The Wheeling Intelligencer.

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The Intelligencer.

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THE President's fool friends in Wheeling might take a lesson from the very gentlemanly conduct of the ex-Confederate Mayor of Mexico, Missouri.

A NEWSPAPER, in noting the fact that Roscoe Conkling's sister has been appointed to a federal position, remarks that "she is not at all pompous in her manner." This may not be intended as a gentle insinuation against the manners of her brother.

WE tender President Cleveland our condolence on his inability to visit Wheeling on his western trip. Anybody who has been here can tell the President Wheeling would show him a good time. Perhaps he may be able to come and see us on his return, dropping in via the Union Railroad bridge.

WITH the usual promptness Democratic papers have commenced the work of misquoting from Governor Foraker's Caldwell speech. Fortunately there was a stenographic report of that speech taken on the spot. It fails to show that he likened the President to a dog, or that he made any other disrespectful allusion to Mr. Cleveland.

THE citizens of Ohio doubtless accord to President Cleveland all the satisfaction he may get out of the snub he gave the State. It is silly to construe his act in not replying to Governor Foraker's invitation as simply a personal snub to the Governor. It will be remembered that the invitation was officially extended "on behalf of the State of Ohio."

ESTEEMED contemporaries are devoting much valuable space to the discussion of the question whether or not Mitkiewicz is a real count. Since Mitkiewicz is a naturalized citizen of republican America, such a dispute seems to be out of place. If he faithfully performs the duties of that citizenship we can forgive him for having at one time borne a title, and respect him all the more, as plain "Mr. Mitkiewicz."

IF the Republican Convention names Senator Allison as the National standard bearer next year, West Virginia will join hands with Iowa in electing him, as cordially as if he were one of our own numerous favorite sons. "A man who wears a level head every day in the year," is the way Gov. Larabee describes him. That is the kind of a man the Republican party has been in the habit of bringing forward.

THOSE Democratic editors with protection proclivities who have been engaged in the work of booming Mr. Cleveland for a second term, suddenly find themselves in an awkward position. The announcement that the President has decided to cast his lot with the "tariff reform" element has had the effect to dampen their enthusiasm to a degree that is positively painful. There is fun ahead for the galleries.

THE alleged "Napoleon of finance," Henry S. Ives, furnishes the press some interesting inside facts regarding the B. & O. deal. If he tells the truth, Mr. Ives is something of a martyr, and President Garrett is placed before the public in an unenviable light.

The secrets divulged by financier Ives put a new face on some matters connected with the operations of the past few weeks, and a statement from the other side will be looked for with interest.

COUNCIL saw fit to indefinitely postpone the Park ordinance. So summary a proceedure is scarcely respectful to the representative men who formed the committee which presented the ordinance, nor is it respectful to the people whom the Councilmen are supposed to represent. Had some men now in position in Wheeling been in control of affairs in any large city when one of the famous parks was secured that city would have no park. But then possibly those men never would be in control of affairs in any large city.

THERE has always been a faint suspicion in this State that the Democratic party of West Virginia was largely in debt to the B. & O. management, and the suspicion has been given credence. Now it appears that there was actually a dicker between the head of the National Democratic Committee and Mr. Garrett, by the terms of which the State campaign fund of 1884 was to have a hundred thousand dollars, and Mr. Garrett's telegraph and freight lines were to get the Democratic administration's patronage.

The boodle was forthcoming, the influence of the road was thrown for the Democratic ticket, and Mr. Cleveland's election was thereby insured. The President's failure to make good the promises of Gorman to Garrett, shows him to be void of gratitude or a full appreciation of the significance of the October election in West Virginia. Had not Mr. Garrett, Mr. Camden and other boodlers come to the rescue in answer to Gorman's touching appeal, does anybody suppose that Cleveland, Higgins and Reform would now be running things at Washington?

Water Works for Clarksburg.

Special Dispatch to the Intelligencer.

CLARKSBURG, Sept. 13.—Clarksburg voted to-day on the proposition to issue $50,000 in bonds to build water works. It was carried overwhelmingly by a vote of 426 to 63. The majorities by wards are as follows: First ward, 78; Second ward, 81; Third ward, 93; Fourth ward, 83; Fifth ward, 86. There is great rejoicing to-night.

Salt in Kansas.

NEW YORK, Sept. 13.—The *Engineering News*, has received details of the great strike of rock salt at Ellsworth, Kansas. The vein is 105 feet thick and 96 per cent pure, the other 4 per cent being lime and magnesia, but no potash. The salt is pure white and fit for table use on grinding only. The vein is only 705 feet below the surface.

Hewitt Will Perform the Act.

NEW YORK, Sept. 13.—President Beekman, of the Board of Aldermen, to-day announced that Mayor Hewitt would be invited to deliver the stand of colors to the firemen, the office that Mrs. Cleveland declined because the President was not invited to accompany her.

SECRET HISTORY

OF THE BALTIMORE & OHIO DEAL

As told by Henry S. Ives—Sensational Disclosures—Ives said to Have been Fleeced by Garrett—Alleged Conspiracy to Shut Out the Young Man.

NEW YORK, Sept. 13.—The *World* to-day publishes a detailed account of the transactions of Henry S. Ives & Co. with Robert Garrett, representing the Baltimore & Ohio railroad, and supplements this with an interview with Henry S. Ives, in which he for the first time makes a statement of his affairs.

The following statement is from a capitalist thoroughly familiar with the affairs of the firm: "Ives' first step in railroad financiering occurred just before the present firm was formed, when he secured control of the Mineral Range Railroad Company, a road twelve miles long, running on the northern peninsula of Michigan. The capital stock was only $115,000 on which a regular dividend of 10 per cent had been paid for twelve years prior to the purchase, though a much greater amount had been earned. The building of a parallel line had shaken the confidence of the holders of the Mineral Range stock, which enabled Ives to purchase at considerably below par, his judgment being that by making certain extensions it would be made too formidable for the other road. After securing control he subsequently purchased every single share of the stock and made the extensions which he had formerly regarded as essential and which, in accordance with his previous judgment, had the effect of forcing the other road almost out of existence. He afterwards bought this at his own figure, thus securing a practical monopoly of the business. The bonded debt of the Mineral Range Railroad had only been $200,000, and before the parallel line was threatened Mr. Ives had, as a bondbroker, bought the bonds in the West and sold them at a profit to Connecticut savings banks.

IN POSITION TO DICTATE TERMS.

"It is interesting here to note that L. Z. Leiter, a then prominent merchant of Chicago, who held nearly half of the bonds, on hearing of the competing line, hurried to New York and sold them to Ives at 95. The bonds subsequently declined to 75. Ives, however, continued to buy and acquired about three-quarters of all the bonds and every share of the stock, buying the latter as low as 30. After making the extensions referred to, instead of being bought up by the competing line, he bought said line himself at his own figure. He afterwards increased the stock of the Mineral Range Railroad from $115,000 to $400,000, a part of which he sold out at from 130 to 140, realizing something over $250,000 in cash on the transaction and still retaining a controlling interest in the road.

"The so-called Vandalia line has been the entire outlet of the Pennsylvania Railroad west of Indianapolis. Its purchase put the great corporation of the Pennsylvania Railroad Company practically in the power of Ives & Co., for it thereby put the firm in a position where it could dictate terms for an entrance into New York for the Baltimore & Ohio Railroad, the control of which they were then negotiating for through Mr. Robert Garrett. Great consternation was caused in Pennsylvania railroad circles when the news was announced. The move had been made so quietly that not until the actual transfer had taken place and the Ives party were in control of the board, with Mr. Ives as President, were they aware of it.

THE BALTIMORE & OHIO DEAL.

"The next move was to acquire control of the Baltimore & Ohio sytem, which, when closely allied with the Cincinnati, Hamilton, Vandalia & Dayton, Ft. Wayne & Chicago, formed a vast system of roads second not even to the Pennsylvania. It would have formed the shortest line from the West to the seaboard, reaching all the important cities in Ohio, Indiana, Illinois and St. Louis, Mo., and having terminal facilities therein far superior to those of the Pennsylvania itself, and then the Pennsylvania, seeing its formerly not overformidable rival being placed in a position of great power, brought all possible influences to bear to break up the negotiations. In that they were assisted by many prominent banks and banking firms of this and other cities.

"Ives & Co. had purchased of Mr. Garrett a majority of the share capital of the Baltimore & Ohio for the sum of $18,000,000, of which $5,000,000 was to be paid in cash and the balance partially in deferred payments and partially in collateral trust bonds. The terms of the contract called for specified payments to be made on certain days. These payments, however, because of the opposition developing against the consummation of the transaction, were extended by Mr. Garrett from time to time, he accepting from Ives and Stayner certain payments in money on account and certain security. Garrett well knew that he was obtaining an unreasonable price for his stock, but Ives well knew that if the consummation of the great plans could be effected the difference of a few million dollars would be immaterial. As recent developments have shown, the Baltimore & Ohio was not in an oversound condition, and Mr. Garrett was even more anxious to carry out the terms of the contract between himself and Mr. Ives than Mr. Ives was.

AN ABSOLUTE PURCHASE.

"This contract did not show a mere option of Mr. Garrett to Messrs. Ives and Stayner, but an absolute purchase by the latter and an absolute sale by the former. The matter progressed favorably until two days prior to Mr. Garrett's sailing for Europe, when, to the consternation of all and the great surprise of Ives and Stayner, the famous letter of abrogation appeared in all of the morning papers. This was the first intimation Ives and Stayner had received of such an action on the part of Mr. Garrett, who, by the way, wrote this letter immediately after his dinner. The summary, as it appears to me, is that Mr. Garrett sailed for Europe with $220,000 in cash, a certified check for $100,000 and $1,580,000 preferred stock of the Cincinnati, Hamilton & Dayton Railroad Company in his pocket, given him by Ives and Stayner as part payment on account of their purchase of his stock, which stock he himself had failed to deliver.

"According to the terms of the contract, Ives and Stayner, for themselves and associates, were to have the privilege of examining into the affairs of the Baltimore & Ohio Railroad Company. It is understood that immediately after signing the contract they repaired to Baltimore, accompanied by two expert railroad accountants, with a view to making an investigation of the affairs of the company. The right, however, while not exactly refused, was not facilitated beyond, I have heard from Ives himself, the display on a table of a lot of bonds of leased lines long since in default, the past due coupons forming quite an evident array of securities.

"It may be interesting to note here that many who claim to know assert that hardly any of the leased lines of the Baltimore & Ohio Railroad Company pay a profit to the lessee, and the large earnings which they have shown in the past and the enormous surplus which they claim to have amassed practically amount to nothing claims against defunct leased lines.

THE BLOW THAT CRUSHED HIM.

"It is no longer a matter of doubt that the letter written by Robert Garrett was the direct cause of the assignment of the firm of Henry S. Ives & Co. The following gossip was related to me under circumstances and by an authority satisfying me that there is truth in it. One of the payments to Mr. Garrett was made under these circumstances. Mr. Ives was in Cincinnati looking after the interests of the Cincinnati, Hamilton & Dayton Company, when he learned that Mr. Garrett had himself written letters to the bankers in Cincinnati making application for loans there. Ives telegraphed to Garrett over his private wire that such procedure was ruining his credit. Mr. Garrett replied that he must have $600,000, and as he could not get it in Baltimore he had sought the Cincinnati market. Ives telegraphed back saying that he could not let him have $600,000, and asking what sum he could get along with. Mr. Garrett responded that he could manage on $200,000, which Mr. Ives caused to be sent to him by telegraph from his office in New York. I can only say in conclusion that I believe Henry S. Ives & Co. acted in this transaction for the railroad corporations represented by them, and for outside capitalists. I have reason to believe that a great capitalist who was interested with the firm, owes his salvation to the missing books and the fact that they are still missing."

The representative now approached a delicate subject.

"What about the missing books; is not their disappearance an indication that something was wrong?"

The answer came smilingly, but with extreme caution: "No, because the balances brought forward in the new books must be right, because they correspond with the books of the railroad company."

"Then why should they disappear so mysteriously?"

"Because, I fancy, they would show the close relationship which others bore to the firm. I do not see how their disappearance could have been of any advantage to the firm, but can easily see how others connected with the firm and who do not want their connection to appear in court might have taken means to suppress the books. You will remember that Ives stood to the bitter end by those who were interested with him in the Mutual Union Telegraph corner.

RECEIVERSHIP THREATENED.

"It is alleged by those who profess to know the true inwardness of the Ives-Garrett deal that certain large holders of Garrett's paper in this city, and who were identified with the Pennsylvania railroad, notified him that unless he broke off the negotiations with Ives and Stayner they would refuse to extend his loans and would put the Baltimore & Ohio in the hands of a receiver.

"Do not the developments of the past few days demonstrate clearly that these were the facts? Mr. Garrett has received assistance from New York and London bankers to the extent of $10,000,000. If he had not had this money the Baltimore & Ohio would have gone into the hands of a receiver. Now, would these bankers have advanced this money had Mr. Garrett concluded his negotiations?

"It is also alleged by those who are in a position to know that Drexel, Morgan & Co. in negotiations to support Ives & Co. in their deal with Robert Garrett were inclined to give assistance conditionally upon a friendly agreement, which amounted almost to a pooling of interests between the Pennsylvania and the new system."

"Will the assignee of Ives & Co. recover from Mr. Garrett the cash and securities, together with the certified check in the latter's name?"

"Most decidedly. I think they can not only recover the securities, but may, in addition, recover heavy damages. It was, in my opinion, a purchase and a sale, and certainly a court of equity cannot take into consideration Mr. Garrett's outside dickerings or entanglements. It was a proposition made and accepted in good faith. Two million dollars was paid according to agreement to bind the transaction, and therefore was as legitimate as a note given for value received. If Ives & Co. had departed for Europe with $2,000,000 belonging to Mr. Garrett probably they would have been received by some professional gentleman on the other side, but Mr. Garrett goes to Europe with $2,000,000 of Ives' money and securities unmolested. That is all I have to say, sir."

IVES CONFIRMS THE STATEMENT.

A reporter then called upon Mr. Ives and showed him the foregoing statement, which he said was correct in all essential points.

Ives lays the blame for his trouble on President Garrett, and charges that there was a conspiracy among railroad men and corporations to crowd him out of the field. He is confident that when the affairs of his firm are settled there will prove to be a large surplus. He claims that he prevented the Mineral Range Railroad from being paralleled and thus maintained its value.

Mr. Ives says he made two contracts with Garrett. Only one of these did Mr. Garrett make public. He does not know what reason Mr. Garrett had for desiring two contracts.

"Did the subsequent change and modifications in these contracts, in the matter of payment render these contracts invalid?"

"No; because Mr. Garrett continued to receive money and securities on account, thereby affirming the oral agreement to consent to an extension."

"Have you an expression of opinion to make as to the action of Mr. Garrett?"

"The two suits which I have brought against Mr. Garrett perhaps be t express my views."

Shocking Accident.

ROCHESTER, Sept. 13.—A shocking accident occurred here yesterday to Miss Katie Householder, who resides with her parents, Mr. and Mrs. Joseph Householder, at the east end of Cross street. Miss Householder, with a large number of other young ladies, is employed in the tumblar works. Her work is in the grinding department of the punch room, and in passnear a pulley her hair, which she wore very long and in two braids hanging down her back, in some way caught, and in in instant all her hair on one side of her head was torn completely out by the roots. Her ear was also badly torn and her side considerably bruised. But one of the braides caught, which leaves one half of her hair intact, but the other half as bare as if shaved. The young lady displayed considerable presence of mind in bracing herself and sacrificing her hair rather than allowing herself to be drawn into the pulley.

Stolen Rig Recovered.

WASHINGTON, PA., Sept. 13.—James E. Barnett, clerk of the County Commissioners, and John M. Fulton hired a horse and buggy from Kelly, Rogers & Wilson, liverymen, on Saturday, and drove out to Morgan's station to practice on the rifle range. While they were shooting some person stole their outfit. All day Sunday Mr. Rogers scoured the northern end of the county, but found no trace of the horse. Yesterday he heard that the horse had been caught by Robert Nesbit, who resides five miles from Washington. He called on Mr. Nesbit and found the rig. Mr. Nesbit had caught the horse in the road late Saturday night. There is no clue to the thief. A number of horses have been stolen in this county within the past few weeks, most of them fortunately have been recovered, though the thieves have in each instance succeeded in getting away.

POLITICAL MACHINE.

GARRETT-GORMAN COMBINATION.

How the B. & O. Influence has been Used to Further Democratic Schemes in West Virginia and Maryland—Employes Bulldozed by Democratic Officials.

CINCINNATI, Sept. 13.—A special from Baltimore to the *Commercial Gazette* contains the following interesting facts about Maryland and West Virginia politics and the connection of the Baltimore & Ohio Railroad company therewith:

The vilest political methods and the most oppressive, dishonest political machine that exists in the United States today is to be found in Democratic Maryland. This machine is the personal property of Senator A. P. Gorman and the notorious Eugene Higgins. The organ is the Baltimore *Sun*. Gorman and Higgins have drawn to their support all the cutthroats, thugs, murderers and gutteranipes in the city of Baltimore, and by the systematic practice of the most daring and shameless frauds known in recent political history, have fastened themselves upon the State of Maryland and the city of Baltimore.

The Gorman gang owns the Legislature, and has done so for years. Every man or corporation that gets a bill passed by the Maryland Legislature has to pay a large sum to some of Gorman's robbers. It is a notorious fact that the Baltimore & Ohio Railroad has had to pay heavily for all its legislation, and it is also notorious that no bill of importance could be passed until its friends paid the Gorman ring the price it demanded.

The Gorman rascals are in a minority from a numerical point of view in the city of Baltimore, but they have absolutely controlled the elections and have selected the officers of election, so that there has been no check upon their frauds.

They have followed the simple Southern method of casting as many votes as they needed to carry their ticket, without reference to the actual number of voters living in the city or precinct. The Gorman ring has become so bold that the lives of prominent citizens and reputable men who are active in fighting it have been threatened, and all manner of disgraceful pressure brought to bear to secure silence.

POWER OF B. & O. OFFICIALS.

The Baltimore & Ohio road has several thousands employes in Maryland, and the whole power of the high officials of the road, including the President, Robert Garrett, and the manager of the lines east of the Ohio River, Mr. Clements, has been exercised to have the employes vote the Democratic ticket.

It is by means of the Baltimore & Ohio Railroad that the Democratic party has retained its grip upon the State of West Virginia.

Mr. Cowen says that Mr. Garrett is a supporter of the Gorman crowd, and that everyone knows it. He also declares that he has been a large personal contributor to the regular Democratic campaign fund. The Gorman crowd is the "regular Democratic" party in Maryland.

The fight in Maryland against Gorman is being waged with bitterness, and it is developing a good many startling truths, for instance the part of the Baltimore & Ohio railroad in politics. A Democratic leader of State reputation, who used to be a friend of Gorman, but who now opposes him, told me that West Virginia was carried for the Democrats in 1884 by the lavish expenditure of Robert Garrett's money and the coercion of the employes under him.

It seems to be pretty well understood here that when the Democrats became frightened about West Virginia in 1884 by reason of Mr. S. B. Elkins' feints and maneuvers in the vicinity of Deer Park, Gorman told Garrett that the State was lost unless he would step in to save it. Garrett was to have influence with the Democratic President, if one were elected, for the purpose of securing a portion of the Government's express and telegraph business for his own lines. The Government has large quantities of coin and bullion to transport, and its telegraph bills are, of course, enormous. The Western Union Telegraph Company and the Adams Express Company had been getting most of the business at the disposal of the various departments.

HOW WEST VIRGINIA WAS CARRIED.

Garrett thought he saw a chance to put the Administration under obligations to him, so it is claimed and believed that he ordered his financial man to honor all drafts made by Senator Gorman. West Virginia was saved to the Democrats, but it cost Garrett $100,000. The sum may not all have gone into the State of West Virginia, but it left Garrett's coffers for that destination.

The sad part of this business is that when Garrett and Gorman reminded President Cleveland of his obligations to the former, and hinted that a transfer of the Government's telegraph and express business to the Baltimore & Ohio Company would be a graceful way of acknowledging Garrett's hundred thousand dollar contribution, the great man at the White House coolly said he did not favor a change and would not suggest any alterations in express and telegraph arrangements.

This cold political ingratitude made Gorman and Garrett swear by turns and in concert, but it did not restore the hundred thousand dollars which the late railroad potentate had, as he thought, so shrewdly flung into the campaign.

The Gorman ring is a wonderfully impudent organization. It is openly fighting reform to-day, and by reform I mean the effort on the part of honest people to secure an honest election. The ring says to the people, "We want to keep the offices, and we mean to do so by means as foul as the emergency seems to warrant."

THE RING MUST GO.

The crimes of the regular Democratic party of Maryland, or of the Gorman ring (the terms are synonymous) have become intolerable. They include intimidation, murder, and all manner of fraud. Reaction has set in, and this year there is a widespread independent movement. The honest Democrats of the State are supporting the Republican ticket and candidate for Governor.

"It is "now or never," and a case of self-perservation with the honest voters of Maryland.

The ring must go!

A Farmer and a Railroad.

LOUISVILLE, KY., Sept. 13.—An unique fight is now going on between the Evansville & Indianapolis railroad and J. C. Palmer, a wealthy farmer living near Washington, Ind. The road is built along the line of the old Wabash & Erie canal, which was abandoned twenty-five years ago. When the canal was abandoned the land reverted to the former owners. Notwithstanding this and the fact that twenty years' possession gives a valid title, the Canal Trust sold the property and rights and franchise to the railroad company. When the road came to be built, however, the farmers refused to allow it to cross their farms, but the company used force and completed the road. In 1885 Palmer got a perpetual injunction and under it he is arresting the train hands from day to day as they try to run trains across his land, and he seems to be in a fair way to stop the operation of the road. He now has a number of conductors, engineers and brakemen under bonds.

IOWA'S CHOICE.

The Governor of the State Says the Presidential Sentiment is for Allison.

PITTSBURGH, Sept. 13.—Governor William Larrabee and staff, of Iowa, accompanied by the finest military company of the State, passed through the city this morning on route to Philadelphia to attend the Constitutional Centennial.

Governor Larrabee is a middle-aged man, short of stature, and of a rather heavy build. He wears a clerical looking suit of clothes, but his dark beard and hair and a broad-brimmed soft hat give him a decided military appearance. He is an easy, pleasing conversationalist, and talked without hesitation about political affairs. He appeared exceedingly hopeful of Senator Allison, of Iowa, being the choice of the Republican party on the Presidential ticket.

"Iowa has but one choice for President," he said, "and that one is Senator Allison. There is no divided opinion among the Republicans of the State, but they are all united for him. We will send a solid delegation for him to the Republican National Convention."

"It has been argued that Senator Allison has been so favorable to the Prohibitionists that he would not be sure of the German vote."

"His stand on the Prohibition question reflects so much more to his credit. It proves him to be a sincere honest man."

"Is he what might be called one of the temperance people?"

"He is a man who is reasonable on the question of drinks, as he is on all matters, a man who is level headed three hundred and sixty-five days in the year."

"Do you consider his chances so favorable as to think him a probable candidate?"

"Without question Mr. Allison is showing so strong that there is not only a possibility but a probability of his being nominated. This strength is not confined to his own State, but it is rapidly growing in other States. If he is nominated the Republican party will have a man at the head of their ticket who can be elected."

"Have the people of Iowa a preference as between Sherman and Blaine?"

"We don't propose to look ahead so far as that, as our choice is Senator Allison. It is a little early to note a preference between other candidates when we have one of our own. But any good Republican that is nominated for President will be supported by the people of Iowa. The party is strong, and at the next Presidential election will give an increased majority. But when you speak of other candidates, I could name one hundred good Republicans who might be creditably placed at the head of the ticket."

"Do you regard Robert Lincoln as a candidate?"

"He is among the probabilities. Lincoln is an excellent young man. If he lives long enough he will be President of the United States."

MADE SPIES PERSPIRE.

How the Anarchists Heard the Rumor That They Would Surely Hang.

CHICAGO, Sept. 13.—A rumor that the decision of the lower courts in the Anarchist cases had been affirmed was spread over the city by the police wires this morning and caused great excitement for half an hour. The Criminal Court building and the alleys and courts about the county jail were suddenly overrun by special squads of police officers, detectives and deputy sheriffs that have been held in readiness. When the intelligence reached Captain Schack he was in the Chicago Avenue Police Court. He proceeded at once to the Criminal Court building to superintend the disposition of the extra guard that will be at once thrown around the jail. Jailer Folz communicated the report to the condemned men, who were taking their exercise. The moisture broke out on the face of Spies who was talking to Miss Van Zandt. He wiped his face with a pocket handkerchief and went on conversing with Miss Van Zandt. The others were not noticeably moved though the report bore for the moment the color of authority.

Captain Schack and Assistant States' Attorney Furthmann consulted about the measures to be taken, and then the contradiction of the rumor came. In five minutes later the deputies, policemen and detectives had disappeared.

WANTS TO FIGHT.

A Spanish Diplomat Asks Permission to Accept a Challenge.

WASHINGTON, D. C., Sept. 13.—Diplomatic circles are awaiting with considerable eagerness the result of a challenge sent by Emilo Carrea, Director of the Military Academy, at Guatemala, to Senor Ordonez, the Spanish Minister at that place.

The particulars of the affair, which reached this city through private sources yesterday, are that the Ordonez family have been interfering in the politics of the Republic, and that as a result of this the ladies of the Ordonez and the Carrea families had a dispute, which culminated in the challenge.

Minister Ordonez declined the challenge on the ground that the laws of Spain strictly forbid dueling on the part of their diplomatic representatives. The Carrea faction, however, continued to agitate the matter until the Minister was obliged to write to his Government asking that an exception be made in his case and that he be permitted to accept the challenge. The Government's reply at last accounts had not been received. Both the principals are men of undoubted courage.

Elopers Brought Back.

STEUBENVILLE, O., Sept. 13.—Mrs. McMillin and Gallagher, the eloping couple, were brought from Columbus yesterday afternoon. They were charged with larceny, in stealing a sum of money from the husband of the woman before they left. They set up in defense that a wife could not steal from her husband. Judge Gibson, of Columbus, however, thought otherwise. Mr. McMillin charges the couple with another offense, which he proposes to have served in case they are released on the former charge. McMillin returned to-night and states that he will forgive his wife if she will return and live with him, but states that Gallagher, the destroyer of his happiness, must leave the country.

Ashby was Murdered.

STEUBENVILLE, O., Sept. 13.—The friends of Harry Ashby, whose mangled remains were picked up on the Cleveland & Pittsburgh railroad at midnight Saturday at Portland station, are of the opinion that he was foully dealt with and his body placed on the railroad track to avert suspicion. Ashby had several enemies at Portland, on whom suspicion rests. The coroner will investigate.

An Unnatural Father.

MEADVILLE, Sept. 13.—Annie Midbaugh, aged seventeen years, yesterday caused the arrest of her father, W. F. Midbaugh, a house painter, on a charge of incest. She alleges that he accomplished her ruin when she was hardly thirteen years of age.

A Serious Wreck.

EASTON, PA., Sept. 13.—A freight train on the Jersey Central Railroad collided with a coal train which was standing at Greenbrook this morning. James Flood, the freight engineer, was crushed beyond recognition. One freight car and twenty-five coal cars were wrecked.

BIG REUNION

OF THE ARMY OF TENNESSEE

At Detroit—Extensive Preparations—General Fairchild will not be a Candidate at St. Louis for Re-election—An Ex-Confederate on Cleveland's Portrait.

DETROIT, Sept. 13.—The annual meeting of the Army of the Tennessee, which begins here to-morrow, has attracted a great concourse of people. The railroads generally have given half fare rates. Gen. L. C. Rutherford, State Commander of the G. A. R., arrived this evening and will participate with twenty Grand Army posts from this and neighboring cities in the parade to morrow. The city is most beautifully decorated. Gen. William T. Sherman arrived here at eight o'clock this morning. With him came Gen. Henry W. Slocum, of New York, who was enthusiastically greeted by Grand Army friends. The New York posts will present Slocum's name for Grand Commander at the St. Louis meeting, and in consequence the Army of the Tennessee veterans feel especially cordial toward him. In the party also were Gen. Whipple, Gen. M. T. McMahon, Gen. G. M. Dodge and Col. Murray. The arrivals to-night comprise Mrs. John A. Logan and her son, John A. Logan, jr. Mrs. Logan is the guest of Governor Algers.

GENERAL FAIRCHILD

Says He is not a Candidate for Commander of the G. A. R.

MADISON, WIS., Sept. 12.—Commander-in Chief Fairchild says that he is not a candidate for re-election at the coming G. A. R. meeting, and has so expressed himself to hundreds of veterans who are urging him to stand for re-election, especially as they were anxious to see him vindicated.

General Fairchild says that he cannot afford to devote another year to the duties of the Commander-in-Chief, which are such as to consume all his time, to the entire exclusion of his private interests. He says that he has no idea who will succeed him.

The Commander-in-Chief announces that Idaho has been detached from the Department of Utah, the Department of Idaho established, and W. H. Nye, of Boise City, appointed Department Commander; and that Arizona has been set aside from the Department of California, the Department of Arizona established, and A. L. Gow, of Tombstone, appointed Department Commander. There are now forty departments in the country.

The General Executive Committee of the General Encampment at St. Louis has been changed from the Lindell to 209 North Fourth street.

FOR HARMONY.

An Ex-Confederate Objects to the Display of Portraits of the Presidents.

MEXICO, Mo., Sept.—A number of business men having signified their intention to place pictures of the President over the streets on the line of march during the ex-Confederate reunion parade, to-morrow, Mayor Hiram A. Ricketts, chairman of the ex-Confederate Committee, requested that this part of the programme be omitted, and will take part in the parade.

It was thought best to pursue this course, having in view the Wheeling affair, and not desiring to offer an affront to the Grand Army boys. Some have acceded to Mayor Rickett's request, while others are as yet undecided. Gen. W. C. P. Breckenridge, of Lexington, Ky., has been selected as orator of the occasion.

Ohio Day at Gettysburg.

GETTYSBURG, PA., Sept. 13.—The weather for the last three days has been as bad as can be imagined, rain falling almost incessantly, but, notwithstanding, Ohio day will go off with a rush long to be remembered by the representatives of the Buckeye State. The Fourteenth Regiment National Guard of Ohio arrived this morning and are encamped on the famous East Cemetery Hill. The town is full of visitors, and to-night at about 10 o'clock Gov. Foraker, his staff and numerous other strangers, arrived over the Western Maryland road.

TALKED WITH BLAINE.

Murat Halstead Throws a Little Light on the Maine Man's Plans.

NEW YORK, Sept. 13.—Mr. Murat Halstead, of Cincinnati, who arrived from Europe yesterday, talked interestingly with a reporter last night on his visit abroad.

He was most impressed by the fact that Americans are very popular in London; that the Irish cause is unquestionably making progress among the English people; that the growth of Democracy is behind the Irish question, and that that is more important than the Irish question itself.

Of Mr. Blaine, whom he met in Homburg. Mr. Halstead says: "Mr. Blaine is not coming back this fall, nor during the coming winter. I am not able to say whether he will be the next Republican candidate for the Presidency, and the question whether he will seek to be the nominee of the party may depend even more upon his enemies than his friends. Mr. Blaine approved very cordially the action of the Ohio Convention in endorsing Mr. Sherman's candidacy through its platform, saying that he didn't see how the convention could have done anything else than the very proper thing it did."

Powderly and the Brewers.

DETROIT, Sept. 13.—At this morning's session of the National Brewers Union the following resolution was unanimously adopted:

Resolved, That we, the National Association of the United Brewery employes, condemn the action of General Master Workman Powderly as detrimental to our emancipation.

The resolution was adopted because General Master Workman Powdecly has recently in his speeches proved himself opposed to the sale of intoxicating beverages, and because the General Executive Board of the K. of L. have sustained him in his views.

War on a Colored College.

MONTGOMERY, ALA., Sept. 13.—The proposed Alabama colored university is in danger of being seriously crippled. Several weeks ago the publication of an article in a colored paper inflamed the people and led to the expulsion of the editor, Jesse Duke, from the city. The enemies of the colored university took advantage of the excitement thus formed to make war on the location of the institution here. Messrs. Elbbery and Troy, acting on behalf of the citizens, have applied to the city court for an injunction to restrain the State officers from advancing the funds or proceedings with the erection of the building.

An Engineer Killed.

PITTSBURGH, Sept. 13.—A *Commercial Gazette* New Castle, Pa., special says: A freight train on the Pittsburgh & Western railroad collided with a gravel train near Zelionople, Pa., this afternoon, wrecking a number of cars. Engineer Beck, of the freight train, was caught in the wreck and so badly scalded that he will die. The other trainmen escaped by jumping.

PITTSBURGH AND NORFOLK.

A Contemplated Route for a West Virginia Railroad.

The Ohio River Railroad Company will soon have its railroad bridge over the Great Kanawha river, at Point Pleasant, completed. When this is done, there will be a continuous railroad, by the Ohio river, from Pittsburgh to Wheeling, thence to Parkersburg, and thence to the south side of the Great Kanawha, below Point Pleasant. The Standard Oil Company is the moving power in the construction of the Ohio River Railroad, which is an assurance that this river road will be promptly extended and make important connections with other railroads in West Virginia. And what route will most probably be adopted for its extension? As the Norfolk & Western is constructing a road from the Pocahontas Mines down the Blue Stone river in Mercer county, West Virginia, and contemplate extending the same through the Flat Top Mountains and down the Pinnacle Fork of the Guyandotte river—into the coking coal lands of Wyoming county, a glance at the map will show that if the Ohio River Road after its bridge is completed be extended up the Kanawha to St. Albans, thence to Big Coal river to the Marsh Fork thereof, thence up Marsh Fork of Big Coal to the Pinnacle Fork of Guyandotte, a very important through line railroad will be completed connecting Pittsburgh direct with Norfolk—and this extension of the Ohio River Road will pass through one of the very best coal and timber regions in West Virginia.

A LECTURE TO MASONS

By Dr. Robert Morris, Poet Laureate of Their Order.

Dr. Robert Morris, of Kentucky, known as the "poet laureate of Masonry," is in the city, on his way home from New York and Gettysburg, Pa., and last night at the Masonic temple in Washington hall he delivered a lecture to a good audience of Masons. It was mostly of a literary character, and his poems were quoted or recited often. He gave some interesting account of his visit to the Holy Land. His discourse was frequently punctuated by applause.

To a reporter Dr. Morris said: "I have just returned from a meeting of the Crusaders' Association, which met last Friday at Gettysburg, and continued three days. About ten years ago some fifty Knight Templars made an extended European tour. When we returned we formed this association, which meets annually. The last man is expected to hold the meeting with himself until he dies. Our object is to cultivate sociability among the members. We make it a point to correspond with the foreign Knights Templars whom we met on our trip."

Dr. Morris has traveled extensively in the Holy Land. He is a noted lecturer, and will soon start on a lecturing tour through Montana and British America. He succeeded Robert Burns as poet-laureate of the Masons, and is better known as the author of the poem "The Level and the Square," and a "History of the Morgan Affair." He established the first Masonic Lodge that ever met in Jerusalem.

THAT CLEVELAND BANNER.

Those who were Responsible for the Register Flag Business.

To the Editor of the Intelligencer.

SIR:—From the tone of the Democratic newspapers generally, and of the Market street daily in particular, one would suppose that the entire Democratic party took part in and endorsed the so-called *Register* flag business of Reunion day, and that few, if any Democrats were in sympathy with, or supported our late great Reunion. A gentleman who served on the Finance Committee of the Reunion assures me that the Democrats contributed as liberally and as willingly to the expense fund as their Republican brethren, and I am sure that our trades display could not be considered Democratic or Republican, or indeed anything else than a glorious uprising and turning out of Wheeling's wealth, enterprise and thrift, showing conclusively that the great heart of the people of Wheeling was with the Reunion, its aims and its objects from the beginning to the end.

If your readers want to know the party of the so-called *Register* flag affair, they will only have to look for an assistant secretary of the Gas Trustees, an ex-market master, a clerk in the Internal Revenue office, a defunct clerk of the Municipal Court, a wholesale grocer, a *strictly non-partizan* Postmaster, a milk man who wants to be Sheriff, an ex-city clerk from the East End, a Sheriff and the manager of the Wheeling *Register*, Lieut. James B. Taney, whose heart was not in sympathy with the designs of his associates, for it can be truly said that Taney and they did not pray, look or shoot in the same direction during the late unpleasantness. XX

Wheeling, Sept. 13.

Wanton Abuse of a Good Man.

To the Editor of the Intelligencer.

SIR:—The Wheeling *Register* of a recent date contains a most brutal and cowardly attack on Judge Ira J. McGinness, of the county of Cabell. I am informed by several persons, Democrats, that usually the *Register* management will not allow even a mild criticism of Democratic officials to appear in its columns, hence the wonder and amazement among Democrats, especially Democrats from the lower districts of the State, at "Jim's" new departure. Judge McGinness will be remembered as a Senator from the Cabell district, who boarded at the Stamm House during the legislative sessions of ten or eleven years ago, while his assailant, through the medium of the Wheeling *Register*, is the well known Speaker Gibson who, while under the influence of mountain dew, ordered our citizens on a memorable occasion from the galleries and floor of the House of Delegates. The question often asked by our Democratic friends is, what influences induced the *Register* people to permit a man like Eustace Gibson to so cruelly abuse an upright, honest judge.

I know Ira McGinness, and mistake my man, or he will be heard from ere long, and the *Register* concern will regret its action. FOURTH DISTRICT.

Wheeling, September 13.

A New Lumber Company.

The Secretary of State has granted a charter to the Timber, Land and Mercantile Company, of St. Mary's, W. Va., formed for the purpose of dealing in all kinds and classes of timber, rough and manufactured, operating saw mills, dealing in lands, etc. St. Mary's, Pleasants county, is the principal place of business; the charter to expire September 3, 1907. Five thousand dollars have been subscribed and $500 paid in, with the privilege of increasing the stock to $25,000. The shares are $5 each, and are held as follows: W. N. Walton, Pleasants county, 300 shares; Alex. Brewer and H. P. Locke, Pleasants county, ten shares each; E. E. Walton, Jersey City, 350 shares; H. B. Walton, Jersey City, 330 shares.

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