FOREIGN.

Another Town in Herzegovina Destroyed by the Turks.

Servia Making Preparations for an Active Campaign.

The Mediation Conference Has a Poor Prospect of Success.

Turkey Promises Reform in All Her European Provinces.

She Will Remove Objectionable Officials and Abolish Oppressive Laws.

England Advised by the London Times to Take a Hand in the Affair.

The Carlist Gen. Dorregaray Suffers Other Severe Defeats.

China Abandons the Formosa Expedition.

TURKEY.

WANTS AN EXPLANATION.

NEW YORK, Sept. 3.—A special from London says: "The Turkish Consul at Semlin, desiring to visit Belgrade, was refused admission, and the Porte has demanded an explanation."

NEW YORK, Sept. 3.—A dispatch from Therapia, a suburb of Constantinople, in which the Foreign Ministers reside, says: "The Turks in Herzegovina have gained a victory. Ten thousand insurgents have been across the frontier into Dalmatia, where they had been discovered by the Austrians. Nevisigno, the focus of the insurrection, has been destroyed. Communications by way of Keck have been established."

ENGLAND URGED TO INTERFERE.

LONDON, Sept. 3.—The *Times*, commenting on the Herzegovina troubles, strongly urges the fitness and duty of the interference of Great Britain.

PROPOSED REFORMS.

A special from Constantinople to the *Times* states that Corver Pasha has been instructed to issue a proclamation on his arrival at Mostar, giving assurance that henceforward no vexatious illegal acts will be permitted in the name of the Government. He has also been directed to dismiss and punish officials guilty of oppressing the people, to institute a special tribunal, which shall examine and satisfy the demands of those who have been objects of arbitrary treatment; to recall any persons exiled without just cause, and expel agitators. He is authorized to employ all necessary means to execute these instructions. The Porte, while determined to repress the insurrection at all costs, intends to extirpate abuses likely to lead to its repetition.

The *Standard's* special from Constantinople represents that the insurrection in Herzegovina is now maintained by bands of robbers. Not a single insurgent is to be seen around Trebigne. The fugitive insurgents have driven 18,000 head of cattle into Dalmatia for security.

TURKEY AND GREECE.

A semi-official journal of Athens vindicates the Government of Greece in its neutral attitude toward Turkey. It says the Sclavonians never helped the Greeks in Crete, and Grecian interests imperatively call for friendship with Turkey. The *Neologos*, the Greek organ of Constantinople, advocates an alliance between Greece and Turkey.

THE MEDIATORS.

LONDON, Sept. 4—5:30 a. m.—The Moscow *Gazette* says: The mission of the mediating Consuls at Ragusa is likely to fail. The Consuls are not entitled to guarantee Turkey's concessions to the demands of the insurgents on the one hand, and on the other the insurgents are destitute of a common chief who could pledge himself for the ratification of any agreement.

SERVIA.

The *Times'* dispatch from Berlin states that the Porte has declared, in reply to the cautions of the Powers, that he is willing to refrain from offensive measures against Servia provided the Servian Government does not directly or indirectly aid the insurgents.

LONDON, Sept. 4—6 a. m.—A correspondent of the *Allgemeine Zeitung* writes from Belgrade that Prince Milan is not likely to prevent Servia from helping the insurgents.

A special telegram to the *Daily News* asserts that Servia intends to call out 20,000 men.

The official Montenegrin journal avows that Montenegro will remain neutral only in case circumstances should prevent action.

SPAIN.

CARLIST DEFEAT.

MADRID, Sept. 3.—It is officially announced that the Carlist General Dorregaray, while endeavoring to force a passage into Arragon, has been twice defeated, with the loss of 400 men.

GREAT BRITAIN.

BUSINESS PROSPECTS.

LONDON, Sept. 3.—The Times, in its financial column, says: There is increased firmness in the discount market. Apart from other influence which may be expected to cause greater demand for floating capital, as we get into autumn, more than usual attention is directed to the requirements of the country in connection with the grain trade. It is known that we shall have to import an unusually large quantity of wheat, and it is equally certain that all malting-barley will have to come from abroad.

The *Daily Telegraph* says the prospects are favorable for the hop harvest, which has already commenced. The damage done by mold and vermin is below the average.

STRIKE ENDED.

The strike in Dundee is ended. The mills reopened to-day, the operatives having consented to work at a reduction of 5 per cent.

CHINA AND JAPAN.

SUMMARY OF THE GAELIC'S NEWS.

HONG KONG, Aug. 14.—Forty thousand taels have just been paid the French Legation for the murder of the French priest in Tze Chuen six months ago.

Much attention is attracted to the refusal of the Chinese authorities to allow the Peruvian Envoy to proceed to Pekin for the ratification of the treaty. The Viceroy demands guarantees for the good treatment of the Chinese in Peru, which Elmore is not prepared to give, declaring them unnecessary. The Viceroy announces that Elmore shall not leave Tien Tsin until such pledges are given. It is commonly understood that this resistance is in consequence of Russia's arbitration against Peru in favor of Japan in the Coolie question. Evidence daily grows stronger that England is determined to make the Margery murder the pretext for seizing and annexing Burmah. Large bodies of British-Indian troops are concentrating on the frontier.

SHANGHAI, Aug. 5.—The declarations of the Chinese authorities respecting the Formosan ravages now prove empty threats. The troops refuse to follow the aborigines into the heart of the Island, and have revolted by regiments. The savages remain masters of the situation, and Chinese military operations are suspended.

A body of returned soldiers from Formosa, soon after landing at Foocho, assaulted an American lady and gentleman with great violence, severely bruising both. An investigation was had by the United States Consul.

The Chinese Government is preparing to send diplomatic representatives to the leading Western nations. According to report they will be provided with a roving commission similar to Burlingame's.

Hart, Inspector of Customs and British Commissioner, has started for Gunnan to investigate the murder of Margery, accompanied by Viceroy Leban Chang, and by Chem, Chinese Magistrate of the Mixed Court of Shanghai.

YOKOHAMA, Aug. 14.—By a heavy typhoon in the China Sea several ships were wrecked. The steamship Gaelic was considerably injured. Chief Officer Ritchie and a seaman named Patterson were washed overboard and drowned. There was great damage in the central provinces of Japan. Farms were flooded, many lives lost, houses, bridges, and upwards of $200,000 worth of produce destroyed. There was a rainfall seven and one-half inches in a few days.

Official notice is received by the Japanese Foreign Office of the appointment of Chinese diplomatic agents to reside in Yeddo.

E. Peshine Smith, the American attache of the Foreign Office, returns to the Japanese service next month.

THE SOUTH PACIFIC.

AUSTRALIA.

SAN FRANCISCO, Sept. 3.—Australian news by the Cyphrenes is meagre. The Tasmania Parliament opened July 27 at Victorcal. The Melbourne Exposition will open Sept. 2. Many petitions are being presented to the Assembly to retain the protective tariff.

NEW SOUTH WALES.

Preparations for the transmission to Melbourne an exhibition of Colonial products designed for Philadelphia Centennial are actively progressing. The commercial disturbance occasioned by recent business failures has subsided. The condition of trade is now healthy and satisfactory. Arrangements are being made between banking houses, and no further trouble is anticipated. The New Zealand emigrant steamer Collingwood has arrived at Auckland from London with fever on board. Twenty emigrants died on the passage, and fifty were removed to the hospital on arrival.

THE FIJI ISLANDS.

At Fiji the Hon. Sir A. H. Gordon, the newly appointed Governor, arrived June 25. On landing he was received with a military demonstration by native troops.

BURMAH.

THE CONTROVERSY WITH ENGLAND.

CALCUTTA, Sept. 3.—The Government here has heard nothing to confirm the report telegraphed hence to the London *Times* that the King of Burmah has refused to receive Col. Duncan, and the story is generally discredited.

ITALY.

HONORS IN STORE FOR RONCETTI.

ROME, Sept. 3.—It is reported that Monsignor Roncetti is to be appointed to a high ecclesiastical dignity in America.

FRANCE.

DIED.

PARIS, Sept. 3.—Gen. Frossard is dead.

CENTRAL ASIA.

THE RUSSIAN CAMPAIGN.

LONDON, Sept 3.—A telegram from Berlin announces that Gen. Kaufman has entered Khokand.

ADMIRAL FARRAGUT.

Ex-Secretary Welles in Defense of the Dead Hero.

HARTFORD, Conn., Sept. 3.—The Hon. Gideon Welles has written an article published in the *Times* of this city in defense of Admiral Farragut as the capturer of New Orleans. The article is in reply to a statement in the recent decision of the United States Supreme Court, delivered by Justice Swayne in the case of the City of New Orleans appellant vs. the New York Mail Steamship Company, in which the expression occurred: "On the 1st of May, 1862, the Army of the United States captured the city of New Orleans." Mr. Welles proves that the city was captured by Farragut on the 25th of April, and held by him until the arrival of the troops. He also quotes from the records of the War Department to show that repeated injustice has been done to the Admiral. A chronological record published by the Department, and purporting to give a record of all events of the War, does not contain Farragut's name, and gives the credit for the capture of the forces on the Mississippi, below New Orleans, to Admiral Porter, who was a subordinate under Farragut. The article concludes: "I have felt it a duty to the navy, to the truth of history, and to the most distinguished hero of the War, to correct the persistent misstatements which have been and still are made in regard to the capture of New Orleans, and to some of the attending circumstances and events of that period. The document, which is sent out by the War Department as a 'chronological table of battles, skirmishes, etc., which took place during the rebellion,' is not truthful and reliable, insomuch as it suppresses and fails to make mention of some of the most important and conspicuous battles which took place, and wholly omits the name of the most distinguished hero of the War."

THE GEORGIA SCARE.

Harris, the Alleged Leader of the Insurrection Acquitted.

NEW YORK, Sept. 3.—The *Tribune* has a special from Sandersville Ga., dated yesterday. It says: "The trial of Corday Harris, the colored man who is accused of attempting to incite an insurrection among the negroes of that county, closed at 8:30 last evening, with a verdict from the jury of 'not guilty.' The evidence for the State was all submitted by about 11 o'clock yesterday morning, and the afternoon was occupied by the arguments of counsel. The defense introduced no witnesses. The acquittal of Corday Harris was simply the result of the failure of the prosecution to produce any proof of the criminal intent in any of the acts which the prisoner was accused."

OBITUARY.

CHARLES BRYAN, WATSEKA, ILL.

WATSEKA, Ill., Sept. 3.—Charles Bryan, a prominent young man who died here yesterday, was buried to-day under the auspices of the Independent Order of Odd Fellows. Bryan was a promising young man, highly esteemed for his excellent character, and his death has cast a gloom over the entire city. The funeral was largely attended, and the ceremonies were conducted in a most solemn and impressive manner by the brethren of the Order.

CHARLES CHIPMAN, RACINE, WIS.

Special Dispatch to The Chicago Tribune.

RACINE, Wis., Sept. 3.—Charles Chipman, Clerk of the Court for this circuit, died this morning at 10 o'clock, after a few days' illness.

THE WEATHER.

WASHINGTON, D. C., Sept. 4.—For the Upper Lake Region, Upper Mississippi Valley, and Northwest rising barometer, southwest to northwest winds, clearing and clear cooler weather.

LOCAL OBSERVATION.

CHICAGO, Sept. 3.

Time.	Bar.	Thr	Hu.	Wind.	Rain	W'ther.
6:53 a. m.	29.67	77	77	S. W., fresh..	.....	Cloudy.
11:18 a. m.	29.65	78	73	S. W., brisk..	.....	Fair.
2:00 p. m.	29.60	82	49	S. W., brisk..	.....	Fair.
3:58 p. m.	29.60	72	42	S. W., brisk..	.....	Clear.
9:00 p. m.	29.75	71	62	S. W., fresh..	.....	Clear.
10:18 p. m.	29.76	68	68	S. W., gentle.	.....	Clear.

Maximum thermometer, 83; minimum, 68.

GENERAL OBSERVATIONS.

CHICAGO, Sept. 3—Midnight.

Station.	Bar.	Thr.	Wind.	Rain	Weather.
Bismarck..	29.63	62	S., light.....	.....	Clear.
Breckinr'ge	29.81	66	S., gentle....	.....	Clear.
Cheyenne..	30.01	64	S., fresh.....	.....	Clear.
Chicago....	29.76	68	S. W., gentle	.....	Clear.
Cincinnati..	29.81	77	S. W., fresh.	.....	Clear.
Cleveland..	29.78	74	S. W., brisk.	.05	Fair.
Duluth	29.77	59	Calm........	.01	Clear.
Escanaba ..	29.68	58	N. W., fresh	.01	Th'ng storm
Ft. Gibson.	29.93	75	Calm........	.....	Foggy.
Ft. Garry..	29.77	58	N. W., gentle	.....	Fair.
Keokuk....	29.88	68	N. W., gentle	.....	Clear.
La Crosse	29.79	66	N. W., fresh.	.....	Clear.
Leavenw'th	29.74	70	Calm........	.....	Clear.
Milwaukee.	29.73	66	W., fresh ...	.....	Cloudy.
Omaha.....	29.92	64	N. W., gentle	.....	Clear.
N. Platte..	29.44	72	N. E., brisk.	.....	Clear.
Toledo....	29.66	75	S. W., fresh..	.....	Clear.
Yankton...	29.90	62	Calm........	.....	Clear.

VIRGINIA IMMIGRATION SCHEME.

NEW YORK, Sept. 3.—A party of twenty-five gentlemen from Virginia, headed by Gen. Fitzhugh Lee, have arrived here to attend the conference with leading Northern residents as to the best means of benefiting the material interests of that section of Virginia which was the chief theatre of active operations during the civil war, and has ever since suffered, owing to a want of immigration.

SHOEMAKERS' STRIKE.

NATICK, Mass., Sept. 3.—A general strike was inaugurated to-day among the workmen in all the boot and shoe establishments at Cochituate, 800 employes being idle. The employers refuse to restore the pay to the same standard as before the reduction which was made some months since on account of dull trade.

ANTI-BOBTAIL.

The South-Siders Denounce Their Street-Railway Company.

Superintendent Holmes Explains What the Company Intends Doing.

Different Accounts of a Certain Palmer-House Conference.

Formation of the Anti-Farepaying Club.

A meeting of residents in the southern part of the city was held last evening on the corner of Indiana avenue and Thirty-first street, to take action against the continuance of "bobtail" cars by the South Chicago Railway Company. The meeting was held in an unoccupied store-room, and the accommodations were somewhat limited, there being no chairs, and the illumination being furnished through the medium of a single kerosene lamp. Notwithstanding these discouraging circumstances, the meeting was well attended, and much enthusiasm was manifested.

MR. B. CALLAHAN,

being nominated and unanimously elected Chairman, remarked that he considered it an honor to assist at this meeting, which was called in the interest of the people. Under the present system, ladies were insulted daily in the street-cars, and he hoped that proper steps would be taken to prevent it in the future.

MR. E. S. ALEXANDER,

being called on, said that the people had been subjected to great inconvenience on account of the monopoly possessed by the South Chicago Railway Company. The Company saved $90,000 yearly by compelling the people to act as their own conductors on the cars. He did not think anybody could say a word in favor of bobtail cars. He also referred to the inconveniences of these cars in winter, when people were obliged to wade up to their ankles in mud in order to get into the cars, which were unsupplied with platforms. In conclusion, he expressed the hope that all people taking seats in cars hereafter would tell the conductors to come and collect the fare, and not put it in the box themselves.

MR. D. B. FISK

said that, after an experience of several years in riding upon South Division cars, he thought he was qualified to speak upon the subject before the meeting. The $90,000 saved annually by the railway company through not having conductors, was taken directly out of the people's pockets. The speaker had spent several months recently in Europe, and had remarked that conductors were employed there on all street-car lines. If that could be done under despotic Governments, why should it not be done under a republican form of government? This South Chicago Company had watered its stock up to $1,250, and still wanted to extract more money from the public. Mr. Fisk then referred to the disadvantages of traveling on the street cars under the present system. Passengers could not tell where to stop, and had no means of finding out. Ladies must shut the car windows in case of rain. He concluded by asking all present to persevere in their resistance, and the Company would be compelled to put conductors on all of its cars.

A voice—"Wait for the conductor."

Mr. Alexander inquired if any friend of the South Side Company was present and would like to speak in its defense.

In response to this invitation,

MR. C. B. HOLMES,

Superintendent of the South Side Company, stepped forward. He said that he had not come there to talk, but to listen. If there was anything dear to the American heart, it was the principle that fair play should be accorded to all, and he would therefore ask fair play in behalf of the Street-Car Company. As to what the Company intended doing, he would say that it had ordered eighteen of the handsomest cars ever made for use on Wabash avenue. These cars had been pronounced superior to any of the palace cars on any street in Europe, costing $25,000 each. The Company would not charge extra for riding in them, but they would be thrown open to all at the usual price. They were to be shipped from Albany on the 19th of the present month. The "bobtail" car system was adopted some years ago in the interest of the public, as the old system of conductors failed to satisfy either the people or the company, and several of the officers went to New Orleans, and after a careful inspection of the system, as then in use in that city, decided to adopt it here. Since then the Company had gradually increased its number of cars until there was now $200,000 worth of this property. It was unreasonable to ask that all this property be thrown away at once. Any change must be gradual. Comparisons, said Mr. Holmes, had been instituted between the West and South Side Companies, but it must be remembered that the West Side Company carried passengers but 3 miles, while the South Side Company had to carry them 5 miles. The Company, in its efforts to please the public, had recently bought 200 additional horses. He was certain that the Board of Directors would adopt any plan which would satisfy the public if they were only given time and opportunity.

THE PALMER HOUSE CONFERENCE.

Mr. Alexander said that he, with Mr. Fisk, had taken rides up and down State street at different times without paying, and at the same time inviting everybody in the car to ride as their guests. In this manner one afternoon, between 4 and 7 o'clock, there were 1,170 passengers who rode free. The matter became so serious at length that a committee from the Board of Directors of the Company waited upon himself and Mr. Fisk at the Palmer House and requested a conference. At that meeting the Directors promised to put conductors on their cars, and also to build platforms upon them, on condition that they would cease their persecutions.

Mr. Holmes—That is entirely false.

Mr. Alexander—It was your proposition, and I will reiterate it in any place and at any time. We, like gentlemen, acceded to the proposition, but what was the result? You put on about fifteen platforms, but you did not put on conductors.

Mr. Holmes wished to say a word about the Palmer House meeting. About that time there had been more or less riding without paying fares, and the Directors suggested that it would be well to see Messrs. Alexander and Fisk, and learn their intentions. At that meeting he (Mr. Holmes) had stated that the Company had already commenced putting platforms on the cars. No promises of any kind were given.

At this point considerable vocal sparring ensued between Messrs. Alexander and Holmes. In regard to the special policemen of the Company, Mr. Holmes claimed that they were appointed solely to protect the passengers and remove drunken men from the cars, while Mr. Alexander strongly insisted that their mission was to intimidate people into paying their fares.

Mr. Alexander asked: "Have you a right to compel a man to put his fare in the box?"

Mr. Holmes replied: "Yes; on this point we long ago took legal advice. Besides, why do you people complain at being obliged to put your fare in the box while you do that very thing in omnibuses without murmur?"

To this latter query Mr. Alexander said that omnibuses were private property. Any man could drive an omnibus, but a street-car company was bound by the wishes of the public.

After a lively discussion,

MR. CALLAHAN

got a chance to put in a word. He said that he had lived nine or ten years in the southern part of the city, and had never seen any protection extended by the South Side Company to its patrons while riding on the cars. On the contrary, he had often seen very ungentlemanly conduct, and had seen the drivers insult lady passengers by demanding their fare even after they had paid. The fact was that the Railway Company did not want to help the public. Its only care was for itself. He (Mr. Callahan) was a member of the Grand Jury which investigated the alleged bribery connected with the grant to lay a track on Wabash avenue. Although several important witnesses had been spirited away, he was certain, from what he heard, that the Company really did buy the franchise of the Common Council for $30,000. In order to accomplish anything towards subduing this great monopoly it was necessary that they form a club. Mr. Callahan closed by saying that he would subscribe $100 or $500, if desirable, to that end.

Mr. Alexander—I will do the same.

Mr. M. Belden moved that the Chairman appoint a Committee of five to draft appropriate resolutions, and begin the organization of a club who should refuse to pay fares on the South Side railway cars.

The Chairman appointed as such Committee Messrs. M. Belden, D. B. Fisk, E. S. Alexander, A. H. Reeves, and J. L. High. The committee was, on motion, instructed to report at another meeting to be called at their discretion.

The meeting then adjourned.

JOLIET.

Prisoners Pardoned from the Penitentiary—Formation of a Public Library—Preparations for the Joliet District Camp-Meeting.

Special Dispatch to The Chicago Tribune.

JOLIET, Ill., Sept. 3.—The Joliet *Republican* has been investigating the matter of pardons again, and, as a result, finds that from Jan. 1, 1875, to Sept. 1, 1875, a period of eight months, there were ninety-six convicts pardoned,—an average of twelve per month. In this number are included six life-time prisoners, and at least fourteen other murderers, sentenced for from one to twenty-five years' imprisonment each, making a total of twenty murderers, or more than one-fifth of the whole number pardoned. Some of these cases of Executive clemency are wanton impositions on the public, so glaringly unjust to well-behaved and peaceable convicts, as for instance the case of William Jones, a fourteen-year prisoner, sent from Chicago in 1865 for larceny, and pardoned on the 22d of July last, who was considered by the officers as one of the worst men ever confined in the prison, and who was punished during his incarceration thirteen times for flagrant violations of the prison regulations. Thomas Brashears, sentenced in 1865, to twenty-five years' imprisonment for manslaughter, having previously served a term in the Arkansas State Penitentiary, pardoned May 5, 1875, was, as is shown by the records of the prison, punished four times for assaulting different officials, and refusing to work. Many other examples might be cited of clemency extended to unworthy applicants, while it is a notorious fact that but few convicts who really deserve a pardon, and who would, if released, make good citizens, can obtain a favorable hearing, and the best and most deserving convicts seldom receive a pardon, but serve out their sentences with no incentive to good behavior beyond the hope of making a little "good time."

PUBLIC LIBRARY.

At its regular session on last Wednesday afternoon the Common Council unanimously voted to establish a public library and free reading-room in the city. Mayor Steel nominated, and the Council confirmed, the following ladies and gentlemen as Directors of the library: The Hon. Benjamin Olin, Dr. A. W. Heise, the Hon. Edwin Porter, Mrs. Dr. Rayner, Mrs. H. S. Smith, the Hon. G. D. A. Parks, E. M. Bray, George Munroe, and J. I. Mather. The Will County Historical Society offered to donate its effects to the public library on condition that the debt of said society, not exceeding $100 in amount, be paid by the Library Directors, and the L. and M. Society offered $150 to furnish matter for the reading-room, and $75 to be expended in making the library-rooms attractive, which, together with the former proposition, was referred to the Library Directors.

CAMP-MEETING PREPARATIONS.

Extensive preparations have been made by those interested, for the Joliet District Camp-Meeting, which commences next Wednesday, Sept. 8, at the Centenary Camp-Grounds in New Lenox. The meeting promises to be largely attended, and of unusual interest. The arrangements for the comfort and entertainment of the expected multitude are complete, surpassing those of the meeting last year, when they were thought to be nearly perfect, and which was generally admitted, by people familiar with such affairs, to have been the best conducted camp-meeting ever held on those grounds or in this part of the country.

A boarding house, consisting of a two-story upright, 20x50 feet, with two wings, one 16 feet square, to be used as a kitchen, and the other a large tent, 30x50 feet, intended for a lunch-room and dining-hall, has been erected, and will afford ample accommodations for supplying all who attend, with physical nourishment.

A competent person will have charge of the boarding-house, and there will be no difficulty in obtaining a substantial repast at any time.

The ministers of this district, which includes the Methodist Episcopal churches in Will, Kankakee, Grundy, and parts of LaSalle and Cook Counties, and many distinguished clergymen from abroad, will be in attendance. The meeting will continue for some ten days; and it is confidently expected by the members of the church in this city that it will excell in numbers, in interest, in faithful work, and in beneficial results to the cause of morality and religion, any camp-meeting heretofore held in this district.

CROPS.

IOWA.

Special Dispatch to The Chicago Tribune.

FORT DODGE, Ia., Sept. 3.—A large crop of small grain was sown in this section, and about two-thirds of it is in stack. The other portion has been badly injured by rains, and is in a fair way to utter destruction. It has rained here almost incessantly for four or five days and nights. Corn and potatoes are good thus far, and, should fair, warm weather come soon, a large crop is expected. All along the Illinois Central, from Sioux City to this place, the rain has done about the same damage as in this locality. I should judge that about one-third of the wheat and oats are yet in shock and unbound bundles, and of course badly injured. Dry weather is the only hope for saving it. The same is true of grass in the cock for hay. Corn looks well all along this distance. Also, the rain has been so severe and incessant that farmers are despondent.

Special Dispatch to The Chicago Tribune.

DUBUQUE, Ia., Sept. 3.—A bridge 2 miles east of Ackley, on the Illinois Railroad, was so far washed out by the flood last night that trains cannot cross it, probably, for a day or two. From Fort Dodge to this place about one-fourth of the small grain is unstacked and badly injured by the rains, though its condition improves as we approach the Mississippi. Corn is not as good through Hamilton, Hardin, and Buchanan Counties as it is west of those counties. The streams are swollen to their highest point, and in many places have washed away fences and shocks of grain. The ground seems to be so thoroughly soaked with water that it stands in ponds, covering a great deal of surface.

WISCONSIN.

Special Dispatch to The Chicago Tribune.

LA CROSSE, Wis. Sept. 3.—The weather cleared up last night, and to-day has been favorable for crops. Quite a stiff breeze from the west has prevailed throughout the day. With good weather for a few days to come, the crops will be saved in good condition. Should more rain come, in any quantity, disastrous results will follow. Millers and farmers feel more cheerful, and although a great many are of the opinion that considerable damage has been done, all are inclined to think the damage to the crops not so bad as feared yesterday.

Special Dispatch to The Chicago Tribune.

MADISON, Wis., Sept. 3.—There was a heavy rain-storm here last night, with heavy drying weather to-day, and no harm was done. More corn seems likely to mature than was thought possible after the late frosts.

MINNESOTA.

Special Dispatch to The Chicago Tribune.

WINONA, Minn., Sept. 3.—Weather to-day cool, with northwest wind favorable for airing out wheat. Reports from the interior show that the grain has suffered much damage by the heavy rains. The effect will undoubtedly be to make a great deal of No. 2 wheat. In many places the wheat has grown in the stock and shock. The farmers have not been able to accomplish any harvest work this week.

AROUND SIOUX CITY.

Special Dispatch to The Chicago Tribune.

SIOUX CITY, Ia., Sept. 3.—Very discouraging reports are received of the condition of wheat and other cut grain in Dakota and this section of Iowa. Not more than two-thirds of the crop will be saved, and that in a poor condition. Corn and potatoes are not injured to any great extent.

ILLINOIS.

WATSEKA, Ill., Sept. 3.—Much of the corn in this, Iroquois County, is already out of the way of the frost, and if the present warm weather continues for two weeks longer, the entire crop will be saved, making it by far the largest crop of corn secured in many years.

THE "TWO ORPHANS."

Special Dispatch to The Chicago Tribune.

MILWAUKEE, Sept. 3.—In the case of Shook & Palmer, against Gilmore & Roberts, lessees of the Opera-House and members of the Union Square Theatrical Company, to show cause why they should not be enjoined from playing the "Two Orphans," before Judge Dyer, to-day, Senator Carpenter, for the defendants, asked for a continuance till Monday, and, after a keen legal contest, an order was eventually made continuing the hearing till to-morrow afternoon, and the play to-night was not interfered with.

WASHINGTON.

Another Canadian Growl Over the Treaty of Washington.

Secretary Bristow Cannot Allow Certain Rights Claimed by Vessel-Owners.

A Nice Little Speculation Discovered in the Interior Department.

A CANADIAN GRIEVANCE.

THE TREATY OF WASHINGTON MISINTERPRETED.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Sept. 3.—The Treaty of Washington seems to be an everlasting thorn in the side of the Canadians. The taxation of the tin cans containing lobsters and salmon was counted a Yankee trick. The annoyance in regard to seal locks and transportation of bonded goods across the frontier next vexed our neighbors, and now comes the greatest of all. The Grand Trunk Railway Company has been emphatically informed by the Secretary of the Treasury that the Company cannot do the carrying trade of the lakes. It appears there is a conflict of opinion in the interpretation of the 30th article of the Treaty of Washington, and the Secretary decides in favor of the United States. The following is the text of the letter addressed to the Collector at Port Huron, Mich.:

I have received your letter of the 23d of August, stating that the Grand Trunk Railway Company of Canada desire to ship flour and other merchandise in their steamers from Duluth, Minn., to Sarnia, Canada, and thence by rail via Port Huron to Detroit. At Sarnia the merchandise would be reloaded into cars on the Company's yard and pass over the ferry into the United States at Port Huron, which proceeding the Directors claim would meet the requirements of Art. 30 of the Treaty of Washington, relative to the carrying by land in Canada of merchandise destined from one port or place in the United States to another port or place therein. They also claim that under Art. 19 of the regulations of March 20, 1875, they have the same right to ship freight to Detroit in the manner proposed that they have to send it to Island Pond or St. Albans.

In reply to your request for immediate instructions, you are informed that it appears to the Department that such shipments were not contemplated by the treaty or the regulations aforesaid; that they would be an infringement on the right to engage in the coasting trade of the United States given by law exclusively to American vessels, and that they are forbidden by Sec. 3,110 of the Revised Statutes, which provides under severe penalties that "No goods shall at any port of the United States on the frontier be laden on a vessel belonging wholly or in part to a subject of a foreign country, and shall be taken thence to a foreign port to be reladen and reshipped to any other port in the United States, with intent to evade the coasting laws." There could be no claim to a right to land the goods at Port Huron, and the landing of them at merely across the river in Canada, and transporting them to that port over the ferry, does not seem to me to alter the case.

NOTES AND NEWS.

A NICE SPECULATION.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Sept. 3.—It is reported that frauds have been discovered in connection with the purchase of furniture for the Interior Department. The extent of the dishonesty does not appear, but it is probable that all the facts will soon be made public. As an illustration, it is asserted that desks which were formerly furnished by a Baltimore house at $10 apiece are now bought of a dealer in this city at $35. The profits are, it is said, divided among three parties, two in the Department and the furniture dealer, and must amount to a good many thousands of dollars annually.

THE SAFE BURGLARY.

There is still a great deal of interest manifested in the report that Benton, the safe burglar, is here in concealment, but it is impossible to ascertain the precise facts. It is believed, however, that he is here, but that he came under a misapprehension as to the time when the change was to take place in the District Attorney's Office, and that upon ascertaining that Judge Fisher retires on the 10th inst. instead of the 1st, he decided to keep shady until that time.

CARRYING TOO MANY PASSENGERS.

The steamer C. Hickox has been reported to the Treasury Department by the Collector of Customs at Cleveland for violation of the Navigation laws in carrying an excess of passengers. There seems to be some question about the amount of penalty which ought to be imposed on the vessel, although the evidences of her violation of law are sufficient to warrant the Collector in fining her in accordance with the unmistakably explicit directions of the law for the punishment of violations of this sort.

APPOINTMENT.

WASHINGTON, D. C., Sept. 3.—Bernhard Schlichting is appointed Internal Revenue Storekeeper for the First Wisconsin District.

Secretary Bristow left to-day for New York on official business.

CASUALTIES.

INJURED BY A BULL.

Special Dispatch to The Chicago Tribune.

ST. CHARLES, Ill., Sept. 3.—Thomas Hammond, a young man living with Mr. Hoag on his farm at Fayville, some 4 miles from this city, was almost torn to pieces by a vicious bull to-day. Mr. Hammond was attempting to drive some cattle into a barn, when the bull made for him. He says he remembers seeing the bull come towards him, and he made a few attempts to keep him off, and the rest is a blank. He was knocked down and trampled almost out of sight. The poor fellow was gored so as to be almost unrecognizable, and has not one square inch on his body that is not terribly bruised. His attending physician, Dr. H. M. Crawford, gives faint hopes of his recovery.

DROWNED.

Special Dispatch to The Chicago Tribune.

DETROIT, Sept. 3.—This afternoon the body of Mrs. Dorothy Van Syke, who lived unhappily with her husband, was found in a well at Spring Wells, in the yard of her brother-in-law. A small cut with a knife was found on her abdomen, and the cause of death variously ascribed to accident, suicide, and murder.

RAILROAD ACCIDENT.

Special Dispatch to The Chicago Tribune.

MCGREGOR, Ia., Sept. 3.—A northern-bound freight-train to-day on the Chicago, Milwaukee & St. Paul Railroad, when near Taopa, Minn., struck a land-slide. The engine, with five cars, was ditched. No one was seriously injured. The passenger-trains are ten hours late.

THE MAN-KILLING FROG.

Special Dispatch to The Chicago Tribune.

FORRESTON, Ill., Sept 3.—H. S. Jenne, a switchman on the Illinois Central and Chicago & Rock Island Railways, while in the discharge of duty last night, caught his foot in a frog and was run over by a portion of the train. He was badly mangled and died in a few hours.

DEAD AND GONE.

Special Dispatch to The Chicago Tribune.

SIOUX CITY, Sept. 3.—Every effort has been made to discover the body of Mann, the engineer killed last week on the Sioux City & Pacific Road, but, up to this time, no trace of the body has been found.

THE PEORIA DROWNING.

Special Dispatch to The Chicago Tribune.

PEORIA, Ill., Sept. 3.—Dr. Shippard's body was found this evening near the mouth of Farm Creek, by two small boys, who will receive the reward offered by the citizens of Eureka for its recovery.

RUNAWAY ACCIDENT.

Special Dispatch to The Chicago Tribune.

BLOOMINGTON, Ill., Sept. 3.—Joseph Mahan, a Towanda Township farmer, had a leg broken to-day by being thrown from a wagon in Bloomington. He was also injured internally.

BOILER EXPLOSION.

CINCINNATI, Sept. 3.—A *Commercial* special from Bloomington, Ind., says the boiler of a saw-mill, near that place, exploded to-day, killing James Skinner and seriously wounding five others.

A BOAT AND SIX MEN LOST.

NEW YORK, Sept. 3.—A St. John's (N. F.) dispatch states that the whaling schooner Abbie Bradford, spoken at sea, reports the loss of five men in a boat last month.

NEW COTTON.

NASHVILLE, Tenn., Sept. 3.—The first bale of new cotton received yesterday from Mr. John W. Townsend, near Elkmont, Ala., shipped to the commission house of Shirlock, Hoke & Co., was put up at auction at 11 o'clock this morning and, after a spirited bidding, was knocked down to Mr. T. Henderson, representing the North Alabama and Middle Tennessee Grangers, at 44 cents. The second bale, received by W. J. Pullen, Athens, Ala., shipped to McAllister & Wheless, was put up at auction and sold to W. Hooper Harris at 50 cents, and shipped to William Black & Co., New York.

FIRES.

IN CHICAGO.

The alarm from Box 713 at 10:10 o'clock last night was occasioned by the burning of a barn in rear of No. 141 Larrabee street, owned by Charles Barth. Damage, $50; no insurance. It is believed that some malicious person set the building on fire. While Engine No. 11 was proceeding to the fire she collided with a Chicago avenue car and the driver of the steamer was thrown violently from his seat and severely injured about the neck and left leg.

A slight fire in Wilson's packing-house, No. 173 South Canal street, at 12:30 o'clock this morning, caused trifling damage. Box 341 gave the signal. Cause of fire unknown.

AT BRADDOCK'S FIELDS, PA.

PITTSBURG, Pa., Sept. 3.—About 2 o'clock this morning a fire occurred at Braddock's Fields, Pa., on the Monongahela River, destroying eight buildings, occupied by Conrad Fisher and Andrew Kramer, grocers; Sherowin Brothers, feed-store; Mrs. Haggerty, milliner; Henry Barnhardt, shoe-store; Jesse McCune, wagon-maker; and two offices owned by James Hughes. The total loss is $15,000; fully insured.

About the same hour a row of twenty tenement houses at McKeesport, Pa., owned by the National Tube Works Company, were totally destroyed by fire. The loss is about $10,000; covered by insurance.

AT WAVERLY, ILL.

JACKSONVILLE, Ill., Sept. 3.—Mr. Joseph Caldwell, the Circuit Court Clerk of this county, lost his dwelling-house, located at Waverly, night before last, it having been consumed by fire. The loss is between $5,000 and $6,000; insured in the Ætna, of Hartford, for $3,500. The fire was undoubtedly the work of an incendiary.

AT VIRGINIA CITY, NEV.

SAN FRANCISCO, Sept. 3.—A fire at Virginia City this morning destroyed the Odd Fellows' Building, including the office of the Western Union Telegraph Company, a frame building and stable with several horses. Loss $125,000.

AT CHARLESTOWN, W. VA.

CINCINNATI, Sept. 3.—The *Enquirer's* Charlestown, W. Va., special reports the burning of the Gillson House and the Henry House, two principal hotels of that place. Loss not stated.

CONSULAR REPORTS.

Russian and Swiss Affairs.

RUSSIA.

The first ten locomotives were imported to St. Petersburg in 1872, from the Baldwin Locomotive Works, of Philadelphia, followed by twenty more from the same firm, and last summer fifty more were contracted for at the Grant Factory, in New York. The great moment of this incipient trade will be apparent from the fact that there is an immense field here open for their import for many generations to come, the railroad lines of Russia having just commenced to develop on a grander scale, those in operation hardly reaching to 18,000 English miles up to this day. The small locomotives heretofore built in Russia (at the rate of 100 to 120 only a year), also those imported from Germany, France, and Belgium, were all built for consumption of wood for fuel, till the agent of the Philadelphia firm had brought the attention of the consuming departments to the fact that anthracite coal of the best quality can be found around the Town of Worenish, in Southern Russia, extending over 180 miles, and that whole regions were abounding with it in the southern half of the Empire sufficient to feed the locomotives of the whole continent. The American locomotives finally accepted and introduced here—being expressly built for coal consumption only—have led Russian capital to the development of the now quite numerous coal mines in the districts named. On account of the faultless finish of the American locomotives and their superior power, guaranteed to haul on a level 1,075 tons, in lieu of those heretofore in use, hauling but 650 to 700 tons, they are much preferred, as the higher price paid for them (namely, 25,000 silver rubles apiece, instead of 18,000 to 20,000 silver rubles paid for those brought in from Germany and Austria) would indicate.

The total value of American cotton brought to Cronstadt during the year ending Sept. 3, 1874, amounted to $15,385,183, and that of cotton bought to Reval to $10,864,000, giving together the astonishing total of $26,249,583. From a tabular statement the following considerations are presented: 1. That while in 1872 twenty-six American vessels imported cotton, petroleum, and other American goods to Cronstadt and Reval, representing a value of $3,811,725, forty-three foreign vessels brought in American goods valued at $5,188,086 during that year. 2. That, while in 1873 the value of goods imported in twenty-three American vessels was $3,405,409, the eighty-two foreign vessels brought American goods to the amount of $8,615,160. 3. Lastly, during 1874, up to Sept. 30, while twenty-three American vessels have imported goods valued at $3,899,768, the eighty-four foreign vessels have brought goods valued at $22,821,463. 4. It will be perceived, also, that the total imports in seventy-two American vessels amounted, during the three years, to $11,116,902, while that brought by 209 foreign vessels amounted to $36,624,739. 5. Finally, the total value of imports to these two ports in American and foreign vessels in 1872 amounted to $9,000,000 (most of which being cotton); that in 1873 amounted to $12,020,569, and that imported in 1874 reached the unprecedented sum of $26,721,231. Will this rapid increase in the imports of American cotton to Russia still continue, or has the last year been an exceptional one? The near future will decide. It would seem, however, that the new impetus given of late years to Russian cotton industry, as stated before, will, in all probability, be enhanced by the new markets Russian cotton goods are finding outside of their own far extending east—in those Asiatic territories lately annexed to their country, as also in Khokand, Kashgar, and other neighboring Asiatic nations having treaties of amity, friendship, and commerce with Russia, where English goods brought from East India, as is well known, cannot compete with the Russian article. The subject being connected with the chief article of American import to this country is deserving an earnest study. With the materials on hand I shall continue my researches, and shall submit their further results for the information of the department.

SWITZERLAND.

The separation of State and Church finds more and more favor with the mass of the people of Switzerland. Obstacles in the way of its speedy realization are the fear of the Cantonal Governments of losing all controlling power in the now established, thorough, and uniform school systems, and, consequently, all directive influence upon future generations of citizens. Another impediment in the way of its attaining popularity is the belief that, by sacrificing the National Church, innumerable sects might arise, as in America, which is not coveted here. According to the new Swiss Constitution, all boys and girls having passed their sixth year, must enter school and continue their studies until they are 14 years old.

"American Government securities are largely held; but American railway bonds are almost disappearing from the market. All confidence in the latter securities is lost, nor is it much to surprise one, when it is remembered that foreign capital, to the amount of hundreds of millions of dollars, is lying in American railroad bonds, and not drawing one cent of interest. Investors here have not lost so much faith in the resources of America as they have in the common honesty and uprightness of the managers of American roads; and I doubt very much if sufficient money could be borrowed in Switzerland to-day to build a single mile of American railway. There is abundance of money here to lend, but those holding it are discouraged from investing in our railway securities by the repeated false reports of railway officials as to earnings; by the tremendous amount of expenses, as compared with the incomes of the roads; by the exorbitant salaries allowed railway officials; by the reported want of truth in statements made by railway Presidents as to the real condition of the roads; by the eagerness with which our railway corporations seize upon technicalities of law to enable them to avoid meeting just demands; and by the haste with which they stop interest payments at the approach of any financial trouble. These are all objections that can in time be removed by American railway corporations adopting an economical and honest policy, in which they must not forget that they are not the owners of, but the agents in, the business which they are called upon to manage."

GOV. HARTRANFT.

ERIE, Pa., Sept. 3.—Gov. Hartranft was met at the depot by an immense crowd to-night, and was tendered a grand reception at the Reed House. He will review the Seventh Division of the National Guard of Pennsylvania, now at Camp Hartranft, this city, to-morrow.

MINNESOTA.

Heavy Rains---Great Destruction of Wheat---Land-Slides and Wash-Outs.

Pillager Indians "on the War-Path" for Beef---Dissatisfaction Among the Chippewas.

Special Correspondence of The Chicago Tribune.

ST. PAUL, Minn., Sept. 1.—Monday evening there occurred here, and over the larger part of this State and Northwest Wisconsin, one of

THE HEAVIEST RAIN-FALLS

ever known in this region. During the first hour 2.05 inches of water fell, and, during the remainder of the night about as much more. This storm was accompanied by incessant lightning-flashes and a constant thundering. Last night there came another rain,—not so heavy here, but extending as widely through the country, and in some places more severe, than the storm of Monday night. Both storms were, in limited sections of the country, made more destructive by violent winds. Here, in St. Paul, sewers were burst, cellars and houses on low grounds were flooded, and newly-graded streets and grounds were badly washed out. Near Minneapolis, a few sheds and light dwelling-houses were blown over, and some harm was occasioned by lightning. But it is the farmers and

THE WHEAT-CROP

which suffered most from these storms, which followed a week of wet weather, relieved by only a few hours of drying weather on Sunday last. It is impossible as yet to give any well-founded estimate of the loss which must have resulted on the spring wheat crop of Minnesota and Northwest Wisconsin. But no one here, as at present advised, would place the loss at less than one-third of the whole crop. Almost every railway-passenger and farmer who has come into the city to-day has brought samples of growing and rotting wheat taken from shocks in the fields they passed. They are all agreed that but a small part of the crop had been stacked before the wet weather set in; and that, so far as their observations could be extended, all the grain exposed in shocks had been injured, and few stacks had escaped unharmed. It is only because we make a liberal allowance for the exaggeration of first reports, and know that the worst news has come first, that we place the estimate of loss at no more than one-third of the whole crop, representing to the farmers of this State and adjoining counties of Wisconsin a money-loss of at least $10,000,000. Should later and more full reports serve to reduce the reports of this great calamity, THE TRIBUNE will be promptly advised of the fact.

LAND-SLIDES AND WASH-OUTS,

occasioned by the storm of Monday, interrupted all our railroads. The Milwaukee & St. Paul and the West Wisconsin (Northwestern) lines have remained interrupted till now, but will probably resume to-night. It is related that, while the Chicago train coming in Monday night on the River Line was waiting, during the first hour of the storm, just inside the city limits, for a land-slide which had come from Dayton's Bluffs, near Carver's Cave, to be removed from the track, a frightened dove flew into one of the passenger-cars and lit upon the knee of a gentleman from Chicago. So changed by fright was the poor bird from its usual manner of timidity, that it suffered, without struggling, the fondling and petting to which one after another of the lady passengers subjected it, glad to crouch low upon any hand or lap which offered it shelter. The Chicago gentleman is taking good care of the dove, and intends to carry it home.

Since the rainy season, or rather within the last seven days, the Mississippi has raised 2 feet and 8 inches, having raised 1 foot in the last twenty-four hours. This is unusual, if not unprecedented, at this point, and furnishes one thing for congratulation in connection with the storm; that is, that the largest boats can again come up to St. Paul, there being now 5 feet in the channel, and consequently freight-rates will remain low all the fall.

On Monday word came from Brainerd that the Pillager Indians were

ON THE WAR-PATH,

killing cattle and destroying other property; and that Mr. Whitehead, their Agent, had that afternoon passed through that village on his way to obtain troops from Fort Ripley, which is about 20 miles below Brainerd, and about 70 miles from the Agency. The news did not occasion any alarm, as it was generally known that the Pillagers are a small band (whose former reputation is signified by their name), and that they are not likely to be joined by any others of the Chippewas in any movement against the whites. To-day Agent Whitehead arrived here to consult the United States District Attorney as to his power and duty in the matter. According to his statement, the outbreak is confined to a bad Indian known as Sturgeon and some twenty or thirty young men whom he influences. They have made no demonstration against the whites. Their sole object of attack has been the Agency cattle, of which they had killed three when Mr. Whitehead last heard from the Agency (he has been absent a week or more), and have threatened to kill the remaining fifteen at the rate of one a day. Old Sturgeon's excuse is, that he and the young men who are with him want beef, to which, according to the practice on that reservation, they are not entitled until winter sets in. According to Mr. Whitehead, Sturgeon is a worthless fellow. Though a brother-in-law of the Pillager Chief, Flatmouth, that worthy has felt compelled to expel him from his band; since which Sturgeon has tried to dissolve the relationship by sticking a knife into Mrs. Sturgeon. He is also one of the wild old boys among the Chippewas, having no idea that there is any power in the country greater than he can muster among the breech-clouted wild boys around Leech Lake. That is the way the Agent talks about it. I presume that Sturgeon would have a different story to tell, but can only imagine that he wouldn't give to Whitehead any better character than Whitehead gives to him.

The Pillagers, and, in fact, most of the Chippewas of the several bands on the Leech-Lake Reservation, have been dissatisfied for years, claiming to have been wronged in the matter of annuities and promised aids to farming by Commissioner Smith, and those who have succeeded him in the Chippewa Agencies. This dissatisfaction was increased by the sale of their pines by Smith and Cowen to Wilder,—an affair which they have never been made to understand as intended for their benefit. Their ill-feeling as to the pine-sale has been so strong that Wilder is in no hurry to commence cutting under his contract, but encourages his friends at Washington to hold the contract suspended. Lumbermen who go up to cut pine from the lands near the reservation have also found it necessary to first convince the Indians that they were not trespassing. The lumbermen's trouble is further increased by the fact that the south line of the reservation has not been determined to the satisfaction of the Indians,—its eastern terminus having been fixed by a lake named in the treaty, and there being two lakes of the name, the one some 7 miles south of the other.

DUBUQUE NEWS.

Special Dispatch to The Chicago Tribune.

DUBUQUE, Ia., Sept. 3.—The river is rising at this point very rapidly, coming up 6 inches within the past twenty-four hours, and a rise of over 6 feet is reported sweeping down upon us from LaCrosse. Old steamboatmen shake their heads over the prospect, and are putting their arks in readiness for a float.

The Rev. J. H. Rhea, pastor of the Main Street Methodist Church, was mobbed by a number of his loving parishioners this evening, and presented with $304.50 in greenbacks. The presentation speech was delivered by the Hon. D. N. Cooley, and responded to by Dr. Rhea in a manner that caused every man and female present to shed tears with the ease of Job Trotter or Brother Shearman. The exercises throughout were very interesting and enjoyable.

GOUNOD'S ADVICE.

NEW YORK, Sept. 3.—The letter of Gounod, the eminent French composer, declining the directorship of the American College of Music, to be established in this city, is published. It closes thus: "If I dared offer any advice, it would be this—put an American at the head of an American Conservatory, whoever he may be."

THE DIRECT CABLE.

NEW YORK, Sept. 3.—The officers of the Direct United States Cable, in this city, are in communication with the steamship Faraday, and, if the weather moderates, it is confidently expected the cable will be in working order to-morrow.