THE INDIANAPOLIS JOURNAL.

PRICE FIVE CENTS. INDIANAPOLIS, TUESDAY MORNING, AUGUST 14, 1888. SUBSCRIBER PRICE FIVE CENTS.

MODEL'S

GRAND

ALTERATION SALE

Is playing havoc with profits! This week take your choice of any fine pair of "Tailor-Made" Pants in our house for

$5

These Pants are made up in the finest imported and domestic materials that are to be obtained, and in many cases cannot be duplicated by any merchant tailor at $10. It's room we must have, so come quick!

MODEL

☞Tickets for Poor Children's Picnic given away to-morrow.

TRAVELERS' INDEX.

KANKAKEE LINE
(BIG FOUR Railway)
$2.50. CINCINNATI. $2.50.

Now we have got a rate to suit you—the old favorite, $2.50 for round trip.

Now is your chance to see the Exposition, the finest one ever held in Cincinnati.

"The Fall of Babylon," it must be seen; it cannot be described.

The Zoological Garden, the Hill-tops, Eden Park and the Musee, Coney Island and the ride up the river.

Tickets on sale at Union Depot and corner Washington and Meridian streets.

SPECIAL RATES NOW.

Kankakee and return; charming resort; only...$4.10
Thorntown and return, Aug. 14 only..... 1.10
Cincinnati and return, every day, including admission to Exposition, or "Fall of Babylon," very low.
Chicago and return, very much lower.
Chicago, one way.....$3.70
California and return, good sixty days.....73.85

TIME CARD.

CINCINNATI DIVISION.

Depart.....	8:55am	10:55am	3:50pm	6:26pm
Arrive.....	10:45am	11:45am	5:07pm	10:50pm

CINCINNATI DIVISION—SUNDAY TRAINS.

Depart.....	8:55am 3:45pm
Arrive.....	11:50am 10:50pm

CHICAGO DIVISION.

Depart.....	7:10am	12:05no'n	5:20pm	11:20pm
Arrive.....	3:25am	10:38am	3:30pm	6:13pm

Pullman palace cars, elegant reclining-chair cars, and parlor cars between Indianapolis, Chicago and Cincinnati.

For tickets, sleeping-car accommodations and all information call at Union Depot or Model Ticket Office, corner Washington and Meridian streets.

J. H. MARTIN, Dist. Pass. Agt.

A BEER TRUST.

An English Syndicate Said To Be Purchasing Breweries in New York City.

NEW YORK, Aug. 13.—There has been considerable gossip in brewing circles recently over a report that a syndicate of British capitalists was trying to purchase a large number of American breweries. No one seemed to know just who were in the movement, nor the precise plan of operations. There appeared to be an abundance of money enlisted for the enterprise, however, while it was freely given out that almost any important brewer who wanted to sell his business could find in the syndicate a cash buyer. But no actual purchases in this neighborhood were known to have been made until to-day, when, in a special cable to the New York World, the statement was made that two well-known concerns had been bought by a stock company, in which English capitalists had largely invested. These concerns were the H. Clausen & Son Brewing Company, in East Forty-seventh street, and Flanagan, May & Co., in Tenth avenue. The name of the new company is said to be the New York Breweries Company, and its capital is put at $3,000,000. None of the important men in either of the concerns thus consolidated were in town to-day. If there is any truth in current gossip, the operations of the new company will be extended, and may even assume the proportions of a "trust."

A gentleman thoroughly conversant with local brewing affairs said to a reporter to-day that it was a fact that English capitalists were trying to buy American breweries. A broker who is acting as the New York agent of the syndicate has offered to buy out at favorable terms and for cash any brewer who may wish to retire. No establishment worth less than $250,000 was to be considered, but no limit was placed at the other extreme. This agent said that the syndicate had already secured four breweries in Boston. The reporter's informant did not believe that any effort would be made to form a "trust." It is stated that Conrad N. Jordan, William A. Darling and other New York bankers are among the American directors in the syndicate.

Secretary A. E. Seifert, of the Brewers' Association, said to-day that the new syndicate would not affect the association. The capacity of the Clausen brewery has been greatly increased during the past year, and the establishment is worth fully a million dollars. The Clausens brew both beer and ale, while Flanagan, May & Co. are only ale brewers.

BOSTON, Aug. 13.—Leading Boston brewers deny the report from New York that an English syndicate has bought four Boston breweries.

NEW YORK, Aug. 13.—The report that an English syndicate, with a capital of $3,000,000, is negotiating with owners of New York breweries to buy all that are for sale, cannot be verified.

A Runaway Street-Car.

PITTSBURG, Aug. 13.—Great excitement was caused on the South Side, this afternoon, by a runaway car on the St. Clair electric road. The motor became unmanageable just as the car reached the top of Mt. Oliver, and the engineer in his fright jumped off. The car, which contained four passengers, came down the mountain side with great velocity, but fortunately kept the rails and was not wrecked. Conductor Smythe and a young lady passenger were thrown from the platform of the car and severely but not fatally hurt. The others escaped injury.

WHEN INDICATIONS.

TUESDAY—Fair weather; warmer.

SWEET ARE THE USES
— OF —
ADVERTISING!

Inside of many stores, and right at the door where it must be seen, if anyone hesitates for a moment about coming in, is generally a bargain counter, with some sign like

BARGAIN!
ONLY
9 CENTS.

Stuck up fan fashion on a piece of stick. That settles it. The hesitator is lost. No one ever passed a sign like that without stopping.

You just stop at our Hat Department and see the signs we have up there on articles of head-gear.

They've Got to Go!

So it is with that great cut on Cassimeres. THESE ARE THE GOODS YOU NEED NOW. Come and supply yourself while there is a good lot to pick from.

THE WHEN

A HUGE TRUST.

An Alleged Scheme to Secure Control of Wisconsin and Minnesota Pine Lands.

MINNEAPOLIS, Aug. 13.—The details of one of the most gigantic trusts ever devised have just come to the surface in this city. It is a combination of all the principal lumber interests of Minnesota and those of Wisconsin. Fred Weyerhauser, a rich lumberman, who has already secured control of all the pine lands tributary to the Chippewa and Menominee rivers in Wisconsin, is at the head of the deal. A short time ago he bought up a controlling interest of all the big lumber firms and pine-land-owners in northern Wisconsin, and now has absolute control of the lumber business in that section. He is at the head of the Mississippi Logging Company, whose headquarters are at Eau Claire, Wis. The company is now said to control about $6,000,000 invested in lumber and pine lands, and backed by heavy capitalists of Berlin. The company now owns about 9,000,000,000 feet of stumpage in Wisconsin, and it is understood that nearly as much more is now being contracted for in Minnesota. Options have already been secured on a large amount of Minnesota stumpage, and agents of the syndicate are scouring the country to get all there is in sight. It is known that T. B. Walker, the largest pine-land owner in Minnesota, has given an option on all the stumpage he owns. He was approached by the syndicate a few days ago and was asked if he would sell his land. He did not want to sell, but named a price about double the market value of his lands at the present time, supposing it would not be accepted, but to his surprise three days later the syndicate took up his offer. He owns about 1,500,000 feet of stumpage. The other big pine-land-owners who are said to have been approached for options on their lands are the Pillsburys, who own 800,000,000 feet; Camp & Walker, Itasca Lumber Company, S. P. Snyder, H. C. Ackley, and Gaylord & Cook. All these parties, except T. B. Walker, deny that they have given options on their lands, but decline to talk about the deal. If the Wisconsin syndicate succeeds in getting all the land they are after it will require a capital of nearly $20,000,000 to carry it. The scheme is to float logs from the upper Mississippi down over the falls at Minneapolis and erect big mills on the lower river. During the high water here last spring some of the big booms were broken and the logs went over the dam and floated into the lower river. The owners were much surprised to find that they could sell their logs to better advantage below the falls than above, as they were nearer the southwestern lumber trade, and the present deal started from that discovery. It is understood that some of the Chicago railroads and some Southwestern lines are encouraging the deal for obvious reasons.

CHICAGO, Aug. 13.—George B. Shaw, an active lumberman from Eau Claire, Wis., was in the city this evening, and when asked by a reporter what he knew of the lumber trust matter, said: "I know Mr. Weyerhauser, the reputed head of the trust, very well, but I never heard of the lumber trust before I saw it in this morning's papers. Mr. Weyerhauser has the controlling interest in a large number of lumber companies. Of course, all the lumbermen are constantly on the lookout for stumpage. It requires a great deal of standing timber to supply all the mills which Weyerhauser and his associates control. He is constantly buying pine lines. His purchases are relatively larger and attract more attention, therefore, than the purchases of the smaller lumber companies, and Weyerhauser, I believe, is buying for the future; but so far as I know there is not the remotest idea of a trust in his operations." N. C. Foster, of Fairchilds, Wis., president of the Sault Ste. Marie & Southern railroad, said that he had been doing a good deal in the lumber business lately and he had not heard of any trust. He knew that Weyerhauser had options on a great deal of standing timber, but options on timber did not make a lumber trust. The firms which had been mentioned as being in with Weyerhauser controlled, he thought, about half the white pine in northwestern Wisconsin, but he believed that a corner on the white pine lands in Wisconsin, Minnesota and Michigan was simply impossible.

Two Officers Killed and a Third Wounded.

CINCINNATI, Aug. 13.—The Commercial Gazette's Somerset, Ky., special says that Constable Vestal, with Deputy Constables Henry Warman and Van Warman, went from Greenwood station, Ky., on the Cincinnati Southern railroad, to Cedar Creek Church, near Cumberland Falls, twelve miles east of Greenwood, to arrest Andy Hamlin for seducing a sister of the Warmans. They chose the church because they believed the Hamlins would be unarmed. After sitting through the service, Constable Vestal read the warrant to Andy Hamlin and he consented to go to Greenwood. When the officers had gone a mile with their prisoner they were overtaken by a gang in command of Alexander Hamlin. The latter demanded the release of Andy, and the officers refused. Alexander then shot Van Warman dead. The officers returned the fire and a general fusillade took place. Both the Warmans were killed and Constable Vestal mortally wounded. The county sheriff is after the Hamlins.

Obituary.

READING, Pa., Aug. 13.—Samuel A. Noble, whose death is announced this evening at Anniston, Ala., left Reading over thirty years ago for the South, and was one of the first men to build a furnace below Mason and Dixon's line. He had an abiding faith in the South, becoming the center of the iron industry in this country. Mr. Noble, at the time of his death was a millionaire.

CHICAGO, Aug. 13.—George A. Marsh, president of the Marsh & Binghan Lumber Company, died last evening after a brief illness, the fatal disease being diabetes. He was the owner of several vessels used in the lumber trade, among them the schooner Blake, on which McGarigle made his escapte to Canada.

Crude Petroleum for Chicago.

CHICAGO, Aug. 13.—At 12:10 o'clock this morning crude petroleum, started from Lima, O., three weeks ago, arrived in Chicago through the big pipe line of the National Transit Company. The oil is now flowing into the tanks at South Chicago at the rate of 8,000 barrels per hour. The oil is pumped through an eight-inch pipe from the Ohio oil field, 206 miles away. The oil is to be used for heating purposes. According to the company's statement, 100 manufacturing establishments in the city have contracted to use the oil for fuel purposes, and they are now doing so with a great saving.

Serious Illness of a California Millionaire.

SAN FRANCISCO, Aug. 13.—Charles C. Crocker, first vice-president of the Southern Pacific railroad, is lying seriously ill at Monterey, Cal., from aggravated diabetes. Fears are entertained that he will not recover. His wife has been summoned to his bedside, and will leave New York this evening by special train.

MR. BLAINE EN ROUTE HOME

Greeted by Large Crowds of People at the Towns Between New York and Boston,

To All of Whom He Returns Thanks and Points Out that the Issue of the Canvass Is Maintenance of the Protective System.

The Day's Journey Brought to a Close at the Capital City of Massachusetts,

Where the Returned Statesman Is Enthusiastically Cheered by a Throng of Republicans—Scenes and Incidents of the Trip.

ALONG THE ROAD.

Receptions and Speeches at Towns Between New York and Boston.

NEW YORK, Aug. 13.—Mr. James G. Blaine started on his homeward trip by the 11 o'clock train on the New York, New Haven & Hartford road, which left the Grand Central Depot promptly on time this morning. The party consisted of Mr. and Mrs. Blaine, Walker Blaine, Miss Blaine, Miss Dodge and Colonel Coppinger. Mr. Blaine drove from the Fifth-avenue Hotel, reaching the depot ten minutes ahead of time. A large crowd had congregated on the sidewalk opposite the entrance to the depot, and when Mr. Blaine stepped from his carriage a loud shout went up from the throng. The ladies of the party had preceded him in two carriages, and that in which Mr. Blaine rode also contained John C. Dougherty, of Tennessee, and James G. Blaine, jr. A passage was made through the mass of humanity, and, uncovering his head, Mr. Blaine smilingly passed into the depot-yard. The train was in waiting, and attached to the rear was the special car designed to carry the party. It was the observatory car used by the president of the road. As Mr. Blaine ascended to the platform a sea of faces of persons standing on the elevated railroad station bridge, and on the balconies surrounding the interior of the structure, met his gaze. As he looked up the assemblage cheered, and Mr. Blaine doffed his hat in recognition of the ovation. During the few minutes' stay in the depot Mr. Blaine held an informal reception. Mr. Blaine was loudly cheered as the train pulled out of the depot.

BRIDGEPORT, Conn., Aug. 13.—When the train ran into Stamford at 11:57 it was greeted with cheers from 2,000 or more men and women who were waiting. When the cheers that greeted him had subsided, Mr. Blaine said:

"I thank this large assembly for the compliments they pay me as I journey homeward. In the brief moment of the train stopping I have only time to add to my thanks an admonition. That is, if Connecticut shall maintain her great prosperity, if she shall maintain her forward position among the industrial and prosperous communities of the United States she must be up and doing. She must see to it that no harm shall come to the Republic by the neglect of her Republican citizens. It is not improbable in the political contest now upon us that the post of honor and responsibility shall rest upon Connecticut. It is not improbable that the presidential election of 1888 may be settled on the soil of your State. My request is that each and every one of you shall regard the task of carrying Connecticut for Harrison and Morton as imposed upon himself. Believing that you are awake to your duty, I shall proceed to Maine and ask her Republicans to show Connecticut the path in which she should walk. [Applause.] I thank you, gentlemen, once more, and bid you good morning."

At Bridgeport the assemblage was larger and even more enthusiastic than at Stamford. It was marked by the same features—cheers, the playing of a band, waving of flags, salvos of artillery. Mr. Blaine made a brief speech.

HARTFORD, Aug. 13.—Half the population of New Haven seemed to have abandoned all other business and to be in waiting to receive Mr. Blaine when his train arrived. As at all other stopping places, the assemblage was made up of a large proportion of ladies, young and old.

Mayor Daley headed a delegation of the Republican town committee, who came to receive Mr. Blaine. For the first time since leaving New York, Mr. Blaine left the car and was escorted to a platform outside the depot, where a large assemblage cheered while waiting for a speech. Mr. Blaine said:

"Since I last had the pleasure of passing through your beautiful city, I have seen much of countries beyond the sea, but I am sure I have nowhere seen any people associated in any form of government constituting so truly a model commonwealth as the State of Connecticut. [Applause.] In the aims which her people have cherished, in the ends which they have accomplished, in the great motives which have inspired them, I think you stand as a model government. Added to that, gentlemen, you have enjoyed for the last quarter of a century a great prosperity, and you have accumulated in an extraordinary degree all the means which contribute to human welfare and to human progress. The industrial system under which all this has been so grandly accomplished is now threatened, and the people of Connecticut will be asked in the pending election whether they desire this commonwealth to be launched on new experiments of free trade! [cries of 'No'], or whether they desire to adhere to the old landmarks which have proved so safe. This will be submitted to the people of Connecticut, and on their response will be probably determined the fate of the question. I do not doubt, I cannot doubt, the verdict that will be given at the hands of your people. It only remains for me to return to you my sincere thanks for whatever of personal compliment you pay me by this large assemblage. But all personal compliment which I might take to myself is subordinated in every respect to the great end of rallying the people of Connecticut to the support of Harrison and Morton, [prolonged cheering], who represent in their political record and in their personal history all the great issues of the national campaign." [Loud applause].

Mr. Blaine was then escorted back to the train, where a delegation from Meriden, headed by editor W. F. Graham, of the Republican, joined the party. Dinner was served in the dining-car, between New Haven and Meriden. On arriving at the latter place about 1,500 people were found waiting, and Mr. Blaine was introduced to them by Graham as "the greatest champion of the rights of labor and the most distinguished citizen of the United States." Mr. Blaine, after the prolonged applause subsided, said:

"Thanking my friend for his somewhat extravagant introduction, I beg to thank you all for this compliment in greeting me so warmly. I have time only to add, what I have said elsewhere on my route to-day, that, important as the vote of Connecticut always has been, it is ten-fold more important in this year of grace, 1888. If we can have every Republican voter in Connecticut fully comprehend and appreciate what the vote of this State may mean, I shall rest content with the result which your understanding and your appreciation will bring. [Cheers.] Trusting that the ides of November may chronicle victory in Connecticut, and, as a consequence, victory in the Nation, I return your greeting with all the cordiality with which it has been tendered." [Long continued cheering.]

A delegation from Hartford boarded the train at Meriden, headed by Mayor Root, who, on their arrival at Hartford, introduced Mr. Blaine to a very large audience, many of whom were seated in vehicles in which they had come from the surrounding country. Mr. Blaine, who was enthusiastically greeted, said he had recently been in the country known as the richest for its area in the world—England—many of whose counties were more populous than the whole State of Connecticut. "But," he added, "I wish I could compare the statistics of Connecticut with any county or any community of 600,000 people in England. The comparrison would give a sharp test by which the good people of Connecticut could determine the contrasting effects of free trade and protection upon the mass of laboring men. As I said in New Haven, I do not believe that the sun shines upon a people more prosperous in every respect than the people of Connecticut. You are asked now to change the tariff system under which the prosperity has been attained. [A voice, 'We shall never do it.'] The country wishes to hear your answer upon that point, and awaits it with confidence. [Cheers.] I thank you for your very generous welcome, and, as I am on an express train, which I must not delay, I have time only to say good-bye." [Loud cheers.]

At Springfield the assemblage was the largest of the day. For blocks around the depot the crowd extended, and a brass band and multitudes of flags were features adding zest to Mr. Blaine's welcome. Mayor Maynard (Democrat), ex-Governor Robinson and Elisha Morgan were among those who boarded the train to receive Mr. Blaine. Mr. Morgan introduced the distinguished guest, who said in response:

"It would be sheer vanity in me to attribute the assembling of this vast mass of Massachusetts voters to a desire to meet me. I take it, rather, as an index of the profound interest which you take in the impending contest, I take it, rather, as an indication that great as the Republican majorities have been in Massachusetts, you intend to make the majority of 1888 still greater. [Loud cheering.] In that worthy and patriotic purpose I am most heartily with you. I share your feelings. I bid you Godspeed. Among the national policies which have strikingly advanced your State among the States in the Union the policy of protection has been the chief. That policy is represented in this contest by Harrison and Morton. [Cheers.] It is nothing that you Republicans should give your electoral vote to Harrison and Morton, as you surely will; but you should roll up a majority of tens of thousands [a voice, 'We'll do it'], and beyond that, in every practicable and proper way, you should help your neighbors in Connecticut." [Great applause.]

The next stop was at Worcester, where the great throng that gathered seemed to contain more workingmen from surrounding factories than had appeared to be the case at the other stopping places. Dr. Burden, of the State Republican committee, introduced Mr. Blaine, who, after referring to the many hearty welcomes he had received on his way, and disclaiming anything personal in them, continued:

"They are, rather, an exhibition of the deep sympathy which the Republicans in Massachusetts have, in the pending national contest, for Harrison and Morton. [Applause.] Massachusetts can do much in the contest, and much is expected of her. She can lead the way in a contest which shall restore the Republican party to national power and insure the permanence of a sound protection policy to the laborers of the United States. Thanking you for the kindness which the gathering of the vast multitudes implies toward myself, which I fully reciprocate, I bid you Godspeed and farewell." [Loud and long-continued applause.]

At South Framingham a smaller but not less enthusiastic crowd greeted Mr. Blaine. A little girl stepped forward with a large American flag composed of flowers, inscribed: "South Framingham welcomes James G. Blaine." The little girl, whose name is Ada C. Bent, was beginning very prettily an address with the words: "Mr. Blaine, the ladies of South Framingham present you—," when she was interrupted by Col. J. G. Crawford, who introduced Mr. Blaine. The floral tribute found its way into the car and was afterward much admired by Mr. Blaine and party. Mr. Blaine responded to the plaudits of the people by saying:

"The one question which is uniting and inspiring the Republican party everywhere is best illustrated by the progress and history of Massachusetts, for, after all, Massachusetts, perhaps, furnishes the finest example of industrial progress in the United States."

At this point the speaker was interrupted by the backing up of a car, which caused the crowd to scatter. "That is the way," he resumed, "that the Harrison locomotive is going to scatter the Democrats unless they get out of the way to avoid being hurt." Before Mr. Blaine had time to regain the thread of his discourse the train began to move, much to the disappointment of the crowd, many of whom had come from West Framingham and other neighboring towns. Mr. Blaine consoled them as well as he could by waving his handkerchief and bowing until out of sight. This was the last stop until Boston was reached. The train was only five minutes behind schedule time on arrival, despite the many stops that had been made. The running between stations was at very high speed.

RECEPTION AT BOSTON.

A Great Throng of People Enthusiastically Cheer the Protection Doctrine.

BOSTON, Aug. 13.—On alighting from the train Mr. Blaine was conducted to an open barouche, and Dr. Burden, chairman of the Republican State committee, took a seat beside him. The four horses attached were driven slowly along the streets to the Vendome Hotel. Mr. Blaine appeared tired and worn, ever and anon stroking his beard. The party arrived at the hotel at 6:35 o'clock. From that hour on to 9 o'clock people gathered until 10,000 were about the hotel balcony. There was band music, fire-works and cheers. When Mr. Blaine did appear he was escorted to a balcony—which, he remarked, he thought insecure—by Dr. Burden, Henry C. Lodge, A. W. Beard, and others. Mr. Blaine's appearance evoked tremendous cheers, which were renewed again and again. Mr. Blaine turned to Dr. Burden and remarked of the balcony on which he stood, "there is something insecure about this." Dr. Burden reassured him, however, and after some little time it became possible for Dr. Burden to make himself heard. While introducing Mr. Blaine he used, among others, these words:

"He [Mr. Blaine] comes among us to-night, not with the pomp and display of a general, but as a private soldier in the ranks ready for orders, [cheers] but our general, Ben Harrison, [tremendous cheering] will not allow him to remain long as a private soldier in the ranks. [Cheers.] He will issue to him his commission as commander-in-chief of the Republican forces in the field." [Great cheering.]

Mr. Blaine, replying, said:

"My voice has been so much worn to-day by much speaking that I doubt if I may be heard to the limit of this great assembly to give thanks for their greeting of me to New England. But for all the absence and the feeling of exile that obtains in a man beyond the sea for a year, I am compensated over and over again by the magnificent welcome I have received since I touched my native shore. From no town, city or State has this been more grateful than from Boston and the great and leading State of Massachusetts. [Cheers.] Never since the Republican party came into existence, more than a generation ago—at no time, on no issue, under no exigency, has Massachusetts failed to respond for right. [Applause.] Never was Massachusetts called upon to perform a more important part for a more benificent end than in this year of grace, 1888, in selecting Harrison and Morton. [Cheers and cries of 'We can do it,' and 'We will.'] What Massachusetts says she can do she will do. [Renewed applause.] Already our opponents have taken the alarm, and the Young Men's Democratic Club of Massachusetts have set themselves the task to prove that you can introduce free trade into the United States without reducing the wages of the American laborer. They are alarmed. [Cries of 'They ought to be.'] President Cleveland is alarmed, the supporters of the Mills bill are alarmed, the Democratic party is alarmed, because they know the mighty power of that host which earns its bread by the sweat of the brow, and it will resent the attempt to place them on the low basis of the European plane. [Cheers.] We will let the Democratic party know that this is no fight for manufacturers. They can take care of themselves. [Applause.] But this is a fight for the strong arm and the sturdy heart of the American laborer. [Cries of 'Good,' 'Good.'] If we have free trade the factories will not be closed; but, if kept open, they will be run at half the present wages. [Loud applause.] That is the issue which should be pressed home on the Democratic party. They should be arraigned, as I arraign them, as conspirators against the welfare of every laboring man. [Cheers.] Let that be the issue and the watchword of Republicans, and defeat is impossible."

Thanking the great gathering for its reception, Mr. Blaine withdrew. The display of fireworks, which was exceedingly good, was then continued, a large set piece, representing a portrait of Mr. Blaine, evoking loud applause.

Blaine to Visit the Columbus Centennial.

COLUMBUS, O., Aug. 13.—L. B. Harris, treasurer of the Ohio Centennial Commission, who went to New York to consult with James G. Blaine as to his acceptance of an invitation to be one of the orators at the opening of the exposition in this city, Sept. 4 next, telegraphs that both Mr. Blaine and Hon. Levi P. Morton will surely attend the Ohio State centennial.

FLEEING FROM THE FEVER.

The Panic at Jacksonville Continues, and the Residents Seek Safety Elsewhere.

JACKSONVILLE, Fla., Aug. 13.—The fever panic continues, and people are leaving the city in large numbers by the only route now open—via Atlanta. This means of exit is likely to be closed at any hour, leaving Jacksonville practically shut in on all sides. Business is completely paralyzed. The Florida Savings Bank has been forced to take advantage of the sixty-day rule with reference to the withdrawal of deposits, and no money will be paid out at present. It is feared that the large number of unemployed negroes in the city will soon begin to plunder thousands of deserted houses. The police force has been increased, but is still scarcely able to properly protect the entire city. The work of fumigation is still going on over the city, and every possible means is being used to confine the disease to its present limits. "The concussion" theory of killing the fever germs will be given a practical test. A battery of five pieces of artillery will to-night commence a systematic firing, which will be kept up for several days. Two new cases of fever are reported—B. T. Dillon, superintendent of the Western Union Telegraph Company, and Wm. Shepard, a resident of Church street. One death occurred to-day. Nineteen patients are still under treatment. The business of the Western Union Telegraph Company is seriously interfered with, only about one-third of the regular operators remaining in town.

Dr. Euchernedia, a popular and skillful Cuban physician of long experience in such matters, has been given the management of the work of disinfection. He is an energetic man, and is doing thorough work. He is authorized to burn buildings, and will not hesitate to do whatever is necessary.

NEW ORLEANS, La., Aug. 13.—Inspectors are placed on all incoming trains and persons known to be from fever-infected points are detained at quarantine until seven days from their leaving such points, but it is often difficult to enforce the precaution. On Saturday the ladies and children of a party from Tampa were detained at the quarantine station at Rigolets, while two men of the same party, having no baggage to betray their place of departure, got through the city undetected. The ladies are now making it uncomfortable for the Boad of Health for permitting such an injustice.

Mails from and to Florida.

ATLANTA, Ga., Aug. 13.—Supt. B. M. Turner, of the Postoffice Department, furnishes the following information regarding the Florida mails: All mail matter originating outside of the State of Florida will be sent to its destination in that State by whatever route may remain open day by day, and by which it can be delivered without passing through infected or quarantined districts. Mail from Florida will be concentrated at a fumigation station near Waycross, Ga., and will be thoroughly fumigated and forwarded to its destination. No mail will be sent on any route through an infected or quarantined district. Mail will be diverted day by day over whatever routes may be necessary to enable it to reach the offices of destination without passing through infected territory. It has been recommended to the Postoffice Department to have all registered mail heretofore sent to Jacksonville, Fla., for distribution, sent to Savannah, Ga. Registered matter intended for the city of Jacksonville will be sent over the Atlantic coast line from Savannah to Jacksonville."

TWO RAILWAY WRECKS.

A Passenger Train Runs Into a Freight Wreck—Several Trainmen Seriously Hurt.

PORT JERVIS, N. Y., Aug. 13.—An east-bound freight on the Erie railroad, when a quarter of a mile west of Shola, about 1 o'clock this morning, struck a lot of rocks which had been washed down on the track. The locomotive and four cars were wrecked. Engineer M. Fritz received a bad scalp wound. Fireman O'Hogan received a scalp wound and had both arms broken, and conductor Fred Long was injured about the back.

Express train No. 3, west bound, was due at the time of the accident, and the forward brakeman got a lamp from a switch and tried to flag it, but failed, and the express engine crashed into the wreck, and, with one car loaded with horses, a baggage car, mail car, smoker and one day coach, was thrown from the track down an embankment eighty feet from the rails. The cars caught fire and were burned, but not until all the passengers were saved. Alexander Newman, the fireman on the express engine, was caught fast in the wreck and burned. He said to a bystander: "Tell my wife I am fast and cannot get out." Soon after a report like a pistol shot was heard, and it was rumored that Newman had shot himself to escape being burned to death. Others say he had no pistel. Following is a complete list of the casualties:

JOHN KINSILLA, engineer, scalded, it is feared fatally.

ALEXANDER NEWMAN, fireman, burned.

JOHN GANNON, baggage man, badly cut.

JAMES MONAHAN, telegraph repairer, seriously cut about the head.

A. C. BOYNTON and J. L. BROWN, mail clerks, both slightly injured.

T. GUBLIN, brakeman, leg broken.

THOMAS DECKER, plumber, internally injured, probably fatally.

A number of passengers received slight injuries, but it is believed that none are serious.

Of fourteen running horses in the car but two escaped; the others were burned. All of the injured were well cared for in the sleepers, hotels and private houses. Four physicians from Port Jervis and two from Shola were promptly sent to their relief. The fourteen horses lost were mainly the property of F. Gebhardt. Among those lost were Eole, Eolist, Mineral, Blanket, Certainty, Pauline, Frank, Orphan Boy, and a two-year-old filly, Scandinavian, owned by Mat Storms, of California, was killed, and two of Mrs. Langtry's black tandem horses. The only one saved was St. Savior and a two-year-old filly. About a dozen of the worst injured were brought to Port Jervis at noon today. Mat Storms, the owner of Scandinavian, was in the car with the horses, and will probably die of his injuries.

Swimming Under Difficulties.

ST. LOUIS, Aug. 13.—Capt. Jack Williams, a professional swimmer and native of the Island of Malta, accomplished a remarkable feat yesterday. He went up to Alton, Ill., and was taken out in the river, and his hands were bound to his side. His legs were strapped together, and he was dropped overboard. His object was to swim, thus handicapped, to this city, a distance of twenty-five miles. He started a few minutes after 11 o'clock, clad only in a pair of trunks. He arrived at the big bridge a few minutes after 7 o'clock, having been eight hours in the water. He was accompanied by an excursion boat, and made the long swim without rest or stoppages. He propelled himself by working his legs, and swam the entire distance on his back. It is the longest swim ever made in the river. The current was running about three miles an hour.

Wedding Party Locked Up.

FALL RIVER, Mass., Aug 13.—A Hebrew wedding occurred at the synagogue in Waterman Block, yesterday, and a feast followed. The noise at night attracted the police, and they found a dance in progress. As previous warning had been given against Sunday dancing, thirty-three Hebrews, including several women, were arrested. Scores of voices were raised in angry protest against what was termed an outrage. A few tried to escape, and a half dozen were pulled out of a narrow closet, where they were closely packed away. The bail commissioner was absent in New York, and the whole party had to spend the night in the lockup. The bride and groom occupied separate cells.

THAT COLORED CONVENTION

The Democratic House Attempts to Make Good Its Bargain with Turner,

But Congressman Owen Enters an Objection and Declines to Permit Payment of Campaign Expenses with Public Money.

Matson Fails to Call Up His Pension Bill, Though He Had an Opportunity.

Prominent Democrats Not Pleased with the Way the National Campaign Is Being Managed—Politics in the Hoosier State.

TURNER'S CHEROKEE BILL.

Mr. Owen Objects to Paying Democratic Campaign Expenses with Public Money.

Special to the Indianapolis Journal.

WASHINGTON, Aug. 13.—Representative Owen, of Indiana, in the House, this afternoon, succeeded in removing the filament which has covered the mystery surrounding the recent colored convention held at Indianapolis. He did it by simply objecting to consideration of the Cherokee Indian bill. A few days before the convention met at Indianapolis a member of the House, who has known J. Milton Turner, the leader of the movement, intimately for years, hailed him in the corridor leading to the north entrance to the House, and a conversation occurred very nearly, if not quite, in these words:

"Turner, I am surprised that you are leading this Democratic colored men's movement at Indianapolis. It must pay you pretty well."

"Yes," was the reply, "it does pay me. I intend to have the Democrats get my Cherokee bill through the House, and there is $75,000 in that."

"But you are not a Democrat."

"No, I am not; I am just as much a Republican as I ever was. But I can get up this convention, and in return Democrats will pass my bill through the House. It has already passed the Senate. I will then have my nest feathered, and I will continue to be a Republican and will work for the party."

Turner went to Indianapolis, ran the convention, and this afternoon the Democrats attempted to carry out their part of the arrangement by securing the passage of Turner's bill. Just before the measure was called up Turner was in consultation in the room of the committee on ways and means with Chairman Mills. The leading members of the Democratic side of the House were in their seats, and Speaker Carlisle recognized Phelan, of Tennessee, and the measure was taken up. The clerk began to read it, when Mr. Owen came in. The word "Cherokee" attracted his attention, and as soon as he ascertained it was Turner's bill he addressed the Chair: "We can probably save time, Mr. Speaker," said he, "by just asking the clerk to stop reading. That bill will not pass this House. I don't propose to sit here and see the country pay the expenses of the recent Democratic colored convention at Indianapolis."

Speaker Carlisle saw the situation. Mr. Owen knew the inside of the arrangement, and instantly the reading of the bill was ordered suspended. In a minute there were a dozen Democrats around the Indiana member, begging him to withdraw his objection, but he would not comply. Not a single Republican interceded for withdrawal of the objection after Mr. Owen's statement and the truth was known. Mr. Owen was obdurate. He would not flinch, and the bill is as dead as a last year's bird's nest. Even Holman came over and requested Mr. Owen to withdraw his objection. Mr. Owen smiled at the Objector, who, seeing his colleague knew the facts of the compact, slunk away. A few minutes afterward Mr. Bynum and other Democratic members were with Turner, explaining how consideration of the bill was defeated. Turner is very angry to-night, and threatens to leave the Republican party sure enough.

MATSON DODGES.

He Has a Fine Opportunity on the Pension Question, but Fails to Improve It.

Special to the Indianapolis Journal.

WASHINGTON, Aug. 13.—The position assumed by Lyman, of Iowa; Cannon, of Illinois, and other Republicans—that of objecting to consideration, by unanimous consent, of measures upon motions of Democrats till action is taken upon some of the general pension bills—forced Matson to throw a sop to the soldiers of the country by calling up in the House to-day the bill to increase to $30 a month the pension for total deafness. Probably two or three dozen soldiers in Indiana will receive benefits under the provisions of this measure. The bill was promptly passed, of course, without debate or question, there being no objection to it. Mr. Matson looked satisfied when the bill was adopted, and appeared to be offering mental congratulations to himself upon having thrown a tub to the whale; but he was not long to be left in his happy reflections. No sooner was the bill passed than there was a chorus from the Republican side crying: "Now you have the floor, keep up the work;" "Call up the dependent pension bill;" "Get up your arrearages bill;" "Show your hand." Mr. Matson stood solitary and alone for several seconds. He was confused; he held the floor and could have asked for consideration for any pension bills on the calendar, and he could have secured consideration; but he did not move; he wanted no action; furthermore, his party was pledged against consideration of any general pension legislation. Finally, Mr. Matson sat down. The opportunity was now gone, and he stands to-night in the same light he has stood for years—willing and anxious to put himself on record in favor of pension legislation till the point is reached where there is danger of final action, and then retreating.

CRITICISING THE MANAGERS.

Democrats Who Do Not Approve the Methods of the National Committee.

Washington Special.

Two Democrats of national prominence, one a strong advocate of tariff reform, and the other not so much opposed to it as Mr. Randall, but still a disapprover of the President's last message and of the Mills bill, have within a day or two expressed considerable dissatisfaction with the management of the Democratic campaign, and have manifested for precisely similar reasons a thinly disguised solicitude about the result. The gentleman who regretted the President's message and the Mills bill, because he thinks the country is not yet ripe for tariff reform, said:

"The tariff reformers have set the pace. They have made the candidate, the platform and the issue. Now it is incumbent upon them to make the fight strenuously on that issue, and to make it where they have been telling us that they could gain votes on the tariff question. They have been telling us that the farmers of the Northwest are for tariff reform when they can get that issue squarely presented to them. Now, if this is so, the Northwest is the country in which our tariff reformers should press the fight. They ought to see to it that the cause of tariff reduction is preached in every town in the Northwest. They ought to send into Illinois, Wisconsin, Indiana, Michigan and Iowa the best stump-speakers we have, and they ought to make every effort to carry one or more of those States. They have said that the people of the Northwest would be with them if the question could be properly presented. If I were running the campaign, and believed in tariff reform, as