BUSINESS OF THE RAILWAYS

Indianapolis Lines Begin to Feel the Effects of the Heavy Rains in the West.

Heavy Falling Off in East-Bound Shipments—Good Volume of Local Traffic—Discrimination Against Our Stockyards.

The train records show that in the week ending May 14, 596 fewer loaded cars were handled at Indianapolis than in the week ending May 7, and eleven less than in the corresponding week of 1891, which is the first week for many months in which the car movement fell below that of the corresponding week last year. The decrease in business seems to be in the east-bound through freights. This is doubtless attributable to the heavy rains which have fallen in the last two weeks west of Indianapolis, making the country roads impassable, and thus prevented farmers from reaching the elevators and store-houses from which grain shipments are made. An unfavorable exhibit may also be looked for during the next two weeks, even should the rains cease, as the farmers are badly behind in getting their corn in and will not have time to haul grain to the stations. In only one line of east-bound traffic is an increase noted, and that is export business. The lower rates which now prevail enable the millers to ship flour for export to some advantage, and they have promptly seized the opportunity. Next month shipments of cattle for export will set in, and indications point to a large traffic in that direction, as there are many well-fed cattle almost ready to market.

Had there not been an improvement in west-bound through traffic the exhibit of last week would have been even more unfavorable. The Pennsylvania lines brought west 822 loaded cars, against 688 forwarded; the Bee-line division of the Big Four 963, against 866 loaded cars forwarded, and about the same proportion is noticeable with the other through lines. The Vandalia took west from Indianapolis 906, against 838 loaded cars brought in. North-and-south roads, it will be noticed in making comparisons, hardly held their own with last year. The differences, however, can be accounted for in the same manner as the light east-bound traffic—too much rain. Despite the unfavorable conditions, the tonnage of local business averages well with the preceding weeks of the spring months, and is in excess of the corresponding period last year. The deficit in the grain movement has been overcome by the large quantities of building material being shipped here and then shipped out to the surrounding cities and towns, where a good deal of building is going on. Then the shipment of machinery manufactured at Indianapolis establishments to towns where new industries are springing up is growing in volume. The live stock movement compares favorably with May, 1891. Coal traffic is at a minimum volume; in fact, but little is handled except to furnish fuel for the railways which use Indiana coals, as quite a number do.

Below is given the number of cars received and forwarded at this point for the week ending May 14, as compared with the corresponding week of the preceding two years:

Name of Road.		Loaded cars, 1892.	Loaded cars, 1891.	Loaded cars, 1890.
L., N. A. & C., Air-line		398	396	318
L., D. & W		384	341	384
C., H. & D. (Ind'pl's div.)		747	875	796
L. E. & W		584	612	585
Penn's lines	I. & V.	644	391	494
	Louisv div	1,014	1,038	1,218
	Chic'go div	601	501	515
	Ind'p'sdiv	1,505	1,586	1,357
Peoria & Eastern	East div.	1,030	864	778
	West div.	1,102	1,412	820
Big Four lines	Chicago div.	1,776	2,030	2,016
	Ch'c'n'ati div.	2,614	2,741	2,503
	St. Louis div.	1,687	1,558	1,587
	Ch'v'l'nd div.	1,829	1,484	1,848
Vandalia		1,744	1,788	1,868
Totals		17,678	17,689	17,087
Empty cars		4,528	4,256	4,112
Total movement		22,206	21,945	21,209

Better Service Promised.

In years past, extending back to the days of the old Bee-line, the Big Four management has not been pleased with the treatment it has received from the Eastern Vanderbilt lines, including the Boston & Albany road, the roads east of Cleveland not showing a disposition to give as rapid service as desired. At the recent meeting in New York of the officials of the Vanderbilt lines, the Big Four people brought the matter up and it was freely discussed. At this meeting it was shown that the Big Four lines, last year, turned over more through passengers, according to the number of trains which the Eastern lines hauled for the Big Four, than did any other lines in the Vanderbilt interest for points east of Buffalo. As a result, hereafter, east of Cleveland, in arranging time schedules, the Big Four is not to be made secondary on New York or Boston business.

Discrimination Against Indianapolis.

W. P. Ijams, president of the Indianapolis belt-road and stockyards, has, for some weeks past, been gathering evidence to present before the Interstate-commerce Commission showing that some of the through lines are discriminating against Indianapolis in rates to an extent which is damaging the business of the Indianapolis yards. It is highly probable that Special Commissioner Kretsohmer will be in the city this week to look into the matter, and it is said sufficient evidence will be presented to enable him to take early action. President Ijams is quite determined that the live-stockyards here shall be given the business which legitimately belongs to them.

Waiting on the Chicago Roads.

The St. Louis East-bound Traffic Association held a special meeting at St. Louis, Saturday, to consider a proposition made by a committee of the Trunk-line and Central Traffic associations that sixth-class rates, except on grain and grain products, be restored to a basis of 25 cents, Chicago to New York. After considerable discussion it was decided to refuse to raise the rates until a guarantee is made by the trunk lines that the lake rates from Chicago shall be maintained on the basis of the established differential. The association here denies that it is opposed to increasing the rates, but it is determined to do business on a basis fair to itself.

Personal, Local and General Notes.

The Transmissouri Passenger Association holds a meeting at St. Louis to-morrow to consider rates.

J. F. Goddard, commissioner of the Trunk-line Association, is West on a business trip. He spent Sunday in Cincinnati.

L. H. Burns, the freight conductor killed on the Panhandle at Dennison last week, was a nephew of the confederate general, E. B. Hood.

The treasurer of the Lake Erie & Western to-day commences paying a 1¼ per cent. quarterly dividend on the preferred stock of the road.

English railroad experts who have made a detailed examination of the Baltimore & Ohio system are enthusiastic over its condition and its prospects.

Dr. J. L. Gilbert has been appointed division surgeon of the Lake Shore road, with headquarters at Kendallville, Ind., vice Dr. S. T. Williams, deceased.

The Haskell & Barker car-works, of Michigan City, last week commenced on a contract to build one thousand cars for the Chicago & Northwestern road.

The Chesapeake & Ohio got a set-back the first week in May. It earned only $137,806, a decrease as compared with the corresponding week in 1891 of $38,075.

Louisville has been selected as the place to hold the fifth annual convention of the National Local Freight Agents' Association, June 15 being the date of the meeting.

W. A. Rouston, trainmaster on the Crestline division of the Pittsburg, Fort Wayne & Chicago road, on Thursday last suffered a stroke of paralysis, and is in a critical condition.

The passenger rate wars are profitable to the Pullman company, the receipts from its sleeping-car service in the first ten days of May being $24,000 in excess of those for the corresponding period in 1891.

C. B. Patterson, of New York, president of the Findlay, Fort Wayne & Chicago road, is in the West. He tells the citizens of Fort Wayne that the trains of his road will be running into that city by Aug. 1.

President Woodford, of the Cincinnati, Hamilton & Dayton, and Directors Sully, Taylor, Shoemaker and Fairbanks are spending a couple of days in inspecting the system. Last night they reached Toledo.

General Passenger Agent Daly, of the Lake Erie & Western, has gotten out a new folder, which, besides containing the time-tables, gives valuable information concerning the natural-gas towns located on the line.

The Michigan Central is building a number of ten-wheel passenger engines at its shops in Jackson, Mich., which are to be provided with all modern improvements. The weight of the engine alone will be 128,000 pounds.

A rumor is current at Topeka that H. C. Cross, president of the M., K. & T., will resign at the stockholders' meeting, May 18, at Emporia, Kan. Business reasons will be urged, and a desire on Mr. Cross's part to be more with his family.

The passenger department of the Pennsylvania Company has gotten out two advertising pamphlets of unique design. The one bears the title "1893, Pathways to the World's Fair, Chicago;" the title of the other is "Mountain, Lake and Ocean."

The Vandalia will not put on its new fast train between Terre Haute and St. Joseph until the 15th of next month, so backward is the season. This train is for the accommodation of pleasure-seekers, the line passing through a number of favorite summer resorts.

The county auditors of Ohio have for ten days past been appraising the railroad properties in that State. In most cases the appraisement remains the same as last year, the Pennsylvania lines averaging $30,000 per mile in main track and $7,000 side-track.

The new dining cars which the Big Four placed on the Indianapolis lines yesterday are seventy feet long, will feed twenty-nine persons at the same time, rest on six-wheeled trucks, and are provided with all modern improvements for this class of cars. They were built by Barney & Smith, and the contract price for each was $14,000.

Indianapolis furnishes the largest tonnage of freight to the Lake Erie & Western road of any station on its system. An average of twenty-five cars of local freight is sent out of here daily over its line. In some months in the year Peoria will ship more grain than does any other point on the system, but for steady business Indianapolis leads.

Most Indiana roads continue to show increased earnings over 1891, but in the first week of May some of the roads hardly saved themselves. The Wabash earned $224,600, an increase of only $470 over the first week in May, 1891. The Lake Erie & Western earned $57,160, an increase this year of only $443. The L., N. A. & C. (Monon) did a little better, earning $56,432, an increase this year of $7,907. The Toledo, St. Louis & Kansas City was badly off, earning $34,265, a decrease this year of $5,785.

Presidents Ingalls, of the Big Four, and Burke, of the Toledo, Columbus & Cincinnati railroad companies, have returned from the East, and the deal is apparently dropped for the present by which the Big Four would control the T., C. & C. It is stated that there is a difference of opinion between the two officials as regards price. A belief prevails, however, that President Ingalls is waiting to see how the Vanderbilt-Columbus & Hocking Valley deal terminates. Should the Vanderbilts secure the latter, the Big Four would have no use for Mr. Burke's road.

Last Friday the Columbian express of the Pennsylvania lines made an excellent record as to running time. Having been delayed by a freight wreck on the line east of Pittsburg, it arrived at Fort Wayne about two hours late. At this point Engine 147 was coupled to the train, which consisted of one baggage car, two vestibule coaches, one Pullman dining car and two Pullman sleeping cars—six heavy cars in all—and the run was made from Fort Wayne to Chicago, 148 miles, in exactly three hours and three minutes, including two stops for water and the slowing down incident to the Chicago yards, thus making up one hour and twelve minutes on their running schedule. The schedule time of this train from Fort Wayne to Chicago is four hours and fifteen minutes. To make up one hour and twelve minutes on such a schedule in a distance of 148 miles make it a remarkable run.

Miss Gill's Merry Fancy.

To the Editor of the Indianapolis Journal:

The late Mies Gill was a blithe spirit. She had a delicious humor, which is the ooze and drip of the genial soul, the flower of the perfectly developed nature. She mastered pain with a smile. Her eyes were sunlit landscapes; in her laugh were the murmurs of hidden brooks, the songs of birds and the joys of summer. She defeated time for you. A friend once wrote to her that she thought the name Josephine Bemis-Fuller Gill was a little too long and complicated for a practical world. To this Miss Gill made the following characteristic reply:

A baby wants a name!
A baby round and rosy,
That our rhyme may not be tame,
We'll call the baby Josey.

A maid has eyes of blue,
Hair of Titian's sheen;
Josey will not do—
So we call her Josephine.

A middle name has she,
Which very odd we deem is,
To Josephine, you see,
We add it; it is Bemis.

The name is now quite long,
As we perhaps have stated,
But, ere we end our song,
You'll see it hyphenated.

It is quite good enough
For those who're not aspiring
To climb Fate's pathway rough
Immortal crowns desiring.

But for her it will not do.
This artist, poet, scholar,
So we add unto the two
Another—it is Fuller.

To draw printed mention,
Open sesame to Fame,
We've taxed our invention
To find a striking name.

On a statue gold-bedight,
Cresting Fame's far hill,
We trust may meet your sight,
Josephine Bemis-Fuller Gill.

Miss Gill, although touched with the divine fire, was the least affected or egotistic of persons, and in view of her untimely death, this little satire upon her own aspirations contains a note of pathos.

CHICAGO, May 14, 1892. O. T. M.

When to Spray Fruit Trees.

Farmers' Voice.

The efficacy of spraying fruit trees to destroy curculio, codling moth and fungus diseases, commonly called blight and rust, is no longer a matter of doubt. We have demonstrated in our own orchard the fact that Paris green and bordeaux mixture are both of untold value in accomplishing the work for which they are used, and that no special skill is necessary to do effective work.

One-fourth of a pound of Paris green to a barrel of water we have found to be of sufficient strength to kill the insects, and a stronger mixture is a waste of material. The spraying should be thorough, and every portion of the tree should be touched. We use a sprayer that breaks the stream into a fine mist, and a still morning is the best time to make the application. The first application is made just as the bloom is falling, and another ten days later.

If there is a rain at any time after the application of the first spray, the work should be done over again, for the poison is washed off quite easily. After the second application has been on a week rain does no damage, for the poison will do its work. It is useless to spray trees on the first flush of bloom, for the young fruit is stung just after the bloom falls, or in the case of the codling moth, the egg is deposited in the calyx as soon as the stamens and pistils in the calyx wither.

Commendable.

All claims not consistent with the high character of Syrup of Figs are purposely avoided by the California Fig Syrup Company. It acts gently on the kidneys, liver and bowels, cleansing the system effectually, but it is not a cure-all, and makes no pretensions that every bottle will not substantiate.

NEWS IN SUNDAY'S JOURNAL.

Resume of Important Events at Home and Abroad Chronicled in the Issue of May 15.

A Chicago man went crazy from drinking coffee.

Granite men of New England have locked out all organized labor.

Discords have about disrupted the German Conservative party.

Senator John S. Barbour, of Virginia, died very suddenly Saturday morning.

Negroes in Texas have formed an organization to avenge wrongs on their race.

A mob in Kentucky lynched two negroes who had cruelly murdered a colored boy.

Several heavy suits for damages will be filed against "prophet" Teed, of Chicago.

A woman of noble birth at Warsaw murdered a ballet dancer of whom she was jealous.

Taylor, of Taylorsville, the man with sixty wives, gets three years in prison in Boston.

A Chicago grand jury acquitted a faith-cure doctor of the charge of causing a woman's death.

The five American tourists illegally arrested in Switzerland have obtained judgment against the Canton of Berne.

David B. Hill says that Platt has failed as an anti-Harrison agitator, and refers to Mr. Cleveland as "an outsider" with respect to New York politics.

Race Winners—At Louisville: Critic, Rook Laidley, Roslyn, Monrovia, Palisade, Tom Roach. At Guttenburg: Elmstone, Gladness Lily, Kingstock, Blitzen, Churchill Clark, Knafton. At St. Louis: Servitor, Miss Moseley, Oregon Eclipse, Maggie Jordan, Mean Enough, Hoodlum.

Base Ball—Milwaukee 4, Omaha 1; Columbus 7, Minneapolis 0. National League: Chicago 5, St. Louis 3; Chicago 6, St. Louis 3.

[From the Second Edition of the Sunday Journal.]

To-Day's Brooklyn Handicap.

NEW YORK, May 14.—Every man with sporting blood in his veins looks eagerly forward to next Monday, on which day the legitimate racing season in this State will begin, and the crack thoroughbreds of the country will meet to battle for a twenty-thousand-dollar stake in the Brooklyn handicap. No turf event attracts as much attention as the Brooklyn handicap, the first big race of the year, for which horses have been specially prepared during the early spring. Thousands of dollars are wagered upon these horses during the winter in the future books, and every one connected with the stable, from the owner to the "rubbers," regards his particular horse in the light of a gold mine. There will be no "pulling" in the handicap. Every horse that goes to the post will be fit to run the race of his life, and will strain every nerve and muscle to be first past the winning-post.

The Brooklyn Jockey Club grounds will, no doubt, be crowded to their utmost capacity Monday. There are never less than thirty thousand people present at this great race, and, judging from the interest shown this year, that number will be exceeded. James Rowe will do the starting this year, and he is an able and conscientious successor to the prince of starters, James F. Caldwell. All eyes will be on Mr. Rowe on Monday about 4 o'clock, for the races will probably be started at that hour.

Which horse will win the big race? That question cannot be answered until Monday. It may be that Longstreet, the grandson of Longfellow, will carry the blue and red braces of M. F. Dwyer to the front a winner. Perhaps the purple and white cap worn by Judge Morrow's jockey will be the first to catch the judges' eyes. The familiar blue and red sleeves of Walcott & Campbell may flash under the wire in the van, or possibly Raceland, Port Chester, Major Domo, Clarenden, Russell or Madstone may finish in front.

As to condition little can be said to lessen the chances of any of the favorites. Judge Morrow has done all that has been asked of him in his work. He is in the best possible condition that his veteran trainer and owner, Green B. Morris, can get him. With 116 pounds up, he has a royal chance. Then there is Raceland, already a Suburban winner, in whose case the old saw, "A lean horse for a long race," is peculiarly apt. He is a grand horse, and his work has been very good. As he will probably be coupled with Longstreet or Banquet in the betting (all three being owned by M. F. Dwyer) speculators will have an advantage, for this is a trio hard to beat. Walcott & Campbell's Pessarra is in great shape and may do some crowding at the finish. Cassius was to have been the candidate in this stable, for his work had been excellent. A few days ago, however, he began to go wrong, and the news comes that Cassius was withdrawn this morning. It is said that more money had been put up on Cassius than on any other horse in the list. This money, of course, now all goes to the book-makers.

The following was given out late this afternoon as the list of actual starters, with their jockeys:

Longstreet (128, J. McLaughlin), Raceland (120, W. Fitzpatrick), Judge Morrow (116, Garrison), Pessarra (116, Taral), Russell (114, Littlefield), Banquet (112, Lambley), *Port Chester (112, Sims), Major Domo (112, Hamilton), Madstone (108, Bergen), *Reclare (108, Sims), Fairview (100, Doggett), Clarenden (114, Isaac Murphy), Kingmaker (97, Narvez), George W. (100, W. Midgley), Picknicker (114, Pickering.)

*P. D. Dwyer & Son's entry. Sims will ride whichever horse is started.

There may be one or two other starters in the race, but those named above appear to be the only ones reckoned to have a chance. Tenny does not appear in the list. The sway back is just about able to gallop, and will not be fit to race for some months yet. The name of Bermuda, who was believed by Kentuckians to have a grand chance, is also omitted, as he has gone lame. Kingston, Eon, Loantaka and other cracks are in poor shape, and will not be among the contestants.

Stage Held Up and Three Men Shot.

REDDING, Cal., May 14.—A stage robbery and murder occurred near here about 6 o'clock this evening. The Redding and Shasta stage had reached the top of the long grade, five miles above Redding, on the river road, when it was stopped by the same two highwaymen who stopped it Tuesday evening last. John Boyce was driving, with a man named G. J. Suhr on the box beside him. Buck Montgomery, the messenger, was on the back seat inside. A man armed with a shotgun, and wearing a red bandana, ordered the stage to stop, and the passenger on the box to throw up his hands. He then ordered the box to be thrown out. The driver complied, but the messenger inside fired upon the highwayman, who dropped to his knees, and then, with his partner hid in the bush, returned the fire with rifles. The messenger was shot in the navel and several more bullets were lodged in the seat. The passenger received three buckshot in the right leg and the driver got five buckshot near the right knee. The robbers then disappeared with the boxes. The team started to run, but George Suhr held the lines. Dr. Stevenson and his wife, who were going to Shasta, met the stage. The passenger was kneeling down in the boot driving. The driver was operating the brakes while the messenger lay in blood inside. Stevenson took charge of the team and drove two miles to Middle Creek, while his wife drove to Redding for Dr. Lowery.

A reporter visited the scene and found Montgomery in a dying condition at the hotel at Middle Creek, with his wife beside him. The driver and Suhr were not seriously hurt. The Wells-Fargo boxes are supposed to contain rich treasure, some placing the estimate as high as $20,000. The messenger died at 10 o'clock to-night. The highwaymen are supposed to be old convicts. A large posse is out searching for them. One of them was undoubtedly wounded. The members of the local militia company went out to aid in the search, and one of them, Gen. Holsworth, was accidentally shot and painfully wounded.

Convention of Indiana Traveling Men.

Special to the Indianapolis Journal.

LOGANSPORT, Ind., May 14.—The State convention of the Traveling Men's Association met in this city to-day. A drizzling rain interfered seriously with the enjoyment of the visitors. About 500 delegates were present, Terre Haute sending the largest delegation. Most of the posts brought bands with them and the parade through the muddy streets was large and enthusiastic. The city was handsomely decorated. The programme consisted of speeches by the national president, George S. McGrew, of St. Louis; by George Politzer, of Lafayette, the retiring president, and of a concert at the opera-house, given by Chicago artists. The following officers were elected for the ensuing year: President, N. H. Hudgel, of Fort Wayne Post. Vice-presidents—Post A, Frank Coswell; Post E, Chas. S. Downing; Post F, Wm. M. Stewart; Post G, Wm. Stock. Secretary and treasurer, August F. Kreuper, of Fort Wayne; board of directors, Frank Gibson, Frank Riblet and P. Dickinson, of Fort Wayne; John T. Elliott, of Logansport; F. B. Hart, of Lafayette, and V. G. Griffith of Terre Haute; railroad committee, W. S. Perry, of Fort Wayne; press committee, T. J. Legg, of Logansport; legislative committee, Charles W. Lefert, of Indianapolis; hotel committee, P. H. Shelson, Lafayette. Delegates to national convention: P. H. Sheehan, of Lafayette; Emil F. Keller, of Logansport; V. G. Griffith and Wm. Stock, of Terre Haute. The next State convention will be held at Fort Wayne.

Two Mine Accidents.

BUTTE, Mont., May 14.—This afternoon a heavy cave-in occurred in the slopes of the east eight-hundred-foot level of the Anaconda mine. There were fifteen men working at this point and it is supposed that they were killed. The dead bodies of John Smith, William Clark and John Nostrum have been recovered. Three injured men were also taken out. It may be several days before the other dead bodies are reached.

LEADVILLE, Col., May 14.—An accident occurred in the Penrose mine this afternoon. The steam pipes on the 315-foot level burst and filled the level with steam, scalding the men horribly. A. M. Corwmer, William Little and James Murray were hurt the worst, and presented a horrible appearance, the flesh on their faces rolling up in great chunks. Four physicians are attending them. Their sufferings are intense, and their cries can be heard for over a block away.

Carnegie Will Rest.

PITTSBURG, Pa., May 14.—The Dispatch will say to-morrow that the proposed consolidation of the Carnegie interests will create the greatest combination of capital Pittsburg has ever known. It will be backed by about $40,000,000, and will employ from 12,000 to 14,000 men. Instead of the capital stock being $15,000,000, it will probably be $25,000,000. Andrew Carnegie will continue the largest stockholder, but will turn over the management of the whole thing to Henry Frick. It is the intention of Mr. Carnegie to devote the remainder of his career to spending his millions in artistic, social and other directions, and it is not unlikely that he will take more active part in political affairs. In addition to their iron and steel interests, Messrs. Carnegie and Frick control 70 per cent. of the coke trade, or about 28,000,000.

Watterson's Idea Wins in Kentucky.

LOUISVILLE, May 14.—There was a general primary election throughout Kentucky to-day to select delegates to the State convention to be held in Louisville, May 25, to choose delegates to the national Democratic convention in Chicago. The result showed the influence of the recent utterances of the Hon. Henry Waterson. It is conceded by all that the sentiment for Cleveland is very strong in Kentucky, and a month ago it was believed a delegation would be sent to Chicago instructed for Cleveland. To-day's primaries indicate that possibly Kentucky will send an uninstructed delegation. The position taken by Mr. Watterson that the delegates should be left to determine their choice by conditions existing at the time of the Chicago convention was indorsed by thirty out of the fifty-nine counties reported to this hour. The instructed counties are about evenly divided between Cleveland and Carlisle.

Threw Blasting Powder on the Fire.

KNOXVILLE, Tenn., May 14.—Zachariah Wells, of Fairview, W. Va., went to Big Stone Gap last Thursday night and visited the office of T. M. Darnell, who has been engaged in mining for some time at that place. Wells stopped to spend the night with Darnell. Darnell was away at bed-time and his visitor went to bed. Darnell returned about 10 o'clock. It was a chilly, rainy evening, and there was about half a keg of damaged blasting powder in the office. Darnell threw some of it in the stove to start the fire. The flash ignited the keg and exploded two more kegs, several dynamite cartridges and a shotgun. Wells was burned to death and Darnell is in a critical condition.

The Hon. Charlotte Mildred Now a Divorcee.

LONDON, May 14.—Society has been somewhat interested in another divorce suit, the parties to which are well known in high life. The petitioner in the case was John Richard Malone, major and honorary lieutenant colonel of the Ninth Battalion, Rifle Brigade, of Barnstonl County Westmeath, Ireland, who charged that his wife, the Hon. Charlotte Mildred, eldest sister of Lord Clanmorris, had committed adultery with Count D'Autichan in Paris, where they lived together. No defense was made, and the court granted a divorce. Count D'Autichan was condemned to pay the costs of the suit. Colonel Malone married the Hon. Mildred in 1872.

Officers of the A. O. H.

NEW ORLEANS, May 14.—The national convention of the Ancient Order of Hibernians elected the following officers to-day, and adjourned to meet in Omaha, Neb., in 1894: Maurice F. Wilhere national delegate, E. J. Slattery secretary, F. J. Dundon treasurer; national directory, P. J. O'Connor, of Georgia; J. M. Clark, of Wisconsin; John P. Murphy, of Connecticut; T. J. O'Brien, of Canada; Ed Sweeny, of Ohio. On motion the following trustees of the endowment fund were appointed: Bishop Foley, of Detroit, national chaplain of the order; Archbishop Corrigan, of New York, and the national delegate-elect.

Seem to Have Money for Presents.

RIGA, Russia, May 14.—Count Bobrinski, in the presence of the city authorities, to-day presented to Captain Spencer, master of the American steamer Conemaugh, which brought to this port from Philadelphia a cargo of flour, grain and provisions for the benefit of the Russian famine sufferers, an enameled tea service, the gift of the Czar to the American officers. The Governor of Riga gave a banquet to the officers of the steamer this afternoon. This evening a performance in their honor was given at the circus.

Theater-Lessee Gilmore Was Negligent.

PHILADELPHIA, May 14.—James Pigeon, another of the ill-fated occupants of the gallery at the Central Theater fire, is dead. Pigeon was the fourteenth victim. The coroner's jury has rendered a verdict in which it finds the lessee, William J. Gilmore, and his employes grossly negligent in not providing sufficient means of exit from the galleries; in not having convenient means of access to fire escapes, and in not having means of exit from the dressing-rooms of the performers directly outside of the building.

Dreams of a Whisky-Crazed Man.

SPRINGFIELD, Mo., May 14.—The two Taney county prisoners held here have been released by Sheriff Day, who discredits Milton Everett's story of the mob as the dreams of a whisky-crazed man. George Friend, Everett's brother-in-law, expressed perfect willingness to go to Taney county and face the charges made by Everett. The latter, Wednesday night, told contradictory stories of the killing of Deputy Sheriff Williams, and is said to have been half crazy from drink for weeks past.

Still Using the Boycott for Retaliation.

PITTSBURG, May 14.—The general executive board of the Knights of Labor is still in session here and will not finish the work on hand before the middle of next week. It has been decided to boycott a wealthy shoe manufacturer of Lynn, Mass., because he recently discharged all the union men in his employ and is now running a non-union factory. Arrangements were made to instruct the farmers of the country to purchase only foot wear having the registered mark of the United Boot and Shoemakers on them.

Havoc of a Heavy Sea.

NEW YORK, May 15.—The steamship Normannia, from Hamburg, which arrived this afternoon, reports that on May 10 she shipped a heavy sea. The first officer's ribs were broken and several of the seamen and firemen were severely injured. The cabin roof was demolished and general havoc was wrought by the sea. Baron Fava was not a passenger. He was expected either on the Normannia or La Gascogne.

Death of Gen. T. A. Rowley.

PITTSBURG, May 14.—Gen. Thomas A. Rowley, who served with distinction in the Mexican and civil wars, was found dead in bed this morning. The deceased was eighty-five years of age and as active as a man of forty up to the day of his death. He always took a great interest in politics and held several county offices under Republican administrations. Death is supposed to have resulted from heart failure.

Wedded in Death.

SPARTA, Ill., May 14.—Charles Jones, aged fifteen, of Eden, a village two miles from this place, shot and killed seventeen-year-old Julia McFarland, of the same place, last night. He then shot himself, dying instantly. Previous to the deed he asked the girl if she would marry him, and on her replying that she would if he gave her the revolver which he held to her head, he fired, with the result stated.

Suicide of a Girl.

CHATTANOOGA, Tenn., May 14.—Flossie Perkins, the fifteen-year-old daughter of the county judge at Lebanon, Tenn., committed suicide by hanging herself with a bridle in the barn, and was discovered to be pregnant. Her seducer is not known. A lynching would follow his discovery. Her father has been judge for many years.

Favor Weaver for President.

GUTHRIE, O. T., May 14.—The People's party of Oklahoma held their territorial convention here to-day and elected twelve delegates to the national convention at Omaha. The delegation is unanimously for James B. Weaver for President and L. L. Polk for Vice-president.

A Generous Sea Captain.

BALTIMORE, Md., May 14.—The magnificent gold tea service presented by the Czar and Czarina of Russia to John Findlay, master of the Atlantic Transport liner Missouri, the bearer of relief supplies to Russia, has been in turn presented by Captain Findlay to the Atlantic Transport Company's president. Captain Findlay holds that the beautiful tea service was presented to him as a representative of the company.

The President and Mrs. Harrison on a Trip.

WASHINGTON, May 14.—The President, accompanied by Mrs. Harrison, Mrs. Dimmick and Lieutenant and Mrs. Parker, left this afternoon on the light-house tender Jessamine, for a trip down the river and bay. Fortress Monroe will be visited, and it is expected, the party will be absent from the city until the latter part of next week.

Thirteen Brave Girl Graduates.

CINCINNATI, O., May 14.—Thirteen girl graduates from Mt. Auburn Young Ladies' Institute banqueted to-night, defying in every possible way all omens of evil. They walked under a ladder, broke a mirror, raised umbrellas in the house, had thirteen waiters and caused the orchestra to play thirteen pieces.

Three-Mile Foot-Race.

PITTSBURG, May 14.—The three-mile foot-race between Peter Priddy, of this city, and Joseph Jordan, of Chicago, was won by the former by three hundred yards. The betting was two to one in favor of Priddy. The race was for $250 a side and the gate receipts, about five hundred people being present.

The Concord Starts for Cairo.

MEMPHIS, Tenn., May 14.—The United States man-of-war Concord departed for Cairo, Ill., this morning, at 9 o'clock, after a week's attendance upon the bridge celebration at this point. It is understood she will remain there until further orders.

Will Trot for $10,000.

DES MOINES, Ia., May 14.—Allerton and Delmarch will trot here next August for a purse of $10,000—60 per cent. to go to the winner and 40 to the loser. All the contracts have been signed.

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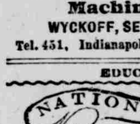

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