THE INDIANAPOLIS JOURNAL.

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— TO THE —
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The Fourth of July on the C., H. & D.

Excursion Tickets will be sold to all points on the C., H. & D.,
At One Fare for the Round Trip.
Tickets good going July 3 and 4, and good returning until July 5, inclusive.
I. D. BALDWIN, D. P. A.

Ticket Office Removal!

. . . THE . . .
MONON ROUTE

Have removed their ticket office from corner Illinois street and Kentucky avenue to No. 2 WEST WASHINGTON STREET ("The Old Bee Hive," corner Meridian street). THE MONON ROUTE is the SHORT AND BEST LINE to Chicago and all points West and Northwest. Special Rates to Denver, and Tourists' Rates to all points in the Northwest.
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BEST IN THE MARKET.

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The greatest selling Headache Remedy in Indianapolis. Potter's Pharmacy, North Pennsylvania street, has sold OVER SEVEN HUNDRED BOTTLES. Get them of Thornburg, Schwartz, Potter, Pomeroy, Huder and other druggists.
PRICE 25 CENTS.

PRINCESS FLOUR
Best made Ask your Grocer.

REPUBLICAN LEAGUE ROW.

Iowans Say Cleveland Was Fraudulently Chosen as Next Meeting Place.

DENVER, Col., June 28.—The Iowa delegates to the national Republican League convention claim that the selection of Cleveland, instead of Des Moines, as the place of holding the next convention, was accomplished by fraud, and will appeal to the executive committee to reverse the decision. The delegation has issued a statement to the Republican leagues declaring that Mr. Byers, chairman of the delegates, challenged in convention the ninety-one votes of the college league cast for Cleveland by Theodore Cox. "Secretary Humphrey," the delegates say, "replied that Cox had the proper credentials on file and Chairman Tracy instantly overruled the objection and counted the ninety-one votes. After the convention adjourned, when a demand was made on Secretary Humphrey for the credentials of Mr. Cox, Secretary Humphrey raked up an old letter received by him from Cox on May 19, 1894, in which Mr. Cox gives a list of the college clubs, ninety-one in all, and Secretary Humphrey now admits that Cox has no other credentials. The latter was never presented to the committee on credentials or approved by the convention."

Mr. Byers says: "This may be the Ohio kind of politics; it may be the policy that Tracy and Humphrey intend to pursue, but if they do and stick to it the Republican National League is dead—deader than a salted mackerel."

A meeting of the Southern delegates has been called for the purpose of organizing a Southern league, on account of the dissatisfaction of the convention in refusing to allow the adoption of the census plan of representation in the South.

The executive committee of the league held a prolonged session to-day. John Goodnow, of Minnesota, was elected chairman. A resolution was adopted empowering the president to appoint a committee for the purpose of preparing and suggesting amendment to the constitution of the National Republican League, with special reference to avoiding some of the difficulties that arise in the Denver convention in regard to the basis of voting, and providing that in future the place of meeting shall be selected by the executive committee and not the convention. This committee will report to the next convention. Hon. H. E. Harper, president of the Mutual Reserve Fund and Life Association of New York, was elected treasurer. The headquarters will be continued in Chicago.

TORNADO IN MINNESOTA.

Several Persons Killed and Injured at Sleepy Eye and Other Points.

ST. PAUL June 28.—The tornado which visited Sleepy Eye and other points in Minnesota, last night, caused the loss of several lives and destroyed a large amount of property. Near Sleepy Eye Charles Mielke, a boy, was killed, and John Schmidt's family of six injured, one fatally. Near Glencoe, five in one family and seven in another were seriously wounded. At Mettite two distinct tornadoes wrecked numerous houses. The industrial school of St. John's University, at Collegeville, and other buildings were destroyed. Near Litchfield seven farmhouses were razed, Mrs. Jennie Lindstrom and Mrs. John Sanders killed and several persons probably fatally hurt. The path of the tornado was about two rods wide. The cloud was of a grayish color, moved with frightful speed and was accompanied by a roar that struck terror in the hearts of all who heard the noise.

A dispatch from Tracy says: A severe storm passed over this place last night. A strip of country six miles wide, south of here in Lyon and Murray counties, was literally wiped out by hail. The large farm of Hamilton & Co. of Winona, two miles south, is practically wrecked, as far as crops are concerned.

Reports from the country around Willmar show that over thirty houses were destroyed by the tornado. A family of seven is reported to be killed at Roseland.

Wilmot, S. D., reports that a tornado struck Sisseton agency while payment of the Indians was in progress. Over one thousand people were on the grounds. One store building and one barn were torn to pieces, the Indian tepees were blown away and several people injured, two fatally. The latter were whites.

Fireman Crushed to Death.

BIRMINGHAM, Ala., June 28.—A westbound local freight on the Kansas City, Memphis & Birmingham railroad jumped the track near Horse creek at noon to-day and was wrecked. The engine turned over down an embankment. Engineer Boisclair escaped by jumping, but was badly injured. Fireman Jack Hale was caught under the locomotive and was scalded and crushed to death. Another brakeman, who jumped, was badly injured. Seven cars were wrecked and much damage done.

DEBS'S BIG STRIKE

Several More Roads Tied Up Yesterday by the Boycotters.

Situation in the West More Serious, but No Effort Yet Made to Interfere with Trains in the East.

HAMMOND A DANGER POINT

Where Strikers Threaten to Stop Every Car That Tries to Pass.

Railways at Chicago Move Trains with Pullmans Attached Under Protection of Hundreds of Policemen.

SITUATION AT CINCINNATI

All Lines to Be Tied Up To-Day if Plans Are Carried Out.

Traffic in California at a Standstill—No Trains Moving on the Northern Pacific—Orders of Federal Judges.

Special to the Indianapolis Journal.

HAMMOND, Ind., June 28.—Fully fifteen hundred people have been patrolling the tracks of the Chicago & Erie and the Monon railroads between the Michigan Central crossing and the State line since 8 o'clock to-night waiting for the east-bound trains to pull in, but up to this hour (11 o'clock) neither train has arrived. Crowds have been congregated around the depots all day determined to prevent the moving of Pullman cars. The Monon train that was tied up here all night transferred its passengers and the two mail cars to train No. 5, which passed through here at 9:30 this morning, and the rest of the train stayed here until 4 o'clock this afternoon, when it pulled back to Chicago, taking the four Pullman sleepers with it. The strikers claim a decided victory in the stopping of the train.

The Erie has been successful in the moving of its trains. Roadmen on that road were busy all day spiking all the switches, and when train No. 8, which was due here at 3:55 this afternoon, pulled in it did not stop, but ran slow until it crossed the Michigan Central tracks, when the engineer pulled the throttle wide open and passed the depot at the rate of forty miles an hour. Three or four strikers attempted to board the train, but failed. This train carried two Pullman sleepers. None of the local passenger or freight trains has been molested. Train No. 92, the Armour & Swift fast meat train, came in at 9:20 and was stopped just before reaching the Calumet river by the explosion of about twenty torpedoes. When the strikers found it was a freight it was permitted to proceed. The crowd down town thought the explosion of the torpedoes were shots from guns in the hands of Pinkerton men, who, they supposed, were guarding a passenger train, and for a few minutes excitement ran high.

The local branch of the American Railway Union held a meeting to-night behind closed doors, and nothing could be learned of what was done. The strikers declare that not another Erie train shall run through the city unless it is found not to carry Pullman cars. They say they will stop every train if they have to ditch them. Sheriff Frederick has been here all day with a posse of deputies, but says he can do nothing against such a mob.

NOT IN FORCE HERE.

Boycott Order Disregarded at Indianapolis—Views of Managers.

Pullman cars come in and go out of the Union Station at Indianapolis without hindrance. There has been no effort here or elsewhere in the State to carry out Mr. Debs's boycott order, except at Hammond and the Indiana suburbs of Chicago. The Monon people last night were trying to secure a Pullman sleeping coach to run out of here for Chicago, but were unsuccessful. Train No. 35 on this road on Wednesday night was abandoned, but No. 33, the day express, came through all right. Train No. 36, which left Indianapolis at 12:25 a. m. Thursday night, reached Chicago over the Elgin, Joliet & Eastern and the Chicago & Eastern Illinois roads. George Howard, vice president of the American Railway Union, is quoted as saying: "I have had it in for the Monon for several years, and am now getting back at it." It is stated that he was dismissed from the service of the Monon for encouraging the trainmen to strike.

A railway superintendent, yesterday, in commenting on the Debs boycott, said: "The American Railway Union can cause endless inconvenience and much danger to life, but it has chosen the wrong time for a strike, and is backing the wrong cause. The union, in attacking the Illinois Central, is playing its highest trump first. The Illinois Central is the road on which the union is strongest and the most susceptible to damage by strike methods. But Debs and Howard are greatly mistaken if they think the people of the country will be with them. The worst feature of the affair is that the danger of travel is increased, irresponsible men taking advantage of the disturbance to spite a road or an employe on it, thinking their evil work will be attributed to strikers."

Another railway official says that the strikers are not punishing the Pullman company, but the roads which give them their daily bread. Said the official: "I happen to know that there is very little money to the Pullman company in the service of such roads as the Santa Fe. It is on roads where the union has no hold that the Pullmans make their money. I have been told that 70 per cent. of the profits or net earnings of the Pullman cars was on one system."

Oscar Murray, vice president of the Big Four lines, says that for once the Big Four is not in the strike troubles. It had but one Pullman line—between St. Louis and Washington—and that runs only every other day. The Big Four could quickly unload that if necessary. The company is experiencing some trouble, however, in getting its trains out of Chicago with Wagner cars.

When the great railway strike of 1877 was on and Indianapolis lines were tied up, V. T. Malott, then general manager of the Indianapolis, Peru & Chicago, and E. W. McKenna, general superintendent of the Jeffersonville, Madison & Indianapolis road, took the position that their contracts with the United States government was to carry mails on passenger trains, and if passenger coaches were not permitted by the strikers to go out, neither would the mail cars run. After one day on which no trains were run, the strikers began to see that they were getting into trouble with the United States government, and permitted the roads to haul coaches on their mail trains.

Judge Field, of Chicago, general solicitor of the Monon company, was expected to arrive yesterday afternoon, but stopped off at Hammond and will get in early this morning. The federal court officials had an intimation that he was coming, and it was generally supposed in these offices that before the day was over the railroad men would be enjoined from interfering with the Pullman cars on Monon trains. The deputies in the United States marshal's office expected to be sent to Hammond with warrants for the arrest of the leaders in the movement which resulted in the holding of a mail train there yesterday.

Judge Baker, of the federal court, said last night that he had received no request either in person or by wire from Judge Field or any Monon official for an injunction such as is referred to above. At the offices of that road it was stated that Judge Field had telegraphed down here, asking whether Judge Baker was in the city. An affirmative reply was sent, but nothing more was heard from the general solicitor. It is altogether probable he will be in this morning and apply for an injunction.

Governor Matthews is watching the trouble with much interest. He has not been asked for troops, nor has he received any intimation that he would be requested to send them to Hammond or elsewhere to assist in the moving of trains. Under these circumstances the Governor did not care to express himself as to the possibilities of the situation.

The Monon has suffered more than any of the roads running in here. The train that left here at 12:35 yesterday morning was all day getting to Chicago. The train running from Chicago here, leaving that city at 8:32 every night, was held nearly all of yesterday at Hammond. Both these are mail trains. The strikers offered to cut off the Pullmans and permit the rest of the train to go through uninterrupted, but the railroad officials said the trains must run through intact.

W. B. Roberts, formerly private secretary to Governor Hovey, came in yesterday morning, having been detained at Hammond by the troubles. John Browning, of this city, was the conductor in charge of one of the Monon trains delayed by the strikers.

CHICAGO'S BLOCKADE.

Passenger Trains Delayed and Perishable Freight Rotting.

CHICAGO, June 28.—Practically all the trains leaving this city during the afternoon and up to 6 o'clock to-night got away with their Pullman cars, but were more or less delayed. The Chicago, Milwaukee & St. Paul road has agreed to handle no more Pullman coaches. All the freight yards in the city are crowded with freight cars loaded with perishable goods, which the roads are unable to move. As the South Water-street markets were sold entirely out to-day, it is expected that a fruit and garden truck famine will be inaugurated to-morrow. The 3:10 train on the Grand Trunk, east bound, was made up with the usual Pullman, but as no passengers appeared the coach was left behind. Two trains on the Baltimore & Ohio which left the city, one at about 6:30 and the other at 8 p. m., for the East are stalled at the Western-avenue crossing on the Panhandle. The switchmen refused to work the gates, and it was impossible to proceed. A detail of police was sent for, and as soon as they arrive an effort is to be made to get the trains out.

Four engineers of the Northwestern road who called on the officials of the American Railway Union last night and induced the order for the strike on that road were discharged to-day. This is considered by the Union an important factor in the trouble. Three men, members of the subcommittee sent out by the Union officials last night to the Northwestern yards, at Western avenue, to order the strike which took place at midnight, were arrested this morning on complaint of the railway officials. They were charged with intimidation and were taken to West Chicago-avenue station and locked up. The American Railway Union engaged attorneys to defend them. Owing to the strike of the switchmen on the Panhandle the trains of that road have been brought in over the tracks of the Fort Wayne road. Threats to tie up the latter road and even the entire Pennsylvania system grew largely out of this fact. Action against the Fort Wayne would also involve the Chicago & Alton, as both come into the city over the same tracks. Everything was blocked after midnight last night at the Western-avenue yards of the Northwestern yards of the Milwaukee & St. Paul and Panhandle roads.

No trains, through or suburban, were running on the Illinois Central into or out of Chicago to-day. By 10 o'clock this morning the Galena and Wisconsin divisions of the Chicago & Northwestern were at a standstill.

About one hundred policemen were stationed to-day along the tracks of the Illinois Central and Rock Island roads in the city. Vice President Harrihan, of the Illinois Central, to-day sent a message to Chief Brennan's office with a letter requesting that more police be detailed to guard Illinois Central property. The Chief, however, said that he did not see how more men could be detailed to that road. The Chief thinks the roads are making too great demands and expecting too much of the city police. Not a car was moving on the Chicago, Milwaukee & St. Paul road. No suburban trains came in or went out this morning, the report said, and at the Western avenue, where the trains were made up, no men were at work. Inspector Lewis had thirty policemen there guarding the company's property.

Signs of trouble were detected early along the Chicago & Northwestern line. At Western avenue and Kinsie street a crowd of railway strikers gathered about 8 o'clock, and thirty officers were sent to the scene of the threatened disturbance. At Mayfair, on the Desplaines division of the Northwestern, trouble was feared. Freight switching yards are located at this point. During the morning the strikers congregated in the yards and five police officers were sent there to preserve order.

The entire day crews on the Milwaukee & St. Paul and Panhandle roads quit work this morning and there is not a wheel turned under any passenger car on either road that was not manned by officials. The men are in an ugly mood and violence is predicted. There are said to be only two Pullman cars on the entire Milwaukee & St. Paul system, but the use of these cars has been as effectual in the tieing up of the road, at least at the Chicago end, as though there were hundreds. The strikers are threatening to throw these two cars into the ditch.

A complication has arisen which may lead to trouble between the Illinois Central and the engineers. Last night an Illinois Central switch engine cab was wrecked, and the company discharged Joseph Finn, who was in charge of a locomotive. He says that a side rod dropped and the revolutions of the broken piece of machinery unavoidably wrecked the cab. His explanation was not satisfactory, and he was discharged. Finn is a member of the Locomotive Brotherhood.

Enough coal was brought to the docks in this city by way of the Western Indiana road last night to fuel the steamers which had been held in port since yesterday morning, but to-day the supply was again exhausted. It is feared that the extension of the strike to the Western Indiana will cut off many from that source.

Eight hundred men employed in the Northwestern shops, near West Fortieth street, struck this morning.

At 11 o'clock to-night all the switchmen, firemen, engineers and trainmen on the Chicago & Western Indiana struck.

To-night the employes of the Union Stock Yards and Transit Company decided to inform the company to-morrow morning that unless it refused to handle the freight cars of the lines hauling Pullman cars they would strike. The number of men is not over three hundred, but their action will completely tie up the stock yards and paralyze the packing industry.

Although it was feared to-night that the mails would be congested at the postoffice on account of the few trains leaving Chicago, the mail pouches were accepted by all the railroad companies except in one instance. The Chicago & Erie express, No. 22, which is scheduled to leave at 8:05, did not leave to-night, and the mail which it has contracted to carry, was returned to the government building.

Telegrams were sent to-night from the American Railway Union headquarters in this city ordering all men on the Denver & Rio Grande and Union Pacific roads out at once.

Will Not Stop Mail Trains.

CHICAGO, June 28.—Superintendent Troy, of the Chicago division of the railway mail service, arrived in the city to-day. Superintendent Troy warned President Debs and Vice President Howard, of the American Railway Union, that if mail trains were interfered with the government will be compelled to proceed against the strikers. President Debs said that the members of the American Railway Union have no desire to come in conflict with the government, and that none of the strikers will interfere with the mails. He assured Superintendent Troy that he would wire instructions to every point where the boycott is in operation that the mails must be allowed to proceed.

WHAT RAILWAY OFFICIALS SAY.

All Seem Determined to Fight the Boycotters to the End.

CHICAGO, June 28.—The Association of General Managers reorganized the General Managers' Association Bureau to-day, and elected John M. Egan general manager. This bureau will have entire charge of everything relating to the strike in behalf of the railroads. To-day committees were sent to Chief of Police Brennan to ask for additional police protection for certain roads. The chief promised to furnish all the men needed at any time.

The general managers of two of the leading roads said to-day that they anticipated and were prepared for a general tie-up of all the roads; that there was nothing left for the railroads to do but resist the boycott. They reserved the right to haul any man's cars that were offered to them, regardless of his business or political affiliations.

H. H. Porter, chairman of the board of directors of the Chicago & Eastern Illinois railroad, in a communication to President Carpenter, of the road, says if the aims of the strike leaders are carried out wage workers will be reduced to absolute slavery, property be rendered valueless, and the result will be revolution. He sounds a note of defiance to the American Railway Union by asserting that the Chicago & Eastern trains will be run with whatever cars the company has a right to haul.

An official of the Milwaukee & St. Paul road said to-day: "The facts are that none of our men have as yet gone out. We have met with some delays on the tracks used jointly by the Panhandle and ourselves between the passenger station and Western avenue, by reason of the strike on the Panhandle road, but these have not been at all serious."

An official of the Chicago & Northwestern railway said of the situation on that road: "On our Wisconsin division all of our men, with one or two exceptions, have remained at work. On the Galena division the strike is confined entirely to our freight switchmen. They have gone out, but we expect to fill their places as soon as possible. We have at the present time on our Galena division in Chicago seven switch engines at work, manned by yardmasters, assistant superintendents, etc. Up to the present time the strike is confined to the city."

One of the officers of the Chicago & Alton road said: "Up to the present hour the strikers have not interfered in any way with the movement of trains on the Chicago & Alton railroad. They are making many threats as to what they will do, and we are prepared to meet any action they may take with prompt measures. I think we will have no trouble whatever in handling our trains, provided the city and county authorities give us proper protection."

Mr. George M. Pullman writes to the general manager of the Associated Press that there is no truth whatever in a statement telegraphed from San Francisco to the effect that the Southern Pacific company had demanded a settlement of the strike.

Will Not Run Without Pullmans.

SAN FRANCISCO, June 28.—Superintendent Fillmore, of the Southern Pacific, says: "Our trains are for the accommodation of passengers, baggage and express matter. If we are not permitted to furnish these accommodations we will not run trains. That is our decision. We cannot tell what will develop and our future course will depend upon circumstances. As to the mail service I am in doubt. We carry mails on our regular trains. If unable to run these trains I do not see how we can be expected to carry mail. We are not, I assume, expected to run special trains for the mails alone. Debarred from the use of Pullmans we cannot carry passengers. If people cannot have them to travel in they will not travel."

Speaking of trains tied up at Sacramento and Los Angeles, Mr. Fillmore said he did not know whether an appeal would be made to the civil authorities for protection. "It is better for people to stop in San Francisco," he said, "instead of being tied at some way station. We do not propose to put them to the latter annoyance, and so, unless sure our trains will run through, they will not start."

DEBS IS SUPREME.

Reports That Show His Boycott Order Has Been Obeyed.

CHICAGO, June 28.—The extent of the Pullman boycott strike was indicated today by the flood of telegrams received by President Debs, of the American Railway Union. The movement has gathered strength until now it paralyzes the traffic of the whole West. Perishable freight is being ruined on side tracks of overland routes in Texas, New Mexico, Arizona and southern California, as well as Nebraska, Colorado, Utah, Montana, Oregon, Idaho, Minnesota and the Dakotas. Travel is stopped from the Pacific coast east and not a car is leaving Chicago for the West. Among the messages received by Mr. Debs to-day are the following from local officers of the union at the points named:

Minneapolis—The railway interests of this city are completely tied up. Not a car moved since 1 o'clock.

Duluth, Minn.—Northern Pacific tied up solid. Chicago, St. Paul, Minneapolis & Omaha company comes next. Travel in Duluth at a standstill.

Los Angeles, Cal.—No Pullmans left here or San Diego. Southern Pacific not operating.

Sprague, Wash.—Not a car moving here. Will not resume until old wage schedule is restored.

Emporia, Kan.—Santa Fe rendered useless by complete strike. No trains through here.

Livingston, Mont.—Dispatchers followed all union men out. Northern Pacific crippled from head to foot.

Missoula, Mont.—Strike in full effect. Committee appointed.

Little Falls, Minn.—Not a railroad man working here. American Railway Union is king.

Butte, Mont.—Union Pacific men all out. Will stay out until otherwise intimated.

From Cincinnati, where the boycott hung fire yesterday, the following telegram was received: "Big meeting of switchmen last night. Indications point to an effective boycott from this time on."

The officials of the American Railway Union were greatly pleased with the situation.

AT CINCINNATI.

Every Train to Be Tied Up To-Day, It Is Said.

CINCINNATI, June 28.—While all trains have been moved up to midnight the situation is growing serious. United States deputy marshals have control to-night of the Ludlow, Ky., yards of the Cincinnati Southern. The C., H. & D. will have a large force of railway policemen appointed by the Governor to-morrow, and other roads will secure similar protection to-morrow. The general officers are in charge of the through trains going out on these roads to-night. To-morrow they propose to put in new men.

A mass meeting of railway switchmen, representing all roads except the Pennsylvania, was held to-night at West End Hall. Over five hundred were present. F. W. Phelan, of the Railway Union, spoke. He says every train in Cincinnati will be tied up in the morning. Resolutions to continue the boycott strike were passed without opposition.

NORTHERN PACIFIC.

All but the Pacific Division of the Road Tied Up.

ST. PAUL, June 28.—A general strike is on on the Northern Pacific system. It went into effect at 12 midnight. The strike is the direct outcome of the Pullman boycott, the employes demanding the reinstatement of the men discharged Tuesday and yesterday for refusing to handle the boycotted cars, and demanding that the order for the discharge of all employes who refuse to handle the cars be rescinded. Several meetings of Northern Pacific branch, No. 214, A. R. U., were held yesterday before the action was decided on. A committee of five was appointed to wait on General Manager Kendrick and demand the reinstatement of the discharged men. This demand was refused. A strike committee was immediately appointed by the union, which at once sent a telegraphic

(Continued on Second Page.)

SIX YEARS FOR PARIS

The Greentown Banker Found Guilty by a Frankfort Jury.

Attorneys for the Defense Hope that Judge Kent Will Set Aside the Verdict.

EPWORTH LEAGUE AT PERU

Indianapolis Choral Union Makes a Hit at Fort Wayne.

Second Day of Western Writers' Convention—Elks' Big Clambake at West Muncie.

Special to the Indianapolis Journal.

FRANKFORT, Ind., June 28.—The jury in the Greentown bank case had been out only about an hour this afternoon when it returned the following verdict: "We, the jury, find the defendant guilty of false pretenses and affix the penalty at six years in the State's prison and a fine of $1,000." Mr. Paris received the sentence with a slight smile and not for a second did the remarkable coolness which has marked his course during the trial desert him. His wife, who has been constantly by his side during the entire trial, bore up bravely, but it was plain to be seen that her heart was breaking. After the jury had been polled, Attorney Bayless filed a motion for a new trial, which will be argued next Monday, pending which defendant was released on his old bond, which is $3,000.

The conviction on false pretenses was a great surprise to Mr. Paris and his attorneys, as well as to everybody else. There was little direct evidence to support this count of the indictment and if a conviction was reached at all, it was expected to be for embezzlement. It required but two ballots to decide the question of guilt, the first being 11 to 1. On the first ballot for the penalty one juryman favored the limit, seven years. The principal thing on which a new trial will be asked is that the evidence fails to sustain the verdict. Paris and his attorneys are hopeful that Judge Kent will set the verdict aside and the attorneys are very confident that if it becomes necessary to take the case to the Supreme Court it will be promptly reversed. Mr. and Mrs. Paris will leave on the Monon in the morning for their home in Indianapolis.

A party of Howard county farmers, depositors in the Greentown bank, came down to-day to hear the argument and eat dinner on the courthouse lawn. The verdict pleased them amazingly and they withdrew to a soda fountain to drink to the health of the jury.

Not Encouraging to Mr. Chase.

Special to the Indianapolis Journal.

KOKOMO, Ind., June 28.—The verdict of six years' imprisonment and $1,000 fine in the trial of ex-Bank President John W. Paris, at Frankfort, this afternoon, is accepted with satisfaction in this county, where he was indicted for looting the Greentown bank. The outcome, it is believed, destroys all hope of dismissing the indictment against ex-Governor Chase, whose trial is pending in the Howard Circuit Court, booked for the September term. Chase was a director in the same bank and a paid solicitor. It was through his influence largely that farmers deposited their money in the rotten institution.

THE LEAGUE PROSPEROUS.

A Total of 57,749 Members Now Enrolled in the Epworth Society.

Special to the Indianapolis Journal.

PERU, Ind., June 28.—The second day's session of the State convention of the Epworth League convened at 9 o'clock this morning. The attendance is very large, being greatly increased by evening, when no less than eleven hundred delegates were present. The report of the secretary shows that the past year has been one of great prosperity and that the constitution adopted by the Indianapolis convention has proven very satisfactory, and is in accordance with advanced league thought; also that the Indiana plan is being generally recognized and adopted by other States of the Union. The Junior League department, under Superintendent J. W. Pierce, of Kokomo, shows great gains. The wisdom of the present constitution is especially shown in this department. The report further shows that many of the districts have adopted a district superintendent and that the present system of chapter elections should be abolished as being very unsatisfactory. The spiritual department shows great gains, and the literary field great advancement. The financial condition of the order is good. It has been demonstrated, socially, that the youths' department is a powerful and reliable ally. The report shows that during the year there were held 31,129 devotional meetings, 13,632 business meetings, 5,121 literary meetings and 2,134 social meetings. There were 19,432 sick persons visited, 6,568 strangers called on, $11,421 distributed to the poor and needy, 741 lectures delivered, 1,348 free entertainments given, 971 pay entertainments and contributions by the chapters to the amount of $14,600.

During the year the Juniors held 9,800 meetings. There are in the State 628 senior chapters and 284 junior, a total of 912. This makes a grand total membership of 57,749. Of this there are 38,765 senior members and 18,984 junior members. Of this number there are 28,208 male and 31,541 female members. From this report the State secretary seems to hold the idea that the problem of how to reach and hold the young men has been solved.

Thursday's session opened with devotional exercises, conducted by Homer Kessler, of Logansport. This was followed by the department of spiritual work in ten minute papers. Papers were read by Ella Caldwell, of Aurora, on "Ushers, Music and Fixtures," followed by Mrs. A. D. Moffit, of Decatur, on "Methods that Have Been Used." This was followed by Katie Riggs, of Princeton, on "In the Shadow of His Wings." A thirty-minute discussion was led by Rev. A. T. Briggs, of Rochester. The question box was conducted by Rev. L. H. Merlin, first vice president of the State league. "League Sunshine," was the subject of the address of Carrie Allison, of Columbus; "Lift Up," Alice Hamil, of Fort Wayne, and "Methods that Have Been Used," Mrs. W. E. Jacks, of Kokomo. A discussion led by Rev. E. T. Gregg, of Decatur, closed the morning session.

In the afternoon, ten-minute papers on literary work were followed with papers by Ona Payne, of Franklin; Nellie Harris, of Peru, and Mrs. O. Markley, of Wabash; also a discussion led by Rev. J. Lathrop, of Aurora, and a question box by H. L. Ritter, of Indianapolis.

The evening session was in the nature of a love feast, during which time excellent music was given. This was followed by the sermon of J. P. D. John, president of DePauw University. The attendance of the public at all these meetings is very large and especially so was this true of the evening exercises. The convention will close to-morrow night.

Elwood Wants Next Convention.

Special to the Indianapolis Journal.

ELWOOD, Ind., June 28.—The Elwood delegates to the Epworth League convention at Peru left for that city this morning. A strong effort is being made to have the next convention held in this city and the Elwood delegates will present a petition signed by every minister, business man, manufacturer and prominent citizen