

ITHACA DAILY JOURNAL.

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Ithaca Daily Journal.

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WESLEY HOOKER, Business Manager, Editors.
H. D. CUNNINGHAM.

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NEWSPAPER DECISIONS.

1. Any person who takes a paper regularly from the postoffice—whether directed to his name or another, or whether he has subscribed or not—is responsible for the pay.
 2. If a person orders his paper discontinued, he must pay all arrearages, or the publisher may continue to send it until payment is made, and collect the whole amount, whether it is taken from the office or not.
 3. The Courts have decided that refusing to take newspapers and periodicals from the postoffice, or removing and leaving them uncollected for, is prima facie evidence of intentional fraud.
- Papers are forwarded until an explicit order is received by the Publisher for their discontinuance, and until payment of all arrearages is made, as required by law.
- No name entered on our books without the first payment in advance.
- Subscribers are particularly requested to note the expiration of their subscriptions, and to forward what is due for the ensuing year, with or without further reminder from this office.
- The receipt of the paper is a sufficient receipt for the first subscription.

Daily Journal.

Ithaca, Friday, July 8, 1870.

Ithaca and Cortland R. R. Co.

ITHACA, July 6, 1870.

The Board of Directors of the Ithaca and Cortland Rail Road this day elected, organized at the Clinton House, Ithaca.

PRESENT.—Hon. E. Cornell, W. L. Burt, P. H. McGraw, H. P. Goodrich, John McGraw, John H. Selkreg, Edward S. Esty, D. B. Marsh, O. E. Wood.

On motion of Mr. Cornell, William L. Burt was unanimously elected President of the Board.

Henry S. Randall was elected Vice-President.

James S. Squires, Treasurer,
O. B. Curran, Secretary and Assistant Treasurer.

The President appointed the following committees:

EXECUTIVE COMMITTEE.—Ezra Cornell, O. E. Wood, P. H. McGraw, D. B. Marsh.
FINANCE COMMITTEE.—R. H. Duell, John McGraw, H. P. Goodrich, E. S. Esty.

LAW COMMITTEE.—H. Ballard, C. W. Kinne, J. H. Selkreg, O. E. Wood.

On motion of John McGraw, it was Resolved, That a committee be appointed to examine the surveys of the Ithaca and Cortland Rail Road, and to confer with the citizens of Dryden, and examine the question in relation to accommodating the Village of Dryden and its citizens with Rail Road facilities.

Mr. Cornell, Mr. J. McGraw, Mr. P. H. McGraw, and Mr. Goodrich were appointed the said committee, and on motion the President was made a member. It was

Resolved, That section 8 of the by-laws of this Company be amended by adding, "And with authority to purchase the right of way."

Resolved, That section 10 be amended by striking out "for purchasing the right of way." And also that section 4 be amended so as to read as follows: Stated meetings of the Executive Committee shall be held at the office of the Secretary, on the first Thursday in each month, at 2 o'clock P. M.

Adjourned.
J. B. CURRAN, Secretary.

—There is a movement by some of the Senators to procure an extension of the time fixed for the adjournment of Congress (the 15th instant), on the ground that the public business requires it. It is not probable that the House will give assent to the proposition.

To Invalids. Look well to-day and date—time and place—as Dr. Jackson's time is all occupied, and he will be at each point only on the day specified.

By Telegraph

TO THE
ITHACA DAILY JOURNAL.

TO FOUR O'CLOCK, P. M.

WASHINGTON NEWS.

Secretary Fish Not to Resign.

LAKE SHORE RAILROAD ENJOINED.

Important Western News.

TERRIBLE INDIAN MASSACRE.

FOREIGN INTELLIGENCE.

MASSACRE AT PEKIN.

FROM THE METROPOLIS.

The Troublesome Collectorship.

THE NEW YORK POLITICIANS BUSY.

NEW YORK, July 8.—The *Tribune's* special says that yesterday was an active day among the New York politicians. The President requests speedy action on the nominations.

MEETING OF THE COMMERCE COMMITTEE.

The committee of commerce met last evening for the purpose of having any charges against Mr. Murphy investigated. Mr. Felger appeared in defense of the candidate and Mr. Fenton in opposition. Mr. Fenton stated that he was not fully prepared. He said the President has charges against Mr. Murphy, and therefore he asked for a postponement to Monday. The committee thought the time too long, because of the near approach of adjournment, and fixed it on Saturday morning.

MR. MURPHY'S FRIENDS TAKE COURAGE.

Mr. Murphy's friends look upon Fenton's failure to present charges as a virtual withdrawal of his opposition to confirmation. They are highly jubilant. Many say that Mr. Murphy will receive solid support. Among the republicans who have arrived here in favor of Mr. Murphy are Orton, Dutcher, Arthur, Roswell Hart and Folger.

THE OPPOSITION GIVING WAY.

The *Times's* special says that the opposition to Murphy's confirmation is giving way under the conviction that the course pursued by his opponents is unwise politically. The greatest objection to Murphy is his support of Hoffman. It is the opinion that if Senators are convinced that this action was an overt act of disloyalty to the party on the part of Mr. Murphy he will be rejected, otherwise confirmed.

SECRETARY FISH NOT TO RESIGN.

The *Post's* Washington special says there is absolutely no foundation for supposing that an immediate change will take place in the office of the Secretary of State. Upon authority that cannot be doubted, Secretary Fish will remain in his present position for some months unless his health is such as to require an earlier change. If he should find it necessary to resign it will not be to accept a foreign mission, but simply to regain his health, which has been broken by recent constant application to the duties of his office, and to such a degree as to require a relaxation from official duties during the greater part of the summer.

ERIE VS. N. Y. CENTRAL.

Judge Barnard, yesterday afternoon, enjoined the Lake Shore and Michigan Southern Railroad from using any influence or solicitation to send passengers or freight over the New York Central and Hudson River Railroad in preference to the Erie, and from giving the patrons of one any favors or advantage which does not extend to the other. Also, adjourned hearing on the remainder of the injunction asked for by the Erie Railway, till September 19th, and appointed Willard Bartlett referee, to take testimony in the meantime. W. O. S.

NEW ORLEANS FIREMEN.

The New Orleans firemen have arrived.

SUICIDE OF LINGARD.

It is supposed that Lingard, the actor, has committed suicide.

The War in Cuba.

HAVANA, July 8.—DeRhoda has returned to Havana, and reports that no organized opposition to Spaniards now exists.

SYMPATHY FOR CUBA.

NEW YORK, July 8.—A large meeting of Cuban sympathizers was held in Brooklyn last evening, speeches were made by Jordan and Col. Lansing.

The Coming Indian War.

CHEYENNE, July 8.—Accounts of terrible Indian outrages are received without particulars.

THE INDIANS—TRACK LAYING

ST. LOUIS, July 7.—Additional cavalry have been stationed along the line of the Kansas Pacific railroad to protect settlements from the Indians.

General Schofield and family will leave Fort Leavenworth to-day for San Francisco.

Track laying on the Kansas Pacific railway eastward from Denver was commenced on Tuesday, and is progressing rapidly.

Commercial Union.

ROCHESTER, July 8th.—Israel Hatch addressed the meeting of the Commercial Union in this city last evening. He advised the greatest reticence among members of the different commercial unions regarding their movement and designs, and urged no affiliation with either political party, till their platform should be known.

FOREIGN INTELLIGENCE.

THE MASSACRE AT PEKIN

PARIS, July 7.—The Minister of Foreign Affairs has received full confirmation of the massacre of the French in Pekin. Instructions will be immediately sent to the commander of the French fleet in the Chinese waters.

LONDON, July 7.—*Morning Post* to-day says: The great powers will be disposed to sanction any energetic action on the part of France for the punishment of the Chinese; and it is thought the *Post* is semi-officially inspired for the English Government.

REPORTED MASSACRE BY INDIANS

LARAMIE, July 7.—After dark last night a report came into Sherman Station from North Park that there had been a general massacre of white miners by the Utes. The report is that the party came in there and went to the miners to get them to help fight the Cheyennes, which they refused to do. A fight then ensued between the Utes and Cheyennes, which lasted five hours, when the latter fled.

The Utes then went at the miners and killed all they could find. The informant states that he buried three of the killed. They were all mangled and their heads chopped to pieces. Reports later than the foregoing make it undoubtedly true the miners have all been massacred.

Prince Arthur Embarked.

QUEBEC, July 6.—Prince Arthur embarked on the Crocodile this morning for England. In reply to an address from the Mayor and Corporation, the Prince complimented the gallantry manifested by the Canadians in repulsing the Fenians.

POLITICAL.

—Florida has two independent candidates for Congress—State Senator W. H. Kendrick and Lemuel Wilson. The former has been a Democrat, but announces that he will not be pledged to the support of any political party.

—The Charleston *Republican* says: "The Republican State ticket will be nominated probably on the 20th of July next. The candidates for Congress will probably be put in nomination within three or four weeks thereafter. This will open the campaign throughout the entire State."

—A Missouri paper reports that Jeff. Thompson, who is how in that State, has said that he will hereafter act with the Republican party, that being the only party of progress.

The New-Hampshire Legislature adjourned sine die on Saturday.

—The new constitution of Illinois was adopted last Monday.

—The newly-qualified colored voters took an active part in the election in Chicago on Saturday.

—The State Women's Suffrage Association has engaged Hathorn's Village Hall at Saratoga for a convention on Thursday and Friday, July 28 and 29.

—The *Tribune* says that the nomination of Thomas Murphy for Collector of the Port of New York, has produced considerable excitement among politicians in the city. Mr. Murphy has a strong following, and his friends express great confidence in his confirmation. He is, on the other hand, as vehemently opposed. His opponents make many and loud charges, some of them, including the most damaging, being very vague as to particulars. The most specific charge is that Mr. Murphy betrayed the Republican party in 1866, when he was Chairman of one of its rival Committees, by securing the indorsement of John T. Hoffman for Governor, and himself voted for Hoffman.

—It is thought Congress will inflict the country till the 30th.

BUSINESS CARDS.

JOHN PARROTT, TAILOR.
Gentlemen's own material made up.
Cutting done as usual.
Over Finch's Book Store, corner State and Tioiga Sts., Ithaca, N. Y. Orders solicited.

ITHACA HOTEL.
ITHACA, N. Y.
Corner State and Tioiga Streets.
W. H. WELCH & SON.
Free carriages always at cars and boat. 10/10/70

Masonic.

Fidelity Lodge, No. 51, F. & A. M.
The Regular Communications of Fidelity Lodge No. 51, F. & A. M., are held on the 1st and 3rd Tuesdays of each month, at 7 1/2 o'clock, P. M.
By order of the Lodge.

Eagle Chapter, No. 58, H. A. M.
The Regular Conventions of Eagle Chapter R. A. M., are held at Odd Fellows' Hall, on the second and fourth Tuesdays of each month, at 7 1/2 o'clock P. M.
By order of the Chapter.

St. Augustine Commandery, No. 26.
The Regular convocations of St. Augustine's Commandery are held at Odd Fellows' Hall, on the second and fourth Mondays of each month, at 7 1/2 o'clock P. M.

Ithaca Lodge, No. 71, I. O. O. F.
Meets every Friday Evening, at 7:30 o'clock, at Odd Fellows' Hall, in Hibbard's Block, 2d floor, corner of Owego and Cayuga Streets. Entrance on State Street.
By order of the Lodge.
H. H. MOORE, Secretary.

TO WHOM IT MAY CONCERN.

A petition signed by NATHANIEL GILLET and others, and duly verified by one of the petitioners, having this day been presented to the undersigned, which said petition sets forth, among other things, that the said petitioners constitute a majority of the tax-payers of the town of Newfield, Tompkins County, N. Y., whose names appear upon the last preceding tax list or assessment roll of said town of Newfield, as owning or representing a majority of the taxable property in the corporate limits of said town; that said petitioners desire that said town of Newfield shall create and issue the bonds of said town to the amount of Fifty Two Thousand Dollars, and invest said bonds in the stock of the Pennsylvania and Hudson Bay Rail Road Company—a Rail Road Corporation in the State of New York, and also desiring that for that purpose Commissioners may be appointed, and such proceedings may be had as are prescribed by chapter 40 of the Laws of the State of New York, passed April 2d, 1860, and entitled "An act to authorize the formation of Rail Road Corporations, and to regulate the same," and an act passed May 18th, 1869, amending the same, "so as to permit municipal corporations to aid in the construction of Rail Roads," and acts amendatory of the same. Now, therefore, pursuant to an order this day duly made by the undersigned as County Judge of Tompkins County upon presentation of said petition.

Notice is hereby given, that the undersigned, as such County Judge, will, on the 30th day of July, 1870, at 10 o'clock in the forenoon of that day, at his office in Ithaca, in and for said town of Newfield, receive and hear the parties to said petition, and of the facts therein set forth as to the number of tax-payers joining in said petition, and as to the amount of taxable property represented by them, and of such other facts as may properly be inquired into under the provisions of the aforesaid acts, and the amendments thereof.

Dated June 22, 1870.
M. VAN VALKENBURGH,
Tompkins County Judge.
J. DEKORSE SIVER, Attorney.

TO WHOM IT MAY CONCERN.

A petition signed by WARREN HALSBY, Wm. Primmer and others, and duly verified by one of the petitioners, having this day been presented to the undersigned, which said petition sets forth, among other things, that the said petitioners constitute a majority of the tax-payers of the town of Ulysses, Tompkins County, N. Y., whose names appear upon the last preceding tax list or assessment roll of said town of Ulysses, as owning or representing a majority of the taxable property in the corporate limits of said town; that said petitioners desire that said town of Ulysses shall create and issue the bonds of said town to the amount of Seventy-Five Thousand Dollars, and invest said bonds in the stock of the Pennsylvania and Hudson Bay Rail Road Company—a Rail Road Corporation in the State of New York, and also desiring that for that purpose Commissioners may be appointed, and such proceedings may be had as are prescribed by chapter 40 of the Laws of the State of New York, passed April 2d, 1860, and entitled "An act to authorize the formation of Rail Road Corporations, and to regulate the same," and an act passed May 18th, 1869, amending the same, "so as to permit municipal corporations to aid in the construction of Rail Roads," and acts amendatory of the same. Now, therefore, pursuant to an order this day duly made by the undersigned as County Judge of Tompkins County upon presentation of said petition.

Notice is hereby given, that the undersigned, as such County Judge, will, on the 30th day of July, 1870, at 10 o'clock in the forenoon of that day, at his office in Ithaca, in and for said town of Ulysses, receive and hear the parties to said petition, and of the facts therein set forth as to the number of tax-payers joining in said petition, and as to the amount of taxable property represented by them, and of such other facts as may properly be inquired into under the provisions of the aforesaid acts, and the amendments thereof.

Dated, June 22, 1870.
M. VAN VALKENBURGH,
Tompkins County Judge.

Steamers & Railroads.

FOR TRAVELLERS.

CAYUGA LAKE STEAMERS.
LEAVE ITHACA.
T. D. Wilcox, on arrival of cars from Owego, 8:17 a. m.
Kate Morgan..... 3:00 p. m.
LEAVE CAYUGA.
T. D. Wilcox, on arrival trains east & west, 2:09 p. m.
Kate Morgan..... 8:30 a. m.

D. L. & W. R. R. TIME TABLE.

May 2, 1870.
CAYUGA DIVISION.
On and after May 2d, 1870, Trains will
Leave Owego—Mail Train at 6:25 A. M., immediately on the arrival of the Cincinnati Express and after the arrival of the Night Express Trains on the Erie Railroad; connecting at Ithaca with the Cayuga Steam Boat Line, at 8:17.
Passenger Train at 6:00 P. M., on the arrival of the Express Trains from New York, Dunkirk, Buffalo and Scranton, and arriving at Ithaca 7:30.
Leave Ithaca—Passenger Train at 10:00 A. M., connects with Express Trains for New York, Buffalo and Dunkirk.
Mail Train at 6:10 P. M., on arrival of Cayuga Lake Steam Boat Line, runs to the Night Express Trains East and West on Erie Railroad and Mail West, arriving at Buffalo at 8:19 A. M., and at New York at 7:30 A. M.
W. R. HUMPHREY,
Ithaca, May 2, 1870. Supt. Cayuga Division.

SOUTHERN CENTRAL TIME TABLE.

GOING NORTH. MAIL. OWEGO, (leaves) 7:20 a. m. Auburn, (leaves) 3:20 p. m. Dryden..... 9:10 Groton..... 5:25 Freeville..... 9:20 Freeville..... 5:43 Groton..... 9:40 Dryden..... 6:00 Auburn..... 10:40 Owego..... 8:00
ACCOMMODATION. OWEGO, (leaves) 4:00 p. m. Auburn, (leaves) 8:30 a. m. Dryden..... 8:00 Groton..... 10:20 Freeville..... 8:10 Freeville..... 10:40 Groton..... 8:30 Dryden..... 10:40 Auburn..... 8:15 Owego..... 12:45

ALBANY & SUSQUEHANNA RAILROAD.

Time Table No. 2. Takes effect June 14, 1869.
LEAVE BINGHAMTON.
Morning Express, 7:25 A. M.; reaches Albany at 1:30 P. M. Afternoon Express, 3:30 P. M.; reaches Albany at 9:10 P. M. This train connects with day Express east on Erie Railway.
LEAVE ALBANY.
Morning Express, 8:00 A. M.; reaches Binghamton at 3:00 P. M. Afternoon Express, 2:00 P. M.; reaches Binghamton at 8:30 P. M.
J. W. VAN VALKENBURGH, Supt.

ERIE RAILWAY.

1800 MILES Under One Management.
660 MILES without Change of Coaches.
BROAD GAUGE—DOUBLE TRACK.
CLEVELAND, TOLEDO, DETROIT, CHICAGO, MILWAUKEE, ST. PAUL, OMAHA, AND ALL POINTS WEST AND NORTH-WEST. HANSEL, GALION, TEBBINS, DAYTON, CINCINNATI, INDIANAPOLIS, LOUISVILLE, ST. LOUIS, AND ALL POINTS SOUTH AND SOUTH-WEST.
New and Improved Coaches are run through without change to BUFFALO, ROCHESTER, CLEVELAND, and CINCINNATI.

On and after Monday, May 2d, 1870, trains will leave Owego at the following hours, viz.:

GOING WEST.

8:44 A. M.—NIGHT EXPRESS, (Mondays excepted) for Rochester, Buffalo, Dunkirk, Cleveland and Cincinnati, connecting with the Lake Shore, Michigan Southern and Grand Trunk Railways at Buffalo, Dunkirk and Cleveland for the west, also at Cleveland with the C. C. & Ind. Railway for Indianapolis; and at Cincinnati with the Louisville Short Line Railway, and the Ohio and Mississippi Railway for the South and South-West; also with connecting lines at principal stations on main line.
4:10 P. M.—NIGHT EXPRESS, daily, for Rochester, Buffalo, Dunkirk, Cleveland and Cincinnati, making direct connection with trains of the Grand Trunk and Lake Shore Railways at Buffalo, Dunkirk and Cleveland, for all points West, and at Cincinnati with the Ohio and Mississippi and Louisville Short Line Railways for the South and South-West; also with connecting lines at principal stations on main line.
7:20 A. M.—MAIL TRAIN, Sundays excepted, for Buffalo and Dunkirk.
4:15 P. M.—ELMIRA ACCOMMODATION, Sundays excepted.
8:14 P. M.—DAY EXPRESS, Sundays excepted, for Rochester, Buffalo, Dunkirk, Cleveland, Cincinnati, and New York. Stops at principal stations and connecting points on main line.
New and Improved Drawing Room Coaches accompany this train from New York to Buffalo, and Sleeping Coaches are attached to this Train at Hornellsville running through to Cleveland and Galion without change.
8:15 P. M.—EXPRESS MAIL, Sundays excepted, for Buffalo, Dunkirk and Cleveland, connecting with trains for the West. A Sleeping Coach is attached to this train running through to Buffalo.
5:00 A. M.—WAY FREIGHT, Sundays excepted.
8:55 P. M.—EMERSON TRAIN, Daily, for the West.

GOING EAST.

1:40 A. M.—NIGHT EXPRESS, Sundays excepted, connecting at New York with afternoon trains and Sleepers for Boston and New England Cities. Sleeping Coaches accompany this train to New York.
6:20 A. M.—CINCINNATI EXPRESS, Mondays excepted, connecting at Jersey City with afternoon and evening trains of New Jersey Railroad for Philadelphia, Baltimore and Washington; and at New York with afternoon and evening Express trains for New England Cities. Also stops at principal stations and connecting points on main line.
Sleeping Coaches accompany this train to New York.
11:11 P. M.—DAY EXPRESS, Sundays excepted, connecting at Jersey City with midnight express train of New Jersey Railroad for Philadelphia. Also stops at principal stations and connecting points on main line.
New and Improved Drawing Room Coaches accompany this train to New York.
8:20 P. M.—ACCOMMODATION TRAIN, Daily for Susquehanna.
8:25 A. M.—ELMIRA MAIL, Sundays excepted.
7:30 P. M.—NEW YORK AND BALTIMORE MAIL, Sundays excepted, connecting at Elmira for the South.
8:45 P. M.—LIGHTNING EXPRESS, daily, connecting at Jersey City with morning express train of New Jersey Railroad for Baltimore and Washington; and at New York with Morning Express train for Boston and New England Cities. Also stops at principal stations and connecting points on main line.
Sleeping Coaches accompany this train to New York.
6:15 A. M.—WAY FREIGHT, Sundays excepted.
Baggage checked through.
A new and complete "Pocket Time Table" of Passenger Trains on the Erie Railway and Connecting Lines has recently been published, and can be procured on application to the Ticket Agent of the Company.
L. D. RUCKER, Gen'l Supt.
W. R. BARR, Gen'l Pass. Agent.