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PORTE IS ALARMED

PRESENTATION OF RUSSIAN DEMANDS IS VERY DISQUIETING.

Russian Naval Demonstration, It Is Believed, Will Encourage the Bulgarians to Overt Acts.

DISAFFECTION IN THE ARMY

OFFICERS UNABLE TO CURB THE DISORDERLY SOLDIERY.

Ambassadors of the Powers Renew Their Demand for Adequate Protection for Consuls.

ITALIAN FLEET IS EN ROUTE

ONE VESSEL IN THE LEVANT, MORE ORDERED OUT.

Bulgaria Buys Millions of Cartridges in Austria—Other Phases of a Bad Situation.

CONSTANTINOPLE, Aug. 19.—The Russian demands on Turkey, in connection with the recent murder of the Russian consul at Monastir, M. Rostkovski, were formally presented at the Yildiz Palace yesterday. Notwithstanding the warning which Russia addressed to the Bulgarian government it is generally believed that the Russian naval demonstration in Turkish waters will dangerously encourage the Macedonians, who, it is asserted, will interpret Russia's action as being the first step towards intervention in their behalf.

The attitude of indifference heretofore assumed by the Turkish officials towards Russia's action is giving way to one of marked concern. The Porte fears that Russia contemplates making still more important demands than contained in the recent note of M. Zinovieff, the Russian ambassador, such as the appointment of a Christian governor general of Macedonia. This idea, however, does not find support in diplomatic quarters, where the conviction is that Russia is working with Austria. No difficulty is anticipated on the part of Turkey to the acceptance of Russian demands with the possible exception of the appointment of officers of European nations to command the gendarmerie. This is likely to arouse opposition and it is thought that Russian anticipation thereof led to the dispatch of the squadron, the presence of which was hardly required to enforce a fulfillment of the other terms.

The insubordination of Turkish troops is regarded as being one of the greatest dangers of the present Balkan crisis. The lack of discipline among the soldiers is marked. It is found necessary to humor them in order to prevent conflicts between the soldiers and their officers. For instance, a regiment, while on the way from Uskub to Monastir demanded that the train be stopped at Salonica for twelve hours instead of for the scheduled half hour, so that the soldiers might amuse themselves in the town. After futile endeavors to prevail upon them to allow the train to proceed, the officers were obliged to grant their demand. The killing of Bulgarian workmen who were repairing the railroad track near Uskub is another instance of the insubordination of the Turkish troops. Details of the affair show that a trainload of Turkish soldiers soon after leaving the railroad station at Uskub not only fired on and killed three Bulgarians who were at work on the road and left the bodies lying on the line, but some of the soldiers left the train and pursued other Bulgarian workmen to a neighboring station where the Turks murdered them all in cold blood.

The ambassadors of the powers have again drawn the earnest attention of the Porte to the fears of massacres at Salonica and have demanded the adoption of immediate and effective measures for the protection of the foreign consulates and the subjects of the various powers. Letters received from Uskub say there is evidence there of a great feeling of unrest. The mosques are guarded by troops and it is feared they may be attacked.

The monastery of the Holy Virgin, near Kitchero, has been burned by Albanians, after a determined struggle between the defenders of the monastery and the insurgents, during which both sides lost heavily. Servian refugees are arriving at Uskub from Dibra, having fled from that place owing to fear of a massacre. The Albanians in that district have burned a number of Bulgarian villages.

ITALIAN FLEET SAILS.

Increase of Naval Strength in the Levant Has Been Begun.

LONDON, Aug. 19.—The Italian ambassador here to-day received a dispatch from Rome announcing that an Italian squadron has been ordered to Macedonian waters. No explanation was given of the reasons underlying the orders.

It was regarded as probable that the Foreign Office at Rome has received advices showing that Italian interests, which are important at Salonica and in its neighborhood, are menaced, and it was deemed wise to have a strong force handy to convince the Turks of the inadvisability of affecting such interests by any hostile act. It is added that the presence of the Italian fleet would also deter the Turks from committing outrages on inoffensive Christians.

As the result of inquiries made at the various embassies and in official circles here, the Associated Press is able to make an authoritative statement regarding the situation as affected by the troubles in Macedonia. Turkey regards the action of Russia and Austria in compelling the Porte to institute reforms as an intervention which, to quote a high Turkish official, "has already had the effect of encouraging the rioters, who will be further encouraged by the dispatch of the warships of Russia and Italy." This official added that Great Britain's attitude was satisfactory to the Porte. Austria, it is asserted here, was not advised by Russia of the latter's intention to send warships to Turkish waters and may decide that her interests also require a naval demonstration.

The consensus of opinion among the diplomatists is that there is nothing in the situation to warrant the belief that it will develop into a general conflagration, as the powers are co-operating to preserve the peace of Europe.

ROME, Aug. 19.—No other power is in better position that Italy to quickly send a fleet to Turkey. In fact, Italy may almost be considered as already having a warship on the spot, as the torpedo boat destroyer Minerva is off the Island of Lemnos, in the Aegean sea, a few hours steaming from Salonica, and the battleship Re Umberto, which is at Augosta, Sicily, can reach Ottoman waters in about forty hours. The Italian Mediterranean fleet, now off Cagliari, Island of Sardinia, has been ordered to Sicily, so as to be nearer the scene of the trouble in Turkey. Italy, it was announced to-day, has decided to act in accord with the other powers in the Balkan situation.

The Italian ambassador at Constantinople has telegraphed to the foreign office saying the porte has declared it will soon be able to re-establish order in Macedonia and that it has already secured effective protection for all the foreign consuls there.

Bulgaria Buys Ammunition.

LONDON, Aug. 19.—A dispatch to a news agency from Vienna, says Bulgaria has or-

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MILLIONAIRE STOCKHOLDERS.

Annual Meeting of Colorado Fuel and Iron Company.

DENVER, Aug. 19.—The annual stockholders meeting of the Colorado Fuel and Iron Company was held at the offices of the company in this city this afternoon. About four-fifths of the stock of the company was represented, and the following directors were chosen: John C. Osgood, Julian A. Kebler, Geo. J. Gould, John D. Rockefeller, jr., F. J. Hearne, Fred, T. Gates, E. H. Harriman, Edwin Hawley, Ben Nicolla, J. H. McClement, James H. Hyde, E. W. Oglebay and E. Parmalee Prentiss. There being no quorum of the directors present, the directors' meeting for the election of officers was postponed and will be held next week in New York. The statement was given to the press that the following members of the executive committee have been agreed upon. John C. Osgood, Geo. J. Gould, F. J. Hearne, J. D. Rockefeller, jr., and Fred T. Gates.

SHAFT DRIVEN INTO NECK

RECKLESS DRIVER KILLS VALUABLE HORSE OF MERRITT LONG.

The Latter Was Driving His Cab When Unknown Man Drove Buggy Into Collision with Him.

A valuable horse attached to a cab owned and driven by Meredith Long, a levee hackman, was killed last midnight at Thirty-fourth and Meridian streets. In Long's cab was James Scanlan, a saloon keeper, who was on his way to his home opposite the fair grounds.

After Long left Illinois street he turned on to Thirty-fourth street and headed east. In crossing Meridian street a buggy drawn by one horse came out of the darkness. The driver recklessly let one shaft of the buggy collide with one of Long's horses. The shaft penetrated the neck of the horse, making a frightful wound. The injured horse faltered and then fell to the ground.

When the horse fell the impaled shaft was loosened. The driver of the buggy did not hesitate, but whipped up his horse and drove toward the city. Long and his passenger tried to catch the man, but he got away. The police are looking for him.

HEMENWAY WILL LEAD

INDIANA MAN TO SUCCEED TO THE MANTLE OF CANNON.

Payne Will Have to Be Satisfied with the Empty Title, While the Indianian Will Do the Work.

WANTS TO MAINTAIN HARMONY

AND DOES NOT BELIEVE THE OLD LEADERS CAN DO IT.

Cannon Thinks His Successor as Head of the Appropriations Committee Is the Right Man.

Special to the Indianapolis Journal.

WASHINGTON, Aug. 19.—James A. Hemenway, of Indiana, will be the actual leader of the Republicans in the next House of Representatives. Sereno E. Payne, of New York, will retain the badge of leadership, while the active work on the floor will be performed by Mr. Hemenway, who will succeed Joseph G. Cannon as chairman of the great committee on appropriations.

The subject becomes prominent at this time in view of the probability that Congress may be assembled in extraordinary session in October, and certainly not later than November. Mr. Cannon, the speaker to be, is not an intimate of Mr. Payne, Mr. Dalzell, of Pennsylvania, or of the other men who comprised the Henderson cabinet. Despite this fact he will not insist on a change in the leadership. Mr. Payne has occupied the position as leader since the death of Nelson Dingley, of Maine, but in all legislative battles that marked the proceedings of the Fifty-sixth and Fifty-seventh Congresses, Cannon, of Illinois, led the membership of his party on the floor of the House.

No one recognizes the limitations of Payne, Dalzell and Grosvenor more than Mr. Cannon, who never approved the methods which frequently resulted in antagonisms within the party. The Porto Rican fiasco of a few years ago and the bitterness engendered among the House Republicans during the Cuban contest were due to the nonconciliatory tendencies of the Messrs. Henderson, Payne, Dalzell and Grosvenor.

Mr. Cannon would like to substitute younger and more aggressive men for the present leaders, but believes that such a course would be impolitic and might result in dissensions when it is desirable that harmony shall prevail. He will accomplish his object in another way. He will select a man who will represent him on the floor, and one who will be the acknowledged leader, Payne retaining the title, which will have to satisfy him.

After a recent conference held by Mr. Cannon, Sherman, of New York, and other party leaders, it was announced that Mr. Babcock, of Wisconsin, would be invited to take the actual duties of leadership. It is noteworthy that this statement did not come from any of the men who were parties to the conference. Other men in the North and middle West have been mentioned for the honor of first lieutenant, but the logic of the situation points to James Hemenway, of Indiana, as the personal representative of the speaker on the floor.

Hemenway has been closely associated with Mr. Cannon in the committee on appropriations, and is slated to go at the head of that important committee. Sherman, of New York, Tawney, of Minnesota, Burton, of Ohio, and others have been mentioned, but Hemenway, of Indiana, is regarded as the man on whom the mantle of Cannon will fall as the active leader of the House Republicans. JOHN E. MONK.

LOG OF THE PETREL.

It Recounts the Incident of Firing on the Silver Spray.

OTTAWA, Ont., Aug. 19.—The action of the captain of the cutter Petrel, in firing on an American fishing boat, the Silver Spray, in Lake Erie, is undergoing thorough investigation by the Canadian government. The Canadian commander's log mentioning the incident has been received at the Department of Fisheries. It was returned to him to-day, with a request for a more detailed report.

In the log the captain of the Petrel says he signaled the Silver Spray to stop. No attention was paid to his signal. He then fired across her bow, but the Silver Spray would not alter her course. "I then fired directly at her with several rifles," the log continues. "The American boat kept on her course, and, as she was as fast as the Petrel, there was nothing to do but lay to until she was out of sight."

PATIENCE GIVING OUT.

UNCLE SAM—*"If I get desperate they won't make more than about one spade full for me."*

YACHT RACE TO-DAY

SHAMROCK III AND RELIANCE WILL BEGIN THE CONTEST.

Betting Is Two to One on the Defender, and Great Confidence Is Felt that She Will Win.

TIME ALLOWANCE INCREASED

CHALLENGER IS REMEASURED AND GIVEN TWELVE SECONDS MORE.

Weather Predictions Are Not Reassuring—Sir Thomas in Doubt Whether to Sail on His Boat.

NEW YORK, Aug. 19.—Over the ocean racecourse outside of Sandy Hook Sir Thomas Lipton's Shamrock III to-morrow will try to defeat Reliance, the new defender of the America's cup.

Again this year as in the two preceding series, the government will police the course with revenue cutters and stringent rules have been laid down to prevent interference by the excursion fleet with the racing yachts. The racers are moored to-night inside Sandy Hook ready for the fray to-morrow. Both yachts were given their final trial spins to-day. Despite the time allowance of one minute and fifty-seven seconds which the defender must concede to the challenger the friends of Reliance are confident that Sir Thomas is again doomed to defeat and the confidence in the American boat is reflected in the betting with the odds 2 to 1 on Reliance. The friends of the British boat, on the other hand, profess the greatest faith in the ability of Fife's latest creation to "lift the cup." Shamrock III was remeasured to-day and the time allowance was increased, as a result, twelve seconds.

In neither of his previous attempts to carry off the cup did Sir Thomas sail on a challenger. To-night he was in doubt whether to sail on the Shamrock to-morrow. His friends on the Erin urged him not to do so for fear of an accident.

According to the rules the first race will be fifteen nautical miles to windward or leeward and return. After that each alternate race will be over a triaugular course, ten miles to the leg. The second race will be sailed on Saturday and the third on next Tuesday; and thereafter, every other day until the series is completed. The cup goes to the winner of three out of five races. If the course is not covered within the time allowance, five and one-half hours, it is no race.

The weather prediction for to-morrow is not reassuring, the forecaster promising a breeze of from three to nine knots. A seven-knot breeze will be necessary to carry the boats over the course in the maximum time, five and one-half hours.

Shamrock III and Reliance spent an hour to-day in a trial spin. They then returned to their docks, there to be prepared for their race to-morrow.

C. Oliver Iselin, to whom a son was born to-day, and his advisers, passed the night on board the Reliance tender, at anchor near the Reliance.

LIPTON IS CONFIDENT.

Of to-morrow's race, Sir Thomas said:

"I am more than confident of winning, and my confidence is shared by every man on the fleet and other admirers of Shamrock III. Designer Fife is thoroughly satisfied with the tuning up that Shamrock III has received and Captain Wringe is confident."

In reply to a question whether or not there was any basis for suspicion that the challenger had not been permitted to show all her speed in her trials with Shamrock I, Sir Thomas said:

"There never was any jockeying. I do not consider it an honest way of getting people to bet their money. Except in a few cases, when Mr. Fife has wanted to sail alongside of Shamrock I, we have always done the best we could and I have always wanted to see her do her best."

Sir Thomas added jokingly, "Shamrock III will win the first race either six or seven minutes, I'm not quite certain which; the second race by four minutes and a half. You will have to ask me about the third race later."

A flood of letters, cablegrams and telegrams reached the Erin to-day from all parts of the world, bringing wishes for the success of Sir Thomas and Shamrock III.

The remeasurement was made at the request of Sir Thomas Lipton. The difference in the measurement was caused by the lowering of the throat-halyard block three feet, thus adding to the length of the topmast and decreasing the sail area. Secretary George A. Cormack was asked to-night if the measuring was the result of any dissatisfaction on the part of Sir Thomas Lipton with the figures obtained by Mr. Mower. "Not at all," said Mr. Cormack. "Simply Sir Thomas altered his boat by lowering the throat-halyard block, then asked for a remeasurement and got it. That's all."

DOWIE WILL HAVE 4,000.

His Expedition to New York Will Tax Capacity of Railroads.

CHICAGO, Aug. 19.—Passenger representatives of Eastern roads received notice today that when John Alexander Dowie's expedition starts for New York on Oct. 14 at least 4,000 persons will have to be moved, instead of 2,400, as originally announced.

Not all of the crusaders will come from Chicago and Zion City. Rates of one fare for the round trip have been granted by the railroads from nearly all the Western States to Chicago and from contiguous territory to all of the large cities between Chicago and New York. The movement will be the largest of its kind to take place in a single day in the history of railroads, and will tax their ability to the utmost.

DAN PATCH GOES IN 1:59

BREAKS THE WORLD'S RECORD FOR PACERS AT BRIGHTON BEACH.

In the Face of a Stiff Breeze the Unbeaten Racer Clips a Quarter of a Second Off His Mark.

HE IS PACED BY TWO RUNNERS

SHOOTS FROM THE WIRE WITH A SWIFT, FRICTIONLESS STRIDE.

Comes Down the Stretch as Steady as a Locomotive—Looks Fit to Go the Route in Less Time.

NEW YORK, Aug. 19.—Dan Patch to-day broke the world's record for pacers by going a mile in 1:59 at Brighton Beach. He was driven by McHenry. The previous record of 1:59¼ was paced by Star Pointer in 1897 and by Dan Patch in 1902.

A stiff breeze was blowing, which struck the horse fairly in the face. The track was a little slow, but the effect of the wind was discounted by sending a runner in front while a second runner galloped alongside. In view of the adverse conditions the announcement was made that Dan Patch would go against the track record of 2:00¾, but would also try to beat the world's record of 1:59¼.

When the unbeaten pacer, for Dan Patch never lost a race, appeared on the track, he was loudly cheered, and after a few preliminary warm-ups he received the word. With a swift, frictionless stride he shot from the wire and seemed to be determined to push his nose into the flying sulky in which the thoroughbred in the shafts was steadily pulling ahead. On swept the pacer to the quarter in 0:29¼, and when he flashed past the half-mile pole in 0:58¾ a great volume of cheers went from the vast crowd. Then came the difficult top turn and the slowest quarters of the mile, the three-quarters being done in 1:29¼. But down the stretch as swift and steady as a locomotive he came and as he shot under the wire the watches stopped at 1:59.

The new champion was not at all distressed and looked as though he would be able before the season is over to lower his own record.

The betting was even money either for or against his beating the record.

ISSUE OF $5,000,000

PLANS FOR FINANCING INDIANAPOLIS SOUTHERN ANNOUNCED.

Bonds Will Be Taken Up by Eastern Capitalists, Whose Representative Is in Indianapolis.

PARRY TALKS ABOUT PLANS

FIRST DIVISION WILL BE IN OPERATION WITHIN A YEAR.

Road Will Then Be Completed from Sullivan to Rockport—Cheap Coal May Result.

Five million dollars of twenty-five year first mortgage 5 per cent. bonds will be issued within the next month or six weeks by the Indianapolis Southern Railroad Company. The bonds will be taken by Eastern capitalists. A. F. White, a New York financier, is in Indianapolis, negotiating for the purchase of the bonds. The money will be used for the construction and equipment of the road between Indianapolis and Sullivan. This statement was given out last night by D. M. Parry, president of the road. The directors of the road met yesterday and discussed financial and construction matters.

The contract for the construction of this part of the road will be let within the next two or three weeks, it is expected, and the work will be begun a few weeks later. The Southern Construction and Equipment Company, of Indianapolis, which, it is thought, will be awarded the contract for the construction to Sullivan, was incorporated yesterday for $50,000. Fred Cline, Frank N. Fitzgerald, W. L. Lacey, Harry Weill and Alfred E. Kalter are the directors of the company.

The officers and stockholders of the road have assembled in Indianapolis and are making preparation to let the contract for the Indianapolis and Sullivan division. The right-of-way for the entire route to Rockport, the southern terminus of the road, is now complete, and President Perry says that within a year the Indianapolis and Sullivan division will be in operation.

FLOATING BONDS IS EASY.

"We are not going to have the least trouble to float the $5,000,000 of 5 per cent. first-mortgage bonds we will issue within a now complete, and President Parry says night. "The value of the territory which the Indianapolis Southern will go through in the way of assured large freight business from the coal mines and stone quarries will make the bonds especially desirable. And then, too, they will draw 5 per cent. interest. Mr. A. F. White, of New York, who has been in Indianapolis for some time and has gone over the route, is negotiating for the purchase of the bonds for Eastern capitalists. The construction of the division between Indianapolis and Sullivan, a distance of about 110 miles, within the next twelve months is now an assured fact. And within a short time after its completion the road will be put into operation between this city and Sullivan. When this work is completed the company will at once begin the construction of the remainder of the line to Rockport, the southern terminus. The road will be something over 200 miles long when completed to Rockport."

The entire cost of the construction and equipment of the road will be between $8,000,000 and $10,000,000, President Parry says. After the first division is in operation it is thought the company will issue bonds for the construction and equipment of the division between Sullivan and Rockport.

From Indianapolis the route of the Indianapolis Southern goes due south for twenty miles into Johnson county, turning a little to the west to touch Morgan county. The route then goes through Brown county and Monroe, striking Bloomington. The next large town on the route is Bloomfield, in Greene county. The route then turns slightly to the north to reach Linton and Sullivan.

Spurs will be built to coal mines and stone quarries. The company expects to deliver coal into Indianapolis for 40 cents a ton, which will be materially less than the present rate.

$100,000 PARK FOR WAVERLEY.

Plans of Indianapolis & Southwestern Traction Company Outlined.

A large park and general summer pleasure resort to be situated on the White river at Waverly, seventeen miles out of Indianapolis, is being planned by the Indianapolis & Southwestern Traction Company. The company has closed a deal by which it becomes the owner of 227 acres of land on both sides of the river near Waverly. The plan is to spend about $100,000 to convert the tract into a park and golf links. The company has plans for the damming of the river at this point, at a cost of about $85,000, for the generation of power with which to operate the line between Indianapolis and Martinsville. The line to Martinsville will be only a small part of the road, as Evansville will be the southern terminus. The Indianapolis & Southwestern traction line will be one of the longest electric roads in the State.

WOMAN STOLE THE RIG

POLICE ARE ANXIOUS TO FIND "KID" ADAMS AND COMPANION.

Mrs. Rice, 708 West Pratt Street, Hitched Horse in Front of Roadhouse and It Disappeared.

A woman horse thief attracted the attention of the police department last night, and an all-night search failed to locate her.

Early in the evening Mrs. Rice, of 708 West Pratt street, drove to Jim Scanlon's roadhouse and hitched her horse and rig on the outside while she went in to see some friends. A few moments later "Kit" Adams, a woman who has figured in almost all police charges except horse stealing, came along with a man, at the present time unknown, and stole the rig. They drove around the city for several hours, but later learned that they had been discovered and drove the animal to the livery barn where it had been hired by the Rice woman. Leaving the horse stand outside of the barn, the Adams woman and her male companion jumped out of the rig and ran down a near-by alley.

Up to an early hour this morning neither the man nor the woman had been arrested.

ROPE RULE AT JAIL

SHERIFF FINDS A WAY TO AVOID TROUBLE WITH PRISONERS.

Plan Will Prevent Passing of Revolvers and Knives to Dangerous Men Behind the Bars.

TWO MEN CAUGHT IN THE ACT

GUARD DETECTS THEM SLIPPING DRUGS TO PRISONERS.

Mystery of Morphine Fiends at the Institution Solved by the Sheriff—The New Rule.

For some time past the authorities at the county jail have been at a loss to understand how prisoners, carefully searched before being placed in the cells, were able to secure morphine and cocaine. A number of cases have lately been brought to the attention of the sheriff where the use of the drug was very apparent, and in one or two instances men were found on their bunks overcome by the effects of the morphine and cocaine they had taken.

Lately a strict watch has been kept on Wednesdays, which are visiting days, and yesterday a new plan was adopted by Sheriff Metzger to prevent visitors from passing anything through the bars to the prisoners. Heretofore the visitors were allowed in the corridors and the prisoners were turned into the large cells and could talk at will to those who had permission to see them. They were allowed to go so close to the callers that it was an easy trick to pass a little package of morphine through the bars. Yesterday was visitors' day and from 9 o'clock in the morning until 11 the jail was crowded with friends and relatives of the transgressors behind the bars.

ROPE BARS THE WAY.

At the suggestion and with the personal supervision of the sheriff, a rope was stretched on the inside of the large cell, where the prisoners were allowed to go to talk to their friends, in such a manner that the inmates of the jail could not get nearer than four feet to their friends without stepping over or under the rope, and a guard was placed at each end of the rope to see that the rule was enforced. Two men called at the jail Wednesday to see friends and were allowed to go to the upper corridor and converse with them. The guard who was on watch at the time saw two packages flipped over the rope by these men, and saw two prisoners pocket them stealthily.

An investigation was made at once and it was found that the packages contained morphine. The men who threw the packages into the cell were put out of the jail and the drug was taken from the prisoners. By the use of the rope it will hereafter be impossible to pass anything through the bars to the inmates of the jail, and another case of prisoners being armed with guns and clubs like the recent trouble with the federal prisoners will be averted.

FIGHT AGAINST MILLER.

Washington Bookbinders Are Yet Waging a Futile War.

WASHINGTON, Aug. 19.—The controversy between the Bookbinders' Union and William A. Miller, assistant foreman in the government printing office, has broken out afresh. At the close of the day's work Monday Public Printer Palmer handed to Mr. Miller a set of charges which had been prepared by the union. Mr. Miller was informed that he could take the rest of the week to reply to them, but he sent them back to the public printer yesterday with the statement that they were made by irresponsible parties; that they were based on hearsay and were too absurd to seriously consider.

The officials of the government printing office were loth to discuss the case, but it was learned that the charges were mainly directed against Mr. Miller's personal character and related to acts said to have been committed as far back as twenty-five years ago. It also was learned that a scouting committee from the Bookbinders' Union recently made visits to several towns in Pennsylvania for the purpose of collecting data to be used against Miller. An official of the government printing office said that Miller's status in the office is not likely to be disturbed.

A claim has been filed by Miller for pay which he claims to be due for the time he was out of office. Public Printer Palmer has referred the matter to the controller of the treasury for decision.

CRASH AT WABASH

BRIDGE AND IRON WORKS MAKES AN ASSIGNMENT.

The Liabilities Are Estimated at $200,000, with the Assets Possibly Aggregating $100,000.

MANY BANKS ARE CREDITORS

GENERAL MANAGER BORROWED HEAVILY IN A NUMBER OF CITIES.

Several Local Capitalists Who Indorsed the Paper of the Company May Be Involved.

OUTLOOK IS DARK AT ANGOLA

FURTHER DETAILS IN REGARD TO THE BANK FAILURE.

At Least $60,000 of Overdrafts by One Firm, Covered Only by Notes Without Security.

Special to the Indianapolis Journal.

WABASH, Ind., Aug. 18.—At 5 o'clock this afternoon the Wabash bridge and iron works assigned. The failure of this company comes as a sensation here, where the factory was one of the most prominent in the city.

The assets are not known. The company was incorporated at $100,000 and the assets are expected to be about the same amount. The liabilities are estimated at from $175,000 to $225,000, with $200,000 as about the right figure. Over four-fifths of the creditors are banks located in Indianapolis, Cincinnati, Cleveland, Chicago, New York, Marion, Muncie, Anderson, Peru, Logansport, Delphi, Bluffton, Monticello and one or two other cities.

Eighty per cent. of the stock was owned by S. H. Godman, of this city, who organized the company. By reason of his large personal acquaintance he was able to borrow money in almost every city and in this way the credit of the company was kept gilt-edged, though it always paid high interest. The local banks were not involved, not having been asked for loans. The officers are: John B. Latchem, president; W. S. Hood, secretary; Mr. Dempsey, treasurer; S. H. Godman, general manager. The receiver has not been named as yet, although it is understood the creditors and company both are willing to have James Lynn appointed, although he is a small shareholder.

Attorneys from a number of cities were here to-day and the papers were filed after a long conference. The suit was brought by William V. Pressler, a local stockholder. All the stockholders live in this city. It is said the plant will be continued in operation. It is feared that several local capitalists, who indorsed paper, are involved. A local attorney stated that this assignment, in the nature of the liabilities, is the strangest ever filed in Indiana.

THE ANGOLA SITUATION.

Large Sums Are Due the Failed Bank in Overdrafts.

Special to the Indianapolis Journal.

FORT WAYNE, Ind., Aug. 19.—The day's developments in the failure of the Kinney & Co. bank at Angola, seat of Steuben county, discloses the fact that the National Mill, Water and Light Company owes the bank in overdrafts now covered by unsecured notes a sum certainly more than $60,000 and probably more than $80,000. As this institution is under mortgage to the Fort Wayne Trust Company for $28,000 and is itself not worth more than $70,000, the prospects of its paying its obligation to the bank are not promising, and 25 cents on the dollar is the estimate of citizens of Angola competent to judge.

The milling company is composed of John J. Kinney, president; W. G. Croxton and C. A. Pilliod. Kinney was the bank's manager and evidently drew at liberty on its resources to meet the expenses of the losing mill. It has the contract to furnish the electric light for street and commercial purposes and also the water for fire service and private consumption. Its income from these sources is about $7,500 a year. It has the contract further to furnish the electric power for the Pilliod traction line, to James Lake, when the line is completed, and is said to have earned expenses in the last three months. It has a capacity of 400 barrels of flour a day, but has no capital to buy the wheat to keep the mill going. The bank cannot realize much from it, but there are farms belonging to the partners from which, with town real estate worth in all $60,000, the depositors may realize a majority part. The partners still claim, however, that the bank will pay dollar for dollar.

The Pittsburg company which sold the traction line its rails has placed a material man's lien on the entire traction plant.

Angola people are placed under trial, and the two other banks, which prepared for a run, have had no unusual demand for money. Expert bookkeepers are preparing the bankruptcy schedules.

The March tax returns showed deposits of $123,000. Mr. Pilliod says the road's bonds, five-twenties, have been negotiated at 70 to the American Bond and Guaranty Company, and the bank's failure will not interfere with the completion, next week, of the traction line.

Failure of a Texas Bank.

BEAUMONT, Tex., Aug. 19.—The Citizens' National and Savings Bank was this afternoon closed by Bank Examiner Logan, who has been here for several days looking over the affairs of the institution. Examiner Logan positively refused to say anything concerning the status of the bank's affairs, except that he had prepared a statement for the controller of the currency. The failed bank is officered by well-known men, the published list of directors including ex-Governor J. S. Hogg, Rod Oliver, J. S. Cullinan, at the head of a big Texas oil company, R. E. Brooks and E. J. Marshall.

MOBBED A WHITE MAN.

Twenty Negroes Attack William Faulkner for Careless Riding.

About twenty angry negroes mobbed William Faulkner, white, of Sixteenth and Missouri streets, last night and, it is said, injured him severely. Young Faulkner, who was riding a bicycle, ran into a little colored girl named Letha Davis, of 217 West Thirteenth street, knocking her to the ground and cutting several gashes in her head. Colored men who were witnesses to the affair claimed that Faulkner had been careless and they gave vent to their wrath by beating the rider of the bicycle with clubs, stones and their fists until Faulkner's cries attracted the attention of passers-by who called the police. Bicycemen Trimpe and Lowe responded to the call, but all the negroes had departed before they arrived on the scene.