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THE FENIAN BROTHERHOOD.

Secrecy Clause of the Constitution Abolished—To Be an Open Organization Hereafter.

NEW YORK, Oct. 22.—The biennial convention of the Fenian Brotherhood was brought to a close at Paterson, N. J., last night. The session has lasted three days. More than two hundred delegates were present, representing all sections of the United States. Mr. George Smith presided, and Messrs. H. James Barrett and John Delehanty were chosen secretaries. By far the most important action of the convention was the unanimous indorsement of a recommendation of the general secretary abolishing the secrecy clause of the organization. Hereafter all transactions of the Brotherhood will be open, and the public will be free to attend all meetings. In his report the general secretary attributed the disruptions and disasters to the Irish organizations during the past two years to the fact that men with selfish and personal ends to attain had, through the misuse of the secrecy clause in the constitution, forced themselves into power. There was no dissenting voice when the resolution was put to vote. A special committee was appointed on the future of the organization, and in their report recommended that the Fenian Brotherhood hereafter be an open organization, and that military and naval companies be organized, and that 90 per cent. of the receipts may be devoted to this purpose. The companies are to be known as the Fenian Volunteers, and will be held in readiness to assist the United States in case of foreign war. The following council was elected: George Smith, chairman; Captain Driscoll, John Dowling, Francis Rea, B. O'Hare, Thomas Sampson, E. W. Hallen, James Barrett and Roderick J. Ryan. John Murphy was re-elected treasurer.

Southern Scottish Rite Masons.

WASHINGTON, Oct. 22.—The Supreme Council of the Scottish Rite Masons, Southern jurisdiction, to-day conferred the thirty-third degree upon a large number of candidates from States within the territory of the order. The Supreme Council was escorted from the Holy House of the Temple, the official residence of the grand commander, to the Scottish Rite Cathedral, on G street, by Albert Pike Consistory, No. 1, of this city, headed by the United States Marine Band. Sir Knight John H. Olcott acted as grand marshal of the escort. Owing to the continued indisposition of the grand commander, Albert Pike, Odell S. Long, of Wheeling, presided over the work in the cathedral. It is understood that the Supreme Council will to-morrow, on the nomination of grand commander, confer the decoration of the emeritus order of honor upon one or two members of the Northern Masonic jurisdiction.

Train-Wreckers Surprised While at Work.

LIBERTY, Mo., Oct. 22.—George Smith, of this place, while walking on the track of the Chicago, Burlington & Quincy railroad near here, surprised four men at work engaged in loosening the rails. He informed the police, but the would-be wreckers had disappeared when they arrived on the ground. They were evidently preparing to shift the rails, in order to wreck the Burlington passenger train.

WILL RAISE THE STANDARD.

Object of the Window-Glass Combination as Stated by an Officer of the Association.

CHICAGO, Oct. 22.—The members of the Window-glass Manufacturers' Association, who held a preliminary meeting in this city several weeks ago, convened yesterday. The following officers were elected: James A Chambers, president; Thomas F. Hart, Muncie, Ind., vice-president; Wm. Lœffler, Pittsburg, treasurer; O. E. Frazee, Chicago, secretary. It was decided that the general offices of the company shall be in Pittsburg. The report of the administrators who have had charge of the operations of the American Window-glass Company, organized to take charge of the output of the factories in the combination, came before the meeting and was disposed of after a short discussion. The meeting spent nearly five hours in endeavoring to solve the problem of how to get those glass manufacturers who at present are not members of the combination within this range. The Celina (O.,) Glass Company is understood to be the chief opponent of the trust. The question of prices did not come up. It is understood that the matter was settled at the last meeting.

Mr. Lœffler, in explaining the work of the session, said: "I don't consider that this organization is a trust as that is properly understood. The object of the organization is to save the great expense to which each individual manufacturer is subjected in selling and distributing his product. The executive board, which has not yet been appointed, will manage the placing of orders for glass, all of which received by any members of the company will be referred to them. It is often that orders for glass are filled in each other's territory by distant manufacturers, and as unfortunately glass men pay all freight to jobbers, they expend vast sums in that way which could be saved. Another object of the company's formation is to raise the standard of American glass, that the product will be equal in quality to importations and the foreign article kept out. We can make all the glass for this country, and want to do so. As it is, not many of the small manufacturers make an inferior article of glass. We rate glass in quality as firsts, seconds, etc. Individual dealers often sell thirds or fourths for seconds, which results in great dissatisfaction to the consumer. As a result he vows he will buy standard foreign glass. The executive board of our company will maintain a number of inspectors who will travel among the factories grading the product according to a uniform standard. This, I think, will greatly improve the grade of American glass."

EXPRESS RATES TO BE HIGHER.

An Increase to Be Made Throughout the Country, to Take Effect Nov. 1.

NEW YORK, Oct. 22.—A meeting of the principal officers of the different express companies took place Monday afternoon at the offices of the American Express Company in this city, and it was decided to increase the tariff on freight, the increase to go into effect Nov. 1. Yesterday it became public that rates are to be advanced to and from all seaboard points, and that a meeting of the superintendents of the tariff departments of all the express companies will take place in Chicago Thursday, Oct. 30, to make arrangements for the coming advance, which will be made on the basis of the rate between New York and Chicago. This rate is now quoted at $2 per 100 pounds, and by the coming arrangement, it is understood, it will be increased to $2.50. This will, according to report, be the maximum increase between all points west of Buffalo and Pittsburg. General Superintendent Hancock said yesterday that the so-called advance in rates was really no advance at all. Rates, he said, were lowered some time ago in the hope of an increase of business, but the expected increase did not come and therefore a return has been made to the old rates.

SPECIMEN BOURBON UNFAIRNESS.

Democratic Aldermen at Detroit Oust a Republican to Secure Election Officers.

DETROIT, Mich., Oct. 22.—At last evening's session of the City Council there was considerable controversy between the Democrats and Republicans as to the appointment of election board chairmen and other matters pertaining to the coming election. The Republicans were in the minority with a president in the chair. During the controversy a motion was made to adjourn, and the president declared the council adjourned. Then the Democrats put one of their number in the chair and proceeded to business by unseating one of the Republican aldermen who had moved from his ward while his home was undergoing repairs. The president pro tem. counted the Republican members as assenting to all motions, and the election board chairmen were duly appointed by the Democrats. The affair has created considerable furore in local circles and the outcome will be watched with interest.

Robbed and Placed on the Track.

CHICAGO, Oct. 22.—O. Wilkert, an old man, from Trenton, Ill., was "slugged" and robbed last night and then laid on the Santa Fe tracks, near Twelfth street, where a switch engine ran over him, severing his head from his body. The crime adds another to the list of murder mysteries of this city.

TRAINS WRECKED AND BURNED

Terrible Collision in a Tunnel on the Cincinnati Southern, Near Somerset, Ky.

Freight Train Runs Into a Passenger, Destroying Four Cars of the Latter, Which Immediately Take Fire and Are Consumed.

Six of the Trainmen Killed or Burned to Death, and Others Severely Injured.

Two Persons Fatally Mangled and a Large Number Seriously Hurt Near Birmingham, Ala.—Nine Injured Near Kansas City.

COLLISION IN A TUNNEL.

Six Lives Lost and Several Persons Injured on the Cincinnati Southern Railway.

CINCINNATI, Oct. 22.—A disastrous collision occurred at 4:40 o'clock this morning on the Cincinnati Southern railway in a tunnel a quarter of a mile north of Sloan's Valley station. The trains involved were freight No. 22, north bound, and passenger No. 5, south bound. No. 5 leaves Cincinnati at 8 P. M. Another passenger train leaves Cincinnati an hour earlier. They were held at Somerset, Ky., two hours or more on account of a freight wreck which occurred south of that place last night. When the track was clear the foremost Cincinnati train started out from Somerset first and met and passed safely a north-bound train. Then at a safe distance behind it the fated No. 5 started out. Freight train No. 22 north bound, was side-tracked at Sloan's Valley. When the first Cincinnati train passed south the crew of the freight appear to have overlooked the fact that No. 5 was to follow and they pulled out and started northward. Less than a quarter of a mile away they entered a tunnel which is one-sixth of a mile long.

In the most hopeless place that trainmen ever met death, the engines of the two trains dashed into each other, and the cars following jammed into each other in a mass. Then came the added horror of fire. Six persons were killed or burned, as follows:

JOHN PIMLOTT, engineer, Detroit, Mich.
FIREMAN WELSH, Somerset, Ky.
FIREMAN GOULD, Ludlow, Ky.
JOHN E. MONTGOMERY, brakeman, Albany, N. Y.
C. L. DOEGEN, postal clerk, Cincinnati.
EDWARD P. RUFFNER, express messenger, Cincinnati.

The injured are: Engineer Pat Taylor, Somerset, Ky., severe; postal clerk J. G. Gayle, Cincinnati, severe; baggage master John R. Long, Newport, Ky., severe. Passengers: W. D. Wheeler, New Orleans, in charge of a museum freak known as "Wild Rose," both slightly injured; Miss Ollie Getty, Dayton, Tenn., slight; Arch Murphy, Madison county, Indiana, slightly. The passengers were all able to walk over the hill to the train and to resume their journey.

The burning of the trains in the tunnel rendered it impossible to clear the track as readily as it could be done in open ground, the smoke and heat preventing men from entering. Transfers will be made until the tunnel can be cleared. Ed Ruffner, the messenger of the United States Express Company, who was killed, was married and lived at Bond Hill, near this city. Both mail agents also reside here. Doegen leaves a large family.

Another dispatch says that the initial cause of the collision was a wreck, which occurred last night at Elihu Station, two miles below Somerset. A mixed train was stopping to leave a car, and had not yet got into motion when a freight came up in the rear and struck the rear car, causing a serious wreck. Young Mr. Payne, a commercial traveler for the firm of Pierson & Clark, Lexington, Ky., had both legs crushed, and has since died. The delay to the passenger trains by this wreck caused the mistake of the engineer and conductor of the freight train, No. 22, by which the tunnel collision occurred. Fortunately, the passenger train had not entirely gone into the tunnel when the crash came, and so the three sleepers which did not leave the track served as a means of escape for the passengers. These sleepers were detached and drawn away from the burning train, but the baggage car, mail car and two coaches were burned. General Manager Carroll left here this morning for the scene to personally direct whatever is necessary to be done.

J. P. Gayle, the postal clerk, and George Long, the baggage-master, both of the passenger train, arrived here at 10 o'clock to-night. Gayle's injuries are to his legs, and they are not serious. Long's injuries are cuts, bruises and burns about the head, arms and legs, and there are fears of internal injuries in his case. Gayle was taken to his home in Walnut Hills and Long was removed to the hospital.

STORY OF THE EXPRESS MESSENGER.

The best story of the accident and the attendant scenes is told by Mr. J. D. Brenner, the messenger of the United States Express Company, who came in on the train which arrived after 10 o'clock to-night. Mr. Brenner's story is that a freight wreck last night, at Elihu, two miles south of Somerset, Ky., kept back south-bound passenger trains Nos. 9 and 5 for over two hours, at Somerset, and caused north-bound freight train No. 22 to make a long wait at Sloan's Valley, a station a few hundred yards south of the fatal tunnel, which is known as tunnel No. 5. The instructions to train No. 22 were to wait at Sloan's Valley till passenger trains No. 9 and No. 5 passed. The wait was a long one. The crew of No. 22 all went to sleep. John Pimlott, the engineer, waked in time to see that passenger train No. 9 had just gone by. He assumed it was No. 5 and deeming the road clear went on. Tunnel No. 5 is lined with wood, and is about 900 feet long. Its mouth entrance is curved and the north approach to it is one of the steepest grades on the road, and it is also curved. Down this steep grade thundered the fated passenger train No. 5, with its train of five cars and fifty passengers. First after the locomotive was the mail car, next the combined express and baggage-car, then in succession the smoker, the ladies' car and the Pullman sleeper. Within a hundred feet of the mouth of the tunnel the crash came. The Pullman car of the passenger train was outside the tunnel. Only the Pullman and the ladies' cars were saved, passengers and train men pushing them back up the track. A few of the freight cars were detached and rolled out down the grade through the south end of the tunnel. All the others were destroyed and several bodies were burned to ashes in that fiery furnace. The flames started in a few moments after the collision, and the wood-work of the tunnel caught fire and is making the night lurid at this writing.

DEED OF HEROISM.

Here is a story of heroism that has not been told. The hero's name express messenger Brenner had forgotten, but he was until recently a station-agent of the railroad at Somerset, Ky. Well, this brave man heard the cries of George Long in the baggage car. Seizing an ax, he a hole in the side of the car and drew him out from under a pile of trunks and boxes. In the express compartment of the same car the voice of E. P. Ruffner, the express messenger of the United States Express Company, was heard. Our hero, scorched with the approaching flames, cut a hole in the side of the car. Ruffner was walking about there unscathed, but in a death prison. The brave rescuer, ready to sacrifice his own life in the effort to save another, kept on cutting away with his axe, his own clothing singed by the fire, the hot air consuming his strength and his blows growing feebler at every stroke. Ruffner, doomed in his prison, shouted to him to go away. "Save yourself while you can," he said. "I am Ed P. Ruffner, of Cincinnati. My home is at No. 410 West Fourth street. Go and tell my family good-bye. Tell them you did all a man could do to save my life. Now don't stay here a second longer. Go, or you will burn up with the rest of us." The unnamed hero staggered out, and reaching the open air fell down exhausted.

The escape of postal clerk J. G. Gayle was wonderful. He says: "I had waked Doegen at Burnside and it seemed to me that the crash came immediately afterward. I was in the front end of the car. I never heard a word or a moan from Doegen. When I found myself on the front platform next to what I supposed was the tender, I worked myself down under the car and crawled in the other direction and kept on, now to the right, now to the left, now up and now down, till I saw light, and then I struggled for dear life and came to where assistance was rendered me. My escape is a mystery to myself. Rescuers went into the tunnel and got brakeman J. E. Montgomery, and brought him to a safe place, laid him against the side of the tunnel while they went back and got engineer Pat Taylor. They carried Taylor clear out of the tunnel, and then went back for Montgomery, but the flames cut them off and they had to retreat and leave the poor fellow to a fiery death."

The freight engine was a big mogul, and the passenger engine was one of the heaviest and swiftest. Out of the south end of the tunnel at Somerset, to-night, smoke was pouring in dense volumes that obscured the view of it entirely. The north end of the tunnel was a mass of flames. The wooden lining had burned out of it and the shale above was dropping down. It is believed that nothing but ashes will ever be found of those that perished inside the tunnel. A negro to-day, in raking among the ashes near the mouth of the tunnel found what some supposed might be a fragment of a human skull. It will be several days before the tunnel can be explored.

Charged with Neglect.

JUNCTION CITY, Ky., Oct. 22.—Forty-three passengers, delayed on the trains on the Cincinnati Southern railroad, held a meeting here to-day, and sent out a statement and resolutions to the Associated Press savagely charging the officials of the Southern railway with neglect.

BACKED INTO A FREIGHT.

Two Persons Killed and a Large Number Badly Hurt Near Birmingham, Ala.

BIRMINGHAM, Ala., Oct. 22.—A passenger train on the Kansas City, Memphis & Birmingham railroad, which left here at 9 o'clock last night, west-bound, went out, leaving the sleeper and conductor in the station. Discovering that fact six miles out of town, the engineer began backing into Birmingham. At Thomas Furnace, three miles out of the city, the backing train met an out-going freight, and there was a terrible collision. One passenger in the rear coach was killed and a large number wounded. The injured were brought to Birmingham and are at the various hotels. The dead are:

I. D. FRANKLIN, drummer, Nashville.
JOHN KILLIAN, fireman.

The wounded are: George W. Davis, Shell Mound, leg broken, badly hurt; Mrs. W. F. Wagoner, Greenville, S. C., scalded and mashed; Annie and Mattie Wagoner, aged nine and fourteen, daughters of Mrs. Wagoner, scalded, but not dangerously; E. P. Rose, Lynn, Ala., right arm and leg broken; George Beard, Nauvoo, Ala., left leg hurt; J. E. Owens, Westfield, N. C., neck and back hurt; J. M. Rockmore, Jasper, Ala., hand cut, arm broken and hurt internally; J. E. Mills, Westfield, N. C.; leg bruised; R. E. Sanders, Jasper, Ala., face mangled; J. Y. Tynnell, New Orleans, hurt on head and arms and wound in the right hip; J. A. Taylor, Magnolia, Ark., cut in left eye, on the right hand and left leg; W. W. Flannigan, Memphis, bruised on left foot, knees, hands and arms; Rev. Smith, Jasper, Ala., ribs broken and otherwise injured; Dr. Sanford, Hot Springs, Ark., not seriously hurt; Hon. B. M. Long, Cordova, Ala., hand mashed; Walter Townley, Townley, Ala., slightly hurt; Miss Sallie Langdon, Galloway, Ala., arm hurt and otherwise bruised; Wm. Williams, Carbon Hill, bruised; Mrs. Foster, wife of the railroad agent at Sulligent, slightly hurt, and a boy, name unknown, slightly injured.

The collision is now said to have occurred in this manner: The Kansas City passenger train, due to leave at 9 P. M., was an hour late, owing to a wait for the Georgia Pacific train. The sleeper for the Kansas City train had not been attached, but when the Georgia Pacific train arrived, the depot master signaled the Kansas City train to get out of the way. The conductor of the Kansas City train was on the sleeper, but the engineer, John Russell, understood the depot master's signal to go ahead and pulled out for Memphis. He arrived at Ensley City before he discovered that he had left behind the sleeper and Conductor Popham, and without hesitation immediately started back to Birmingham at forty miles an hour. The train had not gone half a mile, when, rounding a curve, it was crashed into by an out-going freight train. The coaches of the returning passenger train were telescoped in a frightful manner. Fireman Killian was not on the engine, but was in a passenger coach en route to America, Miss., where he was to be married to-morrow.

RAN INTO A SLEEPER.

Nine Persons Injured, One Fatally, in a Wreck Near Kansas City.

KANSAS CITY, Mo., Oct. 22.—A serious tail-end wreck occurred this morning, at 7:30 o'clock, on the Union Pacific railroad, one mile and a half west of Armourdale, a suburb of this city, in which nine persons were seriously injured, and the engineer of the Rock Island train fatally hurt. The Rock Island uses the Union Pacific track into the city. An east-bound freight, which leaves the depot before the Union Pacific passenger train, was delayed near the scene of the accident this morning, and, as there was a very heavy fog, placed torpedoes on on the track to warn the following train. The passenger engineer, warned by the torpedoes, stopped his train, and, before a flagman could be sent back to warn the east-bound Rock Island train, which was following, the Rock Island train crashed into the "Wathena," the Pullman sleeping car of the Union Pacific train. The Rock Island engine was wrecked, and the engineer was buried under the debris. The fireman jumped and saved his life, but received severe bruises. The damage is estimated at $60,000. Following are the injured:

Pat Cullen, Rock Island engineer, lives in Topeka and has a wife and two children; will die. John Cuff, Rock Island fireman, fractured jaw and internal injuries; Edward Jackson, colored, Edwardsville, Kan., both legs broken below the knees; J. H. Grayson, Pullman conductor, left ankle strained and bruised; J. F. Kinney, Chicago, bruised about the back; J. A. Lapshire, Lincoln, Neb., right knee badly cut; John Driscoll, Osaqua, Kan., left leg broken below the knee; C. J. Averie, Springfield, Ill., special agent of the Census Bureau, back sprained and bruised. The injured were taken to the Sisters' Hospital.

Detectives on the Track of Wreckers.

KANSAS CITY, Oct. 22.—Regarding the wreck on the Chicago, Milwaukee & St. Paul railroad, yesterday morning, an official of that road said to-day: "Several men in that section have been disgruntled ever since the road was built about the damages which they thought they ought to have. Several times within the last year obstructions have been placed on the track in that vicinity, and we have narrowly escaped wrecks. Some weeks ago several young men of the vicinity, returning from Excelsior Springs, were ejected from the Excelsior Springs train for being drunk and disorderly, and raising a row on the train. They swore vengeance. We have our suspicions as to who the wreckers were, and the detectives are on a hot trail."

Killed at a Grade Crossing.

CHATTANOOGA, Tenn., Oct. 22.—About 10 o'clock this morning, on the Chattanooga, Rome & Columbus railway, near Chickamauga station, the south-bound passenger train ran into a two-horse wagon containing a woman, man and child. The man and child were killed and the woman fatally injured.

THE NAME DOES NOT SUIT.

St. Louis Colored People Object to Naming One of Their Schools "Winfield Scott Hancock."

ST. LOUIS, Mo., Oct. 22.—For years the colored schools of St. Louis have been known by numbers, while all the other schools are named. The school board recently decided to name the eleven colored schools. The name selected for one of the schools is Winfield Scott Hancock, and this selection has stirred up indignation that has assumed such proportions in organization that it is most likely the name will have to be changed in deference to the wishes of the people patronizing the school. Formal protest has been made. The leader of the agitation thus states the cause of the protest: "The colored man has nothing to be thankful to Hancock for, and has one great wrong to remember which was inflicted by him. When General Hancock was in command of the military department of Louisiana he issued an order prohibiting negroes from riding on the street-cars. It was a gratuitous insult offered to the entire race, and one that never can be forgotten. Why should a colored school be named for a man who did not believe the colored people should be allowed even such a bare privilege as a seat in a street-car? If the naming of the colored schools of St. Louis is to be utilized as a means of perpetuating the memories of great men who have helped the negro race the selection of General Hancock's name is the veriest farce. I also believe that Gen. Hancock's family would seriously object to a negro school being named for the General. They would not appreciate the honor in the least. I was so certain of this that, knowing the Hancock family had many friends in St. Louis, I made a point of looking them up and asking their views upon the subject. A well-known St. Louis lady, who has been a friend of the Hancock family for years, told me yesterday that she would secure a letter from Mrs. Hancock. She was positive that his family would dislike extremely the idea of naming a negro school for General Hancock."

AN OBDURATE SALOON-KEEPER.

He Could Not Be Induced to Quit Business by the Prayers and Entreaties of Women.

LAWRENCE, Kan., Oct. 22.—The ladies of the local W. C. T. U. adopted a novel but wholly ineffective method to-day of closing up the original package house of Henry Fritzel, who recommenced business when the announcement was made of the noted original package decision. The local W. C. T. U. appointed a committee with unlimited authority to take whatever steps they considered advisable and effective to close the saloon. The committee was composed of twelve ladies, headed by Mrs. F. S. Grubb, State lecturer. They went in a body to the saloon early this morning and attempted to persuade Fritzel to close his place. He declined and then the ladies announced their intention of staying all day and making hourly appeals to him to stop his business. When it became known that the women were trying to close the saloon a great crowd was attracted to the place. The supply of original pachages held out not quite an hour, but the crowd thronged the place all day. Each hour the ladies, who had brought their prayer-books and hymnals with them, held a brief prayer-meeting and pleaded with the proprietor of the saloon to close the place. Fritzel was obdurate and, although he had sold every drop of original-package fluid, he refused to close the place. The women remained all day and did not cease their labors until 6 o'clock. They say they will continue their crusade until they persuade Fritzel to quit the business.

HORRIBLE SCENE IN A HUT.

Bodies of Two Negro Boys Who Had Killed Each Other Found in a Decomposed State.

FREDERICKSBURG, Va., Oct. 22.—Information from Spottsylvania county says that in the neighborhood of Peaks, a few days ago, a gentleman, while hunting in a backwoods, came near a miserable hut in which it was known lived a family of negroes. He noticed that the air was filled with a horrible stench, and that buzzards sat around in the trees near by. The bodies of two negro boys in a decomposed state were found in the hut. It seems that they had fought several days previous, and one of them had killed the other, while from the wounds that the other one had received death resulted. A child in the hut had its collar-bone broken, and was in a critical condition. Another male child who was ill was so cruelly bandaged by the woman who had him in charge that the little fellow was suffering horribly when discovered. The negroes in charge of the children have been arrested and will be tried as being parties to the crime.

House May Pass Campbell's Measure.

COLUMBUS, O., Oct. 22.—The bill which passed the Senate yesterday, providing for a non-partisan board of improvements for Cincinnati, to be appointed by the Mayor, was read the first time in the House to-day, and an effort made to suspend the rules and make it a law, but the opponents of the measure were able to prevent this course and the bill went over till to-morrow. There seems to be no doubt that the bill will become a law either to-morrow or next day, when the Legislature will adjourn.

It is stated here to-night, with some show of authority, that Speaker Hysell will resign if the Soncrant bill should pass. When seen by a reporter, Mr. Hysell neither affirmed nor denied the report, but said it would hardly be appropriate for a Democrat to preside over a Republican body.

A Frenzied Mother's Appeal for Justice.

MAUNCH CHUNK, Pa., Oct. 22.—Webster H. Campbell, who was convicted in court last week of involuntary manslaughter for the killing of Gertie Hiskey, was sentenced yesterday by Judge Dreher to an imprisonment of six months in the county jail and to pay a fine of $20. Then followed one of the most extraordinary and dramatic scenes ever witnessed in the courts of Carbon county. The aged mother of the dead girl grew fairly wild in her dissatisfaction with the sentence and her attorneys were powerless to pacify her. The unfortunate woman gave vent to her pent up feelings and lost entire control of herself. She sprang to her feet and with arms raised on high, in a loud, shrill voice called on the Creator to come down and do justice. The judge was severely scored. She was finally carried out of the court-room on a cot.

Decay of Canadian Shipping.

MONTREAL, Oct. 22.—It is now twelve years since a ship has left this port for England in ballast, but the ship Ruby is in that position, her agents having been unable to either obtain in Montreal or Quebec a cargo which would pay for loading and unloading. She will therefore have to go back in ballast to the British channel, where she will load coal for the Platte river. The outlook for the Canadian shipping trade is unpromising.

Alleged Riot of Negroes.

ATLANTA, Ga., Oct. 22.—The sheriff of Coffee county at 10 o'clock to-night called on Governor Gordon for troops to suppress a riot of negroes against the whites. Four men are said to have been killed.

MR. COOPER'S COLD ASSURANCE

He Wanted Gen. Raum to Divide Time with Him at a Republican Meeting.

The Commissioner of Pensions Given a Big Reception at Bloomington, Where the Court-House Could Not Hold the Crowd.

Great Demonstration at Marion, with Addresses by Gov. Hovey and Others.

Speaker Reed Warmly Welcomed at Burlington, Ia.—Another Strong Speech on the Right of the Majority to Rule.

NO HALL COULD HOLD THE CROWD.

General Raum Has to Speak in the Open Air at Bloomington.

Special to the Indianapolis Journal.

BLOOMINGTON, Oct. 22.—Much the largest meeting of the campaign was held here today in honor of Pension Commissioner Raum. He arrived on the morning train from Terre Haute, and at an early hour began holding a reception at the National Hotel. Until noon his room was crowded with veterans, anxious to meet their old comrade. At 1 o'clock the veterans, headed by a brass band, escorted the General to the court-house. It was at once evident that the room would not accommodate the crowd, and an adjournment was made outdoors. Gen. Morton C. Hunter introduced the Commissioner, who talked for more than an hour, discussing largely the record of the two parties and the work of the last Congress. He did not dignify Congressman Cooper by so much as mentioning his name, though that gentleman was in the audience nervously awaiting an attack. He had the assurance to make a proposition to General Raum to invite all the Democrats out of the room, and then divide time with him while they talked to Republicans, which, of course, was refused. At night Albert J. Beveridge spoke at the court-house, and though the weather was very bad, there was a good audience present. His speech was very effective.

GOVERNOR HOVEY AT MARION.

Biggest Demonstration of the Campaign in Grant County—Day and Night Meeting.

Special to the Indianapolis Journal.

MARION, Ind., Oct. 22.—The Republicans of this city and county held their principal demonstration of the campaign at the Opera-house this afternoon and evening. The speakers were Governor Hovey, Lieut.-governor Chase, Col. I. N. Walker and Richard Hutchinson, the colored orator. Governor Hovey and party reached the city from Indianapolis at 2 o'clock. A thousand people were at the depot to receive them, among the crowd being three hundred soldiers, home veterans, who formed in line and escorted the visitors to the Opera-house.

Governor Hovey was accorded an enthusiastic demonstration, and his address of an hour was listened to with the closest attention. He declared himself in favor of the most liberal legislation in the matter of pensions, to the end that every deserving veteran might be placed above want. He also devoted some attention to State affairs, and made a strong argument for the correction of the evils that have arisen from Democratic mismanagement and extravagance. Short addresses were also delivered by Lieutenant-governor Chase and Colonel Walker.

To-night Mr. Chase and Richard Hutchinson addressed a large audience at the opera-house. The former lashed the Democracy after his characteristic and most telling fashion, and Mr. Hutchinson, the colored orator, delivered an address that had an excellent effect. The Grant county Republicans were never in better form, while the various Democrats arrayed against them are disorganized and without spirit or leaders.

WARM CAMPAIGN IN INDIANA.

Enthusiastic Meetings Held Throughout Jefferson County.

Special to the Indianapolis Journal.

MADISON, Oct. 22.—Splendid meetings are being held at school-houses in all the out townships. Crowded houses of enthusiastic voters greet the speakers every night. At Manville, night before last, the large school-house overflowed. Not even standing-room was left, and the windows and doors were full. The ladies had covered the speaker's stand with bouquets. Senator Kennedy, of Rush county, made a telling speech to the farmers. His arguments were interspersed with anecdotes. The Republican county candidates attend all of these meetings in a body to announce themselves, be seen and make acquaintances. After the candidates had all appeared before the meeting John W. Linck made a spirited address, showing that the Democratic party had been wrong on all great issues, and the Republicans had been right, and had successfully carried their measures into laws which even the Democrats would not dare to try to change. They now had settled the tariff question for years to come—had settled the business of the country and given confidence to capital, which was being invested in great enterprises. Voters were instructed how to cast their ballots, and the meeting then adjourned, delighted and enthusiastic. At Volga last night another such meeting was held, addressed by the same men, with like results. The house was crowded with ladies and gentlemen, and all were proud of the success of the meeting. This (Smyrna) township is the home of the candidate for Representative, Hon. V. K. Officer, and last night he surprised his old neighbors with a splendid speech on matters of special interest to the farmers.

Senator Boyd at Thorntown.

Special to the Indianapolis Journal.

THORNTOWN, Oct. 22.—Senator Thos. E. Boyd, of Noblesville, delivered an eloquent address to a crowded house here last night, presenting in a forcible manner the claims of the Republican party and puncturing Democracy in general, and the manner in which the benevolent institutions of the State have been managed in particular. Mr. Boyd spoke for one hour and a half, and was frequently applauded, commanding the closest attention to the close. The Lebanon Male Quartet, composed of Bob Patto, Will Fall, George Henderson and Harry Ballard, enlivened the occasion with some of their inimitable songs, which received the hearty indorsement of the large audience. Everything here looks favorable to the success of the Republican ticket.

Hon. W. P. Fishback at Columbus.

Special to the Indianapolis Journal.

COLUMBUS, Oct. 22.—Hon. W. P. Fishback spoke to a large and enthusiastic audience at the court-house in this city tonight. He dwelt at length upon the tariff. His entire remarks throughout were interesting, instructive and well received by his audience. A heavy rain-fall did not prevent him having a full house. The Republicans are thoroughly aroused in this city.

Club Organized at LaPorte.

Special to the Indianapolis Journal.

LAPORTE, Oct. 22.—A young Men's Republican Club was organized in this city last night with a membership of 150. Following are the officers elected: President, W. M. Butterworth, of the Herald; vice-president, Councilman B. B. Banks (colored); secretary, J. V. Dorland; treasurer, Robert E. Morrison, cashier First National Bank. Permanent quarters have