegal association, "secret societies being prohibited by law in that province."

The *Fiji Times* of July 13th, according to a San Francisco despatch, says that news has been received that the American flag has been hoisted at Samoa, and allegiance formally tendered to the United States.

Despatches from Honolulu state that the crater of Kilauea is reported as active as ever.

Policeman (stopping a hack driver): "Look here now, don't you know there's an ordinance requiring every carriage to have a lantern at night?" Hack driver: "An' sure, sir, what nade have I of a lantern at all, at all? Can ye not see fur yerself, sir, that me horse is bloind?"

FOREIGN

NEWS FROM THE OLD WORLD

THE WAR IN THE EAST

THE ADVANCE ON ADRIANOPLE

A BATTLE IMPENDING IN ARMENIA

THE DISASTER AT PLEVNA

NAVAL ENGAGEMENTS ON THE DANUBE—ABOUT PEACE NEGOTIATIONS—THE RUSSIAN LANDWEHR CALLED OUT.

THE CAMPAIGN IN BULGARIA.

A STUDY OF THE SITUATION.

LONDON, July 26.—A special despatch from Bucharest to the *Times* has the following: "A careful study of the present military situation does not justify accusations of rashness so freely made against the Russian Generals. Bulgaria is not provided with a system of cross-roads permitting troops to move easily in all directions. When the Russians had protected their flanks by throwing out detachments towards Biela and Plevna, the road to Tirnova lay open before them, and from that time to the present the Russian columns have effectually guarded the few routes whereby the Turks could approach their lines of communication from Rustchuk, Rasgrad and Shumla on the left or Plevna on the right. Moreover, the Turkish forces are divided, while the Russians occupy a central position, whereon any of their three grand divisions can fall back if attacked."

NAVAL BATTLES ON THE DANUBE.

LONDON, July 26.—An official despatch from Biela announces that the Russian steamer Nicholas and two sloops armed with cannon and mitrailleuses engaged a Turkish monitor near Silistria. She was set on fire and considerably damaged, and several of her crew killed and wounded. The Russian vessels sustained insignificant damage, and no loss. Five Turkish steamers and two monitors going from Rustchuk to Silistria on the 23d inst. were attacked by the Slobosio batteries. Three of the steamers were burned and one sunk.

EFFECT OF THE DEFEAT AT PLEVNA.

The Manchester *Guardian's* Vienna correspondent states that in consequence of the defeat at Plevna the Russian headquarters have been removed to Biela. The Eighth Army Corps has stopped its advance through the Balkans and is fortifying itself in the Tundja valley.

The *Times'* Bucharest correspondent asserts that the Russians continue to push towards Adrianople.

THE INTEGRITY OF THE OTTOMAN EMPIRE.

PESTH, July 26.—The meeting held here to-day declared in favor of intervention for the maintenance of the integrity of the Ottoman Empire. The demonstration cannot be without great influence, and will be imitated in all towns of Hungary.

VARIOUS WAR NOTES.

A special despatch from Berlin to the *Pall Mall Gazette* says: "The Russian Government has called out the reserve of the landwehr."

The *Standard's* Pesth special says: "Prince Gortschakoff has notified the Powers that Russia will not treat directly with the Porte. The questions to be solved will be submitted to the Great Powers." The Paris *Figaro* has the same statement.

A despatch to Reuter's Telegram Company, dated Erzeroum, July 25, says: "A movement of the Russian centre along its whole line indicates a serious engagement shortly."

A Reuter telegram from Belgrade says: "The Minister of Finance has introduced a bill in the Skuptchina sanctioning a loan of two million ducats which has been concluded with foreign bankers."

The same telegram says: "The Turkish garrison have entirely evacuated Nisch and left for Sofia."

It is believed at Bucharest that Prince Charles and the bulk of the Romanian army will immediately cross to Nikopolis, whither the Fourth corps have already gone.

ATHENS, July 26.—A transport with 26,000 rifles and a large quantity of ammunition and torpedoes will arrive next week.

The *News'* Vienna despatch says: "Ninety thousand men are on the way to reinforce the Russian Caucasian army."

A despatch to the Manchester *Guardian* from Vienna says: "The eldest son of the Schamyl who was in the Russian army has joined the Abchasian insurgents."

The *Times'* Vienna despatch contains the following: "The Consuls at Salonica, Cavallo and Lagos telegraph that they fear massacres are impending, and call for the prompt despatch of help."

The *Times'* Bucharest correspondent states that the Russian commander, after requesting the Romanians to occupy Nikopolis so that the Russian garrison might be able to act against the Turks from Plevna, appears to have succeeded in concentrating.

GENERAL FOREIGN NEWS.

BRITISH MILITARY PREPARATIONS—THE OBSTRUCTIONISTS IN THE COMMONS—DEATH OF THE CONSERVATIVE UNION IN FRANCE—THE ELECTORAL CAMPAIGN—ARROGANCE OF THE IMPERIALISTS.

GREAT BRITAIN.

THE BRITISH PARLIAMENT.

LONDON, July 26.—In the House of Commons this afternoon the Marquis of Hartington said he thought if Sir Stafford Northcote to-morrow moved resolutions modifying the standing orders, it might be expedient to discharge the resolution suspending Parnell from services in the House until Friday, and upon which debate stands adjourned.

Sir Stafford Northcote accepted the suggestion, and the motion about Mr. Parnell was discharged.

ENGLAND'S WARLIKE MOVEMENTS.

PORTSMOUTH, ENG., July 26.—The troop ship Euphrates sailed to-day with 1,521 officers and men for Malta.

LONDON, July 26.—The Press Association states that orders have been received at Woolwich Arsenal for the field guns of the reserved class and some larger ordnance to be equipped for service.

FRANCE.

DISSOLUTION OF THE CONSERVATIVE UNION.

LONDON, July 26.—The *Daily News'* Paris despatch says: "The Conservative union is dead. Each party will fight for its own cause."

The *Gaulois* which has been the most aggressive and offensive of the refractory journals, says in speaking of President MacMahon "*Tout est rompu, M. le Marechal.*" The *Gaulois* prophesies that the result of the electoral campaign will be the success of the Republicans.

The Bonapartists demand the suppression of a legitimate pamphlet attacking Prince Louis Napoleon, the street sale of which had been authorized in the provinces.

PARIS, July 26.—The Municipal Commission recently appointed at Marseilles consists of ten Royalists and fourteen Bonapartist.

INDIAN AFFAIRS.

TROUBLE IN THE BLACK HILLS.

MURDERS AND OUTRAGES BY THE SAVAGES—ANXIETY ABOUT LIEUT. LEMLY'S COMMAND.

DEADWOOD, D. T., July 26.—James Ryan, a resident of Spearfish City, just arrived, states that Lieut Lemly, with his company of soldiers, augmented by a dozen civilians, left that point on Sunday morning last with two days' rations, and have not been heard from since. Lieutenant Reynolds, with twenty soldiers, had just arrived there from Hat Creek, and was getting ready to go out in search of them. Two large bodies of Indians were seen yesterday morning on the Red Water, about five miles from Spearfish. Kiplinger's Ranch, on Crow Creek, was attacked by Indians yesterday. There were seven men occupying it at the time, two of whom escaped and made their way to Spearfish. The others have not been heard of since. The Indians captured all the stock and burned the ranch and a quantity of hay.

Later.—Intense excitement prevails throughout the city. At short intervals since yesterday horsemen have been arriving from the different towns and hay fields in this vicinity, bringing details of fresh murders and outrages by the savages, who seem to have broken away from the agencies in large numbers, and are infesting the country in all directions. Up to this hour, 7 o'clock P. M., at least twenty murders have been reported. Some of the killed are well-known citizens of Deadwood, who went to the relief of Lieutenant Lemly's surveying party. Nearly every ranch along the Red Water and in Spearfish Valley has been devastated.

ORGANIZATION FOR HOME DEFENCE.

DEADWOOD, D. T., July 26.—A large mass meeting was held here this evening for the purpose of organizing for home defence against the Indians. The County Commissioners have issued a proclamation offering a reward of $250 for every Indian killed or captured within the limits of the county. A courier just arrived from Spearfish reports the return of Lieut. Lemley and his command to that place.

WASHINGTON, July 26.—The following telegram was received in this city to-night:

YANKTON, D. T., July 26.

Hon. George W. McCrary, Secretary of War:

The following telegram is just received:

DEADWOOD, July 25.—Agency Indians are murdering citizens and destroying property in all parts of the country. Twenty ranchmen are already dead. Seth Bullock, Sheriff of the Territory, has no arms or ammunition. Can a disposition of troops be made that will give the Black Hills settlers some protection?

JOHN C. PENNINGTON, Governor.

The despatch was duly referred to Lieutenant General Sheridan.

MEXICO.

END OF THE LERDO MOVEMENT.

GALVESTON, TEXAS, July 26.—A special despatch from San Antonio to the *News* says: General Naranjo, commander of the Mexican troops at Predias Negros, on being informed of the arrest of General Escobedo and his suite at Ringgold barracks, thanked General Ord for the same, and notified him that General Pedro Valdez, who was in Texas, and who, it was stated, was about to cross the river to try conclusions with Naranjo in favor of Lerdo, has come into Predias Negros with his officers and surrendered to the Diaz Government, and that he (Naranjo) had pardoned them. This is the end of the Lerdo party in Texas. General Escobedo and suite are under bonds, and Pedro Valdez has surrendered.

CUBA.

FALSE AND SENSATIONAL REPORTS OF RECENT BATTLES.

HAVANA, July 21.—The exciting Havana news published in the United States on the 14th instant, on the authority of a telegraph operator who had recently left here, had no foundation except in street rumors that find no confirmation since. It is not true that the Trocha has been forced by a large body of insurgents nor has any recent battle occurred between them and the Government troops, in which six hundred or nine hundred Spaniards were killed, as was asserted. Diligent search fails to discover anybody who can give the locality or date of any such engagements.

FIRE RECORD.

DESTRUCTIVE FIRE AT SYRACUSE.

SYRACUSE, N. Y., July 26.—Early this morning a fire broke out in the manufacturing establishment known as Cook's block, a brick structure 150 feet by 50 feet, with four stories and a basement, entirely destroying it. Christian Cook, the owner of the building and part of the machinery, loses $55,000. The aggregate loss is $65,000.

PAPER WAREHOUSE BURNED.

PHILADELPHIA, July 26.—J. & J. S. Barber's paper warehouse, 621 and 623 Commerce street, badly damaged by fire this morning. Loss $8,000; partially insured.

Latest Marine Intelligence.

LONDON, July 26.—Arrived at Queenstown July 25 barks Bartolomeo, Danovaro and Sansome, Baltimore. At Gottenburg July 21 bark City of Charlottetown, Baltimore.

SOUTHERN POSTAL SERVICE.

THE CONVENTION AT OLD POINT COMFORT. COMMERCE WITH SOUTH AMERICA AND THE WEST INDIES—STEAMBOAT AND STAR SERVICE—REPORT OF THE COMMITTEE ON BUSINESS—MEMORIAL TO CONGRESS.

FORT MONROE, VA., July 26.—The President called the convention to order at 11 o'clock. Mr. W. A. Courtenay, of Charleston, S. C., offered the following, which was referred to the Committee on Business:

Resolved, That, considering the magnitude of the commerce now existing and annually developing between the United States and the several States of South America and the West India Islands, more direct and more frequent mail service than that now existing is imperatively demanded by the general business interests of the whole country, and should be encouraged and endorsed by the Government of the United States.

Resolved, That in the opinion of this convention a desirable initiatory step in this direction would be the establishment of a first-class steamship service, at least tri-monthly, between some Southern Atlantic seaport and Havana, Cuba; a connection most available on account of the shortness of the sea time, and securing advantages in which the whole correspondence of the country would be benefited, and its business facilities directly assisted.

Resolved, That such a connection, well appointed for the rapid conveyance of the mails, and adapted to the requirements of passenger and freight transportation, should be aided by the Government with a liberal subsidy for a term of years.

Hon. H. W. Hillard, of Columbus, Ga., introduced the following resolution, which was adopted:

Resolved, That with the existing claims of the South upon the Government for increased mail facilities, the Chairman of each delegation composing this Convention be requested to furnish the Secretary with such tabular statements of statistics as will serve to show the business and resources of the several cities here represented, and that the Secretary be instructed to forward said tables to the Postal Commission, with as little delay as possible.

Mr. Kellar, of Memphis, introduced the following, which was referred to the Committee on Business:

Resolved, That a Committee of One from each State represented in this Convention be appointed by the Chair, whose duty shall be to collect such information as to new routes in their respective States which should be established, and to suggest such changes in the old routes as will give to the Southern States better and more complete mail intercourse in steamboat and star service.

Resolved, That each commissioner so appointed confer with the United States Postal Commission, that suggestions made and information as to necessities in their respective States may be brought before the Postmaster General for his consideration, and if deemed necessary said commission will visit Washington and in person urge upon Congress the relief needed.

MR. HUBBARD'S ADDRESS CONCLUDED.

Mr. Gardiner G. Hubbard finished his address. He said there should be no complaint in the Convention rising from the interests of conflicting railroads South. First secure united action in this Convention and an appropriation from Congress for fast mail service, and then let the Postmaster General select the shortest and best rail route South for transportation of the mails.

REPORT OF COMMITTEE ON BUSINESS.

Gen. Anderson, of Richmond, Chairman of the Committee on Business, submitted the following report:

"The sub-committee charged with the preparation of the report to the Convention beg leave to submit the accompanying resolution and draft of memorial which, in their best judgment, expresses the postal needs of the people represented by this Convention. W. L. Trenholm Tomlinson, H. C. W. Yulee, S. Barnes, John Gatling, Chas. E. Fenner."

Resolved, First. That the recent increased interest in the defects and wants of mail service in the South and the efforts of the President and his Cabinet and of members of the Postal Commission appointed by Congress to obtain full and accurate information in that regard, to the end that ample justice may be done, meets with our hearty, unqualified approval.

Second. That whilst postal service should not become too great a burthen upon the Government, and as far as practicable should be made self-sustaining, still, due regard to the interests of the whole people demands that economy do not become parsimony, and that such additional appropriation be made by Congress as will enable all to obtain benefit from the public money expended in mail service.

Resolved, That the value and importance of the trade between the United States and various States and colonies upon the Continent and its islands lying south of us, and also important countries reached across the Isthmus of Panama, and the advantages in speed, convenience and economy which would result to our postal communication with those countries, justify and require the immediate establishment of steam communication between the most convenient Southern ports of this country and the ports of Rio Janeiro, Havana and Aspinwall, respectively.

Second. That the co-operate authorities of various longitudinal railroads composing the lines of direct transportation between the Southern ports and commercial centres of the West and North, as well as representatives of other interests concerned in the trade and postal intercourse between the United States and the countries referred to, are respectfully urged to combine in a co-operative movement to establish forthwith an efficient steam service between such Southern ports as may be selected and the ports of Rio Janeiro, Havana and Aspinwall, respectively.

Third. That the Congress of the United States and the Postal Department are respectfully requested to afford aid and encouragement to the above designated enterprises by means of liberal mail contracts and such appropriate legislation as may be consistant with the constitutional powers and policy of the Government.

To the Honorable Senate and House of Representatives:

The memorial of the officers and members of the Convention assembled at Old Point Comfort, Va., on the 25th of July, 1877, respectfully shows:

First. That said Convention is composed of delegates representing cities and towns in the States of Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi and Louisiana, and that from the similarity of the circumstances and needs, it is believed that the Convention is also fairly representative of the postal condition and wants of the States of West Virginia, Kentucky, Missouri, Arkansas and Texas.

Second. That throughout the immense area covered by these States the postal service of the Government is less complete and effectual than it is in other parts of the Union, and quite inadequate to the needs of the people.

Third. That these needs are not only commercial, local and social in their character, but they also embrace those higher wants developed by the wants of quick communication with the great centres of modern thought, the want of more general and prompt newspaper circulation, and of closer participation in the discussion of topics of wide or of national interest.

Fourth. That it is in the power of the Government to supply these needs by bringing the postal service within the territory here represented up to the level of its efficiency elsewhere, and to this end we respectfully urge that the Postoffice Department be authorized and enabled to provide for greater speed in the transmission of our mails, greater promptness in their despatch and delivery, and more frequent and trustworthy communication with outlying points.

Fifth. That the following important measures be provided for: First. The establishment of limited mail service, passing through Washington and connecting the great cities of the Atlantic and Gulf States from Boston to New Orleans. Second. The establishment of other through or trunk lines of fast mail communication between such points in the East, North and Northwest on the one hand, and such points in the Southeast, South and Southwest on the other as will bring the benefit of such lines within reach of the most important centres of trade and influence. Third. The establishment of quick transportation and railroad postoffices, subsidiary to the above-described limited mail and trunk lines, and operated in close connection with them.

Fourth. The extension of railroad postoffices over mail routes within the area of the above named States.

Fifth. The extension and improvement of star service, of service by river and coasting steamboats, and of country mails generally throughout this area.

Sixth. The establishment on some substantial basis of mail contracts of steamship lines between Southern seaports and ports of South America, Central America and the West Indies.

Your memorialists respectfully ask that their deficiencies and needs, as above set forth, be carefully considered by your honorable bodies, and that such measures of relief and amendment here provided as may be found to be consistent with that impartiality which should characterize the administration of such a Government as ours.

General Anderson spoke in favor of the adoption of the report.

He was followed by Mr. Semple, of Alabama.

There was not much disposition on the part of members to discuss the report of the committee, and it was adopted with unanimity.

The following resolution was presented by Mr. Fort, of Chattanooga, and signed by C. E. Fenner, R. M. Sully, A. M. Allen, Wm. Cogan and P. F. Lawschee, of the Committee on Business:

Resolved, That the postal service should be managed and its officers and agents employed and discharged upon strictly business principles, regardless of any political or personal considerations, and that the greatest good to the greatest number should be its aim in all things.

This resolution was lost by a large majority, the Convention not wishing to entertain any motion foreign to its object. J. B. Sener, of Virginia, offered the following resolution, which was adopted:

Resolved, That this conference has heard with sincere pleasure the expressions of sympathy and good will contained in the communications of the Postmaster General, Superintendent of Railway Service, the Secretary of the New York Chamber of Commerce and Postmaster James—hereby tender to the officials named its cordial thanks therefor, and that our President and Secretary be directed to transmit a copy of this resolution to each of said officials.

R. C. Marshall, of Virginia, offered the following, which was adopted:

Resolved, That the Chambers of Commerce and other commercial bodies of the States here represented be requested to confer with the Representatives and Senators in Congress of these several States and urge upon them the warmest and most persistent support of the memorial as set forth by the Convention.

The Convention appointed President Bussy, General Anderson, of Virginia, W. C. Trenholm, of South Carolina, and John Ott, Secretary of committee, to present the resolutions and the memorial to Congress.

Thanks were presented to the Postal Commission for the aid granted to the Convention, and especially to Hon. Gardiner G. Hubbard, Chairman, for his able and instructive address. Thanks were also tendered to General Upton and to the railroad and steamboat companies for courtesies tendered, and the Convention adjourned. A number of delegates accepted invitations from officers of the Bay Line steamers to visit Baltimore.

SPORTING RECORD.

THE TURF.

RACING AT SARATOGA.

SARATOGA, July 26.—The first race to-day was for a purse of $400, one mile. The starters were Chiquita, Virginius, Cardinal Wolsey, Higgins, Princess of Thule. The race was won by Virginius, Higgins second, Wolsey third; time 1:45. Chiquita was the favorite.

The second race was for the Saratoga cup, $1,000 added to a sweepstakes of $50, each play or pay, the second horse to receive $200 out of the stakes: two and a quarter miles, for all ages. The starters were Tom Ochiltree, Vera Cruz, Parole, Athlene. Ochiltree was the favorite. The race was won by Parole by a length. Ochiltree second and Athlene third. Time 4:04½.

The third race was a dash of three-quarters of a mile. The starters were Rhadamanthus, Bertram, Madge, Mechanic, Bramble, Grecian Maid, Bridget, Lucifer, Diamond and McDaniel's two-year old by Enquirer. Rhadamanthus had the lead at the start and won by four lengths, Mechanic second, Diamond third; time 1:16. Rhadamanthus was the favorite.

The last race was for a purse of $400, the winner to be sold at auction; one mile and a-quarter. The starters were Fugitive, Red Coat, Fair Play, George the IV., Baroness, Rappahannock, Ella Wotten, Auburn, Ambush and Maritime. Fugitive was the favorite. The race was won by George the IV., Ambush second, Rappahannock third; time 2:13½.

THE RACES AT MYSTIC PARK.

BOSTON, July 26.—To-day was the third of the Mystic Park races. For the 2:29 class, purse $400: Clara J., 3, 1, 1, 1; Queechy Maid, 1, 4, 3, 5; Sam Curtis, 4, 2, 4, 3. Cassius Prince, Nina Belle and George H. also started. Time, 2:30, 2:28½, 2:29½, 2:28.

For the 2:34 class, purse $400: Belle Oakley, 1, 5, 1, 1; Belle of Worcester, 3, 1, 2, 5; Pelham, 4, 3, 3, 2. Cora F., Tartar and Oshlega Belle also trotted. Time, 2:33½, 2:32½, 2:32½, 2:31½.

Vitalis, lately condemned to death at Aix, France, for murdering and cutting in pieces the Widow Boyer, was attached to the stone wall of his cell by a chain, and wore a straight jacket at last accounts. This was to be worn until the time of execution, which has now probably taken place.

THE RAILROAD STRIKE.

TRANQUILITY IN BALTIMORE

RUMORS OF A SETTLEMENT

RIOTERS APPEAR IN COURT

WELL KNOWN POLITICAL ROUGHS

NO BREAK IN THE FREIGHT BLOCKADE

THE NEW YORK CENTRAL AND ERIE

RUNNING TRAINS AS USUAL

MOB RULE IN THE WEST

AN EXCITING DAY AT CHICAGO

FIGHTING BETWEEN POLICE AND RIOTERS

ST. LOUIS STILL SUPINE

ABUNDANT ORGANIZATION

BUT LITTLE EFFECTIVE ACTION

PENNSYLVANIA PEACEFUL

GOVERNOR HARTRANFT IN COMMAND

AN ORDER THAT WILL BE ENFORCED

GIVE NOTICE FIRST—THEN SHOOT

SUNDRY REPORTS AND RUMORS

Yesterday was a day of peace in Baltimore. There were no incidents connected with the strike of any note. The line of the Baltimore and Ohio, above Martinsburg, was represented to be peaceful. Three men were fired upon and badly wounded, supposed by strikers, at Mt. Airy, 42 miles from Baltimore, on Wednesday night. This is the only case of bloodshed reported. General Abbott, with the battalion of engineers and a company of the Second Artillery from Washington, left at noon for Philadelphia. The Third Artillery, part of the Fourth, and a company of regular infantry comprise the United States forces still in Baltimore, under General Barry's command. Recruiting continues, but was not so brisk yesterday as on previous days. The freight blockade continues, with no indications of a break. There were rumors of negotiations yesterday between the Company and the strikers that were generally credited, but not verified by the Company. It was stated that a compromise was proposed similar to that agreed upon between the Northern Central road and its employes—the men to go to work on a promise of an equitable adjustment of wages after the trouble is settled, and the men to get as good wages as should be paid by any other trunk line road. There appears to be no doubt that some sort of settlement is contemplated, and the one proposed, it is said, is likely to meet with more favor than any other.

LOOKING TO A COMPROMISE.

STRIKING EMPLOYES WAIT ON GOV. CARROLL—A STATEMENT OF THEIR GRIEVANCES AND WHAT THEY WISH.

The railroad men lately in the employ of the Baltimore and Ohio Railroad Company, and generally known as the strikers, have at last determined on laying their grievances before the authorities of the State and city, and requested a hearing in their behalf. One of the most significant events in Baltimore yesterday was the presence at the Governor's headquarters, City Hall, of a number of delegations of train men lately in the employ of the Baltimore and Ohio Railroad, with a statement of facts and figures showing under what circumstances the employes would resume work on the road. Although the appearance of the delegations was rather irregular, it was one of the most important events that, perhaps, occurred in the city yesterday, and might, it is thought, pave the way for a compromise and settlement of the existing difficulties.

A delegation consisting of J. H. Elder, C. Sheckels, G. F. Houck and James Price waited on the Governor about noon. Mr. Elder, the spokesman of the delegation, stated to His Excellency that the men he represented knew and appreciated the fact that their existence was so interwoven with that of the railroad that their welfare depended on that of the latter. They had ceased work, because they thought that the wages which the Company had offered to pay them since July 15th were oppressive and not sufficient to support them and their families. They did not desire to demand in these times of general business depression high wages, which it would be unprofitable for the Company to pay. All that they asked was that fair salaries be paid them, the same, or about the same as before the strike, and that they would also be allowed such privileges as were granted them some time since. They did not approve of riotous conduct, and knowing that as railroad men their well being depended on the welfare of the road, they would, if necessary, do all that lay in their power to protect the Company's interests. As an evidence of the earnestness of what they said and their desire to resume work at fair rates of compensation, the spokesman presented the following resolutions, which he said were adopted at a meeting of train men a few days ago:

TERMS ON WHICH THEY WILL RESUME.

At a meeting of the engineers, firemen, brakemen and conductors the following resolutions were unanimously adopted:

Resolved, That there shall be two classes of engineers, at a daily remuneration of $3.50 per day for the first class and $3 per day for the second class.

Resolved, That conductors shall be paid no less than $2.50 per day, and firemen and brakemen no less than $2 per day.

Resolved, That there shall be men in readiness to take charge of engines on the arrival at their destination, and clean, fire and house the same.

Resolved, That a quarter day shall be allowed each and every man when called on duty and not furnished work or laid over; that there shall be an allowance of half a day, making in all one and a half days, for Sunday running; and further, that half a day shall be allowed each and every man in going for and returning on passenger trains for engines.

Resolved, That the time from Martinsburg to Cumberland and return shall be two days.

Resolved, That no man shall be discharged for any act done or participation had in the late strikes, and that all men who have drawn their time shall be immediately reinstated in their positions.

Mr. Elder said that these resolutions covered the entire ground, and that when the concessions asked were acceded to by the Company work would be immediately resumed by the train men. The rates, while they would do no more than support the men and their families, as they seldom make full time, were not such as the Company could refuse to grant.

WHAT THE GOVERNOR SAID.

Governor Carroll replied that he was glad to see the delegation, and happy to hear that they had decided on obtaining a redress of what they believed to be their grievances in a peaceful and respectful manner. His province, however, was to maintain peace and order, and he advised the delegation to lay the matter before the proper authorities. He believed that the employes could effect their purpose much better by peaceful proceedings than by disorder and anarchy, and it therefore gave him pleasure to hear that those whom the delegation represented had determined to do nothing which would throw upon them discredit as law abiding citizens. Their presence here, however, was probably due to a misunderstanding, as the authorities had sent for them for the purpose of consulting with them on the proposed meeting at Hollins Hall. Some of those present disclaimed any responsibility of calling the meeting.

ANOTHER DELEGATION.

A delegation consisting of James King, Joseph E Sweet, J. Dixon, Oliver Perry and John P. Hudson called on the Governor, and then, by invitation of Major Gilmor, on the Police Board, in reference to the proposed Hollins Hall meeting, of which they said they knew nothing. Attorney General Gwinn was present during the interview.

The men gave a statement similar to that above, when the Attorney General stated that these matters should be presented to the officers of the Company. Mr. Gwinn's manner appeared to impress the "strikers," and, judging from his private conversation with them, they came to the conclusion that the Attorney General intended to act as a mediator between the Company and its employes. It is understood that Mr. Gwinn also received during the day, from a person connected with the Northern Central Railway, a list showing the prices paid to conductors, brakemen, flagmen, firemen, &c.

SUGGESTIONS AS TO MEDIATION.

Attorney General Gwinn when spoken to on the subject last evening and asked whether he had made any overtures for the harmonizing of the differences between the railroad and the "strikers," replied that no appeals had as yet been made to him to act as a mediator between the two conflicting interests. He would, with great pleasure, proceed at once to take some steps towards effecting a compromise between the railroad company and its employes, if requested, and attempt to bring about a termination of the existing deplorable condition of affairs. As far as he was concerned, he did not know that such a matter was in contemplation, although he was willing to serve as an arbitrator when application was made to him to do so. Mr. Gwinn having for some years past been a counsel of the Baltimore and Ohio Railroad Company, and now the leading legal authority of the State, is believed to be excellently fitted to serve in the capacity of mediator. Some of the "strikers" seem to be of the opinion that efforts are being made by the authorities to effect a compromise.

A DELEGATION OF CITIZENS.

A number of well known citizens, including merchants and lawyers, called yesterday on Mayor Latrobe and offered their services as a vigilance committee or otherwise, in case their services are needed. They left their names and residences with the Mayor.

A WORKINGMEN'S MEETING.

THE STRIKE SUSTAINED AND THE RIOTS CONDEMNED—TEMPERATE RESOLUTIONS AND SPEECHES—LARGE ATTENDANCE AND GOOD ORDER—ARBITRATION RECOMMENDED—A COMMITTEE ON CONFERENCE.

A mass meeting of the workingmen of West Baltimore was held last night at Hollins Hall to consider the present differences between the Baltimore and Ohio Railroad Company and its employes, and to give expression to the sentiments of the workingmen in relation to the recent riotous proceedings in this city. The hall was filled with an orderly and well-behaved audience, the most of whom, to judge by their appearance, were respectable workingmen. The resolutions adopted and the remarks of the speakers were mainly temperate and conservative. Allusions to the hardships of the employes of the Baltimore and Ohio Railroad Company and complimentary mention of the conduct of the police were received with hearty applause. There were no manifestations of disapprobation, such as hissing or groaning, when any subject was mentioned not in accord with the sympathies of the meeting, which was decidedly in favor of the "rights of the strikers." David Anthony, a striking engineer of the Baltimore and Ohio Road, presided, with the following Vice Presidents: Jacob Samuels, John Long, Albin Robertson, Christian Bushman, Henry Scheeler, Patrick Meylan, William J. Baker, Owen MacElgan, Lloyd Cobert and Joseph Brady. Secretaries—Benjamin B. Knell, John McCusker and William A. Wilson. A motion was made and carried that no politicians be allowed to speak at the meeting, which was carried, with applause. The Secretary read the following

RESOLUTIONS.

Whereas, Scenes of riot, tumult and disorder have existed in this city since the 20th inst., involving the destruction of a vast amount of property, and causing the sacrifice of many valuable lives; and

Whereas, The laboring classes have as deep an interest in the preservation of order and good government as any other class, and as it is the duty of all good citizens to aid the lawful authorities in all proper means necessary to prevent future destruction of property and the further effusion of human blood; therefore

Resolved by the Workingmen of West Baltimore in mass meeting assembled, That they hereby pledge their support to the municipal and State authorities to maintain peace, preserve order and vindicate the supremacy of the civil law in the present disastrous crisis which has fallen upon our city and State, not through any fault of honest labor, but because of the lawless conduct of evil men, for whose actions the workingmen of this State and city, and particularly those employes of the Baltimore and Ohio Railroad who are engaged in an honest effort to secure living wages for their labor, insist that they shall not be held responsible.

And be it further resolved, That as workingmen our warmest sympathy is hereby tendered the said Baltimore and Ohio Railroad employes in this emergency, in the firm belief that they are engaged in a lawful and proper cause in calling the attention of the managers of the road and the public generally to a condition of affairs which is a disgrace to the political and humanitarian spirit of our country and our times.

And be it further resolved, That we respectfully suggest to the authorities of our State and city, the managers of the road in question and the public generally that a fair and impartial system of arbitration shall be adopted that will lead to the restoration of harmony and public confidence, relieve the blockade on commerce, and start afresh on an equitable and just basis the wheels of trade, so that the disgraceful scenes which form so black a page in the history of our country may come to a speedy and satisfactory conclusion.

The reading of the resolutions by the Secretary was frequently interrupted with applause, and were adopted unanimously.

SPEECH OF MR. ANTHONY.

Mr. Anthony, President of the meeting, delivered an address that was loudly applauded. He said he was one of the Baltimore and Ohio Railroad Company's engineers, and believed he had done right in leaving his engine when he was put on starvation wages. Some of the newspapers, he said, had denounced the strikers as villains. They were not villains, but men seeking their rights. They did not ask the public to assist them in spilling blood, but in getting their rights. If the strikers had wanted to destroy they could have totally ruined the country by strewing it from one end to the other with burnt locomotives and cars, but it was not their purpose to do this, but to protect the lives and property of the public. He said he appeared at that meeting in behalf of the oppressed brakemen and firemen. There was great discontent all over the land among the working classes, especially among railroad men, and this discontent only wanted the match applied to set it ablaze. He vindicated the firemen in stopping the Company's trains. A man, he said, who would step upon another man's engine was no better than a Chinaman. A Chinaman would watch a skilled workman getting a dollar and a-half a day and learn enough of his trade to take his place and then offer to do it for ten cents.

The Chinaman would put the ten cents in his pocket, for he could catch a rat on his way home, off which he would make his dinner. If the company prospers the employes should prosper also. The bee that makes the honey should have some of it to live on. Tramps were ruining the business of skilled workmen in this country. On the other side of the sea men witness the great stores of wealth landed from this country, and this begets a desire on their part to emigrate to America. They want to live in a country that produces so many good things. When they get here they find things less prosperous than they expected, fail to get work and turn tramps. These tramps are willing to work for anything they can get. They offer to take the places of our firemen and work for wages that no man can support his family on, even with the greatest economy. He would protest against the employment of tramp labor in competition with skilled labor. Mr. Garrett, he said, proposed to reward faithful employes with medals of honor. He would see if they would wear them openly on their watch chains with pride or with shame. In deserting his engine he said he was actuated by the same impulses that made Putnam desert his plow.

SPEECH OF JOSEPH THOMPSON.

Joseph Thompson was the next speaker, and was introduced to the meeting as a blacksmith. He said they had met in peaceful conclave. They repudiated any act tending to lawlessness, recognizing that the first law of heaven is order. Without order there can be no city, no State, no peace, no comfort. They recognized the authority of the United States and the State of Maryland, and grieved that an unfortunate record blackened the fair page of Baltimore's history. The men of industry do not desire to break the laws of the country. Who is joyful in the midst of riot? Who plunder, burn and destroy? It is not for this class that policemen's clubs were made, nor against whose breasts bayonets are turned, but it is another class for whom the workingmen of Baltimore stand ready to put down. The workingman has a right to be heard, to spread forth his grievances, not by lawlessness, not by disorder, nor by coming in contact with the powers that be, but by calm, reasonable address, pleading in manliness, not by violence, for we must remember that we ourselves have constituted these very authorities. They represent the people, and we are the people. Let all be clothed in majesty; they to rule and we to be ruled. We have cause of complaint. They love us and sympathize with us in peace. He was sure nothing would give the Governor of this State more happiness than to know that the workingmen were getting a fair price for their labor. Let them all make up their minds for an amicable adjustment of their difficulty. He would plead with the Baltimore and Ohio Railroad to yield a little for the sake of humanity, and would say to his fellow-workmen, for the sake of the honor of their State, for the love of God, for the sake of their wives and children, give up a little. Let not the world condemn them as being the cause of disaster.

REMARKS OF W. H. COWAN.

Mr. W. H. Cowan was introduced, and said he had never heard of any case of generosity on the part of the Baltimore and Ohio Road to its men. The employes have just cause of complaint, and have the sympathies of the public with them and could retain their sympathies. The employe contributes his labor to the railroad just as the stockholder does his capital. Properly speaking, there is no antagonism between the employer and the employe. The Baltimore and Ohio Road was obliged to cut down the wages of the men on account of financial mismanagement. It has been managed in a way to impose on the public, and the directors visit the consequences upon the laboring men. The workmen have not brought on this crisis. The public has been astounded at the decline in the stock of the Company from 175 to 90. A sensible man would say that it never was worth more than 100, and it was only by declaring large dividends not earned, that it went up. The stock must be kept up and dividends must be declared if the men's wages are cut down. The Company has never paid the city its portion of the last dividend, and suit was about to be brought to obtain it. Something, he said, must be done, so that strikers and stockholders will hereafter be fairly dealt with. He advised the strikers to be temperate, truthful and sober, and demand that the affairs of the road and its dealings with its employes be investigated to ascertain why labor had been put down to famine prices. He said the road was not able to pay its dividends and its employes both. Alluding to the riots, he said if the peace of the city had been left in the hands of the police and there had been no military interference there would have been no bloodshed. [Applause.] He wanted to live in no city where the laws are not respected, but he did not want to live in a city where labor was not respected. If you go to a country where there are no complaints you will go where there is no liberty. He trusted the trouble would soon be over, and advised the men to act with discretion and select intelligent men to present their cause before the Company and before the public. [Applause.]

PLAN OF ADJUSTMENT.

The following resolution was adopted to devise a plan for the adjustment of the difficulty:

Resolved, by the workingmen in mass meeting assembled, That a committee of ten be appointed to wait on the merchants of the city of Baltimore and request them to use their influence with the stockholders and Directors of the Baltimore and Ohio Railroad to satisfactorily adjust the differences between the Company and its employes in the present crisis.

The following were appointed the committee: F. Kerchner, H. Bankart, C. L. Adams, Henry Schealer, Thompson Perine, James F. Deal, Thos. W. Cromer, Uriah Garvey, Joseph Thompson, W. H. Cowan.

THE RIOTERS IN COURT.

THE GRAND JURY BEGINS ITS WORK—POLITICAL ROUGHS THE RINGLEADERS OF FRIDAY'S DISTURBANCES.

The Criminal Court resumed its session yesterday, for the purpose of taking some action on the riotous proceedings of last week, and also to fix the bail of persons charged with riotous conduct or with inciting a riot. In the absence of Judge Brown from the city, Judge Pinkney presided. Court opened at 10 o'clock in the morning. The Grand Jury was called, and then retired to its room without receiving instructions of any kind from the Court. After the retirement of the members of the Grand Jury, Mr. A. Leo Knott, State's Attorney, addressed the Court:

MR. KNOTT'S ADDRESS.

He began by saying that on the 20th and 21st of this month, when the military organizations of the State were on the point of leaving the city to suppress a disturbance in another part of the State, they were attacked by a mob, which assaulted them with missiles, and committed acts of violence which threatened the lives of the soldiers. For a time Camden Station appeared to be in the possession of a mob. Those present embraced two classes—those who committed or endeavored to commit acts of violence, and the others were lookers-on, perhaps, but who by their presence lent sympathy and encouragement to those bolder spirits who perpetrated acts of violence. The presence of the spectators showed that they sympathized and gave countenance to the rioters, and, although they themselves were not guilty of any overt acts of violence, were virtually participants in the crimes committed by rioters. After the notice had been given to the crowd to disband, there was no occasion for any innocent person not in sympathy with the violators of the law to remain. The notice had been given, and such of the spectators as had not left, and by their presence contributed to swell the crowd, were equally guilty with the bolder criminals.

In support of his argument Mr. Knott quoted from the charge of Judge King, of Philadelphia, to the Grand Jury in the case of the participators in the Kensington riots in 1844. The portions of the charge quoted by Mr. Knott were as follows:

One of the chief causes of danger in popular tumults such as we have just passed through arises from the congregating at the scene of outrage of multitudes of persons professing to be influenced by mere motives of curiosity. It is a notorious fact that in all the great riots that have in this country and elsewhere disturbed the communities in which they have occurred, prostrated the laws, the actual mischief is done by comparatively few, the strength of the meeting being composed of individuals who seem to be

PASSING SPECTATORS.

I say *seem*, for although in many instances they are so, yet frequently these same passive spectators really are in cordial union of feeling with the more reckless spirits, who do the work of destruction, but from cunning and caution abstain from apparent participation in their atrocities. This class of reasoning rioters are quite conscious that their presence and quiet sympathy embolden the active partisans by imparting that collective strength derived from numbers, while it alarms, hinders and embarrasses the officers of justice in their efforts to restore public order.

No really well-disposed citizen should remain at such a scene, unless engaged in aid of the public authorities. Were all such either to stay away or depart, there would be less difficulty in dealing with the avowed offenders.

THE DREAD OF INJURING THE INNOCENT

would not then paralyze the ministers of justice, and the supporters and opponents of law would be arrayed in unequivocal battalia. In adopting this proper course such persons avoid placing themselves in a position from which they may find difficulty in extricating themselves. For in riotous and tumultuous assemblies all who are present and not actually assistant in their suppression in the first instance are in presumption of law participants, and the obligation is cast upon a person so circumstanced in his defence to prove his actual non-interference.

When, however, the Sheriff of a county, the Mayor of a city, or any other known public conservator of the peace has repaired in the discharge of his duty to the scene of tumult, and there commanded the assistance of those present to aid in its suppression, from that instant there can be no neutrals. The line is then drawn between those who are for and those who are against the maintenance of [illegible]der, and with the forces of the one or the other all [illegible] to remain must promptly arrange themselves [illegible] Those who continue lo[illegible] active rioters are resisting the pub[illegible] by moving on to the consummation [illegible] of destruction—who refuse to join with the [illegible]thorities and witness their defeat without striking one blow in aid of

OUTRAGED LAW,

are just as much rioters as those most active in the work of violence; and, in such circumstances, it will avail them nothing that they appear only passive lookers-on instead of active rioters and incendiaries.

Forty-four persons charged with riotous conduct were then admitted to bail, as follows: On $3,000, W. Orem, Asa Smith, Jr., Martin Beckmyer, Thomas Sollers, Pascay Beaumont, Martin Maloney, George Staudel, Lewis Pluck, Howard A. McCollom, Henry Blamburg, W. Balka, Charles Shelburg, James Toole, Martin Riehl, Albert Clayton, Charles Will, George W. Boyd, Charles J. Robinson, Frank Raferty, Christopher Doyle, James Leon. On $1,000 bail: John McKnight, J. G. Smith, W. H. Harrison, John Jones, Henry Cloebmyer, W. Conway, Henry Horstman, Edward Carroll, Walter Smith, Henry Grooscors, Cornelius Murphy, John S. Kerchner, Martin Spilling, Frank Ihl, John Beinitz, Barton Von Grell, Thomas Nolan, Henry Zeck, John Flannigan, Hall Griffin, Henry Davis, John Riley.

Some of the above were well dressed and apparently respectable men, and doubtless mere spectators when arrested about Camden Station Saturday night.

THE GRAND JURY'S REPORT.

The Grand Jury found presentments against the following persons, the bail fixed for each being appended to their names: John McCadden, Edw Spillman, Edward Crane and George Kirby, joint indicted for rioting in front of the Sixth Regim Armory on Friday, July 20; bail fixed at $6,000 ea and none offered.

These men are believed to have been the caus of the disturbance which began in front of the Ar corner Front and Fayette streets, and ended i death of ten persons. The men are well know political roughs, who have figured prominently on ous election days, and have gained an unenvia notoriety for bad conduct. They are not strangers the officers of the Criminal Court. They do not be long to the "strikers," and have nothing in commo with them. They were in front of the Armory evi dently for no other purpose than to create a disturb ance.

The following persons were presented for rioting Camden Station Friday evening: John Saner, Wal Beckmyer, James Fitzgerald, Nicholas Stricker, A Smith, Jr., Shadrick F. Merrick, John Welsh, Hen C. Cook, Albert Clayton, John Brent, William Oren Charles A. Lusby and George Leitz. Thos. Stapleto was presented for rioting on Albemarle street on Sunday, and attacking the United States Engineer Corps; Daniel Young and Edward Fisher (colored) for rioting on Light and York streets Saturday.

The following saloon keepers were presented for violating the order of the Police Board prohibiting the opening of saloons: George W. Hausman, Geo. W. Strass, George Shauer, August Heine, Louis Eckhardt and Jacob Groh, the latter being a "silent" member of the Second Branch of the City Council.

The Grand Jury will continue in session to-day for the disposal of other cases of a similar nature. The Criminal Court will also be in session.

MILITIA MATTERS.

The Seventh and Eighth Regiments were reinforced largely by recruits yesterday. A company of about fifty men from Harford county, in charge of Captain Cummins, joined the Eighth Regiment. The Seventh is encamped near the old St. Agnes' Hospital at Camp Belger, overlooking Union Depot. Colonel James Howard, who is in command, is rapidly organizing the regiment and drilling the recruits. He is well fitted for the duty, and is a man who inspires the confidence of all who know him. The recruiting at the Fifth Regiment Armory was not as lively yesterday as on the previous day. The accumulated recruits of two days, numbering about a hundred men, marched to Camden Station yesterday and joined the regiment. They were not full uniformed, but carried muskets, and some of them were men who have had military experience. The Fifth Regiment has elected Captain Zollinger, its Colonel, and John W. Torsch has been elected Captain in his place. The command is now said to number over five hundred men. When not engaged in drill the members of the Fifth lounge about and try to vary the tedious routine which has now become almost monotonous. As the presence of military in the depot is now considered unnecessary, it is intended that the Fifth shall go into camp, probably to-day. The location of the camp is not settled, but Camden Junction is talked of. Fifteen men from Howard county wanted to join the ranks yesterday, but they were not accepted. Some of the members who have always been quite Beau Brummels in their dress are so changed in appearance that it is difficult for their friends to recognize them. Camp-life and military regime have had a very perceptible effect, but the men all look soldierly and in fighting trim. Messrs. Stine & Brother, bankers, yesterday sent $100 to General Herbert, which is to be expended for the benefit of the sick non-commissioned officers and privates. One of the hardest worked men about the depot has been Captain J. Mason Jamison, of General Herbert's staff, who has proved himself a valuable aid.

NEW ARTILLERY.

A new organization, to be known as the First Maryland Artillery, was formed yesterday at the Fifth Regiment Armory, and about eighty members were mustered into service. Captain T. S. Rhett is in command. The uniforms of members of the late Sixth Regiment Company of Artillery were utilized, and their two howitzers and other accoutrements were taken in charge. After taking rations, the new command, with their guns, moved off in the direction of the York road to go into encampment. The exact location of their camp is not known. The command expects to be provided with additional cannon and accoutrements within a day or two. It is stated upon the authority of a sergeant of police that several men who joined the company on Wednesday were stricken from the roll yesterday in the belief that they were not responsible men, nor of the kind that it would be safe to have in such an organization at the present time.

STILL ON GUARD.

The Custom House and Postoffice remain under the vigilant guard of the employes, who appe now to be learning to be soldiers again. At nig guard of four or five watch the door, and wh newspaper man approaches (that being the onl truder the guards have had to deal with as yet) brought to a halt with a stern command, followed the question, "What's your business?" "I'm a porter, sir," and it behooves the scribe to speak with due respect. Then the guard hails the corporal, the corporal visits the Deputy Collector in charge, and then permission to enter is granted. The Custom House is well watched, and the guard do not permit any suspicious characters about, or, at least, they would not if any came there, but so far as known none have been seen.

THREE MEN SHOT AT MOUNT AIRY.

AN UNPROVOKED ATTACK ON INNOCENT RAILROAD EMPLOYES.

[SPECIAL TO THE AMERICAN.]

MOUNT AIRY, MD., July 26.—John Cogal, James Snottlemyer and James Bowers, employes of the Baltimore and Ohio Railroad Company, belonging to Barrett's bridge and road camp, were shot and wounded by some unknown person at the station last night. Cogal was dangerously wounded. Bowers and Shottlemyer were painfully but not seriously hurt. The men were perfectly peaceable, and had been in no interfering with the strikers or rioters. The s ing was a dastardly and malicious attempt at sination.

[Mount Airy is a station on the main stem Baltimore and Ohio Railroad, forty-two miles Baltimore.]

CUMBERLAND.

THE CANAL QUESTION—THE EMBARGO BRO

[SPECIAL TO THE AMERICAN.]

CUMBERLAND, July 26—P. M.—There is conside be talk here to-day about Chesapeake and Ohio Ca matters. A. P. Gorman, the President, did not arri but is expected to-morrow. His views of the settl ment of the case at question are understood to be t pay boatmen $10 and $15 premium per boat, but no duction of tolls to companies. He is reported to h been at Hancock and Sir John's Run to-day about the matter, and a well-informed gentleman said to-night he believed all boats would be running by Monday.

A committee of citizens was appointed here to-day to wait on Mr. Gorman upon his arrival and request him to adopt such measures as will raise the canal blockade under the arrangement alluded to yesterday with Emery & Cushman and Findlay & Steffry, shippers at Williamsport. Four boats arrived here to-day loaded with coal, and six more are expected to-morrow. This coal is for the Western Maryland Railroad Company, and the boatmen refused to allow the boats to pass Sir John's Run until the shipper made affidavit that fifty cents per ton would be paid for the balance of the season. One of these boats in coming down brought a load of grain from Dam No. 5 to R. D. Johnson, a Cumberland miller, and all boats under this arrangement will be permitted to bring flour, provisions or anything needed in Cumberland. Apprehensions of scarcity and the consequent danger that might ensue are therefore removed. Captain James Reed, a well and favorably-known boat owner, denied most positively the reported stories of intended violence by the boatmen, and claimed that the acts committed at Sir John's Run were done for the most part by tramps. He is confident that he could telegraph Sir John's Run to-night and have fifty boatmen here in the morning to protect property if necessary.

THE QUESTION OF LIABILITY.

The Sheriff and counsel of the County Commissioners served notice on Col. Sharp, Master of Transportation of the Baltimore and Ohio Railroad, to-day to the following effect:

"If any of your trains are now kept in this county by any disorderly or riotous persons, and the assistance of the Sheriff and officers of the county be necessary to enable you to move them beyond the limits of the county and protect your employes in doing so, you will confer a favor on all law-abiding citizens of the county if you will furnish the names of all persons known to you who have interfered or threatened to interfere with any of your employes in the proper discharge of their duties, and they shall be punished. Please report promptly any suspected violation of law, and notify us of the real locality of the riotous or tumultuous assemblages referred to in your communication, in order that steps be taken to disperse them." After serving this notice the Sheriff issued a proclamation warning all riotous or tumultuous assemblages, if any existed, to disperse, and calling on all good citizens to aid the authorities in enforcing the law. Any interference with the legitimate business of any company or individual was a violation of law, and all persons who stopped the trains of the Baltimore and Ohio without authority of such company, or by violence, intimidation or violence interfered with running trains, were conspirators, and would be arrested and punished, as would also any who destroyed or attempted to destroy property of the Company.

OTHER MOVEMENTS TOWARD BREAKING THE BLOCKADE.

The Railroad Company have placed a guard of their own men, who were sworn in. Over one hundred and forty cars, containing nearly eight thousand barrels of oil, were removed to Evitt Creek. It is understood that the County Commissioners of Allegany county object to it remaining there. The Sheriff of Cumberland conferred with the Commissioners to-day with reference to the notification from the Baltimore and Ohio Railroad as to the responsibility of the county for any damage by the mob to the railroad property. The Commissioners will probably issue a proclamation warning all disorderly and riotous assemblages to disperse. A despatch was received from citizens of Keyser to-day by the railroad officials asking permission to use a carload of flour there. Colonel Douglass advised that the request be granted, and it was done. Mr. Cook, a miller here, received a carload of grain, arriving by the Cumberland accommodation train from Wheeling, which he immediately ground, and a portion of the flour was sent to Frostburg.

PROVISIONS FOR CUMBERLAND.

Col. H. K. Douglas, Governor's aide, in a communication to Mayor Withers this evening, stated that he referred the Mayor's communication in reference to supplies to Col. Sharp, who indorsed it as follows: "I will arrange for the transportation of any supplies for Cumberland and transport them unless the strikers prevent." The three companies of the Eighteenth United States Infantry arrived at Grafton this evening. Col. Delaplane telegraphs that a large crowd was at the station. Some little excitement but no disorder. The Matthews Light Guards also arrived at Wheeling from Martinsburg. There was a meeting of the Grand Army of the Republic at Cumberland to-night. The meeting was secret, but supposed to have some reference to offering their servic necessary, for the preservation of peace. The patch received from A. P. Gorman to-night states it is impossible for him to be in Cumberland before Monday.

CHICAGO.

WAR AND RUMORS OF WAR.

THE MOB ROUGHLY DEALT WITH, BUT MUCH HURT.

CORRESPONDENCE WITH WAR DEPARTM

CHICAGO, July 26.—The following explains i

WASHINGTON, July

Colonel R. C. Drum, Assistant Adjutant General, Chicago, Illin

The President directs that you use United S troops in case of emergency in suppressing the ri Chicago, under orders of the Governor of the State. E. D. TOWNSEND, Adjutant General.

CHICAGO, July 26.

To Hon. S. McCullom, Governor of Illinois:

I have the honor to report I am authorized by the President of the United States to use under your orders national troops in this city in suppressing riots in Chicago. R. C. DRUM, Assistant Adjutant General.

SPRINGFIELD, ILLS., July 26.

To Colonel R. C. Drum, U. S. A.:

You will please report to the Mayor of Chicago, and act in concert with him in putting down the mobs and riots and in keeping the peace and protecting the property of the people. S. McCULLOM, Governor.

WASHINGTON, July 26.—The Secretary of War has just received the following:

CHICAGO, July 26—12 M.—At this hour an engagement is going on between the police and a crowd of rioters numbering five thousand, near Halstead and Sixteenth streets. One man killed and wounded. The Second Regiment and artillery have been ordered to the sc

CHICAGO, July 26—1 P. M.—The gathered in force on South Side th

[CONTINUED ON FOU

Baltimore American.

FRIDAY, JULY 27, 1877.

THE SITUATION.

With the exception of the riots in Chicago, which seem to have been conducted chiefly by lawless rabble, and those in San Francisco, which are practically a revival of the anti-Chinese labor question, there was very little of exciting nature reported yesterday. In our city the effects of the strike are beginning to be severely felt. Outgoing ships and steamers from the port are as effectually prevented from leaving as they were during the blockade of last winter. The petroleum and grain trades are suffering severely, and our manufactures are being seriously crippled. The settlement of the dispute between the employés and the authorities of the Northern Central Railroad Company is gratifying in that it will enable us to get a portion of our needed supplies by that route. So far as our supply of coal is concerned there is an urgent need of some means being at once employed for a resumption of the traffic in that article. Each mill or factory that is stopped will add its quota to the general discontent, and that feeling is at present strong enough without the addition of new elements. In our despatches yesterday it is foreshadowed that an attempt is about to be made to resume business on the Chesapeake and Ohio Canal. It is absolutely necessary that something should be done towards this end. The Baltimore and Ohio Railroad Company appears as if it did not propose resuming the business of transportation until it considers itself sufficiently protected, and pending its decision a great amount both of suffering and inconvenience may be experienced. Every avenue through which trade may move should therefore be sought out. The business of our city is of so extensive a nature and has so many ramifications that we cannot afford to stand by idly and wait for developments, but must use every effort to keep the wheels of industry turning.

Our latest despatches from Cumberland give promise of the breaking of the blockade on the Canal and the resumption of the coal trade. President Gorman, who is on the road to that point, is understood to agree to certain propositions of the boatmen, the effect of which, it is expected, will break the blockade and set the boats in motion. Some small lots of grain ...d also arrived at Cumberland.

There is one thing which ought not to be allowed to pass by unnoticed, and that is the stand which the General Government has taken in dealing with this revolt against order and authority. The circumlocution office has never been heard from. There has been no weak temporising, no shifting of responsibility, but the President and his counsellors have from the first shown a spirit of determination which, if it had been exhibited by all our local governments, would have saved both life and property. Everything that could be done has been carried out with promptness and despatch. Soldiers have been rapidly moved to all points where their services were needed, grave deliberations have been held, and we have learned that a successful stand can be made against discontent and lawlessness.

A FEW PLAIN WORDS.

In view of what is taking place in other cities throughout the length and breadth of the land, with the destruction of life and property, the stagnation of business and the terrible consequences that must continue to flow from the Baltimore strike, we say to all concerned that it must cease here where it began. Instead of the sympathy of the community the strikers are fast drawing upon their heads the indignation of the whole country, and another day should not elapse before they withdraw from the unlawful and untenable position in which they have placed themselves. They are disturbers of the public peace, and if they do not abandon the obstruction of transportation will soon be regarded as public enemies. When they declare that the trains shall not run, and attempt to stop them by the forcible removal of train hands or the tearing up of the track, they are doing unlawful acts, and each and every man who takes part in it is liable to be arrested and committed to jail without bail. ...is a penitentiary offence, for which the ...punishment should be meted out to ...

...do not believe that one-third of those ...have ceased work have willingly done so, ...that they are in this unlawful combination conspiring to stop the running of trains of their own free will and accord. The thousands of workingmen who took part in the riot on last Thursday and Friday already see the folly of their act, as the dead-lock has already thrown thousands out of employment in other industrial pursuits. The loading of vessels has ceased, and the hundreds of men who obtain a living along our wharves are idle, and are beginning to see that the strike in which they ...in full sympathy a week ago has doomed them to loss of employment and idleness.

The next result of this stoppage of the trains will be an increase in the price of all articles of food and all the necessaries of life. If continued for ninety days there would be a ... in all the large cities. It may be said that food can be brought by steamers, but the supply of coal is so great that even our river ... steamers cannot run much longer, and coastwise steamers will have ...freight nor coal, and the factories and shops will be closed for the same reason. The next strike will be a strike of the mechanics and workingmen of the city against the railroad strikers. The effect of their determination to stop the trains may bring about ... in which the indignation and violence of ...late sympathizers will be directed against ... They have been urged to withdraw from ...untenable position, but they have not ...ed the call. They have been urged to ...d their arms and tender their services to the Company, but they stand in mute stubbornness, and maintain that they will neither work nor allow anybody else to take their places. They are placing themselves as criminals in the eye of the law, as enemies to social order, and as claiming the right to hold and control property that does not belong to them. The ...ntiary is filled with men who have committed less flagrant acts, when the widespread ... that their act is leading to is taken into consideration.

...strikers suppose they have the sympathy of any portion of the community in the unlawful act of stopping the trains they are laboring under a great mistake. Before another week has elapsed there will be such a demand for their arrest and punishment that the authorities will be compelled to take prompt action in the matter. The names of the leaders are already known, and they will be hunted down and captured as enemies to the public peace and fomenters of discord. There is law ... punishment of every man who has joined in this conspiracy, and it is time for those who have been forced into it against their will to step out and proclaim their freedom by offering their services to the Company to run its trains. If they continue a single day longer in their present attitude of defiance to law and order the Company will be justified in refusing to ever again take back into their employment any man who has taken part, directly or indirectly, in this strike. In fact, it is no longer a strike; it is an insurrection, in which ten thousand workmen undertake to throw out of employment fully three million of mechanics and laboring men, and to bring all manner of business to a stand-still. It is time they were seeing the folly of their act, and should make haste to get out of it. It will ...be too late.

The strike commenced in Baltimore—the stopping of the trains was inaugurated on the Baltimore and Ohio Railroad. It is fitting and proper that it should end here where it commenced. It is too late now to talk of conciliation and arbitration. If the road was unable to pay the rates desired before, it will be much less able now, when its business has been so seriously crippled. If it was to yield to the demands of the strikers it would have no future ...look to, as by so doing it would virtually abandon the control of its property. We, therefore, repeat to the strikers, if they want to resume their old positions, they should make haste to tender their services, for depend upon it, in ten days the trains will be running, and those who dare to obstruct them will be arrested and punished.

START THE TRAINS.

Railroad traffic is an essential element in our modern civilization, without which society would fall into chaos. The most peaceable and prosperous cities on the seaboard could not maintain order for a single month if they should be deprived of railroad communication with the regions from which they derive their supplies of food and the raw materials that are consumed in their factories and workshops. The necessities of nature would break down the restraints of law, and the strongest municipal government could not hold in check the mobs of starving men that would go about the streets demanding "bread or blood." For more than fifty years the railroads have been relied upon as the main thoroughfares for domestic commerce, and all the industries in which men are engaged are dependent upon them for the transportation of raw material and manufactured products. They bring food from the country to feed the teeming thousands who dwell in the cities, and carry away the merchandise that comes from across the ocean, as well as the bulk of our domestic manufactures. When they suspend operations the interchange of products ceases, capital becomes profitless, and labor is reduced to abject want, because there is nothing for him to do.

Baltimore, owing to her fortunate location, could endure a longer suspension of railroad communication than any of the other seaboard cities, but even the bountiful products of the ...ke could not save the poorer classes of her population from starvation if the railroads should cease to bring wheat and corn ... and live stock from the West for a period of sixty days. We have been living for the last ten days on the stock of provisions that happened to be in store when the strike began, and our manufacturers have been consuming the coal which the low prices tempted them to purchase in June in advance of their immediate wants, but the supplies which were intended to be held in reserve will soon be exhausted, and then will come not famine, exactly, but famine prices.

Before this crisis comes the Baltimore and Ohio Railroad Company must start its trains and run them. The State authorities must furnish whatever force may be necessary to protect such of its employés as are willing to go to their posts and perform their duty. The stock of soft coal must be replenished, and to this end the railroad between ...to the Allegany mines must be made available for the running of coal trains. If there are any turbulent characters in Baltimore, or at Martinsburg, or at Cumberland who propose to interfere with the running of these trains let them be summarily dealt with. It is not necessary to wait for the overt act; the riotous assemblage and the threats of violence constitute a breach of the peace of which the law takes cognizance. All that is necessary is a vigorous enforcement of the law.

It has been intimated that the Company will move leisurely in the matter, and will not start its trains until the civil authorities of the States traversed by its road have restored perfect order. We have no apprehension that the Company will waste any time after the running of trains has been made possible. There are high considerations of self-interest that will prevent any unnecessary delay. The Erie and New York Central are already in full operation, and Governor Hartranft will soon give Colonel Scott a clear track in Pennsylvania. With the three trunk lines competing for the transportation of the freight that has accumulated during the strike, the fourth must not remain idle.

THE COMING MILLENNIUM.

To those rabid idealists who are continually arguing for an equal distribution of property we commend the anecdote told of Baron Rothschild during the time of the Paris Commune. One day he was visited at his office by a delegation of two workmen, who demanded that he should share his wealth amongst the people. "What do you suppose I am worth?" he inquired. The answer was that they estimated his fortune at thirty-five millions of francs. "What is the population of France?" was the next question. "Thirty-five millions" was the reply. "All right, gentlemen," said he, "here is your share," handing them a franc a piece, and politely bowing them out. Those who are longing for a social millennium, when the general upheaval of all things will place each man on a common level, ought to consider what benefit they would receive by it, and what amount of property would fall to their share. But even if that time did not come around, we much fear they would be unable to make good use of their inheritance. The mob which closed up the smelting works in St. Louis no doubt believed firmly that the property there belonged to them, and that it was only held in trust by the reputed proprietor for their benefit. But they refused to allow "a charge" worth three thousand dollars to be drawn before the works were closed, and consequently that amount of money was lost to them. Now, this was a piece of reckless extravagance deserving of censure. No matter how much capitalists may feel inclined to give up what they have earned to those to whom it properly belongs, a few more occurrences of this kind will make them hesitate, and the advent of those happy times which we all long for so much will be farther off than ever. If Communism teaches such elevated ideas as to wealth and property, had its advocates not better begin now to illustrate them practically? Citizen Kleings, who used to lead the Internationals in Chicago, and Citizen Schwab, who rules them in New York to-day, are both, according to their own reasoning, "bloated capitalists." They each keep beer saloons frequented by the future reformers of the world. And yet we have never heard of them distributing the foaming fluid free, nor even giving a quart for the price of a pint. The principal change which Jack Cade promised that he would make in England when his palfrey grazed in Smithfield was that the three-hooped pots should have ten hoops. Let this be begun now. To give ten cents' worth of beer for three cents would, of course, soon ruin Citizen Schwab, but then it would show his sincerity, and that is so much doubted at present that one would suppose he would gladly avail himself of any opportunity which would show his self abnegation and single-mindedness.

A SENSIBLE WARNING.

The following word of warning was posted upon the gates and bars of Tompkins Square, at New York, on Wednesday evening, and was read by thousands of those who attended the workingmen's meeting. It is worthy of being read and digested by the workingmen and strikers of Baltimore:

"DON'T UNCHAIN THE TIGER!

"*Comrades*—Stand still where you are, and think before you go further in the troubles around us. An hour's work may cost millions of money and hundreds of lives! All the lives lost will not be on one side only, and the money will come back on the people to be paid for out of the taxes on us all. Powder burns more than one hand when it is used. Don't burn your own hands with it!

"These strikes are doing great damage to business, and will cost a great deal of money. Neither capital nor labor can afford to stand such heavy losses, and it is better to work on, knowing that a peaceable and honorable course will gain in the end, than by doing wrong to get an advantage which cannot last.

"Keep on the side of law, and keep the law on your side! If we want to right our wrongs we must keep in the path of right.

"There is a great deal of talk about capital being the enemy of labor. This is not true. Capital and labor must work together. The capitalist and the laborer are partners in business, and it requires good faith on both sides to make business profitable. Neither can prosper alone.

"Beware of men who talk violence, riots and bloodshed! They are your worst enemies. All the expenses, and losses, and damages will be paid by the city or State, and only add so much the more to your taxes. Every workingman who talks about riots is preparing to lay more taxes on his own shoulders. The times are hard now. Will you make them harder? The best way is to go to work, keep the wheels moving in all branches of business, and avoid everything that makes an unfriendly feeling with those who have all the risks of the business, both for themselves and you.

"Turn away from bad advisers, and, above all, '*Don't unchain the tiger!*'"

The New York *Journal of Commerce* refers to its market reports for evidence that if the strikers would heed the teachings of reason and of experience they would soon see that even if the strikes prove successful, which there is daily and growing evidence that they cannot be, they would gain nothing by the victory. The market columns everywhere record the advance already made in the prices of wheat, corn, oats, lard, eggs, butter and cheese, and all kinds of meats in consequence of the strikes. It is true that this marked rise in all the necessaries of life is caused by the blockade of the railroads. The stoppage or limiting of the supply has increased the activity of the demand. If the strikes fail, the prices of these staples may be expected to recede to the old figures, and the tendency of the times is unmistakably to still lower rates, cheapening the cost of living to all of us. But if these railroad strikes are triumphant, a chain of causes will be set at work which can have no other end but the enhancement of the expenses of bare subsistence; and from this effect the workingman will be, as he always has been, the chief sufferer.

If the railroads all over the North and West yield to the strikers, they will at once put up their freight rates on all through and local business. This will be their only hope of getting out of the public the increase of wages paid to the strikers. As the rioters have shown that union is the secret of strength, the railroad companies will profit by the lesson, and make a combination to put up freights which will be far stronger than any hitherto seen. While the Erie canal is open the full effect of this compact will not be felt; but, during the fall and winter months there will be no escape from the terms which the railroads will impose. An increase of freights means an increase in the cost of all those products for the supply of which one section of this country is dependent on another. The further this strike extends to other classes of business besides railroads, the worse it will be for all concerned. Every proprietor of a manufactory or workshop who is driven by the mob to raise wages will find his only relief in marking up the price of his goods. The alternative to this resort will be suspension. This, indeed, would be the commonest way out of the difficulty. Railroads can go on running long after they are bankrupt. They can stop paying dividends on their stock and bonds, and somehow keep up their trains as long as they can raise money for salaries and wages. But private enterprises, owned by persons or small corporations, will not make these sacrifices. When they are not earning money they will close up, so diminishing the productive power of the country and increasing the cost of their products to the consumer. Thousands of laborers would be thrown out of employment by the enforced stoppage of the factories, and those who were fortunate enough to get work at the increased pay would be obliged to spend more than the advance wages in the augmented cost of living. We have not mentioned rents. These will surely go up if the strikers carry their point. Householders in all the cities and towns which have been ravaged by the mob will advance rents, not merely to meet their own increased expenses of living, but also to cover the assessments made upon them to pay for riot damages. For a long time to come every striker in Pittsburg—whether the bloody insurrection in which he has taken part succeeds or fails—will be compelled to pay in raised rents and in other outlays his full share of the losses caused by his lawless acts.

The depredations committed by tramps and loafers during the late riots have been of the most serious character. In our own city much of the destruction of property during the nights of Friday and Saturday last is attributable to them, and even now they are lurking in the outskirts of the city, boarding railroad trains, insulting women and children, and only waiting for another outbreak in order to gratify their thievish propensities. Vigorous measures were lately instituted in various parts of the country looking to the enforcement of the vagrant law. The State of Rhode Island succeeded in thoroughly frightening all tramps who attempted entering it, and the property owners in the neighborhood of Philadelphia roused themselves up and entered upon a crusade which has since freed them to a great extent from the obnoxious presence of these scoundrels. Our own State and city since last winter have been looked upon by them as places where they could roam around without molestation during the day and feel sure of a shelter in the station house at night. It was a common thing for the police cells to be filled with them, and even now they are to be found in every section of the city. We suggested then that if the city authorities would only require each lodger to pay for the accommodations he received by working two or three hours each day on the streets, which were then in a most filthy condition, nearly all of them would seek out green fields and pastures new. If there is anything more than a bull dog which the average tramp will avoid it is work. He will whine, beg, steal, set fire to buildings, commit all manner of atrocities, but he will be careful never to take a spade or shovel in his hands. And when our next Legislature meets one of its first duties ought to be to devise some means which will rid the entire State of these marauders. We have seen what excesses they can be guilty of, how they scent out plunder as the jackal or the buzzard does the carrion; how they are too cowardly to fight and too pusillanimous to conduct a warfare on any but weak and unprotected women and helpless children. No quarter should be given them. They have no wrongs to be remedied. They are not men rendered desperate by a sense of injury and oppression. They have gradually by sheer laziness and shiftlessness drifted into this vagrant life, and from the one end of the country to the other there is not a redeeming feature to be found amongst them. Every police officer should gather them in from the alleys and slums in which they lurk. Every police magistrate and justice should deal with them summarily and effectually until their fragrance comes no more between the wind and our nobility, and they are deprived of all the facilities which they now seem to have for pillage and plunder.

The notice which the Government has directed to be served upon the Direct United States Cable Company must prevent the proposed amalgamation of that Company with the Anglo-American, unless the former Company imagines its way clear to violate its charter without risk. It was a condition of its operation, in order that there might be real competition and no monopoly in ocean telegraphing might arise, that it should amalgamate with no other company, on penalty of losing its privileges of landing on United States shores. The Canadian Government imposed a similar condition, and the wire was laid to Torbay, Nova Scotia, and thence to Rye Beach on those terms. Now the Direct Company proposes to unite with the Globe Trust Company, an organization made expressly to receive its stock, which will then unite the Anglo-American, thus placing both the ocean telegraph lines in the hands of one company, establishing a monopoly again and making the public liable to any rates it may be pleased to charge. The motions have all been gone through for the amalgamation, and the action has been ratified by the stockholders of the Direct Company. When this project was first understood Mr. McKenzie informed the Company that if it was carried out the privilege of landing on Canadian shores would be withdrawn, but the warning was unnoticed. But now that our Government has made a positive declaration, it seems that the amalgamation must be effectually prevented.

When the business of transportation is restored there will be found to be a basis for solid improvement. Whilst concentrating our attention on disturbances and the means adopted to quell them, we should not forget that the harvest which is now being gathered is unprecedented, both in quantity and quality. There will be a ready market for all of our products whenever facilities are offered for their conveyance, and better times are sure then to come. We must be patient and confident. Time is the best friend of order, and when the present fever has spent its force, affairs will again resume their usual condition.

The necessity of stationing the regular army in the South is not insisted upon by Administration organs at present.—*Gazette.*

The withdrawal of Federal troops from West Virginia and Maryland is not insisted upon by anti-Administration organs at present.

Yesterday was one of the warmest days of the season. At 11 o'clock last night the thermometer still stood at 89 degrees, having previously been at 93 degrees. For prolonged heat it has been excelled but on one day.

A contemporary suggests, and there is evident pertinence in the suggestion, that it would be a good idea for the women to claim the right to be heard on the labor question. It seems not only strange, but hardly in harmony with the manliness of the American character, that never a word has been raised for the tens of thousands of women who work precisely for what they can get, and who, whatever they get, have been almost as silent as the grave in regard to their deprivations and their sufferings. When Hood wrote his famous "Song of the Shirt," it thrilled two continents with its pathos and its truthfulness; but that was purely sentimental; the hand of man has never been raised to defend woman from the oppressions of her employer, and probably never will be. Whether she works with brain or hand, it matters not—she is only a woman, and must take what fortune brings her.

It is a pleasure to see how unanimous and decided a stand the press has taken on the side of law, order and decency. While representing a great variety of views regarding the relations of labor and capital, almost all the journals of any standing accept the fact that these questions are to be discussed hereafter, and have nothing to do with the remedy for those lawless and criminal acts that have transpired within the last four days. When the strikers recognize their obligations to law and their duties to society and the State, they will find a majority of the newspapers their best champions in the adjustment of grievances and the righting of wrongs.

Innocent Victims.—The Rev. Dr. Woolsey, of Yale College, used to speak of "the geometrical ratio of sin" to describe the way in which sin and crime once fairly under way reproduce their fruits. The strike is verifying the aphorism, and one of the ways in which it is doing so is by the proceedings of the rioters in intimidating the workmen in other callings than their own. This is a communistic step in labor rebellion a good way beyond the ordinary coercive outrages of strikers, and only impresses the more profoundly the need of taking the rioter by the throat at the outset.

Mr. Solon Robinson, who is a competent authority, estimates the produce of peaches in Delaware and Maryland this year at one-fifth of what was expected earlier in the season. So great a deficiency cannot well be made up by the peach orchards of other neighboring States, even if it should be the case that this crop has suffered less. But as the general weather of the Middle Atlantic coast has not varied greatly in different localities, it is likely that all the peach-growing districts which supply this city have been affected by the rainy and cloudy skies, and that the fruit will not be cheap here this year.

An advocate of the dignity of labor struck work, remained out for a week, receiving no pay, ran in debt for his food at famine prices, and so soon as he had dug a bullet out of his leg and was able to limp round, went back to work and found that his place had been given to another man. Wanted to know—what he made.

The Richmond *Enquirer* remarks concerning a certain style of newspaper society reporting: "No true lady can possibly be gratified at a microscopic reportorial exhibit of her panier, plaitings, folds, frills and flutings. The society which tolerates such a senseless and ill-judged intrusion of an impudent scribbler is sired by shoddy and bred by brass."

In view of the scarcity of coal and the uncertainty of the supply, the Gaslight Company call attention to their large stock of coke as a valuable substitute for coal for all steam purposes.

POLITICAL NOTES.

This Republic has conquered one "strike" a good deal bigger than the present one.

The Richmond *Whig* (Dem.) now speaks of President Hayes as "the wise and patriotic man who now fills the Chief Magistracy of the Union."

At the recent State Convention of the Greenback party in Iowa the national banks were denounced as a curse to the country, and one speaker said that the people would be justified in rising in a mob and destroying them.

The New Georgia Constitution makes lobbying a crime. That is a sure way of putting a stop to the most prolific source of legislative corruption in our politics. New York city might hope to attain the legislation so long sought in vain if a similar amendment could be made to the Constitution of this State.

The temporary eclipse of politics will afford an excellent opportunity for repairing the Civil Service Reform machine, preparatory to a fresh start by-and-by. If some patent attachment could be discovered which would keep the instrument pointed straight ahead in spite of all obstacles, it would be a wonderful improvement.

The Republican county conventions in Ohio are almost universally indorsing the Administration, though in the same breath they call for unlimited silver and the repeal of the Resumption act. The President's Southern policy is so warmly commended as seemingly to insure harmonious action on the subject by the State Convention. If the party leaders had stood as firmly against silver as they have against any attempt to disapprove the course of the President, there would be little danger that the Convention would commit so fatal a blunder as to demand the repeal of the Resumption act. It is a fresh instance of the blind leading the blind.

Ex-Governor Claflin, of Massachusetts, had a talk with Secretary Sherman on Tuesday, and found him not inclined to yield his stand in favor of Resumption. The correspondent of the Boston *Herald* says of the conversation: "The Secretary was not anxious to add much to his previous expressions on the Resumption question, but he manifested a disposition to adhere to those expressions. Newspaper reports that the Secretary would not stick to his policy of accumulating gold or greenbacks at the rate of $5,000,000 a month for Resumption purposes, have caused some doubt in the East as to his course, but there seems to be no reason to fear that he will vary his programme. He believes that by carrying it out the Government can easily resume by January 1, 1879, and undoubtedly means to do it."

THE OBSTRUCTED RAILROADS.

The Boston *Journal* gives the following list of the principal railroads connected chiefly with through lines now interfered with by the strikes, with the length of same:

	Miles.
Baltimore and Ohio and leased lines	1,471
Pennsylvania and leased lines	1,669½
Erie and leased lines	955¾
Lake Shore and leased lines	1,176¾
Cleveland, Columbus, Cincinnati and Indianapolis	471¾
Indianapolis and St. Louis and leased lines	266
Toledo, Wabash and Western and leased lines	861
Chicago and Alton and leased lines	678
Reading (P. and R.) and leased lines	799
Atlantic and Great Western and leased lines	563¾

The above lines aggregate about 9,000 miles, or about one-eighth of the entire length of railroad lines in the United States. The traffic on the New York Central (main line), 441 miles in length, is obstructed by the interference of the Buffalo mob with the employes of the road at that point. The above list does not include many short lines in the West, but indicates that freight trains have been stopped on some portion of every through line between the West and seaboard, except perhaps the Grand Trunk.

An Incident of the Riot at Pittsburg.—A special despatch from Pittsburg to the New York *Times* relates the following:

"An incident worth mentioning was the attempt of the Roman Catholic Bishop Tuigg to make a speech to the mob this afternoon. He was appointed on the committee by the meeting of citizens to counsel with the mob, and when mounted on a chair on the front platform of a passenger car, began to advise the men to disperse quietly to their homes. A kettle full of tar was set ablazing under his nose, and the crowd treated him to a running fire of rude remarks, some of them not at all complimentary to his reverence. A man of great nerve, he was not to be intimidated, and kept on. A blazing freight car was run alongside, and still the Bishop kept on. A man mounted a locomotive and rang the bell vigorously; still the Bishop spoke, and he kept on until driven from his position by a shower of stones. This proceeding was remarkable, inasmuch as the mob was made up of nine-tenths Catholic and one-tenth outsiders."

The Wheeler Who Got That Contract.—The following telegram in refutation of the recent article in the Boston *Herald* insinuating that the Vice President had been an applicant for a contract to supply arms to the Government in 1861 is from the Wheeler who did apply:

New York, July 20, 1877.

To the Editor of the Boston Herald, Boston, Mass.:

You are wrong in asserting that Vice President Wheeler applied to Cameron for musket contract in 1861. I am the man. Wm. Adams Wheeler.

176 Fulton street, New York.

An English clergyman has been committed for trial for libelling a brother parson. He sowed, "Whitehead is a scamp" in mustard and cress in his garden.

LETTERS FROM THE PEOPLE.

THE QUESTION STATED.

Messrs. Editors of The American:

As you permit the columns of your paper to be used by the people who think they have something to say on interesting subjects, I avail myself of the opportunity to hold my taper to the sun. A body of workingmen have assumed to establish the price of their own services, and to punish any individual who may presume to set a lower value on his own. In order to carry their ideas into practice these workingmen have violently placed an embargo on the industries of the country; they say to their employers, pay us what we demand or your long trains of cars that supply the millions of people in the great cities with their daily food shall stop. Neither meat, nor milk, nor bread shall the people have; your machinery shall cease its busy hum, your steamers shall lie idle at their wharves; we will paralyze your commerce and bring ruin upon all your enterprises.

Well, their system has gone into operation, and has for a time at least been very successful. Allies that the "strikers" did not expect have come to their aid. Hosts of idle and vicious men, bent on plunder, came forth from the foulest haunts of vice as champions of labor; flames lit up the night, blood runs in the streets, yelling mobs pillage and burn at their sweet pleasure. Is this the outcrop of one hundred years of freedom?

How shall we put an end to this disgraceful state of affairs. Accede to the terms of the originators of all this trouble, pay them what they ask and all will be right—until the next time. Call out the militia—that has been tried. Some of the troops have joined the rioters or given them aid and comfort. Some, in excess of zeal or nervous alarm, have fired into a mob before there was necessity and then been obliged to make a disorderly and disgraceful retreat. Only one regiment, the Baltimore Fifth, have, so far as yet appears, been of any service, and in Maryland new regiments are being organized. They will, no doubt, be composed of good men, and the names of the officers who are to command them are sureties that they would have been valuable aids to the authorities had they existed when the riots commenced; but let us hope that before these new troops can be organized, clothed and disciplined order will have been restored. Then the men and officers will return to their occupations, and in a year the excitement will have died out and the regiments will melt away. A new call would probably find us exactly where we were a week ago. What, then, ought to be the action of the Government for this riot has assumed a national magnitude.

At the last session, Congress, acting partly from motives of economy but chiefly on party grounds, reduced the army from 25,000 to 19,000 men by cutting down the number of men in the regiments, so that a company which ought to muster on a war establishment about 100 men rank and file, brings into line about 30 men. We have now in the army twenty-five regiments of infantry, ten of cavalry and five of artillery. If these were filled up, the army would consist of infantry, 25,000; cavalry, 12,000; artillery, 6,000—43,000 troops of all arms. Suppose there had been a regiment of artillery from Fort McHenry and Washington assembled at Baltimore on Friday last, does any one believe there would have been any lives lost? And five or six hundred in Pittsburg before the riot commenced would have preserved all the valuable property lost there.

The Governors of four States are now calling upon the National Government for aid to suppress domestic insurrection. On the Mexican frontier troops are called for to guard the property of settlers. In Montana and Idaho all that can be assembled are fighting or watching the Indians, and all this work is to be done by 19,000 troops, or really, deducting the average number of sick, lame and detached, about 13,000 men, scattered at points four thousand miles apart. The fear of trespassing on your columns admonishes me to bring this article to a close much before the subject is exhausted. R.

SET THE MEN TO WORK.

Messrs. Editors of The American:

It seems to me that the present great trouble over the country might be readily settled and in a very short time. I do not approve of "strikes," but we cannot go back to correct errors. This country is now in the midst of a widespread disaster, and we have to take the situation just as it is and deal with it accordingly. My plan is for the different companies and corporations, where there is trouble, to set their men to work and pay them fair wages for their labor, and start the great business interests of the country right on again. What is the use of all this standstill and great loss everywhere? It is doing no good for anybody, but, on the contrary, much harm, prostrating and damaging the interests of all parties.

It seems to me, then, that this whole trouble might be fixed up in a very few minutes and the wheels of activity and industry set in motion, instead of this suicidal policy which is spreading so much desolation and ruin throughout the country—a gigantic, but most disastrous, folly.

If monopolies and corporations find retrenchment needful, the drain is most likely in some extravagance of the times, and not in the high rate of wages they pay their hands. The present reduction is a very small item in comparison with the vast destruction of property caused by this "strike." We must keep in view that corporations are not *independent* bodies; they only exist by the aid of skilled labor; it is this labor that makes capital available; there is a mutual relation and a mutual dependence between them.

Then, let us discard "regiments." Stop arming and equipping the military. *Set the men to work and pay them full wages*, and there will be no need of an armed force. Order and quiet will spread over the country, and general business will resume its accustomed channels. The peaceful pursuits of industry much better become a Christian people than forming "companies" and practicing military drill for deadly conflict. Common Sense.

THE COMMUNIST FAILURE.

The Tompkins Square meeting in New York on Wednesday night is by the general agreement of the newspapers an admitted failure. As a demonstration of workingmen it was neither imposing nor impressive. The *Tribune* says that the speakers were of little personal importance; they uttered the merest common-place; the resolutions were only half as inflammatory as it was anticipated they would be; the crowd in the square was insignificant, and even the meagre numbers which it contained were made up largely of young ruffians and small boys. As a demonstration of laboring men in support of and sympathy with the strikers on the railways it was a gross and insulting burlesque.

An Assembly of Idlers.

The attendance at the meeting fell far below that of many previous public gatherings in this city. The numbers around the two stands in the square at no time exceeded four thousand, and the groups of loungers which fringed the block did not contain many more than usually congregate in this square on a sultry evening. The majority of those who gathered about the stands were young men and boys, who appeared to be possessed with a disposition to make fun of every sentiment and incident or to pick pockets. It was a crowd that could not have been kicked into riotous behavior or driven in resistance of a single platoon of police. Once or twice an old man with sunken cheeks and dishevelled hair, derisively urged on by youths of eighteen or twenty, was pushed through the crowd, crying, "We are starving—we are starving," but it was only to be laughed at when he came within the glare of the calcium lights about the stand.

Few earnest faces could be discerned in the crowd. Occasionally an aged and venerable face looked up from the throng below the platform, but there were not many present who had the appearance and bearing of decent, self-respecting manhood. The vast majority of those in attendance were idle, listless, uninterested spectators, who had come to the meeting without any special purpose, and who would have disappeared at the first sound of a pistol shot or the crack of a policeman's club. There was not the shadow of a true Communist on the square; the committees at the two stands took pains to exclude the one single drunken fellow who proclaimed himself a Communist and demanded to be heard. The only semblance of a disturbance during the meeting was on the platform where the English-speaking orator disported, and this was created by a man named David Conroy, the President of the Horseshoers' Association, who appeared in a state of drunkenness, and who was denounced by Mr. Swinton, the presiding officer of the evening, as a secret agent of the police, sent there to bring about a riot. Why the police did not seize and lock up Conroy was the puzzling question of the evening, and they were generally condemned for neglect of duty in not arresting him.

The speeches were less inflammatory than was anticipated. None of them possessed force of argument or illustration, and they were unworthy of publication except to show their absurdity and ineffectiveness.

The crowd began to disperse long before the speeches were concluded. At the last a few turbulent and half drunken spirits congregated about the corner of Eighth street and Avenue A and created some disturbance, but were quickly dispersed by the police, who had orders to club any number of men who attempted to form a procession, or gather in large crowds after the meeting.

DRUNKENNESS IN IRELAND.

The Inspectors General of Prisons in Ireland again call attention, in their report for the past year, just issued, to the progressive increase since 1867 in the numbers committed for drunkenness in that country. In that year the commitments to the county and borough jails for this offence numbered only 6,645; in 1868 they reached 7,034; in 1869, 7,510; in 1870, they rose to 8,963; in 1871 to 9,409; in 1872 they were 8,110; in 1873 they were 9,774; in 1874 they increased to 14,008; in 1875 to 14,365, and in 1876 to 17,646, being an increase during that period of 11,001. These numbers do not include the commitments for drunkenness to bridewells, which were fewer by 5,020 in 1876 as compared with those in 1867, the numbers having been in the latter year 7,524; in 1870 they decreased to 2,136, but in 1874 they rose to 2,439, while in 1875 they again fell to 2,276. In 1876, however, they again increased to 2,504. The inspectors repeat the observations they have made in former reports, that short sentences of imprisonment for drunkenness have little or no deterrent effect, as in most cases they provide the offenders with comfortable shelter and medical advice during the time that they may be recovering from the effects of their excesses. It is urged that power should be given to justices to imprison for drunkenness without as well as with the option of a fine, as such payments in many instances do not check the recurrence of the offence.

It is utterly impossible for a man to go into a clothes closet without knocking down every hat hung up there. It is terribly exasperating to hear them go down and to feel them knocking against one's legs, and it is surprising that no one has thought to invent a hook which will hold a hat with the grasp of death. Some people run an iron rod through the hat, and secure the rod with a bolt on the outside of the house. This is a sure device but requires considerable time and mars the appearance of the house. When a woman has hung up three hats in a row, and got a broken-ribbed umbrella with a hook handle to lay across them, she has struck one of the deadliest blows ever given to domestic peace.—*Danbury News.*

A Solace for the Aged.

In the decline of life, as the vigor of the system wanes, and infirmities attack it to which in early life it was a stranger, the use of a safe medicinal stimulant is highly advisable. Nothing, as experience shows, is so admirably adapted to the wants of old people as Hostetter's Stomach Bitters. It is a real solace to the aged, and the best safeguard they can possibly use against the complaints to which they are peculiarly liable. It invigorates the body and cheers the mind, is pure, agreeable and effective. Rheumatism, lumbago and gout are more frequently developed in age than in youth or middle life. Hostetter's Bitters are an excellent remedy for those painful disorders, and also fortify the system against them. They never create undue excitement, are gentle in their action and are infinitely purer than the unmedicated stimulants of commerce. ‡

The Seaside Library.

Choice Books no longer for the few only. The Best Standard Novels within the reach of every one. Books usually sold from $1 to $3 given (unchanged and unabridged) for 10 and 20 Cents.

1. East Lynne. By Mrs. Henry Wood. (Double No.) 20c.
2. John Halifax, Gentleman. By Miss Mulock. 20c.
3. Jane Eyre. By Charlotte Bronte. (Double No.) 20c.
4. A Woman Hater. Charles Reade's New Novel. 20c.
5. The Black-Indies. Jules Verne's Latest. 10c.
6. The Last Days of Pompeii. By Bulwer. 10c.
7. Adam Bede. By George Eliot. (Double No.) 20c.
8. The Arundel Motto. By Mary Cecil Hay. 10c.
9. Old Myddelton's Money. By Mary Cecil Hay. 10c.
10. The Woman in White. By Wilkie Collins. 20c.
11. The Mill on the Floss. By George Eliot. 20c.
12. The American Senator. By Anthony Trollope. 20c.
13. A Princess of Thule. By William Black. 20c.
14. The Dead Secret. By Wilkie Collins. 10c.
15. Romola. By George Eliot. (Double No.) 20c.
16. The English at the North Pole and Field of Ice. In one book. By Jules Verne. 10c
17. Hidden Perils. By Mary Cecil Hay. 10c
18. Barbara's History. By Amelia B. Edwards. 20c
19. A Terrible Temptation. By Charles Reade. 10c
20. Old Curiosity Shop. By Charles Dickens. 20c
21. Foul Play. By Charles Reade. 10c
22. Man and Wife. By Wilkie Collins. 20c
23. The Squire's Legacy. By Mary Cecil Hay. 20c

For sale by all Booksellers and Newsdealers, or sent postage prepaid, on receipt of price, by George Munro, 21, 23, and 25 Vandewater St., N. Y.

Happy tidings for nervous sufferers, and those who have been dosed, drugged, and quacked. Pulvermacher's Electric Belts effectually cure premature debility, weakness, and decay. Book and Journal, with information worth thousands, mailed free. Address Pulvermacher Galvanic Co., New York City. ‡

After Shaving.—Gentlemen who use the razor will find Burnett's Kalliston a most desirable cosmetic. It softens the beard, allays all tendency to inflammation, counteracts the painful effects sometimes produced by soap, and prevents roughness and dryness of the skin. ‡

Read Dr. Olive's card in another column.

Special Notices.

ROOMS OF THE MERCANTILE LIBRARY, July 23, 1877. NOTICE. The Library and Reading Rooms will be CLOSED, for cleaning and repairs, from SATURDAY, July 28th, until MONDAY, August 13th. By order of BOARD OF DIRECTORS. jy25,27a28

SPECIAL NOTICE. The Semi-Annual Meeting of the Stockholders of the CHESAPEAKE MARINE RAILWAY AND DRY DOCK COMPANY will be held at the DOUGLAS INSTITUTE, on MONDAY EVENING, July 30th, 1877, at 8 o'clock. JOHN W. LOCKS, President. GEORGE MYERS, Secretary. jy21,25,25,27,30

PROF. WM. P. TONRY, Ph. D. In charge of Chemical Department of Maryland Institute, Baltimore, Md. Personal and prompt attention given to all Analyses. Office Hours, at the Maryland Institute, from 11 A. M. to 2 P. M. jy13 tf

TO BUSINESS MEN. Before purchasing your supply of BLANK BOOKS, STATIONERY AND PRINTING, Call at GUGGENHEIMER & WEIL'S, 177 W. BALTIMORE STREET. *GREAT REDUCTION IN PRICES.*

TRUSSES. DR. L. B. COMINGS, Manufacturer and Dealer in the latest improvements in Trusses, Supporters, Pessaries, Pile Pipes, Shoulder Braces &c. Call and examine. 143 EAST BALTIMORE STREET. No charge for advice. eo

PROF. J. A. CLARKSON, M. D., PH. D., ANALYTICAL AND CONSULTING CHEMIST, 43 NORTH CALVERT STREET, Baltimore, Md. Terms moderate. tf

Camp Meetings.

THE HOME CAMP MEETING is removed from cor. Division and Wilson streets to corner of Arlington and Edmondson avenues. Children's Service every day at 5 P. M. General Service at 8 P. M. Every Sabbath, General Testimony Meeting at 9 P. M.; Children, 5 P. M.; Revival, 8 P. M. jy28-3t* S. H. CUMMINGS, Preacher in Charge.

Miscellaneous.

HAMS! HAMS! HAMS! 500 Tierces Choicest Brands FINE SUGAR-CURED HAMS. W. P. HARVEY & CO., 75 Exchange Place. jy27-3t*

LIQUID RENNET. For making delicious and healthful Desserts from Fresh Milk. 35 cents per bottle. For sale by Druggists and Grocers, and by the manufacturers, ANDREWS & THOMPSON, No. 5 West Baltimore street.

BALTIMORE TERRA-COTTA WORKS. N. M. RITTENHOUSE, (Successor to George R. Rittenhouse,) Manufacturer of STOVE BRICK LINING, FIRE BRICK, DRAIN AND SEWER PIPE. Received highest Award at Centennial.

Proposals.

PROPOSALS FOR BALTIMORE CITY FIVE-PER-CENT. LOAN *FREE FROM CITY AND STATE TAXES.* $5,000,000.

MAYOR'S OFFICE. Baltimore, July 3, 1877. SEALED PROPOSALS will be received by the Finance Commissioners of the City of Baltimore until the SIXTH DAY OF AUGUST, 1877, at 12 M., FOR THE PURCHASE OF FIVE MILLION OF DOLLARS OF REGISTERED STOCK OF THE CITY OF BALTIMORE, bearing interest at the rate of five per centum per annum. This stock is issued in accordance with the provisions of an ordinance of the Mayor and City Council of Baltimore, No. 65, approved June 30, 1877, entitled "An ordinance authorizing the issue of stocks or bonds of the City of Baltimore to the amount of Five Million Dollars for the purpose of redeeming the various loans, known as the Water Stock of 1875, and also providing for the issue of stocks or bonds for the redemption or negotiation of other loans already created or authorized." The purpose for which this stock is issued is to enable the City of Baltimore to redeem the various loans, known as the Water Stock of 1875, bearing six per centum interest, and payable at the pleasure of the Mayor and City Council of Baltimore. This stock will be issued in sums of one hundred dollars or the multiples thereof. It will bear interest at the rate of five per centum per annum, payable semi-annually, on the first days of May and November in each year, and be redeemable at the pleasure of the Mayor and City Council of Baltimore, on and after the first day of July, in the year nineteen hundred and sixteen. The City of Baltimore will agree to pay all taxes which may be imposed upon said stock or bonds by the State of Maryland. No proposals will be entertained for a less rate than the par value of the said stock, the Commissioners of Finance reserving to themselves the right to reject any and all bids. Parties making proposals are hereby notified that upon the acceptance of any proposal for said stock the party or parties making the same shall, upon notice thereof, deposit with the said Commissioners of Finance five per centum of the amount for which a proposal is accepted, as a pledge and guaranty to the city for the performance on his or their part of the proposed agreement. Any of the stock of the City of Baltimore, known as the Water Loan of 1875, may be offered in payment of the new five-per-cent. loan, and if accepted an adjustment of interest can be effected. All proposals must be sealed and marked "Proposals for the New Five-Per-Cent. Loan of the City of Baltimore," and directed to Ferdinand C. Latrobe, Mayor, President ex officio of the Board of Finance Commissioners of the City of Baltimore, City Hall, Baltimore, Md. Blank Proposals will be furnished upon application at City Register's office. By order of the Commissioners of Finance. JOHN A. ROBB, Clerk. jy2,4,6,9,11,13,16,18,20,23,25,27,30,Au1,3,6

BALTIMORE WATER DEPARTMENT, ENGINEER'S OFFICE, CITY HALL, BALTIMORE, July 23d, 1877. NOTICE. SEALED PROPOSALS will be received, from the manufacturers only, for about 5,000 TONS OF CAST IRON PIPE, of the following dimensions: 40 inches internal diameter, 12¼ feet long, and weight 620 lbs. per foot. The manufacturer will state the time he will require to complete the same. Specifications may be procured at the office of the Water Engineer, and the bids will be opened at 12 o'clock M., August 18, 1877. By order of Water Board, JAMES CURRAN, Water Engineer. jy24,27,Au4a9

Legal Notices.

CHAS. E. PHELPS, Attorney, 49 St. Paul street. THIS IS TO GIVE NOTICE, That the subscribers have obtained from the Orphans' Court of Baltimore city, letters testamentary on the personal estate of NATHAN K. SMITH, late of said city, deceased. All persons having claims against said deceased are hereby warned to exhibit the same, with the vouchers thereof legally authenticated, to the subscribers, on or before the 25th day of January next; they may otherwise, by law, be excluded from all benefit of said estate. All persons indebted to said estate are requested to make immediate payment. Given under our hands this 13th day of July, 1877. ALAN P. SMITH, MARY H. LANIER, Executors. jy20-law4w

THIS IS TO GIVE NOTICE, That the subscriber has obtained from the Orphans' Court of Baltimore city, Maryland, letters of administration on the estate of ELIZABETH SCHOFIELD, late of Baltimore city, deceased. All persons having claims against the deceased are hereby warned to exhibit the same, with the vouchers thereof, legally authenticated, to the subscriber, on or before the 18th day of January, 1878; they may otherwise by law be excluded from all benefit of said estate. All persons indebted to said estate are requested to make immediate payment. Given under my hand this 13th day of July, A. D. 1877. ALFRED W. SCHOFIELD, Administrator. jy13-law4w*

THIS IS TO GIVE NOTICE, That the subscriber has obtained from the Orphans' Court of Baltimore city, letters testamentary on the estate of HARRIET MORROW, late of said city, deceased. All persons having claims against said deceased are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, on or before the 9th day of January, 1878; they may otherwise by law be excluded from all benefit of said estate. All persons indebted to said estate are requested to make immediate payment. Given under my hand this 6th day of July, 1877. JOHN C. KING, Executor. jy6-law4w*

Merchandise.

AXLE GREASE.—Fifty gross for sale. BOLTON BROTHERS, 82 and 84 West Pratt street.

ANTHRACITE, CHARCOAL, AND SCOTCH PIG IRONS. For sale by HERD, TICKNEY & CO., 11 South Gay street.

CHEESE, CODFISH, &c. New Cheese, New Codfish, and Extra Scaled Box Herrings, receiving and for sale by C. F. EARECKSON, No. 85 South street, below Pratt.

CHLORIDE OF CALCIUM, 60 Casks; PEARL SHELLS, 10 Tons; CRUDE MANGANESE, 45 Tons; POWDERED MANGANESE, 15 Tons; CHROME ORES, 20 Tons; In store and for sale by CHARLES L. OUDESLUYS, No. 67 Exchange Place.

CRUDE TURPENTINE.—10 bbls. for sale. BOLTON BROTHERS, 82 and 84 West Pratt street.

COCOANUTS.—50 thousand fresh San Blas and Baracoa landing and for sale by E. L. PALMER & CO., 107 W. Lombard street.

FOR SALE. 2,000 gallons WINTER LARD OIL. HOLMES & CO., 72 West Pratt street.

FRESH EGGS AND BUTTER, Just received and for sale by JOHN R. COX & CO., Corner Howard and Fayette Streets.

HOLMES & CO. 4,000 lbs. PRIME TALLOW

HOLMES & CO. Agents for MINERAL SPERM OIL.

HOLMES & CO. 1,500 feet GARDEN HOSE.

HOLMES & CO. Agents for White Oak Tanned Leather BELTING

NEW MACKEREL, &c. 200 bbls. No. 3, New Medium; 200 bbls. No. 3, New Large; also, half bbls. and packages; Labradors, Split and Eastern Herrings' receiving and in store. For sale by C. F. EARECKSON, No. 85 South street, below Pratt.

PITCH.—50 bbls. North Carolina for sale. BOLTON BROTHERS, 82 and 84 W. Pratt st.

PURE CIDER VINEGAR. For sale by JOHN R COX & CO., Corner Howard and Fayette Streets.

SALT! SALT!—30,000 sacks Liverpool G. A. and Fine; 25,000 bushels Turk's Island Salt, landing from "Lake Champlain," "Progress," "Bien," and "Adams," and for sale in lots to suit by ALEX. KERR & BRO., 41 South street, And Jenkins' and Kerr's Wharves.

SALT.—25,000 sacks G. A. and Fine Salt, 15,000 bushels T. I. Salt. Dairies and cases of salt in lots to suit, by JAS. BONDAY, JR., & CO., 58 South street and Gibson's wharf.

TAR.—200 bbls. North Carolina for sale. BOLTON BROTHERS, 82 and 84 W Pratt street.

300 BOXES MESSINA ORANGES, In store and for sale by E. L. PALMER & CO., 107 W. Lombard street.

1,000 BAGS Fresh Ground No. 1 QUERCITRON BARK, old crop, to arrive, and for sale low by CHARLES L. OUDESLUYS, No. 67 Exchange Place. Also, Asbestos, Indestructible Mineral Wool, Ground Talc, and high test fertilizing Pot Ash Salts.

92,000 FRESH SAN BLAS COCOANUTS. In store and for sale by J. FARKHURST, JR., & CO., 78 South Street.

500 BOXES CHEAP LEMONS, In store and for sale by E. L. PALMER & CO., 107 W. Lombard street.

Commission Merchants.

F. E. MARINE, General Commission Merchant, FOR THE SALE OF— 45 W. PRATT STREET. FLOUR AND FEED, GRAIN AND SEED, HAY AND STRAW. WALNUT LUMBER, Western; ASH do., do.; POPLAR do., do.; WHITE PINE do., do. WHITE OAK (Pipe) STAVES, single and double. " " (Hhd.) " " (Bbl.) " And all kinds of Country Produce. Your consignments solicited. eo

Samuel H. Travers & Son, SHIP BROKERS And Commission Merchants, COR. SPEAR'S WHARF AND PRATT ST., Up Stairs

POPE & OWENS, Produce and Commission Merchants, 35 SOUTH STREET, BUTTER, EGGS, CHEESE, DRIED FRUITS &c

Rubber Goods.

Goodyear's Rubber House. HYDRANT HOSE with Brass Attachments complete. The FOUNTAIN HOSE CARRIAGE and Magic Nozzle. MACHINE GOODS of every description, Druggists' Sundries, Clothing, Boots and Shoes, Stationery, and every variety of RUBBER GOODS. TOWNER, LANDSTREET & CO., Successors to W. G. Maxwell. 217 & 219 W. BALTIMORE STREET, BALTIMORE, MD. eo

Excursions.

EVER POPULAR "Pentz" Excursions. 9th Season. Annapolis and Severn River. LANDING AT NAVAL ACADEMY. EVERY TUESDAY and FRIDAY AFTERNOON. Knabe Pianos, Good Music, and well served Supper. Steamer leaves Pier 3 Light Street at 4.30 P. M.; returns at 10.30 P. M. Fare $1 00; Children and Servants at half-price.

For the Sea Shore —AT— OLD POINT COMFORT! BAY LINE STEAMERS daily (except Sundays) leave Union Dock at 6 P. M.; Canton Wharf, foot of Chesapeake Street, at 7.30 P. M. Round Trip Tickets, good for four days, only $6.00. Ticket Office, 157 West Baltimore street. E. BROWN, General Ticket Agent. WM. M. LAWSON, Agent. je11 3m

Fair Haven Excursions. The Eighth Season will open WEDNESDAY, JUNE 20th, on and after which day Steamers will run from Pier 8, Light street, as follows: THEODORE WEEMS at 9 A. M. daily (except Sunday); remain at Fair Haven four hours and return at 8 P. M.; MATILDA at 2 P. M. daily (except Sunday); remain at Fair Haven from one to two hours, and return at 11 P. M. Hotel conducted on American and European plans. PROFESSOR ITZEL'S BAND on both Steamers and at Fair Haven. Tickets for Round Trip......50 cts. Children, 4 to 12 years......25 cts. je16-6w

FOR OCEAN CITY DAILY, SATURDAYS EXCEPTED. On and after FRIDAY, June 29th, from South Street Wharf, at 5 o'clock P. M., by the steamers of the Eastern Shore Steamboat Company, making close connection with Railroad at Crisfield, arriving at Ocean City in time for breakfast. Through Tickets......$4.50. Round-Trip Tickets, good for the season......7.00. P. R. CLARK, Agent, No. 107 South street. je30-2m

SUMMER EXCURSIONS. BALTIMORE AND POTOMAC RAILROAD. *THROUGH PARLOR CARS.* BALTIMORE TO WHITE SULPHUR SPRINGS AND ALL STATIONS ON THE CHESAPEAKE AND OHIO RAILROAD, FOR THE VIRGINIA SPRINGS AND SUMMER RESORTS. Seat Fare in Parlor Car, to all points......$1.00. Leave Baltimore—Calvert Station, 6:40 A. M.; Charles Street Station, 6:45 A. M.; Pennsylvania Avenue Station, 6:50 A. M. *EXCURSION TICKETS AT REDUCED RATES.* Good until October 31, 1877. Tickets, baggage checks and information can be procured at the offices of the Company, northeast corner Calvert and Baltimore streets, Calvert Station, Charles Street Station and Pennsylvania Avenue Station. Baggage called for and checked at hotels and private residences. L. P. FARMER, General Passenger Agent. ED. S. YOUNG, A. G. T. Agent.

For OCEAN CITY. Philadelphia, Wilmington and Baltimore R. R. Persons desiring to spend Sundays with their friends on the Sea Shore, are respectfully informed that by taking 2.55 P. M. train leaving President Street Station Saturdays only, at 2.55 P. M., will connect with train for Ocean City. Returning, can leave Ocean City at 3.45 A. M. Mondays only, arriving in Baltimore at 11.30 A. M. Round trip tickets will be sold. WILLIAM CRAWFORD, General Agent. jy7-tu,th&fri-tf

To the Ladies.

AT GEORGE H. C. NEAL'S SEMI-ANNUAL CLOSING OUT SALE. PREVIOUS TO TAKING INVENTORY AUGUST 1. IMMENSE REDUCTION IN PRICES. UNPRECEDENTED BARGAINS WILL BE SOLD IN EVERY DEPARTMENT THIS MONTH. BARGAINS IN BLACK SILKS. BARGAINS IN COLORED SILKS. BARGAINS IN PARIS DRESS GOODS. BARGAINS IN BLACK GRENADINES. As low as 18¾ and 25 cents. RESEILLE MESH GRENADINES at 37½ cents. FINE SILK AND WOOL GRENADINES, 40 cents. Thin, cool FANCY GRENADINES, from 12½ cents. Black ground Silk Figures 12½, worth 50 cents. Silk Stripe British Dress Goods, 12½ cents. All-Wool PARIS DE BEGES, for summer travelling Suits, 25 cents, actual value 50 cents. FINE COLORED DRESS LINENS, 25 cents. Many styles former FANCY DRESS FABRICS at $1 we will close out at 50 cents. Large assortment IMPORTED LINEN PARIS POLONAISE AND DRESSES UNMADE AT ONE-FOURTH THEIR VALUE. DISPLAYED ON CENTRAL COUNTER. Ladies in search of CHEAP GOODS should not fail to visit this house, as we are determined to CLOSE OUT a large line of goods. BALTIMORE AND HOLLIDAY STREETS.

Reduction in Prices. HUTZLER BROTHERS' One-Price House, 67 North Howard Street, HAVE REDUCED BLACK AND GREY SILKS, BLACK GRENADINES, CRAPES AND MOURNING GOODS, SUN UMBRELLAS, FANS, And All Other Seasonable Goods. HUTZLER BROTHERS' One-Price House, 67 N. Howard street.

DR. WARNERS' HEALTH CORSET, WITH SKIRT SUPPORTER AND SELF-ADJUSTING PADS. Unequaled for Beauty, Comfort and Style. For sale by Leading Dealers. WARNER BROS., MANUFACTURERS, 351 Broadway, N. Y. MOULTON Bros. & STAUFFER, 13 & 15 Hanover St. Sole Agents for Baltimore.

Ladies' Ready-Made Underwear, From Lowest to Finest Qualities. HAMBURG EMBROIDERIES And Fine White Goods. CLOSING OUT SALES—SPECIAL INDUCEMENT PRICES. SILK AND LACE HOUSE, JOEL GUTMAN & CO. Nos. 30, 32, 34 & 36 N. Eutaw Street

LADIES' READY-MADE UNDERWEAR.—We have now in stock a FULL LINE OF FRENCH AND DOMESTIC UNDERCLOTHING—Skirts, Chemises, Drawers, Night-Dresses, Corset Covers and Corsets. Beautiful French Nainsook Dressing Sacques. The above Goods will be sold at GREATLY REDUCED PRICES. WAMSLEY & NEDWELL, 79 North Charles Street.

Hats, Umbrellas, &c.

TAYLOR'S Correct Styles of HATS For Gentlemen's Wear, *For the Present Season.* Our Department for BOYS', MISSES' and CHILDREN'S HATS is filled with the *NEWEST AND CHOICEST GOODS* in that line. Finest Variety and Newest Styles of LADIES' SILK SUN UMBRELLAS, at specially attractive prices. TAYLOR'S, Opposite Barnum's Hotel.

Pianos and Organs.

REMOVAL. WM. KNABE & CO. HAVE REMOVED TO THEIR NEW WAREROOMS, 204 & 206 W. Baltimore St. *BETWEEN CHARLES AND ST. PAUL,* And will open with a magnificent stock of GRAND, SQUARE and UPRIGHT Pianos. Also, an elegant assortment of the celebrated Smith American and other leading makes of PARLOR ORGANS. A call respectfully solicited. WM. KNABE & CO. 204 & 206 W. Baltimore St., between Charles and St. Paul.

THE ESTEY ORGAN *LEADS THE WORLD!* Wagner, Liszt, Saint-Saens, Abt, Rubinstein, Ole Bull, Kucken, Morgan, and, in fact, all the greatest Musicians declare the ESTEY ORGANS to be the BEST, and this is confirmed by nearly 75,000 delighted purchasers. Nilsson, Kellogg, Lucca, Patti, Cary, Carreno, Strauss, Wehli, Mills, Bristow, and hosts of other Artists, pronounce the "WEBER PIANO" to be unequalled, and the Centennial Judges confirmed this by placing it FIRST on the Roll of Honor. The BRADBURY is a First Class Piano, and a great favorite. Prices Low. Terms Easy! SANDERS & STAYMAN, eo 15 N. CHARLES STREET.

STIEFF HAS RECEIVED THE HIGHEST AWARD AT THE CENTENNIAL EXPOSITION for those EXCELLENCIES which constitutes THE BEST PIANO, and places them in the front rank. Manufacturer of GRAND, UPRIGHT and SQUARE PIANOS. None but the best quality of materials are used, and only the most skillful workmen are employed. Prices to suit the times. BURDETT ORGANS on hand at all prices. Second-hand Pianos from $75 to $300. STIEFF'S PIANO AND ORGAN WAREROOMS, 9 N. Liberty Street.

Bohrer's Piano and Organ HAND GUIDE. Gives great flexibility to the fingers, perfect position to hands and wrists, accomplishing for the player in three months what would take years of study and practice to acquire. For sale at the Music Stores and office of the GENERAL AGENCY, eo 15 N. CHARLES STREET.

Summer Resorts.

NOTICE. PERSONS LEAVING THE CITY DURING THE SUMMER MONTHS, to escape the heated term, and wishing to be well posted upon the general topics of the day, would do well to bear in mind that THE AMERICAN will be mailed to their address, free of postage, upon the following reasonable rates:

One Week	24 Cents.
Two Weeks	48 Cents.
One Month	95 Cents.
Two Months	$1.90
Three Months	$2.50

RAWLEY SPRINGS, ELEVEN MILES FROM HARRISONBURG, VA. On good Turnpike Road. This delightful Summer Resort offers to invalids and pleasure seekers a rare combination of attractions which is not to be found in any Springs. The Chalybeate Water at Rawley is known to be the strongest and has more rare and remedial virtue than any to be found in this country. Rawley compares very favorably with the best Watering Places of Europe. The astonishing cures wrought by the use of the Rawley Waters in diseases peculiar to females warrant us in saying that no water known affords such hope of a speedy and permanent restoration to health. For further information and Circulars, apply to DRS. CLAGGETT AND WALLS, tAu9- 18 S. EUTAW STREET.

THE OCEANIC, Star Island, Isles of Shoals, N. H. Will OPEN for guests TUESDAY, June 19. Steamer "Major" will connect with morning and evening trains at Portsmouth; leaving Star Island at 7:15 A. M. and 3:15 P. M.; leaving Portsmouth at 11 A. M. and 6 P. M. Baggage transferred to and from trains free of charge, and checked from Boston to Hotel. Until June 15, address JOHN R. POOR, 19 and 20 India street, Boston, Mass. We refer by permission to the following well-known gentlemen in Baltimore: J. Saurin Norris, President First National Bank. John S. Gilman, President Second National Bank. Wm. E. Morris, of Coale & Morris. Wm. Winchester, of Winchester & Thomas. je8-eo2m

GREAT REDUCTION OF PRICES AT THE HERDIC HOUSE, WILLIAMSPORT, PENNSYLVANIA. Splendid Summer Resort. One of the most complete and thoroughly appointed hotels in Pennsylvania. It has five acres, surrounded by forest oaks and native shrubbery; is near the depot, with street cars leading to all parts of the city. The famous Minnequa Water constantly on draught, *free of charge.* Terms for board $10 to $15 per week; Transient $2 to $2.50 per day. Special rates for families, &c. N. B. BARRY, Proprietor. Also of GLENHAM HOTEL, Fifth Avenue, New York. eotAu14

THE HYGEIA HOTEL, OLD POINT COMFORT, VIRGINIA. Situated within 100 yards of Fort Monroe. Open all the year. Special attractions for summer, with ample capacity for 500 guests. Has all modern improvements. Six daily mails and telegraph office. Fifteen to twenty first-class steamers land daily (except Sunday), 150 yards from the door. Superior beach for bathing at door steps, and drives from May until November. Boating, fishing and driving attractive. Send for circulars describing hygienic advantages, terms, &c. t8e1 H. PHOEBUS, Proprietor.

MOUNTAIN HOUSE, SNOW SHOE CITY, CENTRE COUNTY, PA. This pleasant Summer Hotel, situated west of the summit of the Allegheny Mountains, has been enlarged and entirely Refurnished, and is now ready for the reception of guests. Its peculiar location in the healthiest part of the mountain district of Pennsylvania, with the pure air of the Pine Forests renders it an attractive retreat for parties desiring a pleasant and quiet home during the heated term. Good Trout Fishing in the immediate neighborhood and no Liquors sold in the House. For terms apply to EDWARD A. NOLAN, Snow Shoe, Pa. jy6-1m*

OCEAN HOUSE, CAPE MAY, N. J. THE FAVORITE FAMILY HOTEL. *TERMS REASONABLE.* jy21-1m* SAM'L R. LUDLAM, Proprietor.

NEW SUMMER RESORT. Point Breeze Hotel, Lower Canton. Soft Crabs, Fish, Spring Chickens, and all the delicacies of the season furnished at the shortest notice. HARRY McGOWAN, Proprietor. Geigan & Co.'s Park Phaetons will connect with Canton Line Cars daily, Sundays included, from 7 A. M. to 8 P. M. Fare, round trip, 25 cents. my21-3m

COLORADO HOUSE, OCEAN BEACH, MONMOUTH COUNTY, N. J., OPENS for Guests JUNE 1st; one hundred feet from good Bathing; two Lakes and Pine Woods, within three minutes' walk of house. House has all modern conveniences, will accommodate 250 guests. Terms $2.50 per day and $14 per week. A few choice rooms at $16 and $18. A. P. COOK, late of the West End House, Cape May, Proprietress. Apply at 1607 CHESTNUT ST. Philadelphia, Pa. ap27-2aw3m

ST. ELMO HOUSE, CAPE MAY. NO BAR! This House is the best medium-sized hotel at the Cape, in a beautiful location, near to the surf, with all the comforts of a good home. Terms $12 to $15 per week. Address, jy7-1m J. BRIERLEY, Proprietor.

SUMMER BOARDING can be found at the WARE COTTAGE, No. 21 Lafayette street, CAPE MAY, after the 10th instant, on accommodating terms. Letters of inquiry received prior to that time at No. 900 SPRING GARDEN STREET, Philadelphia. je5-tf

"CAYUGA LAKE HOTEL," on Cayuga Lake.—This HOTEL opens June 20th. Price of Board $2.50 per day, and reduced rates per week. Circulars obtained by addressing GEO. A. LOVERING, Manager, je11-eo2m Sheldrake, Seneca county, N. Y.

LAKE NEPHAWIN, AMONG THE ALLEGHANIES.—The best Private Board for city guests. Terms, $5 to $10 per week. Address S. S. Kemiya, Grover, Bradford county, Pa. jy3-1m*

GLEN PARK HOTEL, WATKIN'S GLEN, N. Y. Terms $2 to $3 per day. Appointments A1. 'Bus free. Send for circular and analysis of water. jy5 3m C. S. FROST, Proprietor.

BOLTON'S HOTEL, AT HARRISBURG, will be found a comfortable House for those who desire to spend a few days away from Baltimore. jy19-1m

OPENING OF FERRY BAR. SUMMER OF 1877. The Messrs. HARRISON BROS. beg leave to announce that they open this season with increased facilities for BATHING, BOATING AND FISHING. The Bath House, so liberally patronized last year, has been considerably improved, and every convenience afforded the bather. The South Baltimore cars connect immediately with vehicles that carry the passenger direct to the place, and no one need be kept waiting for conveyance.

ATLANTIC CITY, N. J.

UNITED STATES HOTEL, ATLANTIC CITY, New Jersey. This Popular Seaside Resort is now open for the season of 1877, at greatly reduced rates. D. T. MORGAN, Musical Director. jy3 1m BROWN & WOELPPER, Proprietors.

SURF HOUSE, ATLANTIC CITY. Is kept first-class, with a table unsurpassed. Celebrated Band. Fine Bathing. Terms, $12 to $18 per week. jy2-1m HAGER & BROTHER.

THE WESTMINSTER, CORNER OF PACIFIC AND KENTUCKY AVENUES, ATLANTIC CITY, NEW JERSEY. OPEN FOR GUESTS. Has Twenty-five Rooms with Ocean view. For Terms, apply to W. A. MITCHELL, je13-2m Superintendent.

WAVERLY HOUSE, CORNER OHIO AND PACIFIC AVENUES, ATLANTIC CITY, N. J., NOW OPEN, with Hot and Cold Sea-Water Baths in the House. Near the Beach. Open all the year. A. L. BRYANT, tAu3- Proprietor.

SCHAUFLER'S HOTEL, ALOIS SCHAUFLER, Proprietor, opposite Depot, Atlantic City, N. J. Best location, greatly enlarged, improved and newly furnished. This Hotel sets the best table and is the most popular house on the Island. jy18-12t

ATLANTIC CITY—SHELBURNE HOUSE. First-class, cool, quiet and attractive Summer Home, within one hundred yards of the beach on Michigan avenue, and near the warm baths. my25-2aw3m EDWIN ROBERTS, Proprietor.

CLIFTON HOUSE, ATLANTIC CITY, N. J., corner Atlantic and Connecticut avenues. Favorite Family House. Great Reduction in prices to suit the times. Trains stop in front of the house. eotAu3- S. A. PANCOAST.

CENTRAL HOUSE, ATLANTIC CITY, N. J., enlarged and greatly improved, is Now Open for the reception of guests. jy5-eo1m LAWLOR & TRILLEY, Prop'rs.

TRAYMORE HOUSE, SEA END, ILLINOIS AVENUE, ATLANTIC CITY, N. J., within 200 ft. of Ocean. OPENS JUNE 1st. ap9-5m*- M. E. HOOPES.

ST. CHARLES, ATLANTIC CITY, N. J. Formerly Light House Cottage. Much improved, with wide and airy porches. je21-2m JONAH WOOTTON, Proprietor.

THE CHALFONTE HOUSE, ATLANTIC CITY, N. J. Good situation, quiet, comfortable. ELISHA ROBERTS, tSe3- Proprietor.

ST. JAMES, ATLANTIC CITY, N. J. Fine Ocean View. tSe3- M. C. BRODIE.

DENNIS COTTAGE, ATLANTIC CITY, NEW JERSEY. IS NOW OPEN. je4-3m JOSEPH H. BORTON, Proprietor.

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2 " " " 8x12 "
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[CONTINUED FROM FIRST PAGE.]

s depredations and acts of violence. They ith some two thousand, and the crowd swelled altitude before noon. They showed savage o and seemed fearless of death itself. How- when some three hundred police, under Officer , charged them they broke up after a hot en- er. They recruited again shortly and prepared nother encounter at Sixteenth street and Halstead t viaduct, when an interchange of shots and ucceeded. The police, being reinforced, broke mob with a yell that was heard for blocks Reinforcements, consisting of a new squad of a company of armed cavalry, under Colonel t, began, in conjunction with the police, a nslaught, the result of which is imperfectly d reported variously. One report, which is exaggerated, says twelve were killed and hundred and fifty wounded. Another, that were killed and fifty wounded. Certainly more three men were killed. At present no names can ained. This broke up the mob for a time, but soon gathered again. ang of the mob ran a passenger train off the at Twentieth street this morning, and, after ing the passengers to escape, smashed the ows and furniture of several cars. The Second ent, the mounted police and the regular vet- e of Chicago are on the scene of the battle. rnor this morning applied for United States

RUMORS OF A BATTLE DWINDLED DOWN TO VERY SMALL PRO- PORTIONS.

e following despatches received yesterday after. give an account of a battle supposed to have fought between the police and the mob, but it e noticed that later despatches show the battle e been a very small affair indeed:

CAGO, July 26—11 A. M.—Advices from West th street state that the mob is holding a small hment of police in check. One policeman was usly wounded with a stone. The Second Regi- has been called out to assist the police.

is reported that at 10 o'clock this morning the po- had a fight with the mob on Newberg avenue. een of the rioters were hurt. A squad of mounted rans with drawn sabres charged on the Sixteenth t mob. One hundred and fifty rioters were nded and ten killed outright. Six policemen e wounded. At 11:30 A. M. two boys were killed alsted street viaduct. One policeman is reported d. The mob has dispersed, and all is quiet in vicinity now.

11:40 o'clock the artillery left their quarters for scene of the conflict, which is now at the corner of sted and Sixteenth streets, and a few minutes after booming of cannon showed that the regulars had ed on the mob with grape and canister. A cor- ndent at the scene confirms this. The slaughter e terrible.

LATER ACCOUNTS.

despatches which follow these make very little of a "battle," and the casualties dwindle to four killed.

APOLOGY FOR NOT SENDING NEWS.

CAGO, July 26.—At 3:40 a press reporter on the d telegraphs that a large crowd of police and nted vigilantes are conducting prisoners to the on. They are crossing Halstead street viaduct. y shots are being fired by the rabble, and serious ble is anticipated before they get across the via- The office of the Metropolitan Telegraph Com- , nearest the scene, was taken possession of by mob this forenoon, which accounts for the dilatory meagre reports. The next nearest office was sev- blocks away, and is managed by a lady operator. Times reporter was attacked by the crowd on tead street a few moments ago, and responded by ooting one man.

FEW CASUALTIES.

But four men are reliably reported killed as yet. entire force of United States troops expected are w here. They are six companies of the Ninth giment of Infantry. Societies for protection have n formed in almost every ward to-day, and prep- ations for a lively campaign to-night are complete. s reported that a gang from the stock yards are ng, declaring that they will clean out every police- Halstead street. They are armed with butcher brel sticks and every conceivable weapon.

RK PACKING INTERFERED WITH.

eman of the Illinois Packing Company, just the stock yards, says that men attempted to this morning, but were driven off by the mob. ys $125,000 worth of meat will be spoiled to-day is establishment.

EMPT TO SET CARS ON FIRE—THOSE TERRIBLE HOG KILLERS.

e this afternoon an attempt was made by the glies to fire the freight cars on the Chicago, gton and Quincy Railroad track by burning combustibles in one of the cars. Some of the loyes of a firm in the vicinity put out the fire. is the first attempt at incendiarism. The Fire rtment is confident of being able to subdue all pts at burning. Citizens are guarding every et and store to-night, and incendiaries, if caught, be summarily dealt with. A company of cavalry just left for the stock yards. The stock yards have not been heard from of late, and it is be- d they have changed their destination or their

ANOTHER BATTLE(?) REPORTED.

CAGO, July 26—9:40 P. M.—The Second Regi- e cavalry and a large squad of police a short marched to Halstead street viaduct and the mob. At this time heavy firing is going A volley of perhaps one hundred rounds been fired. The result is not yet learned.

NOBODY HURT.

P. M.—The firing at the viaduct was less than expected. Two volleys were sent into mob, which had the effect of dispersing it, prob- y for the night. No casualties are reported. The ond Regiment is quartered on the viaduct for the ght. The special police force, several hundred ng, and the mounted patrol are quartered at the ory. The cavalrymen came into the station a with considerable hurt, but not danger- , by stones and missiles. Wild rumors are afloat, some have been telegraphed hence, of fearful ge, which has not yet occurred.

THE CASUALTIES OF THE DAY.

total number of those known to have been to-day cannot exceed fifteen. Of these, three are at the Morgue; others have been taken in by their friends. Doubtless others have been y wounded and the facts concealed by the mob. r is current to-night that a band of desperadoes lwaukee avenue, in northern Chicago, but its onfirmation and is probably untrue. The names killed are so difficult to report that they can given with certainty to-night. They are gen- nonounceable Polish, Bohemian and other es. None of the police have received wounds. They behaved gallantly, as did Regiment.

LATEST "WAR" BULLETIN.

—The situation at this hour is briefly thus: have retired to well earned rest. The giment is encamped on the viaduct, where ed to stay all night. The mob appears to be A few are in sight, and it is not unlikely appear before morning and renew the fight. nbers of the Second expect this, and all are for it.

icago, Burlington and Quincy freight depot ed by two companies of United States The armories are garrisoned and all is quiet l reports of riots in other parts of the city s. No trouble has occurred to-night except at uct. The two volleys last fired were fired by d Regiment, and resulted in no deaths so far

ST. LOUIS.

TESTING THE TEMPER OF THE CROWD. CITIZEN SOLDIERY AND POLICE ON DUTY —THE MOB SOMETIMES HUMOROUS, SOME- TIMES DEFIANT.

Louis, July 26—2 P. M.—At 1 P. M. Chief of McDonough was directed to take a force of tans out of the Four Courts and clear the space of a block. The object was to e crowd would act. The police marched ed by the Chief, in his shirt sleeves. They neither arms nor clubs. A line was formed the street, and the crowd requested to fall It did so slowly, and nearly a block was d, and several militia companies then marched of the Four Courts, occupied the vacant space are now drilling, the crowd quietly watching r movements. The active strikers and roughs now in the northern and southern portions of the stopping work wherever they find it going on, tizens enrolled as militia assembled early at police station Four Courts building, ed with breech-loading muskets and cartridg- es. The morning hours were devoted to drilling distributing ammunition. No outward demon- tion was made up to noon save that heavy guards re on patrol duty in front of the station house. Two brass field pieces loaded with shrapnel are in jail yard with teams hitched to them and an llery company of sixty men in charge. Bands of ikers accompanied by roughs and hard characters were marching through the streets all the morning.

THE MOB HOLDS A MEETING AND ADOPTS A RESOLUTION.

Between 10 and 11 o'clock a crowd of several thou- and gathered about the workingmen's stand at Lucas arket. They were called to order and the following was read and endorsed:

Resolved, That we, the authorized Executive Com- ittee of the Workingmen's party of the United ates, do not hold ourselves responsible for any act violence which may be perpetrated during the ent excitement, but that we will do all that lies our power to aid the authorities in keeping order d preventing acts of violence, and will do our ut- st to detect and bring to punishment all guilty rties.

e chairman of the meeting then said that the clamation of the Mayor closing saloons was being gely disregarded, and announced that workingmen ould take the matter in hand and read the names of committee who were directed to go around and tify the saloon keepers to shut up at once. About past ten the crowd formed in column and, accom- nied by a vast body of spectators numbering several usand, marched down Twelfth street to Clark nue and halted in front of the Four Courts build- which is the headquarters of citizens, militia and police. The crowd surged up to the pavement pressed hard on the guards who were doing duty sidewalk. The latter were immediately rein- d by details from within and the companies pre- march out. The police, headed by Captain e, dashed into the crowd, and, drawing pistols, pressed them back and arrested two of ders. A few stones were thrown and then the fell back a little. For an hour or more the mob up close to the sidewalks and jeered and the militia in every conceivable manner, dar- m to fire and commence a fight.

PREPARATIONS FOR DEFENCE.

OTIC CITIZENS SUBSCRIBE LIBERALLY TO A DEFENCE FUND.

overnor Phelps and Lieutenant Governor Brock- have been at headquarters most of the day in ultation with Gen. Smith and Mayor Overstolz. ot unlikely that Governor Phelps will issue a mation to-night. It is understood that Gen. C. Davis has orders from Washington to answer from the Governor or Mayor to quell a riot. avis' force, with late arrivals, amounts to 6 infantry and a battery of Gatling guns. mass meeting of merchants was held this for the purpose of raising one or more bat- s for the protection of the business interests of ity, and $12,000 was subscribed in a few min- to purchase arms, &c., and a committee ap- d to solicit further subscriptions, and another ittee to purchase the best approved rifles and army revolvers. Gen. John S. Gray was ap- d to the command of the battalion, and an ad- y council of five prominent citizens to co-operate the commander. The services of the battalion ered to Gen. Smith, who promptly accepted will assign the command to the special duty g the business part of the city. One thou- have been enrolled this afternoon, and arms nition purchased, which will be distribu- as the men are organized into companies. thing was conceived and executed inside The railroad strikers have almost en- d out of sight in this city in view of the of the movement inaugurated by the n's party and the high hand with which conducted it in closing mills, factories, nd compelling mechanics and laborers to The water works, in the northern part e distributing reservoirs, are under e soldiers. The levee laborers who com- granting of an extortionate advance in of all steamboat employes yesterday, ry boat that arrived to-day and exacted their terms.

MARY OF THE DAY'S WORK.

ALL THE WORKSHOPS IN THE CITY CLOSED.

Louis, July 26.—The large crowd of strikers, and tramps started out this afternoon to fin- work begun yesterday of closing manufac- establishments. These three mobs subse- y subdivided into thirty or forty small squads, read themselves over the southern and eastern of the city, and closed the mills, factories, ma- hops, brickyards and other places where men are yed that found in operation. Violence was , but then orders were peremptory, and obedi- y are enforced. It is estimated to-night that fourths of the manufacturing establishments of y are closed. Many of them, however, sus- work, in deference to the Mayor's proclamation terday, and others closed on account of the high of coal, that article now commanding fifty cents ushel. Twelve hundred stand of arms arrived to- from the State Armory at Jefferson City, and to three thousand will arrive from Rock

THE NEW YORK CENTRAL.

THE STRIKE ENDED AT SYRACUSE.

TRAINMEN HOLD A MEETING AND RESOLVE TO RESUME WORK—TRAINS TO BE STARTED IM- MEDIATELY.

SYRACUSE, N. Y., July 26—1 A. M.—Late last night a meeting of striking brakemen, firemen and conductors was held at East Syracuse, when it was unanimously resolved to resume the operation of the road this morning. All the trains will be started at the earliest possible moment, preparations having been made for that purpose.

A mass meeting of laborers was called for 12 (noon) to-day. On assembling the police very quietly dispersed the crowd.

NO STOCK TRAINS YET IN MOTION.

EAST BUFFALO, July 26.—No stock trains started from here to-day. A few will probably be sent out to-morrow. Nothing has been received. All is quiet. The way mail on the Erie to Corning was sent out, and the Falls train on the Central Branch arrived this morning. One passenger train on the Central, Erie and possibly Lake Shore intend going out this afternoon. The station houses are full of tramps and a number of ringleaders in the mob arrested during last night.

A RINGLEADER ARRESTED.

POUGHKEEPSIE, July 26.—At Albany, at 2 o'clock this morning, a detective arrested Van Hoesen, the leader of the Albany riot, and hurried him in shackles to Troy jail. Van Hoesen was arrested for spiking the track.

THE ALBANY STRIKERS TAKE TIME TO CONSIDER.

ALBANY, N. Y., July 26.—A meeting of the strikers was held at West Albany, when Mr. Vanderbilt's reply to the committee was presented. The latter said it was not a question of money, but honor and principle, and he could not promise to do anything for them now. A committee of six was then appointed to confer with brakemen and firemen relative to quitting work. The officers of the meeting were directed to publish a notice in the newspapers of the city requesting the West Albany workmen to keep away from the shops until the differences between workmen and officers of the road are settled. After a speech from a workman named O'Neil the meeting adjourned.

ALL QUIET AT ALBANY.

ALBANY, July 21.—All is quiet at West Albany. No further disturbance is apprehended. The shops will probably be opened and the men at work by to-morrow.

THE ROAD ENTIRELY OPEN.

ROCHESTER, N. Y., July 26.—The New York Central Railroad is entirely open and trains are running as usual East and West.

TOLEDO.

PROMINENT CITIZENS TAKE UP ARMS.

TOLEDO, July 26.—The city has been quiet throughout the day. The police this morning arrested James Turner, the acknowledged leader of yesterday's movements. Other arrests followed rapidly, and by noon most of the ringleaders of the mob had been secured. About five hundred prominent citizens met at the Court House and were supplied with arms and ammunition. Business generally suspended during the forenoon, and members of leading firms throughout the city reported for duty at the Court House. It is expected trains will run through on the Lake Shore to-morrow.

THE ERIE RAILWAY.

A SETTLEMENT EFFECTED.

TERMS UPON WHICH THE TRAINMEN RETURN TO WORK.

HORNELLSVILLE, N. Y., July 26.—The following is the substance of the conditions of the settlement of the strike: The men are to go to work at a uniform reduction of ten per cent.; free rentals of land occupied along the track by acknowledging the company's title; no discharges on account of the strike; no arrests, unless for dangerous criminal offences, and the restoration of the discharged committee-men left to the Company. The Governor has been requested by telegraph to remove the troops, and the guard will be relieved by 6 A. M. General satisfaction is felt on all sides.

DONOHUE PURSUED BY A WRIT OF HABEAS CORPUS.

PORT JERVIS, N. Y., July 26.—Donohue, the chief of the strikers at Hornellsville, who was arrested, reached this place last night at 11:30 en route to New York in charge of four deputy sheriffs. While here a despatch was received from Sheriff Sherwood, of Steuben county, directing his return in order to obey a writ of habeas corpus. His presence was not known until after he was on his way back. Confidence here is fully restored, and all fears of further trouble are gone.

BUSINESS RESUMED IN EARNEST.

NEW YORK, July 26.—The Erie Railway commenced to receive local and through Western freights at all its stations in New York city to-day, it being the first in that respect to raise the blockade. A general order has also been issued by the Company to its agents resuming the sale of tickets to all persons on the main line and branches, also to Western cities over such of its connecting lines as at present running passenger trains. The employes along the line have gone to work again with alacrity, even at the reduced rates.

TRAINS RUNNING ON SCHEDULE TIME.

BINGHAMTON, N. Y., July 26.—Erie train No. 16 came through from Hornellsville at 11:35 A. M. on schedule time without interference from strikers. There is much rejoicing here that the Erie strike is over.

The Delaware, Lackawanna and Western strike will not extend to divisions of that road north of here.

NEW YORK, July 26.—The Erie Railway officials announce that the strike at Hornellsville has ended, and the Erie Railway is open. Trains are now running regularly between New York and Salamanca and Dunkirk.

NEW JERSEY ROADS.

THE MORRIS AND ESSEX.

MUCH JOY OVER A SMALL AFFAIR.

NEWARK, July 26.—The announcement of the resumption of work on the Morris and Essex Road was received with decidedly expressed joy. Trains are now running with regularity. All is quiet in the city, and interest is lessening.

A freight train on the Newark and New York branch was stoned by roughs this morning, but the action has little connection with the strike.

RUFFIANISM ON THE NEW JERSEY CENTRAL.

LONG BRANCH, N. J., July 26.—The passengers leaving on the 9:10 train on the Central Railroad last evening were ordered out of the train, which was stopped by strikers at Elizabethport. They were compelled to walk to Elizabeth, a distance of three miles, where they took a train for New York.

On the road between Elizabethport and Newark the train was stoned by the strikers, and the passengers were compelled to lie down on the floor of the cars for safety.

GOV. BEDLE ON THE ALERT.

JERSEY CITY, N. J., July 26.—Gov. Bedle and staff still maintained their watch at police headquarters to-day and received despatches from all parts of the State, keeping themselves well posted in regard to the condition of affairs in every point where trouble was anticipated. The first action of importance this morning was the proclamation offering a reward of $500 for the apprehension of each of the men who attacked the trains on Wednesday night on the Pennsylvania and Central Railroad. There was a general appearance of languor and quiet throughout the entire day. The Governor sent two members of his staff to Elizabethport to investigate the cause of trouble there, and directed Lieut. Col. Rose to assist the civil powers if he thought necessary. Several posts of the Grand Army tendered their services to the Governor in case a riot should occur, and several veteran officers offered to supply a battalion of veterans in case of actual need.

NEW YORK.

NO FURTHER DANGER APPREHENDED.

BROOKLYN PROPOSES TO GIVE A WELCOME TO THE TWENTY-THIRD.

NEW YORK, July 26.—All trouble or fear of riots from railroad strikers appears to be at an end. Everything so far is quiet in this city and Brooklyn, though police and military are both held in readiness. Preparations are being made in Brooklyn to give the Twenty-third Regiment a warm welcome on their return.

The Long Island Railroad Depot, Bushwick and Montrose avenues, took fire last night, but the flames were soon extinguished. The damage will not exceed one hundred dollars. The fire is supposed to have been caused by some boys who were playing about the building.

AT THE DEPOTS

Everything was quiet at the Grand Central and Hudson River Railroad depot to a late hour this afternoon. Despatches were received by Superintendent Toucey to-day from Albany, West Albany, Dewitt and Buffalo, saying that there were no disturbances there, and that trains were being run without molestation from strikers. Men had resumed work at Dewitt and the shops at West Albany would resume to-morrow.

SENSIBLE MEN.

It is reported that the engineers and firemen of the Delaware, Lackawanna and Western Railroad at Hoboken went to work again at 3 P. M. to-day.

HOW TO SUPPRESS A MOB.

GOVERNOR HARTRANFT GIVES SPECIFIC DIRECTIONS

AND TAKES COMMAND HIMSELF — TROOPS MUST NOT FIRE EXCEPT BY ORDER OF OFFICERS IN COMMAND.

PHILADELPHIA, July 26.—Governor Hartranft has just issued the following order to the National Guard of the State:

HEADQ'RS, NATIONAL GUARD OF PENNSYLVANIA, ADJUTANT GENERAL'S OFFICE, PHILADELPHIA, July 26, 1877.

General Orders No. 2:

First. During the existing emergency in all cases troops are to be moved in compact bodies, and under no circumstances is firing to be permitted except by order of the officer in immediate command.

Second. All other means of quelling riot and restoring order having first been exhausted, the officer commanding the troops shall notify the rioters that they will be fired upon unless they promptly disperse. The order to fire will then be deliberately given, and every soldier will be expected to fire with effect. The firing will continue until the mob disappears.

Third. Officers in command of troops will report to these headquarters the names of all citizens who have attempted or may attempt to dissuade members of the National Guard from the discharge of their duties. All such persons should be arrested, if possible.

Fourth. Headquarters after 2 o'clock P. M. to-day will be in special car on Pennsylvania Railroad. All communications will be addressed accordingly.

Fifth. General officers will publish these orders, not only to their troops, but to the public generally.

J. F. HARTRANFT,
Governor and Commander-in-Chief,
National Guard of Pennsylvania.

A FORWARD MOVEMENT.

GOVERNOR HARTRANFT STARTS OUT ON A CAMPAIGN—THE OBJECTIVE POINT NOT KNOWN.

PHILADELPHIA, July 26.—Governor Hartranft and entire Staff, consisting of Adjutant General Latta, Surgeon General Reed, Colonel Green, General Smith, General Hartshorn, Assistant Adjutant General Hussinger and others, started from the West Philadelphia Depot at 2 o'clock P. M. to-day. Orders had been previously issued for the assembling of all the militia remaining in Philadelphia to report at the armory, Broad and Race streets, at 1 o'clock P. M., to proceed to the West Philadelphia depot and in the same train with the Governor. Detachments of the Keystone Battery, State Fencibles, Second Regiment, First Regiment and Sixth Regiment took passage for some unknown point in the State. The authorities are extremely reticent about the movements of the military, but the impression prevails that the men are destined for Blairsville, where the body of the State troops are at present quartered. The Eleventh Regiment, made up of men from Chester, West Chester, Media and other points in that vicinity, joined the detachments from this city at Paoli. Batteries K and M, of the Second Artillery, and Battery I, of the Fourth, with companies of engineers from Baltimore, arrived at the depot this afternoon, and proceeded up the road. There is no excitement or stir about the depot, and freight trains to New York have been running regularly.

THROUGH HARRISBURG.

HARRISBURG, PA., July 26.—Governor Hartranft and a number of soldiers, regulars and militia, passed through here at nine o'clock this evening bound west.

A FIGHT WITH RIOTERS—ONE BOY KILLED.

PHILADELPHIA, July 26.—The police, in breaking up a meeting at Fourth and Berks streets to-night, were stoned by a crowd of about twenty-five hundred men, and several shots were fired at them. A desperate fight ensued. The police say they fired in the air, but when the affair was over the body of a boy about seventeen years old was found dead, with a bullet hole in his head. Several of the police were injured by flying missiles.

PITTSBURG.

RECOVERING STOLEN PROPERTY.

ARREST OF RIOTERS STILL IN PROGRESS— CLEARING AWAY THE DEBRIS.

PITTSBURG, July 26—2 P. M.—Affairs in this city remain quiet, although the citizens are not relinquishing their efforts in the least. The police, regular and special, are busily engaged in making arrests of suspicious characters and parties who participated in the attack on the Philadelphia soldiers. A large amount of stolen property is being recovered, four wagon loads having been found in one house this morning. A large force of workmen are clearing the district and relaying the tracks on the Pennsylvania road. At the Allegheny Depot the strikers have posted a notice that one train will be allowed to run daily each way over the Pittsburg, Fort Wayne and Chicago, Cleveland and Pittsburg, and Pittsburg and Erie Railroads. The Superintendents will be allowed to run other trains if they can obtain men to run them. This is signed by the strikers. The situation on the other roads remains unchanged.

NORTHERN CENTRAL RAILWAY.

THE STRIKE STILL MAINTAINED AT ELMIRA
RIOTOUS CONDUCT OF THE COMPANY'S EMPLOYES.

ELMIRA, N. Y., July 26.—The strike on the Northern Central at this point still continues. An effort was made this afternoon to send out freight trains but failed. Employes entered the round house, putting out fires in the engines and dragging firemen from the engines. The Sheriff, with five hundred armed citizens and military, went to the scene. Quiet for the time being was restored, but more trouble is feared. The Fiftieth battalion is here, and the One Hundred and Tenth battalion returned to-day, also the Elmira battery.

READING.

NO FURTHER DISTURBANCE.

ARREST OF RIOTERS—CORONER'S INQUEST.

READING, PA., July 26.—Everything is quiet in this city and business has resumed its wonted aspect. All the trains are running regularly. The arrest of rioters continues. Four of the ringleaders were arrested to-day. The Coroner is continuing his investigation into the deaths of the ten victims of Monday night's tragedy, but it will be a number of days before the investigation is concluded. The funerals of six of the victims took place to-day. Company A, Fourth Regiment, of this city, Captain A. P. Wenrich, left at 10:30 P. M. for Allentown, to join their regiment.

THE LEHIGH VALLEY RAILROAD.

A GENERAL STRIKE AT LAST.

ALL TRAINS STOPPED—THE USUAL PROTESTATIONS OF PEACEABLE INTENT.

ALLENTOWN, PA., July 26.—All the brakemen and firemen of this division of the Lehigh Valley Road, extending from Easton to Mauch Chunk, struck at 6 o'clock this evening. The mail train due here at 7:30 will probably be allowed to leave for Mauch Chunk. Everything is quiet and orderly. The Fourth Regiment is still here, encamped on the fair grounds, and is recruiting its ranks to the full standard. The Easton Grays have returned.

MAGNANIMOUS OFFER TO ALLOW THE MAILS TO BE CARRIED.

EASTON, PA., July 26.—The Lehigh Valley Railroad employes struck at 9 o'clock to-night. All trains on the road before 9 o'clock will be allowed to proceed to their destinations and their crews return, but no trains will be permitted to start after that hour. The strikers say the mails can be run, but it is understood that the officials of the Company will refuse to carry them except upon regular passenger trains.

WILKESBARRE, PA., July 26.—The Lehigh Valley Railroad employes have all struck in this vicinity, and trains will all be stopped after 9 o'clock to-night. Everything is quiet.

UNWILLING VISITORS TO THE MOUNTAINS.

PHILADELPHIA, July 26.—It is reported that four passenger coaches were cut from train No. 2 on the Lehigh Valley Railroad at Fairview, and the passengers are now on the mountains eighteen miles from Wilkesbarre.

INDIANAPOLIS.

THE PEOPLE MEEKLY ACQUIESCE.

PUBLIC OPINION AS A BLOCKADE RAISER—A RAILROAD OPERATED BY ORDER OF THE UNITED STATES COURT.

INDIANAPOLIS, July 25—Midnight.—The managers having quietly submitted to the stoppage of trains by the strikers, no disturbance of any kind has happened, and this has given a feeling of security for the future to such an extent that the attempt to form a citizens' safety committee has not met with the success hoped for by some. The project is not abandoned, but the lack of an apparent immediate necessity retards it. A number of citizens have joined together for the purpose of bringing the strikers and managers to an understanding, and to this end will make their first effort to-morrow morning. The Vincennes and Pan Handle Road refused to run postal cars unless they could be allowed to take passenger cars, and therefore had no trains out to-day. The other roads had postal cars only, except the Toledo, Peoria and Warsaw and I. C. and L. Roads, whose full trains were started under the order of the United States Court to-day. The latter two are again stopped by strikers on these roads, no strike having taken place on either of them before. The train from Cincinnati for Lafayette and Chicago was allowed to proceed to-night on time. It was reported to-night that the strikers, fearing public opinion, will to-morrow allow the passenger trains to run as heretofore, but will continue the blockade as to freight trains.

STRIKERS MANAGING THE RAILROADS.

THEY ORDER ONE TRAIN EACH WAY FOR PASSENGERS AND MAILS DAILY.

INDIANAPOLIS, July 26—Noon.—All is quiet here. The order of the strikers now is that all the roads shall run one train a day each way, carrying mails and passengers, hauling as many coaches as may be necessary. No express or other freight will be allowed.

A TARDY PROCLAMATION.

INDIANAPOLIS, July 26—2:30 P. M.—Gov. Williams issued a proclamation at noon to-day commanding the enforcements of laws, and calling upon Sheriffs of various counties to use their utmost endeavors to prevent violence and preserve the peace.

Judge Gresham, of the United States Court, has issued orders to Marshals to protect property in charge of the Court.

THE WABASH RAILROAD.

THE STRIKE ENDED AND MEN WILLING TO GO TO WORK.

TOLEDO, July 26.—Manager Hopkins, of the Wabash Road, received a communication to the effect that the employes in the several departments have in open convention unanimously agreed to resume their several positions on the road as soon as he sees proper to receive through freight from terminal points, and that all passenger trains shall run without interruption.

MICHIGAN.

A PROCLAMATION FROM THE GOVERNOR.

STRIKERS WARNED NOT TO INTERFERE WITH PROPERTY—SUNDRY STRIKES.

DETROIT, July 26.—Governor Croswell this afternoon issued a proclamation warning all persons from violently molesting or interfering with the property or business of others, and urging good citizens to unite in vigorous means for law and order.

DETROIT, July 25—Midnight.—A meeting of the Michigan Central employes was held at Jackson to-night to confer with the officials in regard to the recent reduction of wages. It ended by the meeting voting to stand by the Company. At its close the engineers and firemen who had refused to take part in the proceedings of the meeting announced their determination to strike at one P. M., which they did, and committees were sent east and west to interview the men at each end of the road. There has been no disturbance of any kind as yet, and none is anticipated.

Advices from Jackson represent the Michigan Central strikers as being in possession of the depot and yard of that Company, and no trains have been allowed to leave on the main line or branches to-day. The morning mail train from Detroit for Chicago was stopped by them at this point, and as they would not allow it to proceed further it was cancelled by the railroad officials. The citizens are organizing to protect the passage of passenger trains. The strike on the Detroit and Toledo division of the Chicago and Canada Southern is at an end, and a passenger train left for Toledo this morning. Everything is quiet in and about the city.

THE CANADA SOUTHERN ALL RIGHT.

DETROIT, July 26.—A meeting of the striking employes of the Canada Southern Railroad was held at Grasse Isle this morning, every department and grade being represented and Superintendent Woodford being present. After full discussion of situation, a motion was made that the resolutions passed on Monday evening to strike should be rescinded, and that work be resumed at once, which was carried unanimously.

THE MISSOURI ROADS.

FREIGHT TRAINS STOPPED AT ST. JOSEPH.

THE STRIKERS ON A HIGH MORAL PLATFORM—NO VIOLENCE APPREHENDED.

ST. JOSEPH, MO., July 25—Midnight.—The railroad men held a mass meeting this evening. Over five hundred were in attendance. It was resolved to stop the freight trains on all the roads until increased wages are allowed. A committee was appointed to wait on the Mayor and ask him to close all the saloons until the strike is over. It was also resolved by the strikers to do no acts of violence, save to blockade the freight trains. The roads thus blockaded are the Hannibal and St. Joseph, the St. Louis, Kansas City and Northern, the Kansas City, St. Joe and Council Bluff, and the St. Joe and Denver. The citizens held a mass meeting to-day and enacted precautionary measures. Everything is quiet, and there is no anticipation of mob violence. In a street encounter to-day a railroad superintendent was knocked down by a county Judge.

COLUMBUS.

BUSINESS STAGNANT

AND HOURLY GROWING WORSE—NO FREIGHT TRAINS MOVING.

COLUMBUS, O., July 26—2 P. M.—The city is exceedingly quiet to-day, and there are no apprehensions of violence for the present. The citizens and authorities have taken measures to have the city thoroughly patrolled, day and night, by a well-armed guard. Business is stagnant and hourly growing worse. No freight trains are moving. Passenger traffic has been resumed. It is feared that unless the freight traffic is soon allowed to proceed the situation will be rendered more desperate by bread riots.

THE COAL REGIONS.

THE PROSPECT IMPROVING.

THE TRAINMEN ON THE LEHIGH AND SUSQUEHANNA RAILROAD REFUSE TO STRIKE.

MAUCH CHUNK, PA., July 26.—Appearances this morning indicate that the strikers on the Lehigh and Susquehanna division will not be able to hold out. About one-fourth of the men have refused to go out, and besides these there are three full crews working here and three crews at White Haven are ready to go to work. Coal trains were run on the Nesquehoning Valley road this morning without interference. This will keep the miners at Summit Hill and the canal men at work.

A MINERS' MASS MEETING.

VERY BAD STATE OF AFFAIRS—MINES FILLING WITH WATER.

SCRANTON, PA., July 26.—The strike continues on the Delaware, Lackawanna and Western Railroad at this point, and has extended to every other branch of industry in the Lackawanna valley.

The miners held an immense meeting to-day in the wood, and no fewer than 10,000 persons were present. The answer of President Sloan that the Company could not grant the advance of 25 per cent. demanded was read amid profound silence, and resolutions were adopted to the effect that the men would die before returning to work at what they call starvation wages.

The critical situation has been increased by the strike of the mine engineers and pump-hands to-night. At 6 o'clock they drew their fires out, and the mines are now flooding. If allowed to become flooded it will take a year to prepare them for work again. A meeting of prominent citizens was held here to-day at a call of the Mayor, and will meet twice daily till further notice. The citizens are organizing for protection. All is quiet, but the feeling is feverish, and the men, though orderly, are determined.

DELAWARE AND LACKAWANNA RAILROAD.

THE STRIKE VIRTUALLY ENDED.

HOBOKEN, July 26.—The Brotherhood of Engineers on the Delaware, Lackawanna and Western Railroad held a protracted meeting in Hoboken this afternoon considering their ultimatum in favor of the firemen, and finally sent a committee to Superintendent Reasoner announcing their determination not to continue the strike. Superintendent Reasoner then went to the firemen's meeting and promised to use his influence with the other officers of the Company to have their wages returned to the figures paid before the ten per cent. reduction. The firemen appointed a committee to go to the office at Scranton, and decided to run the trains as usual until the answer was received. The engineers promised the firemen that they would not continue at work unless they had their own firemen. The committee left for Scranton at 6 o'clock. The first trains out were the Eastern express at 4:53 and the Mont Clair accommodation at 5:45, all about three-quarters of an hour late, and all manned by their regular crews. This practically ends the strike on that road. The depot is still guarded by the police and sheriff's deputies. The trains are running as usual from Jersey City on the Erie, the compromise effected at Hornellsville having settled the trouble on the road.

AT WASHINGTON.

REPORTS FROM MILITARY COMMANDERS.

THE SITUATION IMPROVED—THREE MORE COMPANIES OF REGULARS SENT TO CUMBERLAND.

WASHINGTON, July 26.—Despatches received at the War Department during the night and this morning from military commanders in the disturbed localities show an improved condition of affairs throughout the country. As an evidence of this it may be mentioned that the number of despatches received last night was smaller than that of any night since the troubles commenced, the commanders in many instances having nothing to report beyond the fact that quiet prevailed in their respective districts. Five companies of the Eighteenth Infantry arrived here last night from South Carolina under command of Colonel Black, and three of the companies left early this morning under the same officer to join General Getty's command at Cumberland, Maryland. The other two companies are here for the present, but will be forwarded to any neighboring point should their services be needed. The Eighteenth Infantry is General Rogers' regiment, but that officer did not come with it, he being in command of the Department of the South.

Major General Schofield, accompanied by his aide, Lieutenant Michler, arrived here from Philadelphia last night, and has had interviews with the President and Secretary of War, in which he reported a favorable condition of affairs in Philadelphia. He returned to Washington at the request of the President, who desired a full report from him, he having been sent to Philadelphia to confer with General Hancock, who is the senior Major General in command.

The troops from the Department of the Gulf, now en route to Louisville, Kentucky, will reach that city to-morrow.

The Cabinet met again at noon for the purpose of further considering the condition of affairs and hearing the despatches received at the War Department during the night. The President, as well as his Cabinet officers, are of opinion that the condition of affairs to-day is much improved.

At the Cabinet session it was agreed that Major General Schofield should be ordered to the command of the troops in Washington. General Schofield is now in the city, and will assume command.

The principal object in Gen. Hancock's going over the line of the Pennsylvania Railroad to Pittsburg is to aid the Governor of Pennsylvania in protecting workmen in rebuilding the road, that supplies may be sent to the various cities along the line, and communication between Philadelphia and the interior of the State reopened without delay.

UNITED STATES MARSHALS MUST NOT BE INTERFERED WITH.

Another subject in connection with the strike which was discussed at length was in regard to United States Courts sustaining receivers appointed by them for certain roads. The Courts are to issue writs to the Marshals, instructing them to see that the roads in the hands of receivers are not interfered with by rioters, and the Marshals have power, if necessary, to summon a posse to enforce the orders of their Courts. This brings the rioters in direct opposition to the power of the Federal Government, should they attempt to interfere with any roads in the hands of receivers, and it was agreed at the Cabinet that the whole power of the Government should be brought to bear to sustain the United States Marshals in case of necessity.

GENERAL HANCOCK TO GO TO PITTSBURG.

It was also determined that General Hancock should proceed to Pittsburg with a large force of troops, and he will start for that place immediately. Despatches received by the Secretary of War are of a very favorable character, and show that the troops are being concentrated rapidly, no delays whatever having occurred in their movements.

NO STRIKE ON MAHONE'S ROAD NOR ITS CONNECTIONS.

A telegram from a thoroughly reliable source received here to-night from Lynchburg, Va., mentions that the Atlantic, Mississippi and Ohio, the E. T. V. and G., the Memphis and Charleston and the Memphis and Little Rock Railroads have no trouble on their lines, nor will any occur, and that the Great Southern Mail and Kennesaw routes, as well as the Virginia and Tennessee Air-Lines, are intact and running with perfect regularity.

A PROPOSITION DECLINED.

Captain George A. Arms, an ex-army officer, yesterday submitted to the Secretary of War a proposition to raise in the District of Columbia within sixty-eight hours a regiment of ten companies, to be mustered in the service of the United States immediately and used to quell riotous proceedings in any section. The Secretary has replied that he has no power to grant authority to raise a regiment, no call for troops having yet been made by the Government.

A LITTLE SPECK OF TROUBLE.

THAT AMOUNTED TO NOTHING IN THE END.

WASHINGTON, D. C., July 26.—The first indication of any very extraordinary excitement, and the first gathering of a crowd, which might have developed into something of a very serious nature, occurred in this city this evening, on Virginia avenue, South Washington, and along the line of the Baltimore and Potomac Railroad, upon which were lying a locomotive and five cars filled with soldiers of the Third, Fifth and Second Artillery, who, with two companies of infantry, were about to depart for Philadelphia. A report was started and rapidly circulated that the engineer of the locomotive which was to head the train had declared that he would carry "no troop train" out of Washington, and this report, coupled with other rumors to the effect that the cars would not be allowed to leave, quickly stirred considerable excitement, and brought to the portion of the city where the troops were embarking a very large number of people, who gathered in groups discussing the probabilities of the train leaving, and of the result of any attempts to prevent it, with very great animation, but with no show of a serious disposition to commit acts of violence. The crowd was composed largely of laboring men, two-thirds of whom were colored.

It did not appear that any railroad men were mingling in the commotion. Several of them were at work at the scene, assisting in loading cars, repairing tracks, &c., but were in no way molested, and held themselves aloof from any excitable conversation.

Major Richards, the Chief of Police, with a sufficient detachment of the police force, was in the midst of the crowd, having promptly responded to reports of anticipated trouble, and their presence undoubtedly had a salutary effect in preserving order.

In addition to the rifles of the troops, two Gatling guns and two caissons were shipped on the train about half past four. Everything being in readiness the bell sounded and the train moved off, with its regular employes attending to their duties. The crowd cheered, and called out to the soldiers not to shoot at the strikers. The crowd soon scattered, and absolute quiet reigned.

A STRONG FORCE ON THE BALTIMORE AND OHIO.

It is the intention of the Government to throw a strong force along the line of the Baltimore and Ohio Railroad as far west as the Ohio river for the purpose of opening and keeping that road open to freight and passenger trains. The Postoffice and War Departments are being thoroughly advised of the situation at various points. The information received is substantially the same as that contained in the regular press reports.

MOVEMENT OF TROOPS AND ASSIGNMENT OF COMMANDERS.

General Ruger has been ordered by General Hancock to Louisville, and to assume immediate control over the troops at that point and at Newport, Ky. Batteries D and I of the Fifth Artillery, from the Department of the South, will reach Baltimore to-morrow morning.

The War Department has been advised in a telegram from Chicago that the regular troops were not engaged in the conflict to-day. At 5 o'clock the troops were in the quarters provided for them by the Governor.

A PLEA FOR ARBITRATION.

WHAT THE NORTH AMERICAN ST. GEORGE'S UNION PROPOSES.

WASHINGTON, D. C., July 26.—This morning Mr. St. Andrew, of the North American St. George's Union, had an interview with Secretary Evarts, and presented the following memorandum, adopted at a meeting of the Executive Committee of the North American St. George's Union, held in Philadelphia on Wednesday, July 25, 1877, Mr. J. A. H. St. Andrew, First Vice President, in the chair:

First. That the members of the St. George's Societies of the United States, among whom are many thousands of adopted citizens and sons of adopted citizens, view with grave anxiety the present industrial crisis in which their interests, public and private, in common with those of their fellow citizens throughout the republic are directly involved.

Second. That experience in Europe has demonstrated beyond doubt that the only hope of satisfactorily closing disputes between capital and labor is to be found in wisely conceived and judiciously carried out methods of arbitration between the contending parties.

Third. That the advantages of arbitration as a means of settlement for international and national disputes have been abundantly manifested by the peaceful and happy arrangement of the Alabama claims between Great Britain and the United States, and by the solving of numerous industrial problems on both sides of the Atlantic.

Fourth. That the present government of the United States having already earned the gratitude of the nation by a policy of domestic peace would, by the initiation of proposals for arbitration between the railroad companies and the men now on strike, confer immense benefit on the trade and commerce of the country, on the laboring classes and on the people at large, while any suggestions emanating from so high authority would be likely to give equal satisfaction to the contending parties, and would probably be gladly accepted by both as a sure and certain means of extrication from further loss and disaster.

Fifth. That it be respectfully suggested by this committee that the United States Government would take the lead in establishing a joint commission of masters and men, with some leading statesmen, designated by the President, as chairman thereof, all questions now in dispute could be speedily settled by arbitration, and that the confidence of the workman in such a tribunal would probably induce them to resume work until a fair and equitable adjustment could be reached.

Sixth. That Mr. St. Andrew be appointed to convey this memorandum to the Hon. W. M. Evarts, Secretary of State, Washington.

(Signed) LEWIS THOMPSON, President.
WM. UNDERDOWN, Secretary.

Mr. St. Andrew informed the Secretary that the St. George's Union, of which the Hon. Lewis Thompson, of Philadelphia, capitalist, is President, was a body which to a large extent represented both capital and labor among its membership. Many of the members had seen strikes satisfactorily settled by arbitration in Europe. In England during a great strike the Government had appointed a royal commission, composed partly of both masters and men, and the results had been highly gratifying.

As citizens of the United States the members of the St. George's Societies were deeply concerned in the present condition of affairs, and anxious to discover some means of permanent settlement which they believed arbitration would afford. Even if the riots were suppressed, the business interests of the country would suffer so long as the strikes continued; hence the necessity for adopting arbitration as soon as public order was restored.

Mr. Evarts expressed his general approval of the principle of arbitration, and promised to give the matter due consideration.

A LABOR DEMONSTRATION.

MASS MEETING OF TRADES UNIONS.

SYMPATHY FOR THE STRIKERS—A NATIONAL FEDERATION OF WORKINGMEN PROPOSED.

NEW YORK, July 26.—The meeting of trades unions who it was understood refused to endorse the resolutions of the Tompkins Square meeting came off to-night in the Cooper Union Hall. The assemblage was almost exclusively composed of the mechanics and laboring classes.

On the platform there were a number of workingmen, including a delegation from the Williamsburg cigar makers. About four thousand persons were present. The chairman, John Fortune, of the Tailors' Union, said the meeting in Tompkins Square was surrounded by military. This was the time to say that they were not to be cowed down. John McDonnell, of the *Laborers' Standard*, read resolutions, among which were the following:

That we express our sincere sympathy with the railroad men and others on a strike, and pledge ourselves to use every effort to render financial aid, not only to the men on a strike, but to those work people who have suffered by the strike.

That it is the imperative duty of all workingmen to organize in trades unions, and to aid in establishing a national federation of all trades, so that capital can be successfully resisted and overcome.

Cheers were given at the reading of a resolution giving fraternal greeting to the volunteer soldiers who fraternized with their fellow-workmen.

At this point there were numerous calls for "Beecher," and cries of "Sack him up."

The meeting became still when the next speaker, John McDonald, came forward. He said there was a guerilla warfare for three years past against workingmen, who had to give up the marrow of their bones to those who never earned an honest cent in their lives. [Cheers.] A reference to the amalgamation of white and colored men called forth hearty cheers, and a cry (three cheers for the Pittsburg men) which evoked hearty cheers. The speaker advised reorganization on the basis of trades unions.

Robert Blissart, of the Tailors' Union, said it was only lawless scamps who were in sympathy with lawlessness. The people must show they were determined to have their rights; peaceably, if possible, but to have them any how. [Cheers.] "I tell the capitalist," said he, "that if I am denied the bread of life, I will wrestle with them for it." [Cheers.] In conclusion the speaker said there was no difference between them and the Tompkins Square men. The powers that be had better not provoke the tiger of laborers much. [Cheers.] [Interruption took place here, and the speaker said any man that interrupted him he would take by the collar and put out. Cheers and laughter.] Grant might screen Belknap and others, but when a man was dishonest among workingmen's unions they put him out. [Laughter.]

After an address from John Competz, of the Cigar Makers' Union, the proceedings terminated.

Lafayette Hughes registered in the Lindell Hotel, St. Louis, and told the clerk that he had come there from his home in Chicago to stop drunkenness. He had been on a long spree, and was very nervous from the effect of it. He deposited all his money in the safe, so that he could not buy liquor, and went to the theatre, hoping that the entertainment might divert his thoughts from his craving for alcohol. Late at night he demanded his money, saying that he could no longer resist his appetite, and having obtained it, went out and got very drunk. On the following morning, being sober and discouraged, he killed himself.

Literary young man at a party—"Miss Jones, have you seen Crabbe's Tales?" Young lady, scornfully—"I was not aware that crabs had tails." Literary young man, covered with confusion—"I beg your pardon, ma'am; I should have said, read Crabbe's Tales?" Young lady, angrily-scornful—"And I was not aware that red crabs had tails, either." Exit young man.

THE WAR ON THE CHINESE.

A NIGHT OF TERROR IN SAN FRANCISCO.

THE "HOODLUMS" ON THE WAR-PATH—RESOLUTE CITIZENS SUBDUE THEM WITH FIRE-ARMS AND CLUBS—ATTEMPT TO BURN THE PROPERTY OF THE PACIFIC MAIL STEAMSHIP COMPANY.

SAN FRANCISCO, July 25—9:40 P. M.—The Citizens' Committee began to assemble at 7 P. M. at Horticultural Hall, and the building was soon filled. About 8 o'clock W. T. Coleman, President, called the meeting to order, and had scarcely done so when a message was received that a fire had broken out at the Pacific Mail Dock. It was soon ascertained that the fire was in a large lumber yard near the dock. One hundred of the committee, armed with clubs, were at once despatched to the scene, followed soon after by one hundred more. The remainder of the committee were then told off in companies by ward, and, with the exception of about two hundred, proceeded to the City Hall to await orders from the Chief of Police. Sixty were despatched to Sixth and Howard streets to disperse the crowd collected there smashing Chinese houses. All the members of the committee were armed with clubs in addition to the pocket fire-arms carried by nearly all. Muskets will soon be issued if necessary. The fire at the lumber yard is now raging fiercely, and a crowd of several thousand people are collected there. A heavy force of vigilantes and police are standing guard. News has just been received of a man detected cutting the hose being shot down in his tracks. The vigilantes have closed the streets leading to the scene of the fire.

A fire alarm has just been turned in from the corner of Stockton street and Broadway, and a party of vigilantes has been despatched to keep order. All is quiet in the central portion of the city. No call has yet been made on the military.

President Coleman says he has 3,000 vigilants on hand, and just before reaching the City Hall he perfected certain important arrangements, the nature of which has not yet transpired. The principal streets are quite full of people, but there are no signs of disturbance, except as above mentioned.

11 P. M.—The fire at the corner of Stockton street and Broadway has been extinguished, and order is restored in that neighborhood. A man was run over and killed by a hose cart on the way to the fire. Squads of vigilantes are scattered throughout the northern and western parts of the city, and no breaches of the peace are reported in those localities. South of Market street small bands of "hoodlums" are ranging around and breaking into Chinese houses, the vigilantes following them. At the Mail Steamship Company's dock and vicinity the excitement and disturbance are increasing. The fire is still raging and appears to be under control in the direction of the mail dock, but is spreading to the northward along the city front in the lumber yards, and westward along Front street. The mob is becoming more and more demonstrative, and is with difficulty held in check. They are attacking the police and vigilantes with stones. One policeman was crippled by a stone, and two vigilantes reported shot. The force charged on the crowd with clubs and pistols, firing about fifty shots, and forced them back. General Cobb, in charge of the vigilantes, reports the riot increasing, and that the military be despatched to his assistance, but Chief of Police Ellis declines to have troops ordered out, except as a last resort. Reinforcements of vigilantes have been despatched to the scene, and now there are between three hundred and four hundred on duty there besides the police.

A strong force of vigilantes are held at the City Hall, to be sent where required, and a number remain at headquarters, Horticultural Hall.

LATER.

The city fire-alarm has just sounded for the corner of Mission and Stewart streets, a few blocks from the present conflagration, and in the immediate vicinity of the lumber yards and manufacturing establishments.

July 26—1 A. M.—The latest reports from the vicinity of the Pacific Mail dock are that the crowd has mostly dispersed. The fire is under control, though it is still burning and the police and citizens are masters of the situation there. The fire alarm from the corner of Stewart and Mission streets proved to be unfounded. As far as can at present be gathered the fire near the Mail dock was of incendiary origin, the evident intention being to involve the Company's property in its spread. On the arrival of the first detachment of citizens a crowd numbering about 10,000 had gathered. The wharves, lumber and coal yards in which the fire was raging were surrounded on the land side by a fence running near the bottom of a steep hill leading up to St. Mary's Hospital. On top of this hill a crowd had gathered. While a portion of them attempted to set fire to the fence, the police and citizens attempted to drive them off, and were met by a shower of stones from the hill. The hill was then stormed in the face of a hot fusilade of stones, and the mob began firing pistols. The force answered with a volley, and getting to close quarters

USED THEIR CLUBS WITH TELLING EFFECT.

In the charge a young man, the note teller in the London and San Francisco Bank, fell, probably fatally wounded. Another citizen is reported shot dead, and a great many were wounded more or less seriously by stones and pistol shots. It is impossible to ascertain the loss of the rioters. Several are reported killed and wounded, but nothing is definitely known. At least one hundred shots were fired into the mob. About a dozen are lying in the drug stores near the scene of action more or less seriously injured. This charge broke the courage of the mob, many of whom were captured, and a long chain being stretched across in front of the Mail dock, they were manacled to it for the present for safe keeping. The mob at no time obtained access to the Mail dock, which was closed, strongly guarded, and several cannon planted commanding entrance. In the meantime the fire had burned immense quantities of lumber, mostly belonging to Simpson Brothers, McDonald, Mills & Co. and Starbuck & Goldstein; also the wood yards of O'Connell and Higgins & Collins, and a great deal of similar property owned by various parties. The ships at the wharves were hurriedly towed to places of safety. The firemen, after the first outbreak, were well protected and worked with but slight hindrance. The driver of Hose Cart No. 1 is reported to have been shot dead by the mob, but there were no other casualties among the members of the force. After the police and citizens had dispersed the mob a portion of the latter, including some who had been raiding on Howard and Folsom streets, gathered in the vicinity of the Grand and Palace Hotels on Market street. Some of them penetrated into Kearny street. Here they were met by a force of citizens and driven back to Market street, while another detachment of citizens and police marched along Montgomery street, and taking the crowd between them, punished them severely and scattered them. At present the rioters seem to be roaming in small gangs over that portion of the city lying south of Market street, closely watched by the police and citizens, and it is expected they will seize the first opportunity to gather again in force.

THE ANTI-COOLIE MEETING

which had been called met early in the evening near City Hall. There was not a very large crowd, perhaps from five to eight hundred people. The speeches from the stand and the utterances of the crowd were of the most incendiary nature. Threats were openly made to clean out Chinatown and attack the residents and railroad authorities, and from what could be learned by circulating among the crowd, it would appear that Friday evening had been fixed upon for the demonstration in that direction. From some unaccountable cause neither police nor vigilantes made their appearance at the meeting, which, after it had adjourned, formed the nucleus for the band which has been, during the evening, raiding in the southern portion of the city. During the evening men were detected distributing printed slips in envelopes marked "A Warning." The slips were as follows:

"PRO BONO PUBLICO.

"The attention of the Thousand-and-One will be drawn to any and all premises where Chinese are employed or allowed. Property owners, insurance companies and employers may make a note of this while there is time, and before the avengers of oppressed labor thunder at your doors.

"(Signed) THOUSAND-AND-ONE."

ARRIVAL OF ARMS AND AMMUNITION.

2:15 A. M.—At this hour all is quiet throughout the city with the exception of two or three attacks on Chinese wash houses lately reported, but the parties engaged are insignificant in numbers. A strong police force remains on duty at the scene of the fire, and the whole city is patrolled by squads of police and citizens. Four thousand stand of arms were received from the United States Arsenal at Benicia by a late boat, also an abundant supply of ammunition and one thousand revolvers. These will be distributed to the members of the Committee of Safety as required. The citizens and authorities fully apprehend the true situation of affairs, and vigilance will not be for a moment relaxed. Careful observations of those composing the mob lead to the belief that the workingmen formed an exceedingly small portion of it, a great body being of the pronounced idle hoodlum type.

ONLY ONE MAN KILLED.

11 A. M.—All is quiet this morning. The only man known to be killed is Herman Gudervill, note teller of the London and San Francisco Bank. Several were dangerously wounded on both sides.

A special meeting of the Board of Police Commissioners was held this evening, at which it was determined to instruct the members of the police force that it was their duty to shoot into any crowd which attacked them with stones or weapons of any kind. They were to take no risk whatever, but upon the first attack upon them were to use their pistols.

Careful estimates places the losses by last night's fires at $80,000.

TWO WAR VESSELS IN POSITION.

The Committee of Safety and municipal authorities conferred with Admiral Murray to-day, which resulted in the Pensacola being anchored in the stream opposite the Pacific Mail dock, and the Lackawanna at the foot of Market street. Admiral Murray states that he is prepared to land a force of marines and blue jackets in case of a riot. The position of the Pensacola will enable her to sweep away any mob which may gather at the Mail dock.

CASUALTIES OF THE BATTLE OF WEDNESDAY NIGHT.

As far as can be ascertained the casualties by last night's riot are as follows: A. H. Gradewell, of the vigilantes, killed; Officers Wilson, Smith and Moorehouse, wounded by stones, not dangerously; Officers Parsons and Pomeroy, pistol shot wounds in head and leg respectively, not serious; J. K. Connally, driver of No. 1 Hose Cart, shot in the leg by a rioter; Samuel Scousee, who was on the cart with Connally, reported shot dead by the mob, but not verified at the Coroner's and not credited; a fireman of No. 3 Hose struck by a stone in the face and severely hurt; Jos. Wentworth, sailmaker, run over by a hose cart, reported fatally injured and leg broken; Henry Warber, killed; Thomas Baxter, boiler maker, shot in chest, probably fatally; Joseph Miller, shot in the head while inciting riot. Two hoodlums, Reulig and Thompson, shot; result not known. A rioter named Carr, dangerously. Hays, another of the mob, shot in the knee. A great number of the committee and the police were more or less injured by the stones thrown, and many of the rioters were severely clubbed, and it is believed quite a number wounded by pistol shots, whose names and extent of injuries have not been ascertained.

PROCLAMATION.

HOODLUMS, TAKE WARNING.

The following is the proclamation issued by Mayor Bryant this morning:

SAN FRANCISCO, July 26.

To the People of San Francisco:

Lawless and atrocious acts of vicious and criminal classes in this community, committed last night, compel me again, and for the last time, to warn all good citizens against appearing on the street in large numbers or groups. The object of this caution is that the innocent may not suffer, and that streets and public places may be left free and unobstructed for the operations of the police, military and Committee of Safety, who, I am assured, will see that order is maintained at all hazards. A. J. BRYANT, Mayor.

No further leniency will be shown the mob. Members of the Committee of Safety will be provided with the most approved weapons, and general orders have been given to shoot down any person caught in the act of demolishing property or interfering to prevent the extinguishment of fires.

GOSSIP.

Faix, Missus O'Toole, take a schmall little oonion,
Its flavor is foine; its an illigant brade.
Troth, wid me oon hand, sure, I rared up the cratur;
And in me oon garden I planted the sade.

Begad, Missus Doyle, I thank yez quoite koindly.
Be me sowl I rigrit that yer dish doesn't suit;
Boot me loongs is quoite wake; an' the doctor has towld me,
On account av me hilth, not to ate any froot.

"Goot day, Moses. Vy—s'help me! my tear, how you vas changed. Vouldn't nefer haef known you!" "But my name is not Moses, sir." "Kreat hefens! who would think it—your name changed too?"

"How do you like my son's plays?" asked a lady of a dramatic critic. "Very much," replied the journalist; "the villains are especially well drawn—for every line of dialogue that they utter is stolen."

Scene—An Irish police court. The case—The charge of exposing unsound meat for sale. The local inspector of provisions is giving his evidence. Cross-examiner: "Do you swear that the cow was killed, or that it died a natural death?" Witness: "I swear she was killed to save her life."

Lady Z. intends shortly to give a series of strawberry and cream garden parties in the country. Here is a copy of her letter to her factotum: "Tell the gardener to begin growing strawberries immediately, and mind and don't have the cows milked until we come down."

Mrs. Besant, who, in company with Mr. Bradlaugh, was recently found guilty of circulating a work which a jury deemed injurious to morals, conducted her case in court with extraordinary ability, and won the heartiest encomiums of the bar. She is said to be the wife of a Yorkshire clergyman, and voluntarily separated herself from her husband to teach what is termed "Secularism."

Statistics show that the number of suicides in Italy is far greater than in other countries. During last year that country enumerated 1,487, against 409 in England, 556 in Prussia, 165 in Bavaria, 783 in Austria, 126 in Sweden and 92 in Belgium. Even France fell much short of Italy in the number of her people voluntarily resigning life. Sicily, of all the Italian provinces, was the most prolific in suicides.

WASHINGTON.

CURRENT NEWS AT THE CAPITAL

NAVAL ORDERS AND CHANGES—MAJOR GENERAL SCHOFIELD—BALANCES IN THE TREASURY—LIBERATING A SLAVE IN CAIRO.

WASHINGTON, July 26.

GENERAL SCHOFIELD'S ORDER OF ASSIGNMENT.

The following is the order assigning Major General Schofield to the command of the troops in Washington:

HEADQUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
WASHINGTON, July 26, 1877.

General Order No. 70:

By direction of the President Major General Schofield is assigned to temporary duty at the headquarters of the army, dating from Monday, the 23d instant, in addition to his command of the Department at West Point. The forces of the United States, including the Navy and Marine Corps, in the District of Columbia will be reported to Major General Schofield, and act under his command.

By command of General Sherman.

E. D. TOWNSEND,
Adjutant General.

STATISTICS OF EMIGRATION.

Official returns made to the Bureau of Statistics show that during the quarter ended June 30, 1877, there arrived at the port of New York 25,903 immigrants, of whom 15,154 were males, and 10,749 females. During the corresponding period of 1876 the total number of immigrants arrived was 61,039, showing a decrease of 35,136. Of the total number arrived at the port during the three months ended June 30, 1877, 5,224 were under fifteen years of age; fifteen and under forty, 16,978; forty and over, 3,701. The principal countries or islands of last permanent residence or citizenship were: England 4,896, Scotland 843, Ireland 4,427, Wales 64, Germany 7,790, Austria 1,433, Sweden 1,745, Norway 615, Denmark 528, France 697, Switzerland 541, Spain 137, Italy 1,180, Russia 652, Holland 234, Poland 117, and Hungary 153. There were 4,543 laborers, 1,903 farmers, and the remainder were of 248 different occupations.

NAVAL INTELLIGENCE AND ORDERS.

The United States steamer Huron, attached to the North Atlantic Station, has been ordered here from Norfolk, Va., to be present in case of necessity, and will arrive this evening. Rear Admiral Thomas H. Patterson has been detached from duty as President of the Naval Examining and Retiring Board, and will soon be ordered to command the Asiatic Station. Lieutenants Wm. P. Day and Clinton K. Curtis have been ordered to temporary duty on board the iron-clad Wyandotte. Master F. E. Upton is ordered to the iron-clad Valiant. Assistant Engineer C. L. Dennett is ordered to the Essex. Cadet Engineer George S. Willets is detached from the New York Navy Yard and ordered to the Boston Yard.

The Secretary of the Navy has tendered to Vice Admiral Rowan, now Port Admiral at New York, the position of President of the Board in session at the Navy Department to examine officers for promotion or retirement, made vacant by the detachment of Rear Admiral Patterson, who will command the Asiatic Station. The position is one of honor, and will no doubt be accepted by the Vice Admiral. Rear Admiral Wm. E. Leroy has been offered the command of the European Station in place of Rear Admiral Worden, who will be relieved at his own request.

SLAVERY IN EGYPT.

A negro boy, twelve years of age, was recently liberated from slavery in Cairo by the intervention of the agent and Consul General of the United States. He was found in one of the streets by an American lady who speaks Arabic, and of whom he asked food. According to the boy's story he had made his escape from his home at Tanta in consequence of the cruel treatment which he received from his master. The lady took him to the Consul General of the United States, and asked that his freedom should be applied for. The desired application was made and promptly granted by the government of Egypt, which professes not to permit slavery, although practically it is tolerated in that country. The boy will be sent to an American mission school and properly educated.

COMMISSIONS AND APPOINTMENTS.

The President to-day commissioned Benjamin A. Boseman to be Postmaster at Charleston, S. C.

Edward S. Kemper, Postmaster at Cross Keys, Va., for thirty-two years, has resigned, and James R. Kemper appointed in his stead. This is the longest continuous term of any Postmaster in the service, with one exception, that being the Postmaster at Sandy Springs, Maryland.

The President to-day appointed Robert F. Campbell to be Collector of Internal Revenue for the Third District of Texas.

Solon Kendall was to-day appointed Postmaster at Genesee, Illinois.

TREASURY BALANCES.

Currency $8,226,681; special fund for the redemption of fractional currency, $7,963,213; special deposit of legal tenders for redemption of certificates of deposit, $60,585,000; coin, $108,895,080, including coin certificates, $39,076,700; outstanding legal-tenders, $359,764,332.

INTERNAL REVENUE RECEIPTS.

The receipts from internal revenue to-day were $282,975.37 and from customs $212,023 01.

CORRESPONDENCE.

TOWSONTOWN LETTER.

TOWSONTOWN, July 26, 1877.

The Democratic Executive Committee of Baltimore county met at 11 o'clock this morning in the court room, and were called to order by Samuel W. Worthington, Esq., Chairman. William M. Isaac was, on motion of Patrick H. Walker, elected Secretary pro tem. The roll of members being called, twenty-six responded, all of the districts, excepting the Sixth, being represented. The following substitutions were made to fill the vacancies occasioned by the absence of some of the members of the committee: George W. Phillips, First district, in the place of Dr. Macgill; John Q. Codling, Second district, in the place of C. Howard Shipley; Thomas J. Hunter, Seventh district, in the place of John F. Husse; C. Bohn Slingluff and James C. Harrison, Ninth district, in the place of Francis B. Laurenson, Joseph R. Knight and J. Harman Schone, Twelfth district, in place of Joseph A. Newmyer. On motion of Oregon R. Benson, of the Thirteenth district, it was resolved that primary meetings be held in each district of Baltimore county to select five delegates from each district to a county convention, to be held at the court house in Towsontown, on Monday, September 3, 1877, at 11 o'clock A. M., to nominate one candidate for Sheriff, one for Treasurer, three for County Commissioners, one for Surveyor, six members of the House of Delegates, and seven delegates to represent Baltimore county in State convention to nominate a candidate for Comptroller of the Treasury; the meeting to be held at the places and times hereinafter named: First district, Catonsville, Saturday, September 1, 2 to 8 P. M.; Second district, Randallstown, Saturday, September 1, 2 to 5 P. M.; Third district, Seven-mile House, Friday, August 31, 2 to 7 P. M.; Fourth district, Reisterstown, Saturday, September 1, 2 to 7 P. M.; Fifth district, White House, Saturday, September 1, 3 to 6 P. M.; Sixth district, Middletown, September 1, 2 to 6 P. M.; Seventh district, Wiseburg, September 1, 2 to 7 P. M.; Eighth district, Cockeysville, September 1, 10 A. M. to 8 P. M.; Ninth district, Cold Spring, Friday, August 31, 8 A. M. to 7 P. M.; Tenth district, Slade's, Saturday, September 1, 2 to 5 P. M.; Eleventh district, Wright's, Saturday, September 1, 3 to 7 P. M.; Twelfth district, Blue Ball, Friday, August 31, 2 to 6 P. M.; Thirteenth district, Green Spring Hotel, Friday, August 31, 2 to 6 P. M.

A resolution to allow those districts having precincts to elect five delegates from each precinct was negatived by the decisive vote of thirty-three nays to three yeas.

ANNAPOLIS LETTER.

[Special Correspondence of The American.]

ANNAPOLIS, July 26, 1877.

Mary B. Klinderst, white, was to-day adjudged a pauper lunatic by a jury in the Circuit Court, and committed to the Maryland Hospital for the Insane.

Annapolis is a prominent place for excursionists, no less than three steamers visiting our city to-day with pleasure parties, two from Baltimore, and one from Easton, Md.

WHO PAYS?

[From the New York Tribune of Yesterday.]

"Maybe we shall not succeed in getting the wages we ask," say some of the strikers; "but at any rate we shall have taught the railroads a good lesson. It is cheaper for them to surrender than to fight." Is that true?

Railroads are not making much money in these days. Some of them are running at a loss. It is the dull season, when the profits of the freight traffic are so small as to be hardly worth estimating—certainly not worth fighting for; and if the road is sound the loss of business through a strike at the end of July need not involve it in very serious difficulties. It is only the actual destruction of the railway material and private property that need be taken into consideration; and we should like to know who pays for that? By the laws of every one of the States the charge falls upon the city or county in which the destruction occurred. In Pittsburg the damage to the property of the companies is placed at five and a half million dollars. This is a low estimate. The conflagration involved one hundred and twenty-five locomotives, a large proportion of which were the heaviest and most costly machines made in America, worth about $20,000 apiece. There were 800 or 1,000 cars, from the cheap platform-car to the Pullman palace on wheels. There were three miles of machine and repair shops, with their valuable tools, and of sheds, platforms, yards, round houses, etc. There was a costly depot building, and a large, elegant and well-furnished hotel, which will be gratefully remembered by all travellers who know what a meal at Pittsburg used to be five years ago, and what it became after that establishment was opened. The loss by the destruction of all this property and by the damage to the permanent way might easily reach, it seems to us, six or seven millions. Then there is the loss on the contents of the freight cars burned or pillaged by the mob. Of this no estimate can be made; but it must be enormous, and whatever it is, the city of Pittsburg has got to pay for it, as well as for the mammoth grain elevator, and for all the injury to private houses and persons. It will be a pretty addition to the burdens of a small city, and it will be all the heavier because, in the depression of the railway industry which must follow these disorders, Pittsburg, the creature and dependent of railways, will be one of the foremost sufferers. And, to complete the punishment of the unfortunate city, the Pennsylvania Railroad Company resolves that its shops shall be rebuilt somewhere else.

Fourteen years ago there was a great riot in New York. It will long be remembered for scenes of brutality, but the destruction of property was far less than at Pittsburg the other day. Yet for that riot the taxpayers of New York were held liable to the amount of nearly $2,000,000. Bonds were issued to meet the charge. On those bonds we have already paid more than a million and a-half of interest. This year we have to pay the first instalment of the principal, amounting to half a million. The annual interest thus far has been nearly $112,000. Every penny of these large sums has come out of the pockets of the laboring men of the metropolis.

Every penny of the much larger sums payable on account of Pittsburg, Baltimore, Reading, Hornellsville, and other scenes of the present disturbance, must likewise come out of the pockets of the working classes. It is idle to imagine that in this age of the world any burden can be laid upon capital which labor will not be finally forced to bear. The tax which the rich man pays to the collector is paid again by the poor man in the form of house rent, tailors' bills, butchers' bills, and the price of bread. All charges upon the community are paid by the whole community. Nobody can get rid of his share.

Nor is this all. The strikers have a direct pecuniary interest in the prosperity of the very railroads they are trying to cripple. The business of the whole country is bound up with the fortunes of the railroads, and it is the condition of business which governs the market price of labor. When the railroads are paralyzed, all our commercial operations are stricken as if with death; our factories stand idle, our ships lie empty at the wharf, our warehouses are vacant. And the strikers finally must learn that it is the railroads that feed them. They cannot stop the cattle and grain cars without raising the price of beef and bread.

THREE DESTINIES.

Three roses nod and talk
Across a garden walk;
One, lifting up her head,
Clad all in damask red,
Cries gayly, in her pride,
"To-night, full far and wide,
My beauty shall be seen
Adorning Beauty's queen."

"And I," the blush-rose cries,
"Shall be the envied prize
A lover shall convey,
Before the end of day,
Unto a maiden fair,
And she will kiss and wear
My blushes in her breast;
There I shall sleep and rest."

"And I," the white rose sighs—
"Before the sunshine dies,
I shall lie hid from sight
Within a grave's dark night;
But not in vain my bloom,
If I have cheered the gloom,
Or helped to soothe and bless
A mourner's loneliness."

Alexander H. H. Stewart, of Virginia, in a recent address to his constituents reviewing the State debt, makes an eloquent plea in behalf of the financial honor of the State, and the Norfolk *Virginian*, in publishing the address, adds the forcible remark: "It is not true that Virginia cannot afford to pay the interest on her debt. The reverse is the truth. She cannot afford to leave it unpaid."

Garibaldi has been very ill from an attack of arthritis. He was seized with a fit, and remained for some time as stiff and cold as a corpse. When restored to consciousness he jocularly remarked, "Oh, that's nothing; you may be sure I shall survive Pio Nono and attend his funeral."

THE CITY.

THE WEATHER.

WAR DEPARTMENT—SIGNAL SERVICE, U. S. ARMY, Observer's Office, Baltimore, July 26, 1877.

Hour.	Barom.	Ther.	Humid	Wind. Direc.	Wind. Veloc.	Weath.
7 A. M.	29.947	78	65	NW	2	Smoky.
12 Noon	29.942	89	46	SW	4	Fair.
2 P. M.	29.915	91	47	SE	12	Fair.
4.37 P. M.	29.923	91	50	SE	8	Fair.
9 P. M.	29.924	84	75	SE	4	Clear.
11.02 P. M.	29.973	83	79	0	Calm.	Clear.

Highest temperature, 92; lowest temperature, 71

MIDNIGHT THERMOMETRICAL RECORD, received 11.02 P. M.

Alpena	70	Cloudy.	La Crosse		
Bismarck			Marquette		
Boston	63	Foggy.	Milwaukee	74	Cloudy.
Breckenbridge	74	Cloudy.	New York	83	Cloudy.
Buffalo	77	Fair.	Oswego	77	Fair.
Cheyenne	60	Fair.	Pembina		
Chicago	77	Fair	Port Huron	72	
Cleveland	82	Lt rain.	St. Paul	79	Fair.
Detroit	74	Cloudy.	Toledo	78	Cloudy.
Duluth	71	Clear.	Yankton	74	Clear.

INDICATIONS.

WAR DEP'T, OFFICE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., July 27—1 A. M.

For the lower Lakes and the Middle States, stationary or higher temperature and pressure, southeast to southwest winds, and in the lower Lakes cloudy weather and local rains, possibly followed by cooler, northerly winds, but in the Middle Atlantic southerly winds and clear weather.

A BUSINESS APPEAL.

MERCHANTS OF THIS CITY ASK THE PRESIDENT FOR INCREASED PROTECTION.

The Board of Directors of the Merchants' Exchange met on yesterday and unanimously adopted the following preamble and resolutions, which are similar in form and spirit to those put forward by the Board of the Corn and Flour Exchange on Wednesday:

To the President of the United States:

I have the honor to submit to your Excellency the following preamble and resolutions, adopted this day by the Board of Directors of the Merchants' Exchange of Baltimore City, and which I respectfully commend to your favorable and prompt consideration.

I have the honor to be your very obedient servant,
JAS. CAREY COALE,
President.

Whereas, A large portion of our country is in a state of anarchy, resulting in great destruction of life and property, and in the almost total suspension of every form of industry, in consequence of the lawless and violent acts of large bodies of evil disposed persons;

And whereas, The State and municipal governments seem to be unable to promptly suppress the riots and disorders occurring in all directions; therefore be it

Resolved, That we earnestly appeal to the President of the United States to employ prompt and decisive measures for the immediate restoration of law and order, extending such measures to the utmost limit of his constitutional power, and including an immediate increase of the military forces of the Government, should this, in his judgment, be deemed necessary.

Similar action was taken by the Board of Trade on yesterday, which, after reciting the unlawful combinations at present existing and the interruption to trade,

Resolved, That in order that a remedy may be applied which shall be co-extensive with the evil and the danger to be overcome, an urgent and united appeal ought to be made to the President of the United States by the authorities of the several States whose laws have been set at defiance by resistance too formidable to be met without the Federal aid, for the utmost measure of military protection and the exercise of all the military power authorized by the Constitution for the suppression of domestic violence within the States.

APPEALS FROM ASSESSMENT.

THE TIME FOR APPEALING ABOUT TO EXPIRE.

To-morrow is the last day in which, according to the Assessment act, appeals for the exemption of property assessed by the Boards of Control and Review of the city can be filed in the City Court. The Act of Assessment provides that such appeals shall be filed within thirty days after notice is given by the Appeal Tax Court of the completion of the assessment. The notice was given by the Judges on June 28th, and the thirty days allowed for the filing of the appeals expire to-morrow, July 28th.

Yesterday quite a number of appeals were filed in the City Court. Among them were several by George M. Gill, trustee of H. D. C. Wright, Susan L. Fitzgerald, Victoria L. Levering and others, against the assessments of stocks and bonds of railroad and canal corporations. The bonds of the Baltimore and Ohio and Northern Central are, it is claimed, exempt, because they represent shares on certain mortgages, and the bonds of the Susquehanna Canal are guaranteed by the Reading Railroad, which pays its tax in Pennsylvania.

The Western Maryland Railroad Company claim exemption on its Hillen Street Depot, round house, &c., assessed at $190,000, because it is the property of the city, and held on lease by the Company. The valuation of its Fulton Station property is claimed as excessive.

The Baltimore General Dispensary, No. 24 North Liberty street, claims exemption on its lot and building, as well as on its shares of stock in gaslight companies, city and State loans, &c., on the ground that it is a charitable institution, supported by legacies and voluntary contributions.

The Academy of the Visitation claims exemption for its convent, assessed at $91,000, so long as it is used for educational purposes. The Cathedral claims exemption for Calvert Hall, Saratoga street and Sharp alley, assessed at $10,000.

LOCAL MISCELLANY.

EXCITEMENT FROM THE FIRE BELLS.—An alarm was sounded last night from box 7, and contrary to the prevailing impression that the ringing of the engine house bells had been discontinued for the present, several of them rang out the number of the alarm in quick strokes, and consequently there was a general stampede of men from the western and southern parts of the city to the location of the box, at the corner of Howard and German streets. The nearness of the box to Camden Station had much to do with bringing a greater crowd than would have collected in some other localities. Most of the persons who ran in answer to the alarm bells seemed to have a vague notion that it must have been a large fire started by lawless men. The heat of the night led most of the men who ran to take off their coats and roll up their shirt sleeves, and the appearance of hundreds in this guise running along Lombard and other streets that are ordinarily very quiet was anything but assuring to the occupants of dwellings on the route, who in many cases closed their front doors and looked out of the upper windows. The absence of any blaze, however, and the quick return of the engines served to allay apprehension. Five minutes after the alarm struck there were at least two thousand men gathered about the junction of German and Howard streets. Five minutes after the alarm struck, certainly not a minute longer, a squad of forty police officers, headed by Lieutenant Farnan, of the Southern district, marching slowly, and each man cool and steady, reached the spot. Where they came from is certainly a puzzle, but there they were, fully organized, and each officer armed to the teeth, ready to quell a riot or disperse a mob. The police were there quicker than some of the engines. This awed the increasing crowd, and seeing that the fire did not amount to anything they got away rapidly, assisted in many instances by an expostulation with a stout policeman at the end of it.

The fire was in the pork packing establishment of Messrs. W. P. Harvey & Co., Nos. 35, 37 and 39 South Howard street, and originated by spontaneous combustion among a lot of paper in the front room over No. 37. The damage done will not exceed $75, and all the fire was put out without requiring the engines to get to work. The crowd was noisy and seemed to take a special delight in shouting epithets against the militia, for whom they appeared to have a supreme contempt. Few persons who love order can form a just idea of the relief and assurance given by the sight of the fine looking body of policemen walking into the immense crowd and dispersing it, unless they were present and witnessed it. In order to have reached the scene in such a short space of time from the Southern District the officers must have double-quicked it all the distance, until within a square of the place, when they proceeded to move slowly.

SUNDAY SCHOOLS CONVENTION AT WESLEY GROVE.—The Convention of the Sunday Schools of the Baltimore Conference of the Methodist Episcopal Church South, which commenced on Tuesday at Wesley Grove Camp Meeting Ground, on the Baltimore and Ohio Railroad, was continued yesterday and will close to-day. After the routine business of the morning session religious exercises were begun at 10:30 A. M. Rev. Dr. C. C. Bitting, of Franklin Square Baptist Church, made an address on "The Uniform System of Lessons," in which he favored the system now in vogue, whereby all the Sunday schools of every denomination have the same Scriptural lesson. Formerly each school selected its own, and there was no uniformity. His reasons for favoring the present mode were that it was a system; that it brought about unity of feeling among different denominations; that so many minds engaged on one subject facilitated its study, and that its practical results had been good.

Rev. Dr. Wilson then discoursed on "Sunday School Success," and after prayer another business meeting was held. In the afternoon a mass meeting of about four hundred young people was held in the tabernacle, where addresses were made by Judge Barnitz, of Salem, Va., and Rev. Dr. Bitting. The young people sang several hymns with great melody and fervor, Prof. J. H. Daniel, of Washington, was the musical director. This morning the delegates, numbering about one hundred, and their friends will go on an excursion down the Bay on board the steamer Samuel J. Pentz. The closing services and proceedings will take place at Wesley Grove to-night.

ROBBERY IN MONTREAL—SUPPOSED ACCOMPLICE ARRESTED.—George Baynes was arrested yesterday by the detective firm of Smith & West on the charge of being an accomplice in the robbery of $23,000 in Canada money from the Grand Trunk Railway at its office at Montreal, Canada. Several weeks ago the office of this railway was robbed of a large sum of money, but the perpetrators escaped detection. Yesterday Baynes was observed by a member of the detective firm of Smith & West to apply to several banks for an exchange of American for Canadian money. He went to several banks, meeting with little success. His action attracted the detective's attention, and Baynes was arrested. The sum of $2,300, all in Canadian money, was found in his possession. He stated that he had sold a farm somewhere in Canada, and that the money in his possession was the proceeds of the sale. He was taken before Justice Graff, who held him for a hearing. The railroad authorities have been telegraphed for. Baynes is about thirty-four years old, five feet eight inches tall. The money on his person consisted of ten-dollar notes of the Consolidated Bank of Canada, and four-dollar notes of the Bank of Commerce, Toronto.

THE SEVENTH POOR EXCURSION took place yesterday on board the steamer Petersburg, Captain Eldridge, to Avondale. There were about a thousand persons on board, mainly nursing mothers and young children. A band of music played during the trip on the water, and at the grove the excursionists engaged in various diversions, and were furnished with meals. There was a delightful breeze from the Bay during the day, and no doubt many a feeble, sickly child was bettered by the day's experience. Physicians were in attendance and gave proper remedies to several children suffering from infantile complaints. Several gifts in money and groceries were received from charitable persons. A notable feature of these excursions has been the self-sacrificing spirit and the lively interest in the relief of suffering people manifested by Mrs. Robert C. Barry, and the many other ladies associated in the good work. They have put themselves to inconvenience to make the early morning start on the excursions, and day after day have worked to a degree almost fatiguing in order to serve the poor with refreshments and make the many little children as comfortable and happy as they could. Yesterday Mrs. J. H. Rosewald sent down a lot of clothing, collected by her from dealers, which was apportioned out to deserving persons.

SAILED FOR BOSTON.—The steamship Johns Hopkins, Captain William A. Hallett, sailed yesterday for Boston via Norfolk with the following list of passengers: Mr. Duncan McCulloh, Mr. Merrill and party, Mr. George W. King, Mr. John T. McGlone, Mr. N. M. Smith and wife, Mr. C. M. Caughy, M. P. Caughy, W. P. Towles and wife, Wilton Snowden, H. N. Vail, John Ewell, Miss Susan Ewell, Miss E. B. Douglas, W. A. Stewart, wife and child, Mrs. C. R. Hardesty, Mrs. R. C. Long, Mrs. Thoma, child and nurse, Mrs. McKeen, J. B. Dimpsey, wife and child, E. P. Vincente, wife and son, Miss Annie Vail, Miss Susie Vail, Miss A. B. Vail, Mrs. E. D. Vail, Mrs. J. H. Tench and child, Mrs. J. Hinman, Miss Adeline S. Kenny, Miss T. E. Scott, Miss S. S. Bouldin, Miss E. J. Ireland, Mrs. L. V. Richmond, Miss A. E. Gallup, E. Hinman, W. Chipman, J. P. Manning, B. Swift, E. Durgan, J. Young Boyle, Thomas Hampson.

ROBBING A BOARDING HOUSE.—The boarding house at the corner of Eutaw and Rose streets, kept by Mrs. Meredith, was robbed on Monday by one of the boarders, who succeeded in escaping with considerable booty. J. Snelgrost had his trunk broken open and $25 in currency and a watch taken. His bank book, showing a deposit of $300, was also taken, and a check for $140 forged. The thief was acquainted with Mr. Snelgrost's handwriting and imitated it. He received the money at the bank, and probably did not draw the full amount so as to avoid suspicion. The trunk of another boarder was opened, and a suit of clothing, some jewelry and $20 in bank notes taken. A warrant has been issued for Louis Ikner, who is charged with the robberies.

RUN OVER AND KILLED.—James Fanhoff, a child six years of age, whose parents reside at No. 34 North Eden street, was run over by a hack at the corner of Central avenue and Fayette street about 9 o'clock Wednesday night and killed. The child lived only a few minutes after the accident. The hackman was arrested, but the testimony in the case showed that he was not to blame and he was discharged.

TO ANNAPOLIS.—To-day the steamer Samuel J. Pentz makes the favorite excursion trip to Annapolis, landing at the Naval Academy and going on up the Severn. She leaves her pier at Light street at 4:30 o'clock, and returns to the city about 10:30 P. M. These trips are largely patronized, and the officers of the boat are vigilant in excluding all improper persons from them.

A PHYSICIAN IN DANGER.—Dr. Alexander Hill, while at dinner at the Rennert House yesterday, felt an acute pain in his stomach. He hastened to the drug store of Coleman & Rogers, on West Baltimore street, and upon his arrival there was overpowered by the pain. He stated that the pain must have been caused by an overdose of morphia or atrophia. After the necessary emetics were administered the doctor was walked up and down the store by two colored men. Dr. Maddux was called, and had Dr. Hill removed to his office, on Calvert street. He sank rapidly, and Dr. Miles and other physicians were called, who administered emetics, and he is now out of danger. It is stated that Dr. Hill took yesterday twenty drops of atrophia by mistake for morphia, which he had been taking for some time. The bottles containing each were so much alike that the difference could not be distinguished.

THE REPUBLICAN CITY EXECUTIVE COMMITTEE met last night and effected an organization by the election of Dr. H. C. Moore as President; Edward Swain, Vice President; S. R. Mason, Recording Secretary; W. Coath, Corresponding Secretary; Sam'l R. Ewalt, Treasurer; A. J. Ayres, Sergeant-at-Arms; Thomas Foyer, James Cowan and Leander Foreman, Executive Committee.

SOLDIERS ASKING POLICE PROTECTION.—Information was received at Police Headquarters at eleven o'clock last night, asking for a detachment of police at the camp grounds on the York road where the Seventh Regiment and others are encamped. Four police officers were sent out by order of Marshal Gray, and it is understood that after receiving this protection the soldiers reposed in quiet.

MINOR ITEMS.—The steamer Scandinavian, Capt. Ritchie, from Liverpool, via St. John, N. F., and Halifax, arrived up at an early hour yesterday morning, bringing passengers and freight. The Braunschweig, Capt. Undutch, sailed for Bremen at 2 P. M.

The arrest of the tramps about the suburbs still continues. Six of them were taken before Justice Graff yesterday and committed to jail for three months each.

Colonel James Howard orders all the officers to report for duty at the camp early this morning.

A slight fire occurred yesterday in the Eutaw House, caused by a chambermaid dropping a candle in a room on the fifth floor.

Policeman W. N. Thomas, of the Western District, a good officer, died yesterday at No. 357 Lexington street.

A lad named Benjamin Williams was yesterday committed to the House of Refuge on the complaint of his mother.

Seven tramps, found sleeping in one of the freight cars at Calvert Station were arrested late last night and locked up in the Central Police Station.

John A. Knell was yesterday arrested by Captain Lepson and released on $1,000 bail, charged with keeping open his saloon and selling liquor.

Samuel Benjamin was arrested yesterday on a warrant sworn out by Officers Ward and Roberts charging him with rioting at the Sixth Regiment Armory last Friday. Benjamin was released for a hearing on $3,000 bail.

THE YEAR OF BOUNTY.

ABUNDANT CROPS EVERYWHERE—THE REAL WEALTH OF THE COUNTRY.

[From the Toledo Blade.]

The crop now being harvested is the largest the country ever had. The acreage of wheat is largely in excess of any since the settlement of the country, and the yield per acre is infinitely greater. In Michigan, Ohio, Indiana and Illinois, and in fact in all the wheat-growing States, the average will not fall much below twenty-five bushels to the acre. To put it at twenty would be entirely safe. Hay is magnificent, and has been secured in the very best condition. The weather has been especially favorable, and the quantity of the crop is not only immense, but the quality is better than it has been for years. Corn is now a certainty. Never was the eye gladdened with the sight of such fields. The stalks tower gloriously, and the color is superb. In some localities there has been damage done by an excess of rain, but the splendid weather of the past few weeks has brought much of that safely out, and fields that were given up three weeks ago now promise an average yield. These spots are so small and so widely scattered as to be nothing but specks upon the smooth surface of our prosperity. This crop is so far along that the yield is certain to be immense, even though we do not have another drop of rain during the season. The situation is peculiarly favorable. This enormous harvest finds the country comparatively bare of grain, with very high prices ruling. The war in Europe makes it certain that prices remunerative to the farmer will be maintained for a year at least, even though they should drop far below what they now are. The wheat will be marketed immediately and a vast amount of money will be put in circulation. Already the small buyers on the network of railroads that concentrate in Toledo are telegraphing for currency with which to move the crop, and already the first fruits of the great harvest are beginning to come in. Last week we received wheat from Southern Indiana and Illinois; this week there will be more, and next an avalanche. It is to be presumed that the same condition of things exists, though in less degree, at the other grain centres of the country.

We can obtain some conception of the immense benefits to be showered upon the whole land by the consideration of the statistics of that portion of the country's grain business which is transacted through this city. The last abundant crop of wheat in the West was in 1874. Of that there was received at this port the enormous quantity of 10,107,333 bushels of wheat, and 5,37,766 barrels of flour, making altogether 14,246,286 bushels of wheat. During the harvesting of that year the prospects of a large yield were not nearly so satisfactory to the farmers everywhere as now. There was vastly more croaking and grumbling than there is at this time. If we are allowed to judge at all by this, the product per acre must be at least twenty per cent. more than that of 1874. Then comes in another important condition. The wheat producing area is much greater than in 1874; the number of farms is greater; there is more country cleared, and more ground reduced to cultivation. The farming interest has developed greatly in the last few years, because other enterprises have stood still. Then, again, every farmer was convinced that high prices were to rule this year, and he strained every nerve to seed down the last acre that his resources would admit of. The increased acreage devoted to grain has been placed by some observers as high as 30 per cent., and by none at less than twenty per cent. It is not extravagant to estimate that the joint effect of these causes will swell the volume of grain to pour into this city alone to 20,000,000 or 25,000,000 bushels. There is hardly a possibility that the average price of this grain will fall as low as $1 a bushel; it is much more likely to range in the neighborhood of $1.50; but at $1, even, it will bring in money enough to swell all the currents of commerce bank full.

In 1874 there was also a good corn crop, but no better than this year's promises to be. The total number of bushels received here was 17,031,996. The same reasoning in regard to extension of acreage of wheat applies with equal force to this crop, and we can accordingly expect our corn receipts to swell to 30,000,000 bushels, ranging in price from 40 to 60 cents. At an average of even 40 cents, it will bring $12,000,000, but it is more likely to realize more money than the Alabama award amounted to. Oats, which have been a failure since 1874, will, this year, yield very much more than they did then, when we received 6,460,247 bushels. If we get no more than then, and they average no higher than 30 cents a bushel, they will add nearly $2,000,000 to the amount that will swell the farmers' pockets. That there will be an immediate improvement in business is beyond question. It cannot be prevented. The golden tide is now flowing upon the farms, and it will turn from thence to the retailer, from thence to the jobber, and from thence to the manufacturer. Money will begin to circulate, and enterprises of moment, long deferred, and business operations which prudent men have held in abeyance till there should be some show of vitality, will now be taken up and pushed to completion.

A TURKISH DEFEAT—SUFFERINGS OF THE WOUNDED.

At 5 A. M. on the 16th of June the Russians advanced to the assault. At 9:15 they had, owing to their overwhelming force of artillery, driven the Turkish guns out of action, and by noon were in possession of the ridge held by the Ottoman troops and of every gun they possessed; following up the infantry, who were out of ammunition, they drove them through the pass to Delibaba, capturing about 1,000 prisoners, while a second body of cavalry, with horse artillery, moved rapidly by another road to Dodi, and appearing on the hill above Taikhojeh on the morning of the 17th, very effectually prevented all communication between Mukhtar Pasha and the remnants of the right wing, and, as it has since been reported, a battalion and battery encamped on the Taikhojeh stream.

The whole arrangements of the Turkish army are faulty in the extreme. On the 15th of June there was but one ration of bread served out to every four men. Wood to cook with or meat to eat there was none, and yet the country is not only fertile, but surrounding hills were covered with flocks and herds grazing; money, and common sense, and energy only were wanting, and these three commodities Turkish officials do not indulge in.

Doctors and hospital arrangements there were none —absolutely none. I saw wounded officers being carried to the rear thrown bodily across baggage mules, and thus being driven, wounds undressed, across stony, mountainous roads, to a place of safety—not to field hospitals, for the nearest was forty-six miles off, and such a thing as a regimental hospital did not exist. Far different were the Russian arrangements, for in rear of the skirmishers were litters with awnings to protect wounded men from the sun, and the men, instead of presenting the ragged, forlorn, miserable appearance of the Turkish troops, were really dressed, and all provided with white cap covers, which they wisely discarded during action.

The regimental commanders showed as much carelessness as their superiors; no precautions were taken to fill up men's pouches prior to the fight, or, indeed, to keep the thirty-two ponies carrying spare ammunition within easy distance. Considering the nature of the ground, it would not have been difficult to have kept them under cover behind some friendly ridge. One corps, the Abassia battalion, went into action with one full packet of ten, and a few rarely more than five loose rounds per man. It seemed optional whether shelter trenches were thrown up in front of regiments or not, and although the position was held on the 15th, and battalions posted in the very spots they occupied on the day of the engagement, very few commanders took the trouble to entrench their men, and then a little earth scratched up or a few stones piled in front of a man was considered sufficient. The Russians, on the contrary, on reaching the eastern ridge, which they did in very small numbers on the morning of the 15th, immediately deployed a regiment of cavalry, and thus screened from view threw up what appeared from the distance to be very formidable works. The training, too, of the Turks was such that they should never have been subjected to contend with a disciplined foe. Men ignorant of the rudiments of drill, and perfectly innocent as to the meaning and use of sights in their rifles, were to be seen standing upright on a sky line, or collected in groups drawing down artillery fire, and discharging their weapons wildly in the air; some truly taking aim, but many more merely letting off their pieces at an angle of forty-five degrees when the enemy was fully 2,000 yards off.—*London Times' Correspondence.*

The editor of a rural newspaper wandered to this city the other day, and dropped into a church while the Sunday school services were in progress. He fell asleep, and woke to find a child's paper on his lap. With the true journalistic instinct he picked it up, and he had read through a column and a-half of assorted Bible texts when the officiating minister lighted on him, and, laying a patronizing hand on his shoulder, inquired how he liked it. "First-rate," was the reply, "and I'm glad to see you credit. But where did you strike your exchange list?"—*Puck.*

A story for heartless dog catchers: A noble Newfoundland dog in Louisville was left behind when his master moved away from the city. The lonesome brute whined for hours at a time at the door of the empty house, at times running frantically around it, or hunting in the neighboring houses for his lost master. He refused to eat, and would not notice anybody. Finally, it was believed by all who saw him that he had become mad, and a policeman was persuaded to take him away and kill him.

Sub-freshman to senior, whom he meets in the yard —"Excuse me, sir, have you five minutes to spare?" Senior (who has a boat to sell, and thinks he has found a customer)—"Yes, what can I do for you?" Sub-freshman—"I intend to enter college next year, and I would like to have you go around with me and point out the objects of interest. Will you begin by telling me the names of the buildings?" Fact.—*Harvard Lampoon.*

The London *Academy* says: "We see much of his father's rare talent in Julian Hawthorne's Garth," but omits to say who Garth's talented father was.—*Detroit Free Press.*

Books, Stationery, &c.

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Gold Pens,
Made with the care that A. W. FABER'S Goods have been known by for so many years, on a New and Improved Principle.
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COMMERCIAL STATIONERS,
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Sewing Machines.
COMBINATION ROYALTIES OFF!
We have dispensed with all outside special expenses, and give customers the benefit in prices at our stores.
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AN OPPORTUNITY FOR ALL!
WE HAVE THIS DAY
MARKED DOWN
EVERY ARTICLE
—OF—
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"Blue Flannels Excepted."
LIKES, BERWANGER & CO.
ONE-PRICE
Manufacturing Clothiers and Tailors
216 & 218 W. BALTIMORE ST.
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SAMUEL J. SOPER & CO., Auctioneers.
SALE OF UNITED STATES GOVERNMENT PROPERTY, AT AUCTION.
On THIS (FRIDAY) MORNING, the 27th of July, 1877, at 10 o'clock, at our Warehouse, 44 South Charles street, (cor. Lombard street) we will sell by order, viz.: TENTS, BLANKETS, RUBBER BLANKETS, PICKS, AXES, SPADES, AND STORES. Also, a large lot of CROCKERY and TINWARE, &c. &c. Terms cash.
jy24-27 SAM'L J. SOPER & CO., Auctioneers.

Auction Sales at Norfolk.

By LEIGH BROS. & PHELPS, Auct'rs,
corner of Water street and Roanoke avenue.
THE DISMAL SWAMP CANAL
FOR SALE AT AUCTION.
This valuable work will be sold at Public Auction, FOR CASH, in the city of Norfolk, Virginia, at the auction House of Leigh Bros. & Phelps, at 12 o'clock M., ON THURSDAY, THE 9TH DAY OF AUGUST, 1877, under and by virtue of two several Deeds of Trust executed by the said Company on the 1st day of July, 1867, and the 10th day of February, 1869, to secure certain bondholders therein mentioned. This Canal is 26¼ miles long and forty feet wide, with a stage road on its banks, and cost about $1,500,000 in its construction. The United States and State of Virginia contributed very largely to its stock, with a view to its national and commercial facilities. It forms an important link in the chain of inland water communication between the North and South, and more especially opens the trade of the North Carolina Sounds, and the rivers emptying therein, to the Northern markets via Norfolk. Its advantages as a safe and short route in war as in peace, and with bold, navigable rivers connecting with its northern and southern terminii, render it, in its admirable location and prospects, one of the most valuable works of the kind in the country. It will require some improvements to develop its full capacity for business, and the inability of the present company to carry out this purpose and meet its engagements renders a change of ownership desirable as well as necessary. For further information apply to W. B. ROGERS, Esq., President, or to
JAMES CORNICK, C. W. NEWTON, W. H. C. ELLIS, Trustees.
LEIGH BROS. & PHELPS, Auctioneers.
my10-3m-

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S. W. STORM. WM. M. RISTEAU.
STORM & RISTEAU,
General Auctioneers
Office, 26¼ St. Paul St, Baltimore.
Will attend promptly to all sales of Real and Personal Property in City or any part of the State. Special attention given to Trustees' and Administrators' Sales and Country Property. TERMS REASONABLE. eo

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LINCOLN & HASKELL,
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THE BALTIMORE SPRING BED........$5
The best assortment of LOUNGES in the city.
NO TROUBLE TO SHOW GOODS. eotp

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GET THE BEST!
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NEW SILVER PALACE
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Baltimorean Fire-Place Heaters
Are the MOST EFFICIENT, HANDSOME and DURABLE HEATERS on the market. Simple in construction and easily managed. Call and examine. For sale, sale and retail, by
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WE WILL REMOVE
OUR
STOVE ESTABLISHMENT
FROM 22 LIGHT STREET TO
6 & 8 N. Liberty Street,
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In all their varieties,
Selling at Greatly Reduced Prices.
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MILLIKEN & JONES,
TAILORS,
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Making and Trimming Pants........$2.50
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Customers can furnish their own Cloth or choose from our Samples, of which we have over 1,000 from the leading Cloth houses. By this plan you save 30 to 40 per cent.
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HAVANA SEGARS,
At Reduced Prices.
We have now in stock FRESH IMPORTED SEGARS, of well known brands, purchased at the recent reduced premium on gold. All sizes and grades, for which we solicit orders and inspection of goods.
MAY & FAIRALL,
GROCERS AND WINE MERCHANTS,
And Havana Segars only,
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EVERY VARIETY OF IRON WORK
AMERICAN, ENGLISH AND FRENCH
Solid Rolled Beams, Bridges, Roofs.
PRICES LOW.
A CHEAP SCREW WRENCH.
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The BALTIMORE WAREHOUSE COMPANY, chartered by the State of Maryland January, 1867, with an authorized capital of ONE MILLION DOLLARS, are prepared to STORE MERCHANDISE FREE OR BONDED, on which they will make liberal advances, if required.
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PRICES TO SUIT THE TIMES
—AT—
ALEXANDER McCOMAS,
D4p No. 51 S. Calvert St., Baltimore.

CHAS. W. HAMILL & CO.,
MANUFACTURERS OF
Britannia & Silver-Plated Ware,
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Tea Sets, Waiters, Ice Pitchers, Butter Dishes, Cups, Goblets and Communion Ware. Repairing, Replating and Gilding in the best manner. eo

Baltimore American.

FRIDAY, JULY 27, 1877.

COMMERCIAL RECORD.

SALES AT THE BALTIMORE STOCK BOARD

REPORTED BY
D. Fahnestock & Co., Bankers and Brokers, No. 24 South Street.
THURSDAY, JULY 26, 1877.

FIRST BOARD.

$1,100 Baltimore City 6s, 1875....102¾
200 do do 1890....111¼
400 do do 1890....111¼
500 do do 1890....111¼
500 do do 1890....111¼
400 do do 1890....111¼
400 do do 1890....111¼
500 do do 1890....111¼
1,000 do do 1890....111¼
500 do do 1890....111¼
500 do do 1890....111¼
500 do do 1890....111¼
400 Virginia Consols....63¾
10,000 do do....63¾
5,000 do do....63¾
5,000 do do....63¾
18 shares Bank of Commerce....11
2 shares Third National Bank....97
10 shares Northern Central Railroad....13
5 shares Baltimore and Ohio Railroad....88¾

SECOND BOARD.

$1,800 Baltimore City 6s, 1890....111¼
1,000 do do 1890....111¼
1,000 do do 1890....111¼
4,000 do do 1890....111¼
2,000 do do 1890....111¼
2,000 do do 1890....111¼
2,000 do do 1890....111¼
1,000 do do 1875....102¾
5,000 do do 1875....102¾
2,000 Tennessee 6s, old....44
5,000 Virginia Consols....63¾
2,000 Richmond and Danville Railroad....73
12 shares Farmers and Merchants' Bank....40
18 shares Balto. & Ohio R. R. 1st Pref.....96
10 shares Baltimore and Ohio Railroad....89¼
30 do do do do....89¼
10 do do do do....89¼
5 do do do do....89¼

CLOSING RATES AT THE STOCK BOARD.

	BID.	ASK.		BID.	ASK.
Gold	105¾	105⅞	Northern Central	13	
U. S. 6s, 1881	112		Parkersb'g Branch	2	
U. S. 6s, 4th		107¾	Central Ohio, J. D.	22¼	
U. S. 6s, 5th		109⅝	Balto. & Catons.	14	15½
Md. 6s, Defence	113	118	Firemen's Insur.		16¾
Md. 6s, exempt, '87	118¾		Balto. Fire Ins.	24	25
Va. Deferred	5	5¾	Asso. Firemen's In.	5¼	5¾
Va. Consol'd, Ja.Jy	63¾	63⅞	National Fire Ins.	12	15
Va. Consol'd, 2d	40	41¼	Howard Fire Ins.	6¾	7¼
Missouri 6s, Ja. Jy.	106		Balto. & Ohio 6s, '80	100	
N. Carolina 6s, old	17	20	Balto. & Ohio 6s '85	101	106
Tennessee 6s, old	43¾	44	Pitts. & Conn. 1st 7s		93
Tennessee 6s, new	43½		N. Central 6s, 1885	101	102
Tennessee 6s, N. S.	43¾		N. Cen. 6s, 1900	100	
Baltimore 6s, 1875	102⅝	102⅞	N.Cen.6s,1900,gold	84	87
Baltimore 6s, 1884	110		Cen. Ohio 6s, 1st M.	95	98¼
Balto. 6s, Ja.Jy.'86		111¾	Cincin. & Balto. 7s		100
Balto. 6s, JAJO,'90	111¼	111⅜	W. Md. 6s, 2d Wash	100	103
Balto. 6s, '90 P. M.		113¼	Mar. & Cin. 7s, 'Va		83
Balto. 6s, J.A.J.O, 1900	111		Mar. & Cin. 7s, 2d	30¼	32¼
Balto. 6s, new, 1900	112		Mar. & Cin. 8s, 3d	10¼	14
Balto. 5s, J.A.J.O 1892		112¼	Rich. & Danville	73	
Balto. 6s, quarterly	98	102	Union RR., Can.Co.	101	
Memph. City Coup.	82		Cant.Co. 1st 6s,gold		91
Bank of Baltimore		124¼	Or., Alex.& Man.7s	60	65
Bank of Commerce	11		Or. & Alex. 6s, 1st		82
Citizens' Bank	12		Or. & Alex. 6s, 2d	55	65
Farm. and Mer. Bk	40		Or. & Alex. 8s, 3d		50
Ger. Amer. Bk	102		Or. & Alex. 8s, 4th		40
Howard Bank	7¼		Vir. & Tenn. 6s, 3d		81
Marine Bank	32		Vir. & Tenn. 8s	80¼	
Mechanics' Bank	10¼	10¼	Wilm. & Wel. gold	99	
Merchants' Bank	108		Wil.Col. & Aug. 7s		80
National Bank, 3d	96	97	People's Gas, Ja Jy	13¼	
Nat. Exchange Bk	102¾	105	Atlantic Coal		1.70
People's Bank	20		Vir. Con. Coup	80	80¾
Third Nat. Bk	97		Merch. & Mechan.		
Union Bank	75	85	B. & Loan Co	250	
Western Bank	61		Ohio & Miss. 1st,SF	80	
Balto. & Ohio,M.N.	34		Ohio & Miss.com.	3	
Balto. & Ohio,1stP.	90		Cincin. 7 3-10s,J&J	101	105
Balto. & Ohio, 2d P.	90		Union RR. 1st guar		

PRICES OF STOCKS AND BONDS IN NEW YORK

[BY TELEGRAPH.]
Through William Fisher & Sons, Stock and Bill Brokers, No. 32 South Street.
THURSDAY, JULY 26, 1877.

	1st Board.	2d Board.
United States Coupon 6s of 1881	112¾	112
District Columbia Bonds		
United States 4½ ¥ ct.	108¾	108¾
United States 5-20s of 1865, new issue	107	106¾
United States 5-20s of 1867	109¾	109⅞
United States 5-20s of 1868	111	111
United States 5s	111¼	111¼
United States 10-40s	112¾	112¾
United States Currency 6s	124¾	124⅞
Missouri 6s	105	
Missouri 6s, Han. and St. Joseph	105	
Tennessee 6s, X Coupon	43¾	
Tennessee 6s, new	43¾	
Virginia 6s, X Coupon	30	
Virginia 6s, new	30	
Virginia Consols	78	
Virginia Deferred	5	
North Carolina 6s, X Coupon	20	
North Carolina 6s, new	7½	
North Carolina 6s, special tax	2	
[illegible]	102¾	
[illegible] 7s	108	
[illegible] 6s, old	45	
[illegible] 6s, new	40	
[illegible] Levee 6s	40	
[illegible] Levee 8s	40	
[illegible] 8s	41	
[illegible] 8s	41	
[illegible] Carolina, old	33	
[illegible] Carolina, new, Jan'y and July	37	
[illegible] Carolina, April and October	37	
[illegible] Pacific 6s	107¾	
Union Pacific 6s	105¾	
[illegible] Company	19	19
Western Union Telegraph	63¾	64¼
Quicksilver Mining Company		
Delaware and Hudson Canal	37	36¾
Wells, Fargo & Co.'s Express	81	81½
Adams Express	95	95
United States Express	41	43
Am. and Merchants' Union Express	43	43
Clev. Col. and I. C.	2	2¼
Pacific Mail Steamship	19⅜	19¾
N. Y. Central and Hudson River RR.	93¼	93¾
Erie Railroad	8	8⅛
Erie Railroad, preferred		
Harlem Railroad		137
Michigan Central Railroad	42¾	42¾
Lake Shore & Michigan Southern R.R.	49	49
Panama Railroad	93	93
Illinois Central Railroad	57	57¾
New Jersey Central Railroad	10⅜	10⅜
Cleveland and Pittsburgh Railroad	73	73
North Western, common	21	21⅛
North Western, preferred	49	48⅜
Rock Island	94	93⅞
Mil. and St. Paul, common	20¾	20¾
Mil. and St. Paul, preferred	59	58¾
Toledo and Wabash Railroad		
Fort Wayne Railroad	87	87
Ohio and Mississippi Railroad	3	3
Chicago and Alton Railroad	82¾	84
Chicago and Alton Railroad	101	101
Han. and St. Joe Railroad	12¾	12
Han. and St. Joe Railroad, preferrd.	28¾	29¾
Alton and Terre Haute Railroad, pref'		
Morris & Essex Railroad	67¾	67¾
Del., Lack. & Western Railroad	39¾	40¾
Union Pacific Railroad	67¾	67¾
Reading Coal Company		
Consolidation Coal Company	21	21
Cumberland Coal Company	40	8
Maryland Coal Company		
Atlantic and Pacific Telegraph		

FINANCIAL AND COMMERCIAL.

THURSDAY, July 26.

Gold was decidedly lower to-day, ruling at 105¾@[illegible]. London to-day consols were quoted at 94¾@[illegible]16.

STOCKS AND BONDS.

At the Baltimore Stock Board to-day there was some [activ]ity in city stocks. At the first Board $1,100 Baltimore sixes, 1875s, sold at 102¾, but at the second [Board] $1,000 do. sold at 102¾, and $5,000 do. at 102¾; [$]00 of the 1890s, large and small, sold in lots at [111]¼; $15,000 do. at 111¼. Virginia consols were stronger, $400 selling at 63¾; $15,000 do. at 63¾, and $10,000 do. at 63⅞. Yesterday's closing price was 63⅝. $2,000 Tennessee sixes, old, sold at 44.

Railroad bonds were dull, and the only sale was $2,000 Richmond and Danville first mortgage at 73. Railroad shares were firmer. At the first Board 5 shares Baltimore and Ohio sold at 88¾, and at the second Board 25 shares do. sold at 89¼, closing 89 bid, 90 asked; 18 shares Baltimore and Ohio first preferred sold at 96. There was also a sale of 10 shares Northern Central at 13. A few shares Bank stocks sold at 11 for Bank of Commerce; 97 for the Third National, and 40 for Farmers and Merchants'. People's Gas stock was wanted at 13¾, but there were no sales.

At Philadelphia to-day Pennsylvania Railroad sold at 29¾, and Lehigh Navigation at 17⅝.

NEW YORK FINANCIAL ITEMS.

Our New York telegrams furnish the following:

Gold opened to-day at 105¾, and has since sold at 105¾@105⅞. Exchange is dull on the basis of 4.85@4.85½ and 4.86¾@4.87 for standard sterling bills. In the Money market the ruling rate for call loans has been 2¼. Prime to good 60 day to 4 months' mercantile paper now ranges from 4 to 6¾. Government bonds are lower, the decline being ⅛ for the 1865s and ¼ for the sixes of 1881, the 1867s, the Ten-forties, and the new 5 per cents. The 4⅛s, the 1868s and the currency sixes are unchanged.

THE STOCK MARKET

opened ⅛@1⅞ higher than it closed yesterday, the latter Delaware, Lackawanna and Western. Illinois Central was 1¼ higher, Rock Island 1⅛, New York Central and Michigan Central 1 each, and Milwaukee and St. Paul ⅞. Immediately after opening the market began to advance, and by 11:30 had risen ⅛@2¾, the latter New York Central. Rock Island advanced 2 per cent., St. Paul preferred and Northwestern preferred 1¾ each, Lake Shore 1¼, Western Union Telegraph 1¾, Delaware, Lackawanna and Western 1¼, St. Paul common 1⅛, and Delaware and Hudson Canal and Michigan Central ⅞ each. In the next half hour there was a decline of ⅛@¾, the latter also New York Central. After noon prices again advanced ⅛@1¼, the latter Western Union Telegraph. New York Central advanced ⅝, and Lake Shore and St. Paul preferred ¾ each.

THE CLOSING QUOTATIONS

show higher prices throughout the list, the advance, compared with the closing figures of Wednesday, ranging from ⅛ to 2¾, the latter for Western Union Telegraph. New York Central and Illinois Central advanced 2¾ each, Rock Island 2, Lake Shore 1¾, St. Paul preferred 1¾ and the common 1¼, Michigan Central 1¼, and Delaware, Lackawanna and Western ⅞. The sales were as follows: Pacific Mail 100, Western Union 37,900, Northwestern 1,100, Northwestern preferred 8,500, Rock Island 16,800, St. Paul 4,200, do. preferred 15,000, Erie 1,400, Hannibal and St. Joe 100, do. preferred 300, Lake Shore 44,000, New York Central 15,000, Ohio and Mississippi 100, Michigan Central 7,000, Delaware and Hudson 2,000, New Jersey Central 100, Delaware, Lackawanna and Western 6,000, District of Columbia bonds 5,000.

This table will show the course of the market for the leading shares this day:

	Opening.	Highest.	Lowest.	Closing.
Gold	105¾	105⅞	105¾	105¾
New York Central	91¾	93¾	91¾	93¾
Erie	7⅞	8⅛	7⅞	8
Lake Shore	48	49¾	48	48⅞
Rock Island	93	94¾	93	93⅞
Northwestern	21¾	21¾	21	21
Do. preferred	48¾	50	46¾	48¾
Ohio and Mississippi	3⅛	3⅛	3⅛	3⅛
Pacific Mail	19⅜	19¾	19⅜	19⅝
Western Union	62⅛	66⅞	62⅛	64⅞
Milwaukee & St.Paul	22¾	23⅛	21⅞	22⅜
Do. preferred	57¾	59	57¾	58¾
Union Pacific	67¾			67¾
Hannibal and St. Joe	12	12	12	12
Michigan Central	42	42¾	42	42¾
Illinois Central	57¾	58¾	57¾	57¾
Delaware & Hudson	35¾	37¾	36⅞	36¾
New Jersey Central	10⅜	10⅜	10⅜	10⅜
Del., Lac. & Western	40¾	41	39⅞	40¾
Morris and Essex	67¾	67¾	67¾	67¾
Chicago, B. & Quincy	98			98

The closing quotations of Government bonds at New York to-day were as follows:

	Bid.	Asked.
1881 U. S. 6s, January and July	112	112⅛
1865 5-20s, January and July	106⅞	107
1867 5-20s, do.	109⅞	Sales.
1868 5-20s, do.	111	....
10-40 bonds, May and November	112⅞	....
Currency sixes	125	125⅛
New five per cents	111	....
New four and a-half per cents	108⅛	108⅜

NEW YORK MONEY MARKET—NIGHT DESPATCH.

NEW YORK, July 26.—Money easy; 1¾a2. Exchange firm; 4.86. Gold a shade firmer; 105¾; 105¾ bid. Rates for carrying not quoted. Governments quiet; 1881s, coupons, 112; new, 106⅞; 1867s 109¾; 1868s 111; new fives 111; 10-40 coupons 112¾. State bonds steady; Tennessee 6s 43; new 43; Virginia 6s 30; new 30; consolidated 78; deferred 5; Louisiana 6s 45; new 45; Levee 6s 40; do. 8s 40; Alabama 8s 41; do. 5s 41; Georgia 6s 102¾; do. 7s 108; North Carolinas 20; do. new 7½; special tax 2; South Carolinas 38; do. new 37. Stocks closed firmer; New York Central 93⅞; Erie 8; Lake Shore 49¾; Illinois Central 57¾; Pittsburg 80¾; Chicago and Northwestern 20¾; do. prefer red 48¾; Rock Island 94¾. Sub-Treasury balances—gold, $83,685,193; currency, $50,311,029. The Sub Treasurer paid out for interest $63,000; for bond $9,000. Customs receipts $363,000.

BALTIMORE MARKETS—JULY 26, 1877.

BREADSTUFFS—FLOUR.—Receipts per rail 200 bbls.; none for through shipment. The market is quiet with a light jobbing demand, but prices are very firm, in view of light supplies. We have only to note the sale of 200 bbls. City Mills Family at $8.25@8.50.

We quote as follows:

Howard Street Super	$ 4.50@$	5.25
" " Extra	6.50@	7.50
" " Family	8.25@	8.50
" " Fancy	9.50@	9.75
Western Super	4.50@	5.25
" Extra	6.50@	7.50
" Family	8.25@	8.25
Northwestern Spring Extra	6.75@	8.00
" Family	8.50@	10.00
City Mills Super	4.50@	5.00
City Mills Extra	6.00@	7.75
City Mills Rio Brands Extra	8.50@	8.75
Baltimore Family	9.75@	0.00
" Extra	9.50@	0.00
Spring Wheat Flour, patent	9.50@	10.00
Fickle's Bridgewater Family	9.75@	0.00
Colbert's Excelsior Graham	9.75@	0.00
Rye Flour	4.75@	5.00
Corn Meal—City Mills per bbl	3.00@	3.10
" " Western "	0.00@	0.00
" " City Mills per 100 lbs	1.75@	1.80

WHEAT.—Receipts—15,564 bu., including 1,609 bu. Pennsylvania, 400 bu. Western, and 13,569 bu. Southern. Shipments from elevators ——; stock in elevators 5,445 bu.

The market was moderately supplied to-day, and with a fairly active demand, prices were steady and firm. The sales reported were as follows:

Southern.—200 bu. common red at 145 cents; 510 bu. fair do. at 152@153; 1,050 bu. good do. at 155; 1,860 bu. do. at 156; 1,000 bu. prime do. at 157@158; 1,600 bu. amber at 160; 900 bu. do. at 161@162; 425 bu. do. at 163. *Pennsylvania.*—800 bu. red at 156 cents; 1,200 bu. do. at 157.

Western.—1,200 bu. No. 2 red winter for August at 144¼ cents; 25,000 bu. do. do. at 144¾; 1,200 bu. do. do. for July at 155.

After 'Change the market for Western options was very dull, and there was very little disposition to operate. The only sales noted were 5,000 bu. No. 2 winter red for September at 141¾ cents, and 10,000 bu. do. do. at 141. August was nominal at 144.

At the close we quote as follows: Southern red, common to fair, 140@150 cents; good to prime do. 155@157; amber 160@163; Pennsylvania—good to prime 155@157; No. 2 red winter for July 155; do. for August 144; do. for September 141.

CORN.—Receipts to-day only 13,725 bu., viz: —— bu. Western and 13,725 bu. Southern. Shipments 28,790 bu.; stock in elevators 259,573 bu.

There was a good demand for Southern Corn, and prices were steady, all that was offered selling at 70 cents for both white and yellow. The offerings of Western were very limited to-day, there being no arrivals. Prices were about steady. The sales reported at 'Change were as follows:

Southern.—1,500 bu. white and 2,800 bu. yellow at 70 cents.

Western.—2,000 bu. mixed spot at 64 cents; 15,000 bu. do. for July at 64; 35,000 bu. do. for August at 62¾; 10,000 bu. do. at 62¾; 5,000 bu. do. for September at 62¼.

After 'Change the market was very quiet, and the closing was dull and rather heavy. The only sale noted was 15,000 bu. mixed for August at 62¾.

Quotations: Southern yellow 70 cents; do. white 70; Western steamer 59@59¾; Western mixed spot 64. For July 64. For August 62¾. For September 62¼.

OATS.—The market is quiet, owing to lack of receipts, and prices are unchanged. We note the sale of 800 bu. Southern at 48 cents, and quote as follows: Western mixed, old, at 40@43 cents; do. bright do. 44@45; Southern fair to good new 40@41; do. prime new 42@44; Pennsylvania, old, 41@45.

RYE.—We note the sale of 200 bu. good Southern at 67@68 cents, and quote the market dull.

COFFEE.—There is nothing whatever doing in this market, owing to the obstruction to railroad shipments, though we note some inquiry. Importers are not pressing their stocks upon the market, and there is no change to note in quotations, which are as follows: Rio—Ordinary cargoes 16¾@16¾ cents; fair do. 18¾@19 cents; good do. 19¾@19¾ cents; prime do. 19¾@20 cents; job lots ordinary to choice 17@22 cents—gold, sixty days.

RIO TELEGRAM.

Messrs. Wright & Co.'s weekly telegram is as follows:

RIO JANEIRO, July 25, 1877.

Sales since the 18th instant 43,000 bags; shipments to the United States 12,000 bags; stock 33,000 bags; average daily receipts 8,400 bags; market firm; price 10$600. Flour—Stock 23,000 bbls.; price, Baltimore, 25$000. Exchange 24¾.

COTTON.—Receipts at all ports to-day 231 bales, against 419 bales last year. Stock 198,333 bales. Exports 6,311 bales. The market is dull and prices are easier. The New York market was quoted to-day ⅛ lower for spots, and futures also were lower, but most of the decline was recovered before the close. We hear of no sales, and quote nominally as follows:

Middling....12¾@—
Low Middling....11¾@—
Good Ordinary....11 @—

FUTURES.

The closing quotations for futures at New York to-day, compared with the closing prices of yesterday, were as follows:

	Closing yesterday.	Closing to-day.
July	12.12@—	12.09@12.10
August	12.08@—	12.07@12.08
September	11.96@—	11.96@—
October	11.51@—	11.53@11.54

Market closed steady. Sales 46,000 bales.

HAY AND STRAW.—We quote as follows: Hay—Cecil county $17@18; Pennsylvania and Maryland $14@15; Mixed $12@14; Clover $11. Straw $7@8 for wheat, $9@10 for oat, and $13@14 per ton for rye.

MILL FEED.—The market is dull for City Mills at $17 for Brownstuff and $18 per ton for Middlings.

MOLASSES.—There is no movement in this article, and quotations are nominal, as follows: Cuba boiling at 42 cents for 50° test; Porto Rico 41@50 cents, and Demerara 40@45 cents per gallon.

PETROLEUM.—The market for Petroleum is entirely at a stand, and in the absence of transactions prices are entirely nominal. We quote refined cargoes at 13¾ cents, and Crude at 7¾ cents per gallon, the latter in bulk.

PROVISIONS.—The market continues quiet but very firm in tone, holders generally being very firm, in view of the difficulty of obtaining supplies from the West. We quote lots packed from store as follows: Bulk shoulders 6¾ cents; clear rib sides 8¾ cents; long clear sides 8 cents; bacon shoulders, 7 cents; clear rib sides 9 cents; hams, sugar-cured, 12@13 cts.; shoulders, sugar-cured, 9 cents; breasts 10 cents. Lard—refined tierces, 10@10¾ cents. Mess Pork $15@$15.25 per bbl.; rump Pork $13.50 per bbl.

BUTTER.—The receipts continue very light, confined mainly to nearby supplies, and with a steady demand for good grades the market for such descriptions rules firm, prices ranging from 17 to 19 cents. Low grades are very dull. We quote:

New Butter.	Fine Selections.	Firsts.	Seconds.	Thirds.
Glades	—@—	—@—	—@—	—@—
Ill.,Iowa,Mich and Wis.	17@19	13@15	—@—	—@—
Western Reserve	17@19	13@15	—@—	—@—
S. Ohio and Indiana	16@17	12@14	—@—	—@—
W.Va. and other West.	16@17	12@14	—@—	—@—
Western Roll	—@—	—@—	—@—	—@—
Near-by receipts	—@—	12@16	—@—	—@—
Grease (original)	—@— per pound		7@8	
Do. (repacked)			—@—	

EGGS.—The market is dull at 13 cents per dozen.

POULTRY.—The quantity arriving is not excessive, and the market is firm and steady. We quote young chickens at $2.50@3.50, as to size, and old Fowls at $3@3.50 per dozen.

RICE.—The market is quiet but very firm. We quote good to prime Carolina at 7@7⅛ cents. Rangoon is quoted nominally at 3¾ cents gold in bond.

SUGARS.—There is no movement in raw Sugars, and prices are merely nominal, as follows, viz: Fair to good refining Cuba and Porto Rico 9⅞@9⅞ cents; Cuba centrifugal 9⅞@10¾ cents; Clayed, boxes, Nos. 10 to 12, 9⅞@9¾ cents; grocery grades, Porto Rico, 9¾@10 cents; Demerara centrifugal 9¾@9¾ cents; Demerara vacuum pan 10@10¾ cents, and French Island 8¾@9¾ cents. Stock to day, 7,966 hhds., 797 boxes and 11,549 bags.

REFINED SUGARS.—The demand is light and the market is quiet. We quote as follows: Cut loaf 13¾ cents; crushed 12¾ cents; powdered 12¾ cents; granulated 11¾@12 cents; standard A 11¾ cents, and yellows from 9¾ to 10¾ cents.

SYRUPS.—We still quote as follows, viz: Sugar goods at 45@60 cents for medium to choice; filtered at 35@40 cents, and black strap at 32 cents in barrels and 30 cents in hogsheads per gallon, but the market is dull all round.

WHISKEY.—The market is unsettled and prices irregular. There are no arrivals, and the stock here is light. Some small sales of Western have been made at $1.20, which is the general asking price to-day.

COMMERCE OF BALTIMORE.

FOREIGN IMPORTS.

Liverpool—Steamer Scandinavian—6,395 boxes tin plates, 500 bags rice, 82 bales bags, 363 boxes fruit, 1 cask wine, order; 165 boxes fruit, Dix & Wilkins; 62 do, E L Palmer & Co; 291 casks soda ash, C F Pitt & Sons; 10 crates earthenware, Meyer & Bros; 10 do do, H McShane & Co; 1 case woolen goods, H Openheimer & Co; 4 casks earthenware, H Meyer & Hoos; 10 do do, Findlay, Roberts & Co; 300 bags rice, C Morton Stewart & Co; 3 casks tin pipe, Jas Robertson & Co; 3 cases mdse, F Schlemuel; 275 boxes terne plates and 341 do tin plates, Lyon, Conklin & Co; 5 cases mdse, Robt Moore, Hughes & Co; 4 do do; D Miller & Co; 3 do do, H Bogue & Sons; 6 do wine, F H Shallus, 9 do do mdse, Henkleman, Jackson & Phelps; 593 bags nitrate soda, C F Pitt & Sons; 12 bales dundees, J C Griffin & Co; 50 boxes fruit, Sgobel & Day; 1 case effects, A Schumacher & Co; 2 pigs, Jno W Garrett; 2 cases and 3 casks hardware, 10 do chains, Howell, Gaus & Co; 64 do soda ash, order; 1 case hardware, L Pappenheimer & Co; 1 pkg, M Robson; 1 do, C F Pitt & Son.

Havana—Brig Myronus—600 hhds and 70 boxes sugar, Spence, Montague & Co.

FOREIGN EXPORTS.

Bremen—Ger steamer Braunschweig—1,513 hhds tobacco, 45 cases seed leaf, 164,644 lbs lard, 17 lbs snuff, 50 cases pineapples, 1,042 bags bark, 3,975 bus rye, 6,408 feet w o plank.

Londonderry—Br bark Countess of Dufferin—29,730 bus corn.

Cork f o—Ital bark Italia, 37,430 bus corn.

London—Br brig Alice Bradshaw—4,129 bags oil cake.

Barcelona—Sp brig Francesqueta—824 bbls refined petroleum.

Dublin—Ital bark Osanna—26,380 bus wheat.

Value of foreign exports for week, $138,594.

COASTWISE IMPORTS.

Charleston—Steamer Falcon—Assorted cargo.

Petersburg—Steamer Westover—5 bales cotton, 50 bbls flour, 13 bales mdse.

Norfolk—Steamer Florida—72 bales cotton, 1,000 pkgs mdse.

New York—225 hhds and 100 boxes sugar, 100 tcs lard.

FOREIGN MARKETS.

FINANCIAL.

LONDON, July 26—12:30 P. M.—Consols 94¾ for money and the account. United States 4⅛ per cent. bonds 105¾. Erie 7¾; Illinois Central 54¾.

LONDON, July 26—1:30 P. M.—Consols 94 9-16 for money and the account. Erie 7¾.

PARIS, July 26—1:30 P. M.—Five per cent. Rentes 107f. 87¾c. for the account.

LONDON, July 26—2 P. M.—Consols 94¾ for money and the account. New York Central 91; Illinois Central 55¾.

LONDON, July 26—4 P. M.—Consols 94 7-16 for money and the account. United States 4⅛s 105¾; 1867s 106⅞. Erie 7¾; New York Central 90; Illinois Central 55¾.

PARIS, July 26—4 P. M.—Five per cent. Rentes 107f. 85c. for the account. Exchange on London 25f. 14c. for short.

LONDON, July 26—4:30 P. M.—Consols 94⅜ for money and the account. United States bonds, 1867s, 106⅞. Illinois Central 56.

COMMERCIAL.

LIVERPOOL, July 26—12:30 P. M.—Cotton dull; middling Uplands 6⅝d.; middling Orleans 6 9-16d.; sales 8,000 bales, including 1,000 for speculation and export. Receipts of the day 3,500 bales, all American; futures 1-32d. cheaper; Uplands, low middling clause, July and August delivery, 6¼d.; August and September delivery, 6¼d.; September and October delivery, 6 5-16d.; also, 6 9 32d.; October and November delivery, 6 5-16d.; new crop, shipped October and November, sail, 6¾d.; November and December, sail, 6⅜d.

LIVERPOOL, July 26—1:30 P. M.—Beef 95s. for prime mess. Pork 53s. 6d. for prime mess. Bacon 36s. 6d. for long clear middles; 38s. for short clear. Tallow 40s. 9d.

LIVERPOOL, July 26—2 P. M.—Cotton—Middling Uplands 6 5-16d.; middling Orleans 6⅜d.; low middling Uplands, 6 3-16d.; good ordinary Uplands 6 1-16d.; ordinary Uplands 5⅞d.; Uplands, low middling clause, July delivery, 6 7-32d.; August and September delivery, 6 7-32d.

LIVERPOOL, July 26—5 P. M.—Corn 26s. 6d.a26s. 9d. for new mixed Western. Cotton—The sales of the day included 5,850 bales American. Futures quiet; Uplands, low middling clause, October and November delivery, 6 9-32d.

LONDON, July 26—5 P. M.—Tallow 44s.

LONDON, July 26—Calcutta Linseed 54s. 6d.a55s.

ANTWERP, July 26.—Petroleum 30f.

MARKETS BY TELEGRAPH.

NEW YORK, July 26.—Cotton steady; Uplands 12¾ cents; Orleans 12⅛ cents; sales 103 bales; consolidated net receipts 2,461 bales; exports to Great Britain 6,311 bales. Flour generally firm; fair business, mainly in city mills; extras closing firm; No. 2 $3a4.75; superfine Western and State $5.50a6; common to good extra Western and State $6a5.30; good to choice do. $6.35a6.50; common to choice white wheat Western extra $6.65a6.85; fancy do. $6.90a8.75; common to good extra Ohio $6.10a8.25; other grades unchanged. Southern Flour firm and unchanged. Rye Flour unchanged. Cornmeal firm; Western, Jersey and Pennsylvania $3.15a3.50; Brandywine $3.65a3.70. Wheat—spring lower to sell and quiet; winter grades firm; new red and white Western 165 cents; new amber and white Tennessee 169¾ cents; new amber Virginia, to arrive, 167¾; No. 2 spring September 133¾a133¾ cents. Barley nominally unchanged. Barley Malt quiet and unchanged. Corn 1a2 cents better; active and strong; closing scarcely so firm; ungraded 62a67 cents; damaged Western mixed 61 cents; steamer mixed 64¾a65¾ cents; New York No. 2 65¾ cents; yellow Western 66 cents; white do. 68 cents. Oats better; light offerings; mixed Western and State 32a59 cents; white do. 42¾a63 cents. Hay unchanged. Hops quiet and unchanged. Coffee—Rio quiet and unchanged. Sugar dull and unchanged; molasses grade 8¾ cents; refined quiet at 11 cents; standard 11 cents; granulated 11¾ cents; powdered 11¾ cents; crushed 11¾ cents. Molasses quiet and unchanged. Rice quiet and unchanged. Petroleum dull and nominally unchanged. Tallow steady; 8a8¾ cents for city. Rosin quiet and unchanged. Turpentine firm and unchanged. Eggs unsettled and lower; 21a22 cents for State and Pennsylvania; 19a21 cents for Western. Pork dull and unsettled; new mess $14.30a14.40. Beef quiet. Beef Hams unchanged. Tierce Beef quiet. Cut Meats—Western quiet; 5⅞ cents for dry salted shoulders; middles quiet and firm; 7⅞ cts. for Western long clear; 8 cts. for city do. Lard easier and quiet; $9.45a9.50 for old prime steam; choice new $9.55. Butter firm and unchanged. Cheese firm and unchanged. Linseed dull. Whiskey firm and quiet; 115 bid, 116¾ asked. Freights to Liverpool without decided change.

PHILADELPHIA, July 26.—Flour quiet; supers $6; extras $7; Minnesota family $7.75a9; Pennsylvania do. $8.75a9; high grades $9a10.50. Rye Flour $4a4.25. Corn Meal $3.10a3.20. Wheat—old nominal; new 165a170 cents. Rye nominal; 70a80 cents. Corn dull; yellow 73a75 cents; mixed 70 cents. Oats dull; Western white 44a46 cents; mixed 42a43 cents; Pennsylvania white 48a50 cents. Provisions firm; prices unchanged. Butter firm; creamery extra 24a25 cents; Bradford County and New York extras 20a22 cents; Iowa, Michigan and Wisconsin extras 20a22 cents; Western reserve extras 20a22 cents. Cheese nominal; New York fancy 10¾a11 cents; Western 10 cents. Eggs nominal; Pennsylvania 19a20 cents; Western 17a18 cents. Petroleum dull; refined 13 cents; crude 10¾ cents. Whiskey—Western 120 cents. Receipts—Flour 480 barrels, wheat 400 bushels, corn 800 bushels, oats 200 bushels.

CHICAGO July 26.—Trade on 'Change is almost entirely suspended. The following are the closing cash prices at 1 o'clock: Wheat 128a130 cents; Corn 49⅜ cents; Oats 28¾a29⅛ cents; Rye 55 cents; Barley 70 cents, September; Pork $13.10a13.22¾ cash; Lard $8.90; Whiskey 108 cents. Nothing was done at the afternoon Board worth reporting.

CHICAGO CATTLE MARKET, July 26.—At the stock yards six head cattle, 35 hogs and no sheep were received; no sales.

CINCINNATI, July 26.—Flour quiet but steady. Wheat quiet; red 115a125 cents. Corn higher at 48a50 cents. Oats firmer at 36a40 cents. Rye dull and drooping at 66a67 cents. Barley dull and nominal. Pork nominally unchanged. Lard—prime steam nominal; current make in good demand at $8.75a8.80; kettle 10a10¾ cents. Bulk Meats dull; 5⅛ cents, $7.20 and $7.50 for shoulders, clear rib and clear sides. Bacon quiet and steady; 6, 8 and 8⅜a8⅞ cents for shoulders, clear rib and clear sides. Whiskey quiet at 108 cents. Butter dull and unchanged. Sugar dull and heavy. Live Hogs quiet; common $4.40a4.70; light $4.80a5; packing $4.75a4.90; butchers' $5a5.10; receipts 755.

MILWAUKEE, July 26.—Flour dull and nominal. Wheat opened ⅛ cent higher and closed quiet; No 2 Milwaukee 130 cents; No. 3 do. 114¾a115¾ cents. Corn dull but firm; No. 2 48¾ cents. Oats unsettled and higher; No. 2 29¾ cents. Rye unsettled and weak; No. 1 63 cents. Barley nominally unchanged. Freights—Wheat to Buffalo 3¾ cents. Receipts—660 barrels flour, 30,000 bushels wheat. Shipments—1,700 barrels flour, 20,000 bushels wheat.

DETROIT, July 26.—Flour—nothing doing. Wheat lower; new extra white Michigan opened at 148 cents, and closed at 146¾ cents; milling 145¾a146 cents; No. 1 white Michigan, early, 148 cents, afterward 145¾ cents. Oats firmer and in better demand; No. 1 mixed 40 cents. Corn quiet and steady. Receipts—Flour 122 bbls., wheat 8,000 bushels, corn 4,000 bushels, oats 4,000 bushels. Shipments—Flour 200 bbls., wheat 2,684 bushels, corn 410 bushels, oats 1,320 bushels.

TOLEDO, July 26.—Flour quiet. Wheat inactive; No. 3 white Wabash 150 cents; amber Michigan, spot and August, 130 cents; No. 2 red winter, July, 140 cents; August 127¾ cents. Corn quiet; No. 2, July, 51¾ cents; August 53 cents; September 53 cents; rejected 50¾ cents. Oats dull and nominal. Receipts—14,000 bushels wheat, 26,000 bushels corn. Shipments—23,000 bushels wheat, 120,000 bushels corn.

ST. LOUIS, July 26.—No markets to day.

BUFFALO, July 26.—Markets quiet to-day. Flour unchanged. Wheat inactive; no sales reported. Corn quiet; rejected 53, No. 2 54¾a54⅜.

NEW ORLEANS, July 26.—Flour firmer, but prices unchanged. Cornmeal firmer at $3.25. Other articles unchanged. Gold 105¾a105⅞. Exchange—New York sight ⅛ premium; sterling for the bank 5.14¾.

WILMINGTON, N. C., July 26.—Spirits Turpentine firm at 30¾ cents. Rosin firm at $1.35. Crude Turpentine firm at $1.20 for hard, $2.00 for yellow dip; $2.20 for virgin. Tar firm at $1.75.

GALVESTON, July 26.—Cotton dull and lower to sell; middlings 11¾ cents; low middlings 11⅛ cents; good ordinary 10⅜ cents; net receipts 85 bales; sales 10 bales; stock 7,434 bales; exports coastwise 108 bales.

SAVANNAH, July 26.—Cotton quiet; middlings 11 13 32 cents; low middlings 11 1 32 cents; good ordinary 10 17-32 cents; net receipts 97 bales; gross receipts 338 bales; sales 22 bales; stock 2,219 bales; exports coastwise 382 bales.

NEW ORLEANS, July 26.—Cotton dull and easy; middlings 11⅜ cents; low middlings 10⅞ cents; good ordinary 10⅜ cents; net receipts 53 bales; gross receipts 80 bales; sales 900 bales; stock 38,971 bales; exports coastwise 155 bales.

CHARLESTON, July 26.—Cotton quiet; middlings 11⅜ cents; low middling 11¼ cents; good ordinary 10⅜ cents; net receipts 58 bales; sales 60 bales; stock 3,078 bales; exports coastwise 73 bales.

AUGUSTA, July 26.—Cotton dull and nominal; middlings 11¾a11¾ cents; low middlings 11¼a11¾ cents; good ordinary 10⅜a10¾ cents; receipts 26 bales; sales 7 bales.

PHILADELPHIA, July 26.—Cotton dull; middlings 12¾ cents; low middlings 12 cents; good ordinary 11 11-16 cents; net receipts none; gross receipts 397 bales; stock 5,048 bales.

BOSTON, July 26.—Cotton dull; middlings 12¾ cents; low middlings 12 cents; good ordinary 11⅞ cents; net receipts none; gross receipts 25 bales; sales none; stock 17,630 bales.

MOBILE, July 26.—Cotton nominal; middlings 11⅜ cents; low middlings 10⅞ cents; good ordinary 10 cents; net receipts 4 bales; gross receipts —— bales; sales 50; stock 6,781 bales; exports coastwise 17 bales.

WILMINGTON, July 26.—Cotton dull and nominal; middlings 11⅜ cents; low middlings 11⅛ cents; good ordinary 10⅜ cents; net receipts none; stock 966 bales.

MEMPHIS, July 26.—Cotton dull and easier; middlings 11⅜ cents; receipts 39 bales; sales unimportant; stock 8,436 bales.

NORFOLK, July 26.—Cotton quiet; nothing doing; middlings 11⅛ cents; net receipts 35 bales; stock 2,871 bales; exports coastwise 113 bales.

SHIPPING INTELLIGENCE.

PORT OF BALTIMORE, July 27.

ALMANAC FOR BALTIMORE.
HIGH WATER TO-DAY.

Time.	Height.	Time.	Height.
8h. 03m. A.M.	1 ft. 4in.	8h. 21m. P.M.	1 ft. 8 in.

Flood tide runs 6 hours, 53 minutes.
Ebb tide runs out 6 hours, 32 minutes.

SAILING OF BALTIMORE STEAMERS.

Steamer Wm Kennedy, Providence, Friday, July 27.
Steamer Raleigh, Wilmington, Saturday, July 28.
Steamer Wm Crane, Boston, Monday, July 30.
Steamer Saragossa, Savannah, Wednesday, August 1.

ARRIVED YESTERDAY.

Steamer Scandinavian (Br), Ritchia, from Liverpool via Halifax—mdse and passengers to A Schumacher & Co.

Steamer Falcon, Kirby, from Charleston—mdse to E Fitzgerald. Passed off New Point a brigantine, below Smith's Point a bark, below Sharp's Island another, all at anchor, and off Annapolis, brig Myronus, from Havana, towing up.

Steamer Astoria, Hudgins, from North Carolina—shingles to sundry persons.

Steamer Florida, Hill, from Norfolk—to R L Poor.

Steamer Shirley, Travers, from Richmond via York river—to R Foster.

Steamer Maggie, Veazie, from Eastern Shore Maryland and Virginia—P R Clark.

Steamer F W Brune, Foster, from New York—to J A Shriver.

Steamer Wm Whildin, Riggan, from Philadelphia—to J A Shriver.

Steamer Lancaster, Jones, from Havre de Grace with barges—to J J Taylor.

Steamer Planter, Jones, from Patuxent River—to Henry Williams.

Bark Maria Repetto (Ital), Bozzo, from Plymouth, E—ballast to P Schiaffino & Co.

Bark Diana (Ital), Bollo, from Genoa via Lewes, is consigned to P Schiaffino & Co.

BELOW.

A brig loaded with ice, supposed the Chas Dennis, Dodge, from Bath.

CLEARED YESTERDAY.

Steamer Braunschweig (Ger), Undutsch, Bremen via Southampton—A Schumacher & Co.

Steamer Johns Hopkins, Hallett, Boston via Norfolk—A L Huggins.

Steamer Florida, Hill, Norfolk—R L Poor.

Steamer Maggie, Veazie, Eastern Shore Maryland and Virginia—P R Clark.

Steamer Sue, Geoghegan, Potomac River—Ruben Foster.

Steamer Fanny Cadwallader, Clark, New York—J A Shriver.

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Bark Osanna (It), Gargiulo, Dublin—Gill & Fisher.

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Bark Italia (Ital), Mezzano, Cork f o—Peter Wright & Sons.

Brig Alice Bradshaw (Br), Sanford, London—F L Clayton & Co.

Brig Francesquita (Sp) Puig, Barcelona—Mares & Puig.

Schr Jas H Hoyt, Lyon, New Haven—New Central Coal Co.

Schr Helen, Perry, New York—W Rhoads & Son.

SAILED YESTERDAY.

Steamer Braunschweig, Bremen; barks Spotless, Rio Janeiro; Tri Sina, Cork; Yamoyden, Rio Janeiro; schr Sophia Hanson, Principulea.

MEMORANDA.

Steamer Circassian (Br), Wylie, sailed from Halifax 24th inst for Liverpool.

Steamer Martha Stevens, Chance, cleared at New York 25th inst for Baltimore.

Ship Sirius, Moller, sailed from Geestemunde 11th inst for Baltimore.

Bark Lizzie Ross, Dunbar, sailed from Liverpool 12th inst for Baltimore.

Bark Carolina, Goluzza, sailed from London 13th inst for Baltimore.

Bark Stefano, Genta, sailed from Madeira 4th inst for Baltimore.

Bark Medea, Bradbering, hence, at Rostock 8th inst.

Bark Gamaliel, Shaw, for Baltimore, at Rio Janeiro 30th ult.

Bark Amazon, Myrick, unc, remained at Rio Janeiro 30th ult.

Bark May Queen, Springsteen, sailed from Rio Janeiro 28th ult for Baltimore.

Bark Winifred (Br), Hudgins, hence, at Rio Janeiro 25th ult.

Bark Kate Carlton, Grant, sailed from Cardenas 17th inst for north of Hatteras.

Bark Lucchino (Ital), Olivari, hence, at Queenstown 23th inst.

Bark Adda J Bonner, from Georgetown, D C, at Aspinwall 13th inst.

Bark Robert Murray, Jr, Lieseganç, sailed from Cardenas 17th inst for north of Hatteras.

Bark Sei Fratelli, Ferro, hence, arrived at Tralee 9th inst.

Bark Espresso, Rancallo, hence, at Whitehaven 13th inst.

Bark Zephyrine, Johnston, for Turks Island to load for Boston, at Demerara 5th inst.

Brig Emilio (Ital), Valle, sailed from Baltimore April 5 for Drogheda, since which time she has not been heard of, and it is feared that she has been lost.

Brig Water Witch, North, unc, at Rio Janeiro 30th ultimo.

Brig John Wesley, Hines, sailed from Rio Janeiro 29th ult for Baltimore.

Brig Fingal (Sw), Lindstrom, sailed from Rio Janeiro 19th ult for Baltimore.

Brig M P Harrington, Bartling, hence, at Cienfuegos 18th inst.

Brig Valero (Br), Fulton, sailed from Antwerp 24th inst for United States.

Brig M C Haskell, Hatch, for north of Hatteras, at Havana 21st inst.

Schr Nancy Smith, Hodgkinson, for north of Hatteras, at Havana 21st inst.

Schr Maggie E Gray, Hudgins, for Baltimore, at Havana 21st inst.

Schr Edward Waite, York, Bath for Georgetown, at Vineyard Haven 24th inst.

Schr Forest Oak, Parker, Providence for Baltimore, at Dutch Island Harbor 22d inst.

Schr Jennie Rosaline, Tooker, Providence for Alexandria, at Dutch Island Harbor 22d inst.

Schr Freddie L Porter, Chase, hence, arrived at Boston 25th inst.

Schr Eugene, Bunker, for north of Hatteras, sailed from Cardenas 17th inst.

Schr Alphonse (Br), Hanson, sailed from Matanzas 20th inst for north of Hatteras.

NORTHERN PORTS.

NEW YORK, July 25—Arrived, ship Twilight, San Francisco; barks Brothers German, Singapore; Carlo R, Cette; Cambrian, Tome; Hersilia, Bahia; Cymbeline, Demerara; brig John H Kennedy, Cardenas.

Cleared—Ships Cutwater, Batavia; Camoes, London; Marianna V, Lisbon; barks Standard, Hull; Nicolina, Cork; Privi Dubrovacki, do; Mjolner, Cronstadt; John F Rottman, Corunna; Anatra, Trieste; Kong Carl, Bordeaux; Hancock, Buenos Ayres; Gazelle, Demerara; brig Silas Alward, do.

BOSTON, July 25—Arrived, brig Alpha, Barbadoes; schr Druid, do.

Cleared—Barks R A Allen, Havana; Wm Clewes, London.

SOUTHERN PORTS.

WILMINGTON, N C, July 25—Arrived, brig Atlantic, Bermuda.

Cleared—Bark Segundo Triumpho, Liverpool.

BY TELEGRAPH.

NEW YORK, July 26.—Arrived, steamer France, Havre.

CABLE.

HURST CASTLE, July 26.—The North German Lloyds steamer Ohio, from Baltimore for Bremen, passed here this morning towing the same line steamer Main, which left New York for Bremen. The Main lost her propeller on 24th inst in lat 49.30 N, lon 9.6 W. She was taken in tow the same day by the Ohio.

WHEAT PESTS.

[By Our Agricultural Editor.]

The farmers' labors are a continued round until Jack Frost makes his appearance in the winter; and he no sooner secures his harvest and threshes his grain, ready to get it in the market at the shortest notice, when he is called upon to get ready to sow his winter grain. And here considerable responsibilities rest upon him: in obtaining the most approved plows and drills and other implements for the saving of labor, the selection of his seed, which should be changed at least every third year, and the obtainment of such fertilizers as are suitable for the crops he is about to put in the ground. This latter is a most important matter to be considered, for it is now beyond any doubt a settled question that no one whose land is not in high condition and naturally fertile can afford to dispense with the fertilizers of commerce to eke out the limited supply of manure which his farm yard supplies; and even the latter is made far more valuable by the commingling of the mineral and organic manures in their application of the same to the soil. And even those who have rich or well improved soils find that the application of the fertilizers of commerce adds very largely to their gains wherever judiciously applied. Due caution, however, is to be observed in obtaining such fertilizers as contain the ingredients necessary as food for the plants, the principal of which are phosphoric acid, ammonia and potash.

The principal complaints which we have seen in regard to the late cropping that damage has been sustained in some sections, not to a very great extent, it is true, from the depredations of the midge and the Hessian fly, and in some cases from the rust. This latter difficulty is believed to be remedied by a simple process at the command of the farmer, which we have often commended to the attention of our agricultural friends, which is the soaking of the seed in a solution of blue vitriol or copperas before sowing, which we believe has been found a sure remedy against this evil to their crops, which frequently is a very sore one, although the present season but little danger was sustained from this source.

The process of preparing and using the soak we here add:

"Dissolve three pounds of bluestone in a wooden bucket, using hot water. Put fifty to sixty gallons of water in a trough and pour in the solution. Take sacks of wheat and divide them into two quantities, to make them convenient to handle. Immerse them in the trough for three or four minutes; then lift them on a platform, where they will drain into the trough. Add bluestone and water from time to time, so as to use four to six pounds of bluestone to each ton of wheat."

The midge and Hessian fly have appeared in Michigan this season, and fears are entertained that much damage will be done to the grain crops in the future, as one of the most effective weapons against these pests, that of the rotation of crops, is in danger of being interfered with by the demand for wheat, which will be likely to induce farmers to overlook this danger, and resow their wheat land with the same grain the second year. By the adoption of this course the midge, which pupates in the ground, would be furnished with food close at hand on its emerging in the spring. And, with the Hessian fly, which goes through its proper form in the stem of the wheat, the large breadth of winter wheat sown, and the general earliness of the operation, fulfil exactly the conditions wanted to induce a joint attack. And, if these pests come together, there will be a serious time of it during the next four years.

The Canada *Farmer*, commenting upon this danger, remarks:

"To escape the fly we must sow late, and if we wish to get the wheat so far advanced as to be out of the way of the midge when it appears in perfect form in June or July, we must sow early. The wheat is bound to be caught by one enemy or the other, and thus stands a double chance of destruction from two foes, either of which is fully competent to dispose of it. The entomologist of the Agricultural College of Michigan mentions one way in which something might be done to prevent damage, which way we pointed out some months ago, viz: to sow early, thus defeating the midge, and to pasture sheep upon the fall wheat, thus feeding off the stems in which the Hessians have deposited their eggs. This is at the best an imperfect remedy, but it will help. The most effective means that is in our power would be a rotation of crops, and, if this rotation could be managed in districts the prevention would be complete. But as neither our civilization nor our entomological knowledge is sufficiently advanced to allow us to entrust the authorities of, say, a county with the power of ordering that there shall be no wheat grown in that county for a year, this remedy cannot be used in its most effective form. To a large extent we must therefore rely upon those natural remedies, which, though slow in operation, never fail of success. Unfortunately, in the meantime and until remedial forces can be brought to bear, the results of one of these insect visitations is ruin to many farmers and enormous losses to the community."

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BOWERS, WM. & SONS, 406 & 408 W. Baltimore st.
McCANN & CO., 53 W. Fayette st.

CARRIAGE GOODS (Jobbers in).
SEWARD, NORRIS & CO., 24 S. Calvert st.

CEMENT, LIME, HAIR AND PLASTER.
CLARKE, WM. W., 61 S. Gay st.
HAMILTON, S. M., 8 S. Gay st.
HOUGHTON & GIESE, 21 Spear's wharf.
LESTER, T. J., 140 & 142 N. Howard (& Brick Manuf'r)
McALLISTER, JAMES (Lime), cor Fawn & President
SHERMAN & CO., 6 Hollingsworth st.; Bricks, Feed.
TROTTON, THOS. & SONS, 33 Cheapside. [Lime.]

CEMETERIES.
BALTIMORE CEMETERY CO., office 8 South st.
CEDAR HILL CEMETERY CO., 47 N. Calvert st.
GREENMOUNT CEMETERY, office 53 Lexington.
LAUREL CEMETERY CO., Office 18 Courtland st.
LOUDON PARK CEMETERY CO., office 19¾ South st.
MT. OLIVET CEMETERY—Office, Charles St. Ch'ch

CIGARS AND TOBACCO (Wholesale).
HORNTHAL & DEICHES, 101 W. Lombard st.
ISAACS, C. C., 36 South st. (Cigar Manufactory.)
PARLETT, B. F. & CO., 92 W. Lombard st.
REANEY & CO., 101 W. Lombard st.
STEWART BROS., 41 Centre Market Space.
STROBEL, R. S., 18 Commerce st.

CIGARS TOBACCO & SMOKERS' GOODS.
HENNEMAN'S CIGAR MACHINES, 195 Lexington st
JOHNSON, W. H., 21 Centre Market Space.
MAULL, EDW'D A., 138 W. Balto. st. (R. R. tickets).
OWENS, A. B. & SON, 176 W. Baltimore st.
POTEBUSCH, H. W., S. E. cor. Second & South sts.
WEBB, SAMUEL M., 273 W. Baltimore st.

CIVIL ENGINEERS.
NICOLLS, W. J., 5 Postoffice avenue.

CLOTHIERS.
BAR,'L., N. E. corner Gay and Fayette sts.
KEELER, J. M., 5 N. Calvert st.
LIKES, BERWANGER & CO., 216 W. Baltimore st.
McPHERSON, D., 207 W. Baltimore st.
OEHM, CHAS. E. & SON, 330 W. Pratt st.
ROGERS, PEET & CO., 134 W. Baltimore st.
STRASBURGER & SON, S. W. cor. Front & Gay sts.
STROHMEYER, GEO., 55 W. Fayette st.
WALKER, NOAH & CO., 165 W. Baltimore st.

COAL AND WOOD DEALERS.
ADAMS, EMELIUS, cor. Caroline st. and Back Basin.
BAKER BROS. & CO., 32 and 34 S. Charles st.
BENNETT BROS., 156 N Howard, op Academy Music
BURROUGH & CO., 4 German, & Cathedral & Dolphin
CARSON, WM., 5 N. Republican st. & 4 Bolton Depot
DIGGS BROS., 2 South st., American Building.
GAS CO.'S COKE, 19 South st.
JOHNSON, JAS. H., (sawed and split), 11 German st.
McCOMAS, H. C., N. W. cor. Light and Lee sts.
McCULLOUGH, J.G., Pratt & Frem't & 120 W. Fayette
NASH & PUSEY, 236 & 238 S. Caroline st.; also, Feed.
ONION E. D. & CO., S. W. cor. South and Lombard.
PLUMMER, POST & CO., 119 W. Baltimore st.
ROUSE, R. A. & CO., 77 Second st., & Paca & German
SHECKELLS, JOHN O., 469 Lexington st.
SHORT, GEORGE F., S. E. cor. Pratt & Greene sts.
SILVERWOOD & SONS, 72 N. Gay & 261 N. Front st
STABLER & CO., 3 South, and Madison & Eutaw sts.
STEARNS, GEO. & SONS, 23 S. Calvert st.
TURNER, HENRY, 517 Franklin st.
WASHBURN, W. W. & SON, S. W. cor. Light and Lee
WRIGHT & BRO., ISAAC H., 182 E. Monument st.

COFFEES.
BARKLEY & HASSON, (Roasted), 50 S. Charles st.

COMMERCIAL COLLECTION AGENCY.
AYERS, JOHN P., Manager, 57 Saratoga cor. St. Paul

COMMISSION MERCHANTS.
APPLEGARTH, WM. & SON, 39 W. Pratt st.
COX, JOHN R. & CO., Howard and Fayette sts.
KARECKSON, C. F., 85 South st.
KEISTER, WM. H. & CO., 172 W. Pratt st.
MARINE, F. E., 45 W. Pratt st.
POPE & OWENS, 35 South st.
TRAVERS, S. H. & SONS, Spear's wharf & Pratt st.
WILEY, ALEX., 166 Light street wharf.

COMMISSIONER OF DEEDS.
HILL, WM. B., N. E. cor Fayette and St. Paul sts.

CONFECTIONERS AND FRUITERS.
DARBY & CO., S. E. cor. Howard and Baltimore sts.

COTTON BROKERS.
GAITHER, GEO. R., 6 S. Gay st.
MATTHEWS, E. G., 13 & 15 Cheapside, near Lombard.
SHIPLEY, F. M., N. E. cor. Exchange Pl. & South st.

DECORATORS AND FRESCO PAINTERS.
CHASE, B. F. & CO., 133 W. Baltimore st.
COLLAMORE & YOUNG, 78 Centre st.
CONVERY, JOHN R. (Sign and Banner), 7 N. Charles.
DONNELLY & SMITH, 10 N. Paca st.
EMMART & QUARTLEY, 32 Park st.
LANKAU & CO., 152 Mulberry st.

DENTISTS.
COLTON DENTAL ASSOCIATION. 81 W. Fayette st.

DOMESTIC DRIED FRUITS (Wholesale).
BARTHOLOMEE, T. M. & CO., 99 W. Lombard st.
WIGHT, W. H. & CO., 10 S. Howard st.

DRUGGISTS and Chemists.
ANDREWS & THOMPSON, 5 W. Baltimore st.
COLEMAN & ROGERS, 178 W. Baltimore st.
HABLISTON, C. C., S. W. cor. Baltimore & Gay sts.
HANCOCK, J.F., Baltimore & Caroline sts (Lozenges)
MARION, A. N. & CO., 193 W. Baltimore st.
MOORE'S PHARMACY, 131 Lexington st.
RANDLE, W. H., 23 S. Calvert st., Bot. Medicine.
RUSSELL, E. WALTON, N.E. cor. Baltimore & Eutaw
THORNTON, W. E., Baltimore and Harrison sts.
WHITTLE, R. W., 152 N. Eutaw st.

DRUGGISTS (Wholesale).
DAVIS & MILLER, 12 N. Howard st.
VOGELER, SON & CO. 4, 6 & 8 S. Liberty st.

DRY GOODS (Wholesale and Retail).
BIRD, J. EDWARD & CO., 213 W. Baltimore st.
EASTER, HAMILTON & SONS, 199 W. Baltimore st.
GUTMAN, JOEL & CO., 30 N. Eutaw st.
HUTZLER BROS., 67 N. Howard st.
KATZ, H. & SONS, 164 S. Broadway.
NEAL, GEO. H. C., Baltimore and Holliday sts.
MILLIKEN'S LINEN STORE, 163 W. Baltimore st.
ROSE, JOS. 54 Hanover street.
SIMON, CHAS. & SON. 63 N. Howard st.
WALMSLEY & NEDWELL, 79 N. Charles st.
WEGLEIN, L. (Oak Hall), 102 Pennsylvania avenue.

DRY GOODS (Wholesale).
HODGES BROTHERS, 23 Hanover st.
JOHNSON, SUTTON & CO., 328 W. Baltimore st.
MILLER & CO. DANIEL 329 W. Baltimore st.
SMITH, C. R. & P. H., 47 German st., near Charles.

ELEVATORS.
BATES, JAMES, Pratt & President sts.
RAMSAY, JOS., 36 Clay st. (Hydraulic and Hand.)
SNOWDEN & COWMAN. (Steam, Water and Hand).

ENGINEERS & MACHINISTS' SUPPLIES
WELLS' SONS, JOHN, 53 Thames st., W. of Bond st.

ENGRAVERS AND DESIGNERS ON WOOD
BERTRAM, WM. A., 2d story N.W. cor Balto & North
TORSCH, JNO. W., over N. W. cor. Baltimo & North

EXCAVATING COMPANIES.
DELLA, GEO. 63 W. Fayette st.
MARCH, PHILIP, 49 W. Fayette st. near Calvert.
SMITH, F. F., 6 North st.
THE O. E. A. CO. 44 N. Holliday st.

FANCY GOODS, ETC.
CRESCENT DOLLAR STORE, 220 W. Baltimore st.
FLODT, F., 232 W. Baltimore st.

FERTILIZERS, ETC.
BAKER, R. J. & CO., 36 and 38 S. Charles st.
BAUGH & SONS (Bone and Chemicals), 103 South st.
BULLOCK, JOHN & CO., 41 S. Gay st.
CHAPPELL, P. S. & SON, Cross near Covington st.
CHESAPEAKE GUANO CO., 40 P. O. av.
DIETRICK, L. F., 108 S. Charles st.
DUNAN, W. S., (Agricultural Chemicals) 20 & 22 South
GRANGE, F. C. & CO. (Am'can Phosp'te) 141 W. Pratt
HORNER, J. R. & CO., Fertiliz's & Chem'a. 54 S. [illegible]
LISTER BROS., Phosphate, &c., 53 Buchanan's Wh'f.
LORENZ & RITTLER, 80 South st.
MERRIMAN, JOHN & CO., 24 Second st.
OUDESLUYS, C. L., 67 Exchange Place.
PATAPSCO GUANO CO., 5 Rialto Building.
PHILLIPS, MORO, (G. N. Stubbs, Agent) 95 South st.
RASIN, R. W. L. & CO., 32 South st.
REESE, J. S. & CO., Pacific Guano Acid Phosphate.
RHODES, B. M. & CO., Orchilla Guano, 82 South st.
RHODES, J. M. & CO., (Rhodes' Standard) 80 South st
SLINGLUFF & CO., 155 W. Fayette st.
THE POPPLEIN Silicated Phosphate Co. 11 German st
TURNER, ROBT. & SON, Guano and Poudrette.
TURNER, J. J. & CO., Excelsior and Phosphate.
WALTON, WHANN & CO., 16 Bowly's wharf.
WHITELOCK, W. & CO., 44 South st.
ZELL, P. & SONS, (Zell's Brands) 30 South st.

FINE ARTS.
FRYER & BENDANN, 10 N. Charles st.
MYERS & HEDIAN, 46 N. Charles st.

FIREWORKS MANUFACTURERS.
BOND, WILLIAM. Durham near Fayette st.

FIRE PREVENTIVE COMPANY.
WILSON, F. H., 51 Lexington st.

FLORIST.
SMITH, G. V., 101 E. Baltimore st.

FLOUR, GRAIN COMMIS'N MERCHANTS
BOGGS, A. L. Jr., & CO., 147 N. Howard st.
COLBERT, J. F., 4 W. Pratt st.
MICHAEL, WM. H. & SONS, 125 McElderry's Wharf.

FLOWER POTS AND STONEWARE.
GIFFORD, H., Pottery and Salesroom, 76 Ensor st.
PERINE, M. & SONS, 711 & 713 W. Baltimore st.

FOREIGN FRUITS.
HENRY, BROS. & CO., 159 W. Pratt st.
PALMER, E. L. & CO., 107 W. Lombard st.

FRESH FISH, MEATS, CRABS, &c.
COLLADAY, C. R., Lexington & Carrollton ave.
DRECHER, GEORGE B., 32 Market Space.
HORN, E. B., 39 N. Charles st.
SCOGGINS, S. R., Light Street Wharf and Pratt st.

FURNACES, RANGES, STOVES, &c.
ARMSTRONG, JAMES, 60 Light st.
BIBB, B. C. & SON, 39 and 41 Light st.
COLLINS & FLEEHEARTY, 368 W. Baltimore st.
DORGAN & CO., S. E. cor. Light and Lombard sts.
HEATH, E. S. & CO., 23 Light st.
HUBBARD, A. & CO., S. W. cor. Balto. & Eutaw sts.
McAVOY, H. L., 18 German st.
McNAMEE & CO., M., 79 N. Howard st.
OLDERSHAW, J. B. & CO., 168 N. Eutaw st.
SEXTON, S. B. & CO., 111 W. Lombard st.
SHOREY, N. B., cor. Pratt and W. Falls av.
SKINNER, THOMAS B. & CO., 105 Franklin st.
WEATHERBY, CHAS., 376 W. Baltimore st.
WOLF, EDMUND & SON, cor. Light & Lombard sts.
WOOD, WM. E. & CO., 1 N. Liberty st.

FURNITURE.
BANKS, MORTON D., 59 South st., near Pratt.
BRAG, SIMON, 43 & 45 Pennsylvania avenue.
CLARKE, M. & SONS (Instalments), 64 E. Balto. st.
CREAN, THOS. A. (Instalments), 45 N. Howard st.
HARRINGTON & MILLS, S. Eutaw st. near Balto.
KLIPPER, WEBSTER & CO., 7 S. Calvert st.
KUHST, G. H., 33 Lexington st.
LINCOLN & HASKELL, 205 W. Baltimore st.
McSHERRY, C. A. & BRO., 33 N. Eutaw st.
PLUMMER, F. W., 49 Hanover st.
REISINGER, W. & SON, 49 Columbia av. near Greene st
ROSENTHAL, E., 30 Penna. av., Patent Side-Board.
STEVENS, CHAS. P., 3 S. Calvert st.
STRAUS M. L., N. E. cor. Howard and Fayette sts

FURNITURE COVERINGS & HARDW'RE
NORRIS, C. SIDNEY & CO., 38 Hanover st.

GALVANIZING WORKS.
MD. GALVANIZING WORKS, cor. Lee & Howard

GALVANIZED IRON WORKS.
HETZELL, JOHN J., N.E. cor. Howard & Lexington.

GAS FIXTURES AND PLUMBING.
CAREY, P., 23 & 25 N. Liberty st.
DAVIDSON, C. Y. & CO., 5 N. Liberty st.
DAVIDSON, GEO. M., 816 W. Baltimore st.
KNIPP, GEO. & BRO., 43 & 44 N. Howard st.
KRIES, PETER, 1 N. Charles st.
McAFEE, WM. L., Fayette st. near St. Paul.

GENERAL COLLECTION AGENCY.
DUVALL, J. R., Manager, 48 St. Paul st.

GENTS' FURNISHING GOODS.
GOLDSMITH, E. S., S. W. cor. Baltimore & Charles sts
HARTMAN, HENRY C., 189 W. Baltimore st.
LINTON & KIRWAN, (& Dress Shirts) 103 W. Balto. st.
RINGGOLD, W. H., [& Shirts] 191 W. Baltimore st.
SHECKELLS, R. H. (low prices), 18¾ N. Eutaw st.

GROCERS (Wholesale and Retail).
COWMAN, J. G. & BRO., Baltimore and Calhoun sts.
DAILY, FRANK Y., 23 and 25 Centre Market Space.
FISHER & SON, A., 25 Penna. av. (F's Mince Meat).
MAY & FAIRALL, 52 N. Charles st.
McGAW, GEO. K. & CO., N. E. cor. Lexington & Paca
NAYLOR & EWING, cor. Baltimore and Stricker sts.
REESE, CHAS. & CO., 345 Madison av.
REESE, THOS. M. & SONS, 99 N. Charles st.
STABLER, JORDAN, cor. Eutaw, Madison & Garden
TAYLOR, BROS., 143 W. Baltimore st.
YOE, BENJAMIN E. & CO., 83 W. Baltimore st.

GOODYEAR'S RUBBER GOODS.
GOODYEAR RUBBER CO. (E L Janney) 11 N. Charles
TOWNER, LANDSTREET & CO., 217-219 W. Balto. st

HAM CURERS AND LARD REFINERS.
CASSARD, G. & SON, 497 & 499 W. Balto. (Lard Ref.)

HARNESS, SADDLERY AND TRUNKS.
DAY, ALFRED G., 431 W. Baltimore st.
HAMMOND, JOHN O. & CO., 45 S. Balto. & Eutaw
McGEE, J., Trunk Maker, S. E. cor. Balto. & Calvert
MAGEE, S. C., cor. Charles and Saratoga sts.
PLATT, W. M., 43 W. Fayette st.
STEINBACH, G., 137 Lexington st. (& Baby Carriages
ZEUL, C., 3 and 5 S. Sharp st. and 23 Conway st.

HARDWARE & MACHIN'TS' SUPPLIES.
BROWN, JOHN & SON, 10 W. Pratt st.
GORSUCH, R. H. & CO., N.W. cor. Gay and Front sts.
STEWART, C. J. & SONS, 3 S. Liberty st.

HATS (Wholesale).
HOWSER, G. S., 337 W. Baltimore st.

HATTERS.
COX, ISAAC. 206 W. Baltimore st.
GARRIGUES, H. H., 494 W. Baltimore st.
HILL, RICHARD, 1 S. Liberty st.
LYNCH, JOSHUA & CO., 49 W. Baltimore st.
REILEY, P. E., 61 W. Baltimore st.
TAYLOR, opposite Barnum's Hotel.
WEBB, THOS. N., (One Price) 49 N. Eutaw st.
ZIEGLER, CHAS., 31 W. Baltimore st.

HOTELS.
BARNUM'S, Calvert and Fayette sts.
CARROLLTON, Light and German sts.
GIBSONS' HOTEL, cor. Howard and Saratoga sts.
GREEN HOUSE, 188 & 190 W. Pratt st.
GUY'S, Calvert and Fayette sts.
HALL'S OCCIDENT cor. Fayette and Eutaw sts.
HOWARD, 5 N. Howard st.
MAGUIRE'S ROSE HOUSE, (European Plan,) Gay st.
MALTBY, 134 W. Pratt st.
MANSION HOUSE, Fayette and St. Paul sts.
MERCHANTS, cor. Pratt and Hanover. Terms, $1.50.
MT. VERNON, 81 W. Monument st.
RENNERT'S, 45 W. Fayette st.
ST. CLAIR, Calvert, near Fayette st.

HOUSE FURNISHING GOODS.
CHILD, SAMUEL & CO., 20 N. Charles st.
COHEN, E. M., 153 Lexington st. bet. Howard & Eutaw
FITEMAN, S., Chinaware, 78 & 80 N. Eutaw st.
HOPKINS, J. SETH & CO., 210 W. Baltimore st.
REIP & CO., 335 W. Baltimore st.
REIP, J. HENRY, 143 W. Fayette st. near Howard.
ROBINSON, JOSHUA 349 W. Baltimore st.
WARD BROS., 218 W. Pratt st., bet. Charles & Hanover.
WOLF & CURTIS (TIN WARE), 487 W. Baltimore st.

ICE.
COCHRAN & CO., 138 S. Exeter st.
OLER, W. H., 176 West Falls av.

INSURANCE COMPANIES (Fire).
AHRENS, ADOLPH, 8 German st.
AMERICAN FIRE INS. CO., 6 South st.
BALTIMORE FIRE INS. CO., South and Water sts
BARRY & CATHCART, Ins. Agts., 16 Second st.
BIRCKHEAD & REEVES, 44 Second st.
COALE, GEORGE B. & MORRIS, 42 Second st.
COALE, THOS. E. & CO., 10 South st.
FIREMEN'S INS. CO., South and Second sts.
GEGAN BROS. & ALLMAND, 73 and 75 Second st.
HALL & WORTHINGTON, 8 German st.
HOLDEN & RANDALL, Ins. Agents 7 P. O. av.
HOME FIRE INS. CO. of Baltimore 10 South st.
HOPPER, S. W. T. & SONS, 4 S. Holliday st.
HOWARD FIRE INS. CO., South and Water sts.
JONES, RICHARD H., 24 Second st. (Md. Building.)
KANE, GEO. P. & CO., Ins. Agts., 8 German St.
MERCHANTS' MUTUAL INS. CO., 42 Second st.
MORRISON, J. RALPH, 26¾ Second st.
NATIONAL FIRE INS. CO., Holliday & Second sts.
NEW HAMPSHIRE, M. W. Hewes, 33 S. Holliday st.
PEABODY FIRE INS. CO., — Second street.
PROUD & CAMPBELL, Second and Holliday sts.
RICHARDSON, E. J. & SONS, 9 & 11 North st.
RICHARDSON, JAS. A., Nos. 9 & 11 North st.
RIGBY, J. A., 22 South st.
WOODWARD, T. B., 24 Second st.
WILLIAMS, J. SAVAGE & CO., 79 Second st.

INSURANCE COMPANIES (Life).
ÆTNA LIFE, T. R. Alexander, 3 Postoffice av.
BERKSHIRE LIFE, Monroe Snell, 30 South st.
CONNECTICUT MUTUAL, W. S. Wilkinson, 22 Second
JOHN HANCOCK LIFE, cor. Charles & Baltimore st.
MANHATTAN LIFE.
MARYLAND LIFE (Geo. W. Burton), 10 South st.
MUTUAL BENEFIT (M. S. Hess), 4 P. O. ave.
MUT. BENEFIT of N. J., W. P. Webb, 6 Holliday st.
NEW YORK LIFE, W. H. Blackford, 8 South st.
NEW YORK LIFE, Geo. I. Richardson, 38 South st.
PENN MUTUAL LIFE, Rialto B'lding, 66 Second st.
PROTECTION LIFE (G. H. Gilman), 26 Second st.
TRAVELLERS LIFE, (L. S. Read), Sun Building.
UNION MUTUAL LIFE (D. Schoolhaus), 12 South st.

IRON RAILING, BALCONIES, &c.
DAVIS, W. E. & CO., 41 Clay st., near Park.

IRON, STEEL, NAILS & HORSE SHOES.
ADDISON CLARKE & BRO., 92 W. Lombard st.
POULTNEY, EVAN, 9 S. Charles st.
TROXELL, HANDY & GREER, 237 W. Pratt street.
WETHERALL, W. G., 16 Water st.
WINTERNITZ, C. & SONS, 275 W. Pratt street.
WYETH & BRO., 40 & 48 S. Charles street.

JEWELERS.
BEIN, CHARLES, 84 Lexington st.
BISSING, W. F., 280 W. Baltimore st.
CANFIELD, BRO. & CO., 229 W. Baltimore st.
HAMILL, CHAS. W. & CO., 30 N. Holliday st.
HARE, JOHN R., 63 W. Fayette st.
HENNIGEN & CO. (wholesale), 210 W. Baltimore st.
JANOWITZ, S., (Watch Maker) 137 W. Baltimore st.
JUSTIS & CO., 195 W. Baltimore st.
LANGE, F. W., 20 N. Gay st.
LISSAUER & CO. (wholesale & retail), 225 W. Balto.
LYON, REUBEN, 70 W. Baltimore st., cor. Gay.
MEALY, JOHN W., (and Optician) 117 Lexington st.
NICKLAS, JOHN (Watchmaker), 389 W. Baltimore st.
PLUMMER, JOHN F., 33 N. Gay st.
RODBERG, S. J., 190 W. Baltimore st.
SADTLER, G. T. & SONS, 212 W. Baltimore st.
SMITH, R. B., (Wholesale,) 34 W. Baltimore st.
WARNER, A. E., 135 W. Baltimore st.
WEBB, GEO. W., corner Baltimore and Light sts

LAUNDRIES (STEAM).
EMPIRE STEAM LAUNDRY, N. E. cor. Front and Fayette sts.
MONUMENTAL LAUNDRY, 233 N. Eutaw st.
NATIONAL STEAM LAUNDRY, N. W. cor. Front and Fayette sts.

LEATHER, HIDES & SHOE FINDINGS.
COAKLEY BROS., 14 S. Calvert st.
HOFFMAN, G. L. & CO., 84 W. Lombard st.
LARRABEE, R. & SONS, 20 S. Calvert st.
O'CONNELL & McCAMBRIDGE, 17 Light st.
STALFORT, J. D. & SONS, 24 E. Lombard st.
STARTZMAN, ISAAC H., 282 W. Pratt st.

LEATHER BELTING, ETC.
HASKELL, J. H. & SON, 33 S. Eutaw st.

LEAF TOBACCO.
BOYD, WM. A. & CO., 33 South st.

LIGHTNING RODS.
McLAIN, JAMES, 411 W. Baltimore st.
RUTH, J. A. JR., 6 North st.

LITHOGRAPHERS.
BITTER, D., Calvert & Water sts. (Labels—Cigar, &c)
HOEN, A. & CO., cor. second and Holliday sts.
SCHMIDT & TROWE, 5¾ North st.

LOAN OFFICES.
BENJAMIN & CO., 22 North Gay st.
CASTLEBERG, J., National Loan Office, 1 N. High st

LUMBER MERCHANTS.
BURNS & SLOAN, 132 Light Street wharf.
GABLE & BEACHAM, 320 Penna. av. nr. Townsend.
KNELL, J. H., JR., Presstman and Fremont sts.
MOTTU, THEODORE, 126 Pennsylvania avenue.
WILSON & HUNTING, E. Falls av. and President st.

MACHINISTS AND BOILER MAKERS.
BASSHOR, THOS. C. & CO., 28 Light st.
BENTLEY, C. W. & SONS, 25 S. Front st.
COLEMAN, JOHN T., Holliday and Hillen sts.
CODD, E. J. & CO., 257, 259 and 261 S. Caroline st.
FROEHLICH, JOHN C. & CO., 4, 6, 8 & 10 Thames st.
MURRILL & KEIZER, 44 N. Holliday st.
PAGE, GEO. & CO., 5 N. Schroeder st.
POOLE & HUNT, office 7 German st.
SHANKS, THOS., Shanks' Building.
TAYLOR MANUFACTURING CO., 141 W. Pratt st.

MANUFACTURERS of LADIES' OUTFITS.
PARKER, J. KOS., 16 N. Charles st.

Manufacturers of PAINTS, OILS, &c.
DAVISON, WM. & CO., 104 W. Lombard st.
DAVIS, CHAMBERS & CO., 118¾ W. Lombard st.
MARYLAND WHITE LEAD CO., 89 W. Lombard
MULLIKIN, B. F. & CO., 100 W. Lombard st.
POPPLEIN, JR., G. & N., 35 Hanover st.

MANUFACTURERS OF SHOW CASES.
GANTER & REINLE, 56 Hanover st.
SAUER, A. S. & CO., 48 Hanover st.

MARBLE AND GRANITE WORKERS.
GAULT, M. & SON, 432 W. Pratt cor. Penn st.
HILGARTNER, L., 528 W. Baltimore st.
SISSON, HUGH & SON, 140 W. Baltimore st.

MATHEMATICAL & Nautical Instrum'ts
MEISTER, E., 226 W. Baltimore st.

MEDICAL.
BELT'S BITTERS, 18 Camden st.
BURKHARD, DR., 61 S. Eutaw st.
OLIVE, DR., 32 N. Liberty st.

MERCANTILE AGENCIES.
BRADSTREET, J.M. & SON CO., W.M. Withers, Supt
DUN, R. G. & CO., N.E. cor. Baltimore & Charles sts.
FOUSE, HERSHBERGER & CO., American Bldg.

MERCHANT TAILORS.
MEID, CONRAD, 22 South st.
RYAN, J. & CO., 9 Calvert st.

MILLINERY AND FANCY GOODS.
ARMSTRONG, MRS. R. W., 123 Lexington st.
HAMBURGER, A. & G., 78 Lexington st.
LOEWENTHAL, CHAS. H., 27 N. Howard st.
MARCUSI, MRS. B. & CO., 148 Lexington st.
McCAFFREY & CO., 100 Lexington st.
McDONNELL, MARY A., 71 Lexington st.
MULLER, MRS. L. 102 Lexington st.

MINERS AND SHIPPERS OF COAL.
BAKER, WHITELEY & CO., 15 South st.
GEMMELL, THOMAS, 8 S. Gay st.
LEE, S. S. & SON, 29 S. Gay st.
MAYER, CARROLL & CO., 13 German st.
REED, STICKNEY & CO., 11 S. Gay st.
SHAW BROS., 24 Second st.

MILLSTONES.
MORRIS & TRIMBLE, — West Falls avenue.
STARR, B. F. & CO., 173 North street.

MIRRORS, PICTURE FRAMES, MOLDING
FAIRBANK, MURPHY & CO., 38 N. Howard st.
FITZGERALD, JAMES, 53 N. Gay st.
FRIZZELL, J. W., 473 W. Baltimore st.
HIRSHBERG, BROS. & HOLLAND, 57 Hanover st.
MANN, WM., (Clocks) 42 S. Charles st.
MOORE, J. A., 103 Lexington st., bet. Liberty & Park
SCHNEIDER & FUCHS, 82 W. Baltimore st.

MUSICAL INSTRUCTORS.
MULLER, PROF. WM. M. D. R. 15 N. Charles st.

OIL REFINERS
CHRISTOPHER & CO., 94 McHenry st., Mt. Clare.
WEST, C. & SONS, 113 & 115 W. Lombard st.

OYSTER AND FRUIT PACKERS.
KENSETT & CO., 193 W. Falls av.
NUMSEN, WM. & SONS 18 Light st.

PAINTS, OILS, GLASS (Manufacturers).
BAKER BROS. & CO., 32 & 34 S. Charles st.
BOLTON, HUGH & CO., 81 & 83 McElderry's Wharf.
BOLTON, JOHN, 92 W. Pratt st.
BOLTON BROTHERS, 82 & 84 W. Pratt st.
CATHCART, R. & W. H., (Averill Paint) 113 Thames st
DODGE, G. R. & CO., 42 W. Baltimore st.
HATTON, E., Baltimore st., near Gilmour.
HIRSHBERG, HOLLANDER & CO., Pratt & Hanover
HIRSHBERG, N. J. & SON, 31 Ensor st.
KEILHOLTZ, OTIS, S. E. cor Franklin & Greene sts
MAIER, JOHN G. & SON, 61 N. Gay st.
McLAIN, JAMES, (Iron Clad Paint) 411 W. Baltimore
MARSTON, J. R., (China & Earthenware) 45 German
MURPHY & BRO., Calvert & Pleasant, & 162¾ E. Balto
PARKHURST, J. JR., & CO., 78 South st.
REAY, D. & CO., (Montour Slate Paint) 17 S. Gay st.
ROBINSON, W. C. & SON, 81 South st.
SHEIVE, GEO. W. & CO. cor. Pratt & Bowly's whf.
STUART, HARRY F. & CO., cor Pratt & Calvert sts
SWINDELL BROS., 112 W. Lombard st
WERTSNER, C. S. & CO., 33 Light st.

PAPER HANGINGS.
ALBERT, A. & H. J., 18 N. Eutaw st.
DENNIS, B. M., 130 N. Eutaw st.
DIETER, LOUIS A., 28 N. Howard st.
EWALT, GEORGE, 309 N. Gay st.
EWALT, HENRY, 312 N. Gay st.
GOLDER & UNDUCH, 33 Hanover st.
HOWELL & BROS., 260 W. Baltimore st.
HYNSON, B. T. & SON, 54 N. Howard st.
MICHAEL & BRO., 125 W. Baltimore st.
SINCLAIR, R. H., 40 N. Liberty st
TUMBLESON, C. H., 84 S. Broadway.
VALLIANT, J. G. & CO., 180 N. Eutaw. (& Awnings)

PAPER DEALERS (Wholesale).
BAKER, N., (And Paper Stock) 120 W. Lombard st.
DOBLER, MUDGE & CHAPMAN, Sharp & Lombard.
GLASS, D. W. & CO., 19 S. Charles st.
OGLE, GEO. A., No. 3 S. Charles st.
RUDOLPH & FENTON, cor. Hanover & Lombard sts
SMITH, DIXON & CO., 33 and 35 S. Charles st.
WOLF MARCUS W. & CO., 7, 9 & 11 S. Sharp st.

PHOTOGRAPHERS.
BACHRACH & BRO., Lexington and Eutaw sts.
HOLYLAND, J. S. W. cor. Charles & Baltimore sts.
SHOREY has removed to 157 W. Baltimore st.

PIANO DEALERS.
BLUMENBERG'S WAREROOMS, 158 W. Fayette st.
GAEHLE & CO., 5 and 7 Eutaw st.
KNABE, WM. & CO., 204 & 206 W. Baltimore st.
ROBB, D. M., 80 W. Fayette st.
SANDERS & STAYMAN, 15 N. Charles st.
STIEFF & CO., 9 N. Liberty st.
SUTRO, OTTO, 207 W. Baltimore st.

PLASTERERS.
LEWIS, JAMES M., 91 W. Biddle st.

PRINTERS.
DAUGHERTY & WRIGHT, S.E. cor. Balto. & Gay sts
EHLERS, J. D. & CO., 87 Second st.
FOSTER, J. H., removed to 2 & 4 N. Charles st.
GODFREY'S GUM, for Rollers, St Paul & Bank Lane
HARVEY, CHARLES & CO., South and German sts.
LUCAS, JOHN D., S. E. cor. Calvert & German sts.
MAYDWELL & THOMPSON, No. 26 Second st.
MONUMENTAL STEAM PASTE, Factory 12 North st.
MORRIS, A. P. & CO., Bond and Baltimore sts.
PRICE, THOS. E., over N.E. cor. South & Second sts.
SHERWOOD & CO. Gay and Baltimore sts.
SLATER, J. Y., (Fruit & Labels) 92 W. Baltimore st.
YOUNG, JAMES, 112 W. Baltimore st.

PROVISIONS.
COWMAN, S. S., McMechin near Madison avenue.
KRAUS, J. & CO., Lombard st. & Cheapside, 41 Barre

PUMPS.
MORRISON, L. & CO., Sharp and German sts.

RAILROAD TICKET BROKERS.
DORSEY, UPTON, St. Clair Hotel.
FRANK, H. (at Geekie's) 121 W. Baltimore st.
JANOWITZ, L., 133 W. Baltimore st.
SPICER, GEO. W., 188 W. Baltimore st. cor. St. Paul.

REAL ESTATE & COLLECTION AGENTS.
BANKARD, H. N., 5 St. Paul st.
BARROLL, J. W. & CO., 68 W. Fayette st.
DUGAN, PIERRE C., 43 Lexington st.
HILL, THOS., Fayette and St. Paul sts.
LINDSAY, GEO. W. & SON, 20 N. Paca st.
LIVEZEY, E., St. Paul and Lexington sts.
LOGEMANN, H. C., 26¾ St. Paul st.
McNEAL, JAS. JR., 53 Lexington st.
POWLES, H. P., 49 Lexington st.
ROGERS, H. W., Charles and Fayette sts.
TEMPLEMAN, R. W. & CO., 37 Lexington st

RESTAURANTS.
CASSIDY, GEO. (Geekie's) 123 Baltimore st.
CROCKETT, W., No. 3 North st.
CUTAIR, FRANCIS, 37 W. Fayette st.
GORMAN, J. S., P. O. av. and Second st.
HEIDERICH, W., 1 Postoffice avenue
KELLEY, JOHN, 9 N. Eutaw street.
KREKEL, LOUIS, 13 N. Holliday st.
LEUTBECKER, CHARLES, 1 Postoffice avenue.
O'BRIEN, THOS. J., 23 German st.
PHILBIN, THOS., 6 N. Gay st.
RAIBER (Champagne Lager), 21 N. Eutaw st.
REILEY'S, 78 W. Fayette st.
SCHWINN'S HALL, 21 & 23 W. Pratt st. [Fresh Lager
SHEEHAN, MICHAEL, 8 Light st.
VALENTINE'S ALE VAULTS, 10 German st.
WANGEMANN, E., removed to No. 4 McClellan's al'y

ROOFING, SLATE, MATERIALS.
GAULT, M. & SON, 432 W. Pratt cor. Penn st.
JOHNSON, JAS. H. (Warren's Gravel), 11 German st.
MILLS, E., Jr. (Tin, Roofing), 35 Light st.
NOBLE & CO. (Plastic Slate), 3 P. O. av.
WILSON & CO., 21 South Gay st.

ROPE, FISHING TACKLE, SEINES.
HOOPER, W.E. & SONS (netting), Pratt & South sts.
JOHNSON, J.S. & CO., 53 S. Calvert st. & 59 Cheapside

SAFES.
AMERICAN STEAM SAFE CO., 131 W. Baltimore st.

SALT DEALERS.
BONDAY, JAS. JR., & CO., 58 South st
KERR, ALEX. & BRO., 41 South st.

SCALES.
FAIRBANKS & CO., 166 W. Baltimore st.
MURDOCH'S SCALES, of all kinds, 74 S. Charles st.

SCHOOLS, COLLEGES, ETC.
BRYANT & STRATTON'S COLLEGE, 8 N. Charles st.
FRIENDS' HIGH SCHOOL, Lombard near Eutaw.
NEWTON ACADEMY, (Boys, Young Men) 798 W Balto
ST. LESTER'S SEMINARY (Girls'), 362 N. Eutaw.

SCOURING AND DYEING
BARRETT, NEPHEWS & CO., 110 W. Baltimore st.
FISHER, EMIL, 139 W. Fayette st.
LINCK, FRED. G., 42 W. Fayette st.

SEAL ENGRAVERS.
BAUMGARTEN, S. & SON, 5 P. O. avenue.

SEWING MACHINES.
McKENNEY, J. F., 136 W. Fayette st.
ORMOND MANUFACTURING CO., 41 N. Gay st.
REMINGTON'S MACHINES, 47 N. Charles st.
WILD, FRED. W., 78 W. Baltimore st.
WILSON MACHINE, removed to cor. Greene & Balto.

SHIP BROKERS.
FENSLEY & CO., cor. Pratt st. and O'Donnell's Whf.
DRESEL, RAUSCHENBERG & CO., 37 S. Gay st.

SHIP CHANDLERS.
HOLMES & CO., 73 W. Pratt st.

SHIRT MANUFACTURERS.
GOLDMAN'S Popular $2 Shirts, 94 W. Baltimore st.
HARDY, GEO. E. W., 146 W. Baltimore st.
IRVING, T. J., 168 W. Baltimore st.
MAGEE, W. P., 60 N. Eutaw st. Established 1855.
RONSAVILLE & CO., 123 W. Baltimore st.
SHECKELS, R. H., (Prize Medal Shirts) 18¾ N. Eutaw
SHIPLEY, R. C. & CO., 301 W. Baltimore st.
TYSON'S A1 SHIRTS 484 W. Baltimore st.

SODA WATER, GINGER ALE—Manufac'e.
DR. BATES' TONIC BEER, Office 80 Market Space.
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SPORTING GOODS.
CLARK & SNEIDER, 214 W. Pratt street.
COHEN BROS., 6 & 8 Harrison st.
HARTOGENSIS, H. S., 10 Harrison st.
McCOMAS, ALEX., 51 S. Calvert st.
MELCHIOR, EDWARD, 116 Pratt st.
SCHUMACHER, C., 58 W. Pratt st., near Gay.
TRIMBLE & KLEIBACKER, 200 W. Baltimore st.

STEAMSHIP AGENTS.
HOOPER, J. & CO., Gay and Lombard st.
SCHNAUFFER, WM., 1 Holliday st.
SCHUMACHER, A. & CO., 5 S. Gay St

STENCIL CUTTERS.
MULINARI, P., 115¾ W. Lombard st., near Light.
UTERMOHLE, G. L., 97 W. Lombard st.

TEA DEALERS.
JOHNSON & MOALE, Exchange Pl. and Holliday st.
MILLIMAN, GEO. L., 58 S. Calvert st.
PARRISH BROS., 99 W. Lombard st.
SANDERS, GEO. & SONS, 65 Exchange Place.

TRUSSES, SUPPORTERS, &c.
COMINGS, L. B., 143 E. Baltimore st.
DAILY, E. V., 149 W. Fayette st., below Howard.

TYPE FOUNDRIES.
LUCAS, F. H., Bank Lane, bet. Calvert & St. Paul.
RYAN & RICKETTS, S. W. cor. German & South sts.

UNDERTAKERS.
DAIGER, M. A., 74 S. Broadway.
HALL, MRS. RICHARD, 233 E. Baltimore st.
HUGHES & CO., 550 W. Fayette st. & 65 S. Broadway
HUGHES, THOS. S., 60 E. Baltimore st., cor. Exeter.
WEAVER, MRS. JACOB, 4 & 6 Druid Hill avenue.

UPHOLSTERS & CURTAIN GOODS.
LOUIS, JOHN G., 44 Hanover st., 3 doors S. of Lomb'd.
TAYLOR, GEO. W., 109 Lexington st.

VINEGAR.
BOLLMAN, FRED'K M. (Stand'd Vinegars) 68 S. Gay
ELMER, LEWIS & SONS, 1, 2 & 3 O'Donnell's Whf.
SOINE & CARL, (Standard Vinegars) 21 S. Charles st.

WHIPS, CANES AND UMBRELLAS.
BEEHLER, C. E., 121 Lexington st. 3d door W of Park
MILLIKIN, J. H. & SONS, 267 W. Baltimore st.

WINES AND LIQUORS.
BARTH, SAMUEL, 21 South st.
BOWLING, PATTERSON & CO., German & Calvert.
BOYLE, J. P., 20 Light st.
BRUCE, E. B., 56 Exchange Place.
DE MEROLLA, E. & CO., 33 S. Gay st.
HANNA, JOHN, 133 W. Baltimore st.
HOMRIGHAUSEN, JOHN, 138 Columbia avenue.
SOINE & CARL (Mineral Waters), 21 S. Charles st.

WIRE RAILINGS AND WIRE GOODS.
BALDERSTON, H. & SON, 66 S. Calvert st.
DUFUR & CO., 36 N. Howard st.
SOUTHCOMB & BRO., 7 N. Eutaw st.
STIDMAN & CO., S. W. cor. Frederick and Fayette.

MISCELLANEOUS.
CLARKE LOCK CO., 6 St. Paul st.
CONDENSED MILK, 79 W. Baltimore st.
GRAFFLIN, JOHN C. & CO., Bags, 75 South st.
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STEAM HEATING,
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BOILERS, ENGINES, &c.
DEALERS IN
WROUGHT IRON PIPE, for Steam, Water and Gas.
HOSE, BELTING,
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HANGERS, &c., &c
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STEAM BOILERS.
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Persons in want of STEAM BOILERS, BATH BOILERS, or any kind of Plate Iron Work, WILL FIND IT GREATLY TO THEIR ADVANTAGE to call on us. Our EXPERIENCE and FACILITIES are UNEQUALED, and enable us to do GOOD WORK at the LOWEST PRICE.
Particular attention given to Repairs.
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25 South Front street.

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The Averill Chemical Paint
Has now been before the public about ten years, and in spite of the most persistent opposition it has pushed itself into all sections of the country
ON ITS OWN MERITS,
gaining ground steadily and winning new friends every day. This PAINT is composed of the most indestructible materials known to science. It has been thoroughly tested by practical chemists, and pronounced by them to be the MOST DURABLE PAINT KNOWN.
It is already mixed for use, and sold by the gallon only, in packages of from one to forty-five gallons.
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MARYLAND WHITE LEAD COMPANY
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Dry White Lead and Lead in Oil,
Which is guaranteed to be Perfectly Pure.
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OIL AND CANDLES.—3,000 gallons WINTER SPERM OIL; 3,000 gallons Bleached Winter Patent Oil; 3,000 gallons Bleached Winter Elephant Oil; 250 barrels extra No. 1 Lard Oil; 300 barrels Straits and Bank Oil; 150 barrels superior Signal Oil; 200 barrels West Virginia Lubricating Oil; 150 barrels Refined Coal Oil; 175 barrels best Paraffine Oil; 100 barrels Spindle Oil; 75 gross Axle Grease. Also, PARAFFINE, SPERM, PATENT, IMPERIAL and ADAMANTINE CANDLES.
Received and for sale by
J. PARKHURST, JR., & CO.
78 South street.

KEROSENE OIL, warranted 110 to 150 fire test, for sale BOLTON BROTHERS, 82 and 84 W. Pratt street.

EXTRA SIGNAL OIL (Captain S. Pepper's) for sale. BOLTON BROTHERS, 82 and 84 W. Pratt street

Shipping—Foreign.

HOOPER'S LINE.—STEAM BETWEEN BALTIMORE AND LIVERPOOL DIRECT.—The first-class Spanish iron steamship "GRACIA," Erezuma, Master, will sail as above about August 2d. For freight or passage, having superior cabin accommodations, apply to J. HOOPER & CO., Agents, corner Gay and Lombard streets, up stairs.

FOR HALIFAX, N. S.
The Bark "GEORGE HENRY" will have quick despatch for above port.
For Freight apply to
E. D. BIGELOW & CO.,
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NORTH GERMAN LLOYD.
STEAM BETWEEN BALTIMORE AND BREMEN, VIA SOUTHAMPTON.

The Screw Steamers of the North German Lloyd, of 2,500 tons and 700 horse power, run regularly between BALTIMORE AND BREMEN, as follows:

	From Bremen.	From Baltimore.
*BRAUNSCHWEIG	July 4	July 26.
*NURNBURG	July 18	Aug. 9.
OHIO	Aug. 1	Aug. 23.
*BRAUNSCHWEIG	Aug. 15	Sept. 6.

And thereafter from Bremen every alternate Wednesday, and from BALTIMORE EVERY ALTERNATE THURSDAY at 2 P. M.

PRICES OF PASSAGE.
From Baltimore to Bremen, Southampton, London, or Havre—Steerage, $30, currency.
From Bremen or Havre to Baltimore—Cabin, $100, gold; Steerage, $30, currency.
Return Tickets at Reduced Rates.
Steamers marked thus (*) call at Southampton, coming westward.
These vessels take Freight to London, Hull, Leith, Hamburg, and Antwerp, for which through bills of lading are signed.
An experienced Surgeon is attached to each vessel.
All letters must pass through the Postoffice. No bills of lading but those of the Company will be signed. Bills of lading will positively not be delivered before goods are cleared at the Custom House. For freight or passage apply to
A. SCHUMACHER & CO.
No. 5 South Gay street.

The American Steamship Co.
OF PHILADELPHIA.
PHILADELPHIA & LIVERPOOL LINE.
The only Transatlantic Line sailing under the American Flag. Sailing EVERY THURSDAY from PHILADELPHIA, and WEDNESDAY from LIVERPOOL.

THE RED STAR STEAMSHIP LINE.
Sailing semi-monthly, alternately from Philadelphia and New York. Direct and only TO ANTWERP.
PETER WRIGHT & SONS, General Agents,
307 Walnut St., Philadelphia—44 Second St., Baltimore.
For passage and general information apply to the above and to
WM. SCHNAUFFER, Passenger Agent,
No. 1 N. Holliday St., Baltimore, Md.

ALLAN LINE.
STEAM BETWEEN
BALTIMORE AND LIVERPOOL,
Via HALIFAX.
The splendid Screw Steamers of the above Line will run as follows:

	From Liverpool.	From Baltimore.
HIBERNIAN	June 12	July 4—9 A. M.
CIRCASSIAN	June 26	July 18—9 A. M.
SCANDINAVIAN	July 10	Aug. 1—9 A. M.
HIBERNIAN	July 24	Aug. 15—9 A. M.

And thereafter every fortnight.
Taking Passengers and Freight to and from Liverpool.
STEERAGE PASSAGE TO OR FROM LIVERPOOL, LONDONDERRY, GLASGOW, QUEENSTOWN OR BELFAST, $30, CURRENCY.
Through Bills Lading issued to Amsterdam, Rotterdam, Hamburg, London, Antwerp and Havre.
For Freight or Passage, apply to
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STEAM TO LIVERPOOL
West India and Pacific Steamship Company
(LIMITED.)
FOR LIVERPOOL DIRECT.—The A1 British Steamship "CALIFORNIAN," Daniel, Master (2,000 tons), will be despatched for the above port about July 5th. For freight or passage, having superior cabin accommodations, apply to DRESEL, RAUSCHENBERG & CO., 37 S. Gay St., Agents.

HOOPER'S LINE.—STEAM BETWEEN BALTIMORE AND LIVERPOOL DIRECT.—The first-class Spanish iron steamship "YRURACBAT," —— Master (2,500 tons register), will sail as above about July 25. For freight or passage, having superior Cabin accommodations, apply to
J. HOOPER & CO., Agents,
Corner Gay and Lombard streets, up stairs.

Coastwise Steamers.

MORGAN'S NEW YORK, NEW ORLEANS AND TEXAS STEAMSHIPS.—The Steamship LONE STAR will sail from Pier 36, North river, New York, on SATURDAY, July 28th, for New Orleans direct, transferring Texas freight there to Morgan's Louisiana and Texas Railroad for Morgan City, thence per Morgan's Steamers to Texas ports. Through bills of lading signed to all points on the Mississippi river, Mobile, Galveston, Indianola, Corpus Christi, Rockport, Brazos Santiago, Brownsville and to all points on the Galveston, Harrisburg and San Antonio, Houston and Texas Central, International and Great Northern, Texas Pacific and Trans Continental Railroads. Freight for St. Mary's and Saluria landed at Rockport.
Rates for San Antonio freight via Cuero or Marion—shippers must designate route and apply for rates.
Lighterage and expense of unloading at Corpus Christi and Brazos Santiago at the expense and risk of consignees.
Insurance can be effected under open policy of C. A. Whitney & Co., from New York to New Orleans ¾ per cent., and to Texas ports ¾ per cent. For freight or further information, apply at office, or to
J. ALEXANDER SHRIVER,
No. 3 Light street wharf, Baltimore, or to
MORGAN, General Agent,
Pier 36, North River, New York

For CHARLESTON, S.C.
Only Direct Line.
THROUGH BILLS OF LADING AND RATES GUARANTEED TO ALL POINTS IN THE SOUTH, SOUTHWEST AND FLORIDA.
BY THE MERCHANTS' STEAMSHIP COMPANY.
Composed of the Steamships—
FALCON....Captain B. F. Kirby.
SEA GULL....Captain T. J. Lockwood.
The Steamship FALCON, Capt. B. F. Kirby, is now receiving freight at the Cotton Press Warehouse, Union Dock, and will sail on SATURDAY, July 28, at 4 P. M.
For Freight and passage, apply to
EDWIN FITZGERALD, Agent,
Wharf foot of Union Dock
E. W. HULL, Agent South Carolina Railroad,
30 Postoffice avenue
A. TOBIAS' SONS, Agents, Charleston, S. C.

For WILMINGTON, N. C.
DIRECT LINE.
Steamship RALEIGH will sail on SATURDAY, July 28th, 1877, at 5 o'clock P. M.
For information apply at Wharf Cor. Lee and Light sts.
Or to R. FOSTER, General Agent.
90 LIGHT STREET.
J. B. ANDREWS, Soliciting Agent.
J. D. WILSON, Agent Carolina Central Despatch Line, No. 11 German street.

YORK RIVER LINE
The Passenger Steamers of this Line will leave Pier 1 Light street, every MONDAY, WEDNESDAY and FRIDAY, at 4 P. M. for Richmond and Landings on York River, arriving in Richmond at 10 o'clock the following morning.
Passage from Baltimore to Richmond....$5.00.
Freight received and forwarded daily via James and York Rivers.
Through Bills of Lading and Rates guaranteed to all points South as low as by any other Line. All way freight must be prepaid.
For tickets apply on the steamer.
R. FOSTER, General Manager.
G. F. NEEDHAM, General Freight Agent.
OFFICE—90 LIGHT STREET.

FOR NEWBERN, N.C.
ONLY DIRECT LINE
BETWEEN BALTIMORE AND NEWBERN, N. C.
The Baltimore and Newbern, N. C., Through Freight Line, composed of the following first-class Steamships:
TUCKAHOE....Captain T. A. Brown.
EXPERIMENT....Captain ——.
One of the above Steamers will sail regularly every WEDNESDAY and SATURDAY, leaving Pier 10, Light street wharf, at 4 P. M., connecting at Newbern with the Atlantic and North Carolina Railroad. All freights for points on these road is forwarded direct from Newbern without transhipment or breakage of bulk. FREIGHTS RECEIVED DAILY. Through Bills Lading and Rates guaranteed to all points on the Atlantic and North Carolina and Western Railroads.
For further information, apply to
R. FOSTER, General Agent, 144 Light street.

FOR NEWBERNE, N. C.
SEMI-WEEKLY.
Steamers of the Old Dominion Steamship Company, running in connection with the OLD BAY LINE, will leave NORFOLK TUESDAYS and FRIDAYS, at 6 A. M., for NEWBERNE, N. C., and all Stations on the Atlantic and North Carolina Railroad. The attention of shippers is especially invited to the facilities offered by this Line. Being entirely inland, the insurance is nominal.
Freights received daily at the BAY LINE WHARF.
For all information apply to
R. L. POOR, General Freight Agent, B. S. P. Co., Union Dock.
Or to W. H. FITZGERALD, Agent,
No. 9 German street.

For SAVANNAH, GA.
MERCHANTS & MINERS TRANSPORTATION CO'S Steamship SARAGOSSA, Capt. T. A. Hooper, will sail on WEDNESDAY, August 1st, at 3 o'clock P. M.
THROUGH BILLS LADING signed and rates guaranteed to Augusta, Macon, Atlanta, Columbus, Eufala, Montgomery, Selma, West Point, Jacksonville, Mobile, New Orleans, and to all points in Georgia, Alabama, and Florida. Rates as low as by any other route.
For freight or passage, having superior accommodations,
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Foot of Long Dock.
THOS. W. GOUGH, Agent Central Railroad of Georgia,
3 German street.

BALTIMORE AND PHILADELPHIA STEAMBOAT COMPANY.
1877. ERICSSON LINE FOR PHILADELPHIA. 1877
The steamers of this Company leave DAILY (Sundays excepted) at 3 P. M., from wharf corner Light and Pratt streets.
Cabin Fare....$2 00
Deck Fare....$1 50
Freight of all kinds taken at lowest rates.
J. ALEX. SHRIVER, Agent,
No. 3 Light Street, Baltimore.

NEW YORK AND BALTIMORE TRANSPORTATION LINE, VIA CANAL.
The rates by this line of steamers have been GREATLY REDUCED.
DRY GOODS AND DOMESTICS AT HALF RATES. Time 36 hours, and prompt arrivals. Goods in any quantity can be delivered to consignees' stores promptly on arrival at 5 cents per 100 pounds additional. Shippers and Receivers will save money by calling. Boats leave each end daily (Sundays excepted) at 5 P. M.
For further information apply to
J. ALEX. SHRIVER, No. 3 Light Street Wharf.

FOR PROVIDENCE, R. I.
VIA NORFOLK.
Steamship WM. KENNEDY, Capt. H. D. Foster, will sail on FRIDAY, July 27th, at 3 o'clock P. M.
Fare to Providence, including Meals and State-room Berth....$12.5[illegible]
For Freight or Passage, apply to
A. L. HUGGINS, Agent,
Boston Wharf, foot of Long Dock

FOR BOSTON.
VIA NORFOLK.
Steamship WM. CRANE, Capt. Sol. Howes, will sail on MONDAY, July 30th, at 3 o'clock P. M.
Fare to Boston, including Meals and State-room Berth....$15.00
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A. L. HUGGINS, Agent,
Boston Wharf, foot of Long Dock

DIVORCES legally and quietly obtained in every State for incompatibility, desertion, cruelty, non-support, or any statutory cause. Fee after decree. Advice free. No publicity required. Address unnecessary. A. J. DEXTER, the justly celebrated Divorce Lawyer, late of Chicago, now located at Room "G," Tribune Building, New York. jy16-1mt

Bay Steamers.

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OF THE
EASTERN SHORE ST[EAMBOAT CO.]
OF BALTIMORE.
FROM SOUTH STREET WHARF, BALTIMORE.
The Steamer TANGIER, Captain S. H. W[ilson], leave TUESDAYS and FRIDAYS at 5 o'clock P. M. for Crisfield, Onancock, Shelltown, Pitt's Wharf, [Co]... Rehoboth, Newtown and Snow Hill. Returning leave Snow Hill MONDAYS and THURSDAYS at [illegible] A. M., Newtown 8, Rehoboth 9, Cedar Hall 9.30, Pitt['s] 10, Onancock 2 P. M.
Steamer MAGGIE, Capt. W. F. Veasey, will [leave] DAYS and THURSDAYS, at 5 o'clock P. M. for ... Hunting Creek, Guilford and Messongo. ... Leaves Messongo WEDNESDAYS and SAT[URDAYS] ... Hunting Creek ...
Steamer HELEN, Captain Geo. A. Rayn[er], WEDNESDAYS and SUNDAYS, at 5 o'clock ... Crisfield, Hoffman's, Evans', Boggs', Con[cord], Miles', Hungar's and Taylor's Wharves. Ret[urning] Taylor's Wharf at 6 o'clock A. M., Hungar's ... Davis' 10.30, Concord 11, Boggs' 1 P. M., Evans' ... man's 2 P. M.
All three Boats leave Crisfield for Baltimore on arrival of down train.
Freight and Passengers received for all points on Eastern Shore, Worcester and Somerset, Wicomico, Pocomoke and Worcester Railroads. Freights received up to 4.30 P. M., and must be prepaid.
P. R. CLARK, [Agent]

WEEMS' LINE STEAMERS
CHANGE OF SCHE[DULE]
On and after SATURDAY, ... the Steamers PLANTER, WENONAH and ... will run as follows:
PLANTER, every Saturday and Wednesday at 4.30 o'clock, for Fair Haven, Plum Point, Gov[ernor's Run] and Patuxent River as far up as Benedict, ... her trip every Wednesday to Lower Marlboro, ... will leave Benedict every Monday at 6 A. M., ... Lower Marlboro every Thursday at 5 A. M. for B... Freight received Tuesdays and Fridays only at Pier ... Street Wharf.
WENONAH, every Sunday night, at 9 o'clock, ... tuxent River direct, far up as Hill's Landing. R... leaves Hill's Landing every Monday at 12 o'clock ... every Wednesday at 5 o'clock ... for Baltimore ... early Tuesday morning. Freight received on ... only at Pier 8 Light Street.
WENONAH, every Tuesday, at 4.30 P. M., for ... nock River and Fredericksburg. Returning, leav[es] ericksburg every Thursday at 6 P. M. Freight ... Mondays and Tuesdays, up to 4 o'clock at Pier 9 ...
MATILDA, every Friday, at 4.30 P. M., for Ra[ppahan]nock River and Fredericksburg. Returning, leav[es] Fredericksburg every Monday at 3 P. M. Freight re[ceived] Thursdays and Fridays up to 4 o'clock.
For further information apply at office, 115 Light st. Wharf. E. J. FORBES, Superintendent.
HENRY WILLIAMS, Agent, Balti[more].
JOS. HAZARD, Agent, Fredericksburg.

Maryland Steamboat Co.
Steamers leave Pier 3, Light Street, as follows:
Steamer HIGHLAND LIGHT, at ... every TUESDAY, THURSDAY and SATURDAY, for EASTON, Oxford, Cloras ... Wallack's, CAMBRIDGE, and intermediate landin[gs] ... Medford's Wharf, extending Tuesday's trip to D... Makes close connection with Maryland and Delaware ... Dorchester and Delaware Railroad.
Steamer CHAMPION at 8 A. M. daily (except S[unday]) for Annapolis, extending her trip on Monday, We[dnesday] and Friday to West River: Tuesday to Rhode ... Thursday to South and Rhode Rivers, and Satu[rday] West and Rhode Rivers.
Steamer PENTZ at 6.30 A. M. every Tuesday an[d ...] for St. Michael's and Miles River Ferry (Easton), ... on the return at 3 P. M.
Steamer MASSACHUSETTS at 6 P. M. every TU[ESDAY] and FRIDAY, for Great Wicomico and Piankatan[k] ... and Dividing and Dymer's Creek.
Freight taken at low rates. For further infor[mation] apply at Office,
MARYLAND STEAMBOAT COMPANY
No. 98 Light st.

SPECIAL NOTICE.
BAY LINE.
CHANGE OF TIME.
On and after MONDAY, 4th June, the Bay Line S[teamers] will leave
DAILY (except Sundays) at 6 P. M.
from foot of Union Dock, for Fort Monroe, Norfo[lk] all points South.
Ticket Office, 157 W. Baltimore street.
E. BROWN, General Ticket Ag[ent]
W. C. SMITH, Superintendent. m,w,f[illegible]

POTOMAC TRANSPORTATION LI[NE]
FOR
ALEXANDRIA, WASHINGTON,
GEORGETOWN and LANDINGS ON POTOMAC RI[VER]
The Steamers of this Line will leave Pier 10, Light ... Wharf, as follows: Steamer "Sue," Captain W. C. Ge[oghegan], every Thursday at 5 P. M.; steamer "Express," Captain J. T. Barker, every Tuesday at 5 P. M. The ... will leave Seventh Street Wharf, Washington, ... day and Friday at 6 P. M. For further info[rmation] apply to A. NEEDHAM, JR., Agent, 142 ...
R. FOSTER, General Manager.

FARMERS AND PLANTERS TRANSPORTATION LINE TO ... TANK RIVER.
On and after MONDAY, June 4, 1877, the S[teamer] RALEIGH will leave PIER 11, Light street, every ... DAY, WEDNESDAY and FRIDAY, at 6 o'clock P. ... OXFORD, CAMBRIDGE and intermediate landi[ngs on] Potter's Landing, returning on the following days ... route. For Freight and Passage apply at Office, Light street wharf. C. M. TALBOTT

NOTICE—STEAMER SARAH K... GART will start on her new rou[te] SATURDAY, 19th inst., leaving Buck... Landing at 7:30 o'clock A. M., and Tolchester B... Wharf at 8:30 A. M., TUESDAYS, THURSDAYS, SATURDAYS.

MICHAEL & BROTHER[S]
SHIP AND STEAMBOAT UPHOLSTERE[RS]
125 W. BALTIMORE ST.
Both Curtains, Mattresses, Bedding, Carpets, Oilcloths, &c.

Railroads.

1877 GREAT
PENNSYLVANIA RO[UTE]
Double Track, Steel Rails, ... Splendid Scenery, Magnificent [Equip]ments.

NORTHERN CENTRAL RAILROAD.
JULY 2D, 1877.
Trains leave Baltimore, city time, as follows:
Cockeysville Accommodation 12.05 P. M. daily, ex[cept] Sunday, and 11.15 P. M. daily.
Niagara Express (except Sunday)....7.[illegible]
Mail Train (daily except Sunday)....7.[illegible]
Fast Line daily, West....1[illegible]
Lock Haven and Watkins Express, ex. Sunday....1[illegible]
Parkton Accommodation daily, ex. Sunday....3.[illegible]
Harrisburg Express daily, except Sunday....3.[illegible]
Parkton Accommodation, except Sunday....[illegible]
On Sunday at....[illegible]
Cincinnati Express daily....[illegible]
Erie Mail and Buffalo Express, except Saturday....9.[illegible]
Lake Roland Accomod'n, daily except Sunday....9.[illegible]
For Gettysburg, 8.25 A. M. and 3.25 P. M.
For Hanover, 8.25 A. M. and 3.25 P. M.
For Cumberland Valley R. R. 8.25 A. M., 11.45 A. M.
For Green Spring Branch, 6.05 A. M. and 3.45P.
Trains arrive from the West 7.40 A. M., 7.[illegible] 6.25 P. M., except Sunday and Monday. From th... 7.40 A. M. daily, except Monday; 6.25 and 7.30 P. M. Sunday.
... to all Points East, North and W[est] ... Calvert Station, at Northeast corner Baltimore ... vert streets, and at Charles Street Station.
Baggage called for and checked at Hote[ls and resi]dences on order left at Office, northeast corn[er] ... Calvert streets.

BALTIMORE & POTOMAC RA[ILROAD]
FROM CALVERT STATION.
For Washington, 6.40, 9.15 and 11.20 A. M. and ... daily, except Sunday; and 7.25 A. M., 7.15 and ... daily.
For Pope's Creek Line, 7.25 A. M. and 4.35 P. M. ... cept Sunday.
For Annapolis, 6.40 and 11.20 A. M. and 4.35 P. M. ... cept Sunday.
For Richmond and the South at 11.55 P. M. d[aily] 3 15 P. M. daily, except Sunday.
For the South via Midland R. R. at 11.55 P. M. ...
For White Sulphur and C. & O. R. R., at 6.40 ... 3.15 P. M. daily, except Sunday.
For Norfolk, via Washington and Norfolk Steam[ers] Monday, Wednesday and Friday only, at 11.20 A. M.
FROM CHARLES STREET STATION.
For Washington, 4.05 A. M. daily; Limited Express dai[ly] except Sunday, 2.55 P. M.
For Philadelphia, 8.55 and 10.35 A. M., and 3.05 P. M. d[aily] except Sunday, and 7.05 and 11.40 P. M. daily.
For New York, 10.35 A. M. and 3.05 P. M. daily, except Su[nday] day, and 11.40 P. M. daily.
For the South via Lynchburg, 6.40 A. M. daily, except S[un]day.
FROM PENNSYLVANIA AVENUE STAT[ION]
For Washington, 6.50, 7.40, 9.25 and 11.35 A. M., 3.[illegible] P. M. On Sunday at 7.40 A. M. and 7.30 P. M.
For Annapolis, 6.50 and 11.35 A. M. and 4.45 P. M.
LEAVE WASHINGTON FOR BALTIMO[RE]
At 5.25, 6.50, 9.20, 10.30 A. M., 1.20, 4.20, 5.30, 7.40, 9.[illegible] On Sunday at 10.10 A. M., 5.30, 7.40, 9.55 P. M.
FRANK THOMSON, General Manager. L. P. FARM[ER], General Passenger ...

BALTIMORE AND OH[IO] RAILROAD.
THE GREAT DOUBLE TRACK NATIONAL ROUTE AND SHORT LINE TO THE NORTHWEST, WEST AND SOUTH.
TO TAKE EFFECT
SUNDAY, JUNE 10, 1877, at 10.00 P. M.
A. M. LEAVE CAMDEN STATION:
12.30 †VA. MIDLAND EXPRESS, via Bentings... change of cars. Sleeping car to New Orleans...
4.30 †Washington and Way Stations.
6.15 †ST. LOUIS, CINCINNATI, CHICAGO, PITT[SBURG] AND WASHINGTON EXPRESS. Brea[kfast] at Relay. (On Sunday connects for Harris[burg].)
6.30 Ellicott City and Way Stations.
6.45 WHITE SULPHUR AND VALLEY EXPRE[SS] Parlor cars to Staunton. VA. MIDLAND EXPRESS.
6.50 Washington and Way Stations.
7.25 WASHINGTON AND ANNAPOLIS EXPRESS.
8.00 †Piedmont, Strasburg, Winchester, Hagerstown, Frederick and Way. Via Main Stem. (On Sunday to Ellicott City only.)
9.00 †Washington and Way Stations. (On Sunday connects for Annapolis.)
9.30 WASHINGTON EXPRESS.
P. M.
1.15 Washington, Annapolis and Way Stations.
1.30 On Sunday only for Washington and Way.
2.30 Ellicott City and Way Stations.
3.25 Washington and Way Stations.
4.00 WASHINGTON AND RICHMOND EXPRESS.
4.20 Winchester, Hagerstown, Frederick and Way.
6.30 †CHICAGO, COLUMBUS AND WASHINGTON EXPRESS.
VA. MIDLAND, WHITE SULPHUR EXPRESS Through Sleeper from Washington.
5.00 †Washington, Annapolis and Way Stations.
5.20 †Frederick and Way Stations.
6.30 †Washington and Way Stations.
6.45 †Mt. Airy and Way Stations.
8.15 †ST. LOUIS, CINCINNATI AND WASHINGTON EXPRESS.
9.15 Washington and Way Stations.
11.00 Mt. Airy and Way Stations.
For Metropolitan Branch 6.15 A. M., 12.15 and 4.30 P. M. No connection on Sunday for Hagerstown.
All trains stop at Relay.
LEAVE WASHINGTON FOR BALTIMORE:
4.50, 6.50, †8.00, 8.30, †9.00, 10.00 A. M., 12.10, †1.30, 3.30, †4.40, †5.30, †7.30, †7.35, †10.00 P. M.
†Daily. Other trains daily except Sunday.
L. M. COLE, General Ticket Agent. | THOS. R. SHARP, Master of Transportation.

WESTERN MARYLAND RAILROAD.
On and after MONDAY, June 18, 1877, Passe[nger trains] will leave Hillen Station daily (except Sunday) as fol[lows]:
8.00 A. M.—Mail for Emmittsburg, Hagerstown, ... llamsport and intermediate Stations.
10.00 A. M.—Accommodation for Union Bridge and intermediate Stations.
4.00 P. M.—Through Passenger for Emmittsburg, L... town, Taneytown, Hagerstown, Williams[port] and intermediate Stations.
6.10 P. M.—Accommodation for Union Bridge and intermediate Stations.
Trains arrive at Hillen Station at 8.20 and 10.20 A. M., 3.25 and 7.00 P. M.
SUNDAY TRAINS.
9.00 A. M.—Accommodation for Union Bridge and intermediate Stations.
2.30 P. M.—Accommodation for Union Bridge and intermediate Stations.
Trains arrive at Hillen Station 9.50 A. M. and 6.55 P. M.
Trains leave Union Depot (Charles street) 5 minutes ... Pennsylvania avenue 10 minutes, and Fulton St... minutes after time given above for leaving Hillen Station. Cars, Baltimore and Gay Street Line, at cor... Gay and Exeter streets, pass within one square of ... Station.
Tickets can be procured, and orders for Baggage left at N. E. corner of Baltimore and North streets.
J. M. HOOD, General Manager.
B. H. GRISWOLD, General Ticket Agent.

PHILADELPHIA, WILMINGT[ON] AND BALTIMORE RAILROAD.
Commencing SUNDAY, June 24th, 1877, Passe[nger] Trains will leave Baltimore daily (except Sunday) as follows:
FROM PRESIDENT STREET STATION.
6:45 A. M.—For New York, Philadelphia and Way Stations on P., W. & B. R. R.
9:55 A. M.—For Philadelphia and New York Ex[press].
2:15 P. M.—For Port Deposit and intermediate ...
2:25 P. M.—For Philadelphia and New York Ex[press].
5:00 P. M.—For Port Deposit and intermediate ...
6:55 P. M.—For Philadelphia.
7:10 P. M.—For West Philadelphia and New Y[ork] ... ited Parlor Car Train. From Charles Street St[ation].
11:50 P. M.—For West Philadelphia and New Y[ork] Express. From Charles Street Station.
SUNDAY TRAINS.
6:55 P. M.—For Philadelphia. From President ...
12:00 o'clock, Midnight.—For New York. From ... Street Station.
CONNECTIONS.
6:45 A. M. Train connects at Perryville with ... Port Deposit, and at Delaware Junction with all Stations on Delaware Railroad.
2:15 P. M. Train with stages for Belair and other ... also at Perryville with train for Philadelphia ... more Central Railroad.
2:55 P. M. Train at Wilmington for Stations on ... railroad between Wilmington and Harrington.
Tickets can be procured either at Ticket office, 14... Baltimore street, or at President Street Depot.
WM. CRAWFORD, General Agent.

Leather Belting, &c.

1820. 187[7]
J. H. HASKELL & SO[N]
The only Leather Belting Manufacturers in Balti[more]
SUCCESSORS TO JOHN H. HASKELL,
No. 33 South Eutaw Stre[et]
MANUFACTURERS OF
Oak Tanned Leather Belti[ng]
Machine Cards and Leather ...
and dealers in Supplies for Cotto[n] ... descriptions of Factories, R... Railroad and Machine Shops.