The Wheeling Intelligencer.

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The Intelligencer.

Office Nos. 25 and 27 Fourteenth Street.

GIVE us a chance at a Navy. We can build that and sail it, too, if Congress will say the word.

THE "Blue Bells of Scotland" are tolling for the hopes that floated away on the Thistle-down.

WHAT if the President did pass through part of the great State of Ohio in the night! Ohio is a good State to pass through at any time.

THE President might at least have stuck his foot out of the window at Steubenville. It wouldn't have been frost-bitten in the dying hours of September.

IF our British friends are still yearning for the cup, they will do well to get a Yankee-built boat and a Yankee crew to sail her. This is the cold logic of the eight contests in which the cup has figured.

THE INTELLIGENCER welcomes Mr. Camden to the field of West Virginia journalism. His scheme has some of the always great charm of novelty, for we understand that he will ink his rollers with coal oil.

DEMOCRATIC postmasters, being "appointees of a Democratic Administration," will of course, feel at liberty to do as much for Ex-Senator Camden's Parkersburg paper as for Mr. Taney's Wheeling newspaper, and they may be as glad to do it.

JUDGE JACKSON rendered an important and highly interesting decision yesterday, involving an attempt to liquidate a debt with Confederate money. Confederate money is not a legal tender in Judge Jackson's court. If the Supreme Court of West Virginia had got hold of that case four volumes of the Reports wouldn't have held the opinion.

FROM present indications Wheeling and vicinity will be largely represented at Pittsburgh on Grand Army Day, being Tuesday of next week. The railroads have made a low rate and the soldiers and their friends are responding. This is right. Pittsburgh did nobly by Wheeling in the Big Reunion, and she will do as well or better next year.

WE have no doubt that some Democratic postmaster in West Virginia has resented General Manager Taney's cold-blooded suggestion that "an appointee of a Democratic Administration" shall have something to do with "slaffing off" something. If the Democratic party in this State has reached that point of utter abandon, it is beneath the tender offices of any self-respecting "appointee of a Democratic Administration."

Upon second thought we suspect that somebody has been tampering with the great seal of the General Manager. He never would have offered so great an indignity to the Democratic postmaster whose cupidity he is represented to have tempted with club rates and that sort of thing.

THE new morning newspaper to be started in Parkersburg is an interesting enterprise. It will be backed, as we are informed, by Mr. Camden's ample purse. That goes for a good deal. It will be edited by Mr. Bastable, a competent gentleman who, with the backing named, will do all that can be done in the field chosen. A venture of this kind is always a problem which time only can solve.

From a political point of view the undertaking is of no less interest. Mr. Camden is not so far out of politics that he does not feel the need of an organ; and, having the organ, in charge of a skilful organist, he will doubtless make the most and best of it. He has some scores to pay off, and the newspaper may enable him to pay them off.

Mr. Camden and Mr. Bastable have hosts of friends in the State who will be glad to see them succeed and will, no doubt, contribute to that result. The new paper may be expected to play a part in the next campaign. We hope to be favored with it on our exchange list, and so shall be able to give INTELLIGENCER readers the benefit of its bright and good things.

A GAME CASHIER.

He Shoots a Burglar and Prevents the Robbery of a Bank.

WILMINGTON, DEL., Sept. 30.—The Farmers' Bank at New Castle was entered at an early hour this morning by masked robbers. Their movements awoke the Cashier, who seized his pistol and fired, wounding one of the intruders. His companions picked up the fallen man and quickly carried him out the front door, making their escape. The bank floor is marked with blood where he fell.

The robbers got no booty and left behind a kit of burglar's tools, a wheelbarrow and a ladder. They are supposed to have come and gone by way of a boat in the river near by.

The burglars immediately on entering the building overpowered, bound and gagged Wm. J. Black, U. S. Consul at Nuremburg, who was home on leave of absence and stopping with the cashier, Richard G. Cooper.

When Mr. Cooper came on the scene he was confronted by one of the burglars with leveled revolver and the mandate, "Don't say a word." "I won't," replied Cooper, instantly leveling and firing his own pistol and wounding the robber, who immediately returned the shot without harming Cooper. Blood marks lead to the suspicion that the wounded robber fell into the river and was drowned in attempting to escape.

DARKNESS DURING THE DAY.

Effect of the Michigan Forest Fires—Lumber Camp Burned Out.

EAST SAGINAW, MICH., Sept. 30.—There are heavy forest fires in the woods north and east, and the smoke is so dense in this valley that daylight is almost turned into darkness.

The fire at Potts, headquarters of the lumbering operations of the J. E. Potts Salt and Lumber Company, Oscoda county, destroyed the store, hospital, engineer's office and buildings at one camp, involving a loss of several thousand dollars.

Heavy fires in Gladwin and Huron counties are reported, and a good deal of valuable timber burned.

Reduction of the Public Debt.

WASHINGTON, D. C., Sept. 30.—The estimated reduction of the public debt for September is $16,500,000.

AROUND THE CIRCLE.

THE PRESIDENT ON HIS TOUR.

Accompanied by the Official Reporter, who Ably Performs His Duty of Carrying out the Main Purpose of the Trip, which is to Boom Mr. Cleveland.

WASHINGTON, Sept. 30.—About fifty persons gathered in front of the White House this morning to witness the departure of President and Mrs. Cleveland on their Western trip.

The weather, which has been rainy and disagreeable for the past three days, cleared off beautifully this morning just in time to verify the proverbial good luck of the President.

At 9:45 the carriage drew up at the north front of the Executive Mansion and the President, Mrs. Cleveland, Mrs. Folsom and Lena, Mrs. Cleveland's maid, entered, and were driven to the Pennsylvania Railroad station. The President wore his usual black suit, while Mrs. Cleveland was dressed in a brown silk bodice, with white sprig skirt and bonnet to match.

At the station the special train had been run back nearly to the entrance of the building. An ordinary car had been attached for the accommodation of the railroad and train men, which is to be detached at Baltimore. At that city the cars of the special train which are now headed by the Pullman palace car will be reversed, so as to bring the observation compartment in the rear.

The train looked very handsome in its new paint and glistening bronze fittings. Through the plate glass windows could be seen baskets of Jacqueminot roses and other cut flowers which had been provided by Mr. Pullman. From the waiting rooms a curious crowd eyed the train and every member of the party as they arrived. Marshal Wilson was early at the station. He was followed by Secretary Fairchild, Colonel Lamont and wife, with their two children arrived next and went immediately to the train. Secretaries Whitney and Endicott preceded the Presidential party by a few minutes. Dr. Bryant and Mr. Bissell had already arrived and taken their places in the train.

At ten minutes to ten o'clock the President made his appearance at the station. He was escorted by Marshal Wilson and Mr. Baldwin, the Superintendent of the Pullman Company. Mrs. Cleveland and her mother came next and the maid followed them. Quite a crowd of newspaper men, railroad officials and other favored persons who had been admitted to the platform, raised their hats and salutes were returned by the party. Secretary and Miss Bayard hurried up at this moment and boarded the train with the President and Mrs. Cleveland.

Engine No. 46, in charge of Engineer Frank Carver, then backed up and coupled on to the train, which was under the direction of Conductor C. A. Haverstick. The members of the Cabinet, Mrs. Folsom and Miss Bayard said farewell and at precisely ten o'clock the train moved off on its long journey.

As the train moved out of the depot Mrs. Cleveland was seated alone near the forward end of the car, while the President occupied a seat alone near the middle of the car. Hats were raised by friends and spectators in the depot as the train moved out, and to these salutes both the President and Mrs. Cleveland responded by bowing and smiling until out of sight.

SHOOK HIS HEAD.

The President Declines to Exhibit Himself to Baltimoreans.

BALTIMORE, Sept. 30.—The Presidential train reached this city at 11:10 this morning.

The announcement that the party would arrive at that time attracted about 1,000 persons, fully one half of whom are ladies.

As soon as the train stopped the President and Mrs. Cleveland were seen about the center of the Pullman car. He sat near the window and to a request to go to the platform of the car shook his head.

At 11:15 sharp the signal was given and the train pulled out and proceeded on its way. There was no demonstration by the people assembled at the station.

He Bowed Pleasantly.

YORK, PA., Sept. 30—The special train bearing President Cleveland reached York at 1:15, and slowed up as it reached the city limits. It passed very slowly through the city, but did not stop. President Cleveland stood upon the rear platform and bowed pleasantly to the assembled multitude.

Democrats Greet Him.

HARRISBURG, PA., Sept. 30.—President Cleveland and party arrived on their special train shortly after 2 o'clock. Several thousand people thronged the depot and cheered as the train slowly made its way through the mass of humanity, which could not be driven back by the policemen. The Central Democratic Club and band marched to the station and joined with the populace extending a cordial welcome. The train stopped about five minutes. The President and Mrs. Cleveland stood on the rear platform and bowed to the people.

AT PITTSBURGH.

Incidents of the Journey from Altoona to the Ex-Smoky City.

PITTSBURGH, PA., Sept. 30.—At Altoona there was a roaring crowd, filling every inch of the immense station platform, and, so far as could be seen in the gathering darkness, all the open region round about. Every face wore a smile and every voice screeched a welcome, but the throng was a howling, swaying, pushing mob. Before the train had stopped, one wild-eyed enthusiast had clambered over the railings of the platform with a "Here you are, Mr. President," and grasped the hand of the President, and then turning emitted the superfluous call for three cheers from the already hoarse throats of those who followed. The President stepped down to the station platform, and an attempt was made to pass the multitude before him to give an opportunity for handshaking, but despite the commands, threats, entreaties and even blows of those who tried to manage the affair, the people surged ahead from both sides and from in front as well. The President was urged to retreat to the platform himself, but he shook his head and sturdily kept his place below, smilingly at first, but with a more earnest and protesting look after. He grasped a hand, whenever he saw one thrust between, or over, or around those who were in front, and motioned vigorously to the masses to keep back from the right and approach from the left.

A WINSOME PICTURE.

Mrs. Cleveland, who accompanied her husband to the platform, created a diversion and afforded a measure of relief by retreating to the parlor of the car and seating herself in the full glare of the electric lights, at one of the wide plate glass windows. The flanks of the multitude caught sight of the winsome picture and crowded around to look upon it. The President now stepped back on the car platform as the allotted time was up, but even now they were unwilling to let him go. The last hand he shook was that of a man who climbed upon the roof of the car, and hung head downwards over the rear. There was not, be it said, a sign of unintentional rudeness throughout; but notwithstanding the good nature and well meant enthusiasm of the people, the expression of a hope is warranted that better arrangements will be made ahead. The President admitted as he re-entered the car, that he had never had quite such an experience before. The only thing he regretted, however, was that such arrangements had not been made as would have given a greater number the opportunity to meet him.

As soon as the train left Altoona the excursionists were summoned to dinner. On the way up the eastern mountain side the train ran into a local storm, which cleared away before the Horse Shoe was passed. At Johnstown and at many other points cheers, and some times guns were heard, torches, lanterns and flambeaux were waved, but the people themselves were invisible from the brilliantly lighted interior. At a point called Grapeville, about twenty miles east of Pittsburgh, the train was halted, and its occupants were summoned to the rear platform.

TREATED TO NATURAL GAS.

A roaring sound as of escaping steam from the pipes of an impatient steamer was heard from the hillside a hundreds yards away to the left, but nothing was visible except the lights from the few scattered farm houses of the neighborhood. Developments were awaited in silence. Now some one on the hillside lighted a Roman candle, and aimed its discharge toward the point where the roaring came, and soon a flame ten feet broad leaped in the air to a height of one hundred feet, showing the nearer hillsides in a weird, uncanny fashion, and more dimly bringing out the ghosts of those behind. Again, from over the hilltop to the right, leaped another great flame, and these hissed and roared together until the train was out of sight. The entertainment was prepared by General Manager O'Day, of the United Pipe Lines, who described to the observers, in reply to their inquiries, some of the features of the phenomena of which the natural gas well is the most startling manifestation.

This evening the President, in reply to an inquiry as to how he was enjoying his journey, expressed his warm approval of all that been done by the Pullman people for his comfort, and declared that his first day's journey had been delightful throughout. "I have never been in this part of the country before," he said, "and this mountain and valley scenery is charming." Of the people along the route, whose warm greetings he was every few minutes acknowledging, he said: "These people deserve a great deal of consideration. They rarely have a chance to see a President and when they do, their enthusiasm is of a most genuine and hearty character." "Isn't it wonderful," queried Mrs. Cleveland, "how, living so far from the busy centres, they learn exactly when the train is due; somehow they do learn it, for they are all on hand." For hours previous to the time fixed for the

ARRIVAL IN PITTSBURGH,

the streets leading to the Union station were literally jammed with people anxious to gain even a glimpse of the train bearing the distinguished party to the West. The committee of citizens representing all the corporate bodies of the city assembled in the office of Superintendent Pitcairn, of the Pennsylvania railroad, and, when it was announced that the train was approaching the city, they were sent out on a special for the purpose of intercepting the train, with a view of inducing the President to extend his time to twenty minutes in this city instead of five. The ladies of the Woman's Christian Temperance Union were also present in the office of the superintendent, and had with them a floral offering for Mrs. Cleveland, bearing the inscription, "In thee shall the nations of the earth be blessed."

In the meantime the throng surged in and about the Union station until the press was almost unbearable, and many were compelled to force their way to the side streets to gain a breathing spell. It was learned while passing Grapeville a halt of five minutes was made to enable the party to see the new natural gas strike in that region, "lighted up." It was a sight which they had never seen before, but as they approached the city, the escape pipes from wells, and the casements in the way of jets along the line of the road made the spectacle almost commonplace and induced the inquiry, "Why is all this gas going to waste?"

The train reached the Union station twenty minutes behind the schedule time, a stop having been made at Homewood, in the city limits, for fully twenty minutes to witness the illumination of the natural gas standpipes. While this sight was being enforced a mass of people numbering more than 15,000 were jamming about the station, clamoring for admission to the platform. When the train was approaching the Union station red fire was burned along the bluff skirting the tracks, while the station and the houses on the street below were illuminated and decorated with multitudes of colored lanterns. There was an enthusiastic welcome as the train pulled in and the cheers were echoed from the thousands who were unable even to get a glimpse of the roofs of the coaches. As soon as the train came to a stop, Superintendent Pitcairn conducted the ladies of the Womens' Christian Temperance Union to Mrs. Cleveland, and Mrs. R. H. Jones presented the beautiful testimonial which had been prepared. In the meantime the various Democratic organizations, the members of which had been drawn up in line for some time, crowded upon the platform of the rear car upon which the President had taken his position. They were enthusiastic, and the President had an opportunity of knowing what Pittsburgh enthusiasm means.

The train waited but five minutes, and as it passed along the tracks of the Panhandle railway and into the portal of the tunnel westward bound, the crowd slowly dispersed. The President, as he parted from the last member of the Citizens' Committee, said that he had seen just enough of Pittsburgh to induce him to promise that in the early future he would return to see more of it.

He Snubs Steubenville.

Special Dispatch to the Intelligencer.

STEUBENVILLE, Sept. 30.—The special train bearing President Cleveland and party passed the west end of the Ohio river bridge and entered the State of Ohio at 11:00 P. M., central standard time. Two minutes later it stopped at the passenger station, where twelve to fifteen hundred people with a band were waiting to welcome the great Democratic Chief Magistrate. Notwithstanding the enticing efforts of the band and the loud clamors of the large crowd for "the President" and Cleveland," they were disappointed, as the presidential party had retired, with the exception of Col. Dan Lamont, who explained the situation to the plug hat delegation who had taken possession of the rear platform of the President's car—the chairman of which immediately turned cold water on the expectant crowd by waiving his hand for attention and announcing, "The President is undressed and can't come out." The train departed at 11:15 amid the loud cheers of the dense crowd surrounding it and lively music by the band. The train was on time and everything was working smoothly. "GRAPH."

Turners Refuse to Participate.

MILWAUKEE, WIS., Sept. 30.—By a vote of twenty-seven to twelve the West Side Turner Society, the most influential in the State, has declined an invitation to join the procession on the occasion of President Cleveland's visit. The reason assigned is that the honors to be shown the President "smacks too much of the homage to royalty in Europe." The South Side and Voorwaerts Societies took similar action.

THE CLOSING DAY

OF THE GREAT ENCAMPMENT

Of the G. A. R. at St. Louis—Refuting Base Slanders—General Rae Elected Commander-in-Chief—The Crowds of Veterans Leaving the City.

ST. LOUIS, Sept. 30.—The evacuation of this city by the rank and file of the Grand Army began last night and to-day the tents and fields are deserted. The last Post left the Illinois camp early this morning. Ohio and Indiana tents contain a few stragglers, but most are gone, the Kansas Army marched out from time to time, and the State headquarters at the Lindell Hotel are also quiet, a few men occasionally dropping in to inquire for a lost friend. The California men who were washed out of camp several days ago, are still quartered at the armory. They invite all comrades and citizens to attend their exhibit and announce that on Saturday night the delicious fruit will be given to all. Tons of thousands of people have filed down the aisles between the six tables, each 200 feet long. During the week the comrades claim that a quarter of a million of people have been there. A band gives continual concerts in the intermission.

THE ENCAMPMENT.

All interest now, however, centers in the encampment, and hundreds flock to the Exposition Hall to be near to catch the first word of any occurrence of importance.

General Slocum is mingling with the delegates making every effort to retrieve lost ground. He was received in his headquarters last night by many veterans who called to pay their respects to the gallant soldier.

AN INFAMOUS LIE.

The Encampment was called to order at 9 A. M. The report of the Inspector General was adopted with slight amendments.

Beath, of Pennsylvania, called attention to an article in one of the St. Louis morning papers, in which it was stated that he had said there never was a Democratic commander-in-chief of the G. A. R. and by the eternal God there never would be. He characterized the statement as an infamous lie and slander.

Reynolds, of New York, said that no member of the New York delegation would claim that any such statement had been made. Beath replied that he had no doubt it was a lie out of whole cloth.

Turner, of New York, rose to a question of privilege, and said that yesterday the same paper stated that he was putting the knife under Slocum's ribs, and said it was an absolute lie, and furthermore, on the 25th of July, the same paper published an editorial on the pension question, in which it stated that life had been altogether pleasant for Turner since the war closed, and that it was not too much to say that he would not have his legs back under any consideration. He said that nothing fitted such statements as that except in plain Saxon—they lied.

The report of the Committee on Resolutions, which was given last night in full, was then taken up.

Grosvener, of Ohio, spoke in favor of the report, and said he had as much feeling upon the pension question as any other man, but he stood as the representative of a body of men greater than the President of the United States, greater than the Congress of the United States, and more dignified in their utterances than the President had shown himself to be. He said the question was more important than any other that had been submitted in the National Encampment. That question was what the Encampment ought to do—whether it ought to make platforms for political parties, or ought to state its position in a dignified manner as though there never had been a President of the United States. He said the Grand Army should stand as a mountain stands upon the plain regardless of what was at the foot of it, proclaiming in energetic words that it was in favor of this pension legislation and opposed to every attack upon the interests of the soldiers.

Vandervoort's amendment was overwhelmingly defeated, and the report of the committee was adopted by a vote of 318 to 173.

THE RESOLUTION.

The following is Vandervoort's resolution, which was adopted:

Resolved, That while we feel that no body of citizens can have a more exalted respect than we for the office of the President of the United States for we have manifested this by services and sacrifices, such as the world has never seen equalled, yet this does not obscure our perception or deprive us of the right to blame the acts of the incumbent of that high position or deprive us of the right of criticism of our public servant, which is one of the dearest prerogatives of American citizenship.

Resolved, Also, that while we recognize the disapproval of any measure presented to him by Congress is a Constitutional prerogative of the President, to be exercised by him according to his discretion, yet we cannot feel that this involves also the privilege of going behind the bounds of that power to officially insult or slander the broken-down and needy men to whom the nation owes everything.

Resolved, Also, that the dependent pension bill passed by the Forty-ninth Congress and vetoed by the President was the least measure of justice that could have been asked of the nation by the men to whom it owes its salvation; that it did not represent a tithe of what is due those gallant men, and that in refusing to approve a bill which was asked for by the grateful people, petitioned for by hundreds of thousands of veterans, passed by both houses of Congress by an unusual majority, and which would have rescued thousands of as deserving soldiers as followed the flag from the cold charity of the alms house, the present incumbent of the office of President has violated the pledge made to the soldiers when they flocked to the standard of their country at the time of her greatest peril, has twarted the express will of a grateful people, and has inflicted irreparable cruelty upon those who should be the objects of the tenderest consideration.

COMMANDER-IN-CHIEF ELECTED.

On motion of Gen. Wagoner, of Pennsylvania, a committee was appointed to get up a testimonial to present to Commander-in-Chief Fairchild.

The following were the nominations for Commander-in-Chief for the ensuing year: Gen. Slocum, Gen. T. Rae, Gen. T. Anthony and Gen. D. B. Grier. Slocum received 153, Anthony 66, Grier 18, and Rae 294. Sherman received one, and Warner, of Missouri, one. Rae was declared elected. He was escorted to the platform by the defeated candidates, Anthony and Grier, and returned thanks in a neat speech for the honor conferred upon him.

A HEALTHY SKIN may be obtained through Skin Success. Cleansing soap and healing ointment. At drug store of McLain Bros.

Two Dollar Shoes.

Ladies' genuine Dongola button shoes warranted at $2 00 per pair, at

AMICK'S.

A CAMDEN ORGAN

To be Started—The Ex-Senator to Back a Daily Paper Against the Register.

Special Dispatch to the Intelligencer.

PARKERSBURG, W. VA., Sept. 30.—A new daily paper is to be started in this city within a very few weeks. George Bastable, lately of the Clarksburg *News*, (son-in-law of Frank Jenkins, of this city), is to be the editor, and Mark M. Rockhall, recently of the *Wirt County Transcript*, is to be the busines manager. It is to be owned by a stock company, in which Senator Camden is to hold the big shares and wield the largest influence. Their avowed purpose is to make a strong effort to make the newspaper the Democratic organ of the State in opposition to the Wheeling *Register*. It is to be a morning paper, with also a weekly issue. The machinery will be bought next week. Meanwhile a charter is to be applied for. For the time being vacant rooms in the Academy of Music building on Juliana street will be used, but Senator Camden will shortly erect a commodious building for them on Fifth street between Market and Juliana.

An effort was made to purchase the *Sentinel* of R. E. Horner, five thousand dollars being offered for it; but Horner wanted seven thousand, and they couldn't strike a bargain. Consequently there will be two Democratic papers here and the fight will no doubt be very interesting.

Politically the new move is a significant one, and indicates that Senator Camden is not out of politics by a thunderin' sight. The daily will no doubt be a staunch Camden organ, as his funds will be used to a considerable extent to put it on its feet. The *Sentinel*, as everybody knows, has been an anti-Camden paper. It is also said that the Jacksons, Col. Despard, Col. Geo. W. Thompson and others will become stockholders, and the morning paper will be ushered into being with somewhat of a flourish.

Lewis County's New Jail.

Special Dispatch to the Intelligencer.

WESTON, W. VA., Sept. 30.—The prisoners in the old county jail were transferred to their new quarters to-day, which are just completed. They are in one of the finest county jails in the State. A set of men were put to work to-day tearing down the old county jail in order to complete the foundation for the new court house, which is to be roomy and very handsome.

SURROUNDED BY FIRE.

Ottawa Threatened With Destruction—Navigation Practically Suspended.

OTTAWA, ONT., Sept. 30.—This city is enveloped in smoke so dense that objects cannot be distinguished half a block away.

A high wind would result in the destruction of the city. There is fire in the southward along the line of the Canada Atlantic; there is fire eastward along the Canadian Pacific railway; there is a fire westward up the Ottawa, and fire north in the mining country.

At Pembroke, a hundred miles in one direction, and at Montreal, a hundred miles in the other, the smoke is reported to be worse than at Ottawa. The losses not only of timber, but to the farmers, are enormous, and will probably reach $600,000. Heavy rains have never been more needed in Canada than now.

A Quebec special says: The smoke from the bush fires was even more dense yesterday than on any day since they originated. The steamer Oregon, due here Wednesday, has not yet arrived, on account of the smoke. Navigation is practically suspended between here and Montreal, while reports from the east say that navigation is too dangerous to be practicable.

Bitten by a Mad Horse.

DETROIT, Sept. 30.—Richard Reed, a wealthy farmer of Greenfield, was bitten a week ago by a favorite horse which had become vicious. The wound was cauterized after Veterinarian Murphy pronounced the horse afflicted with rabies. The horse was then killed. The spinal cord was examined and two rabbits were inoculated with the virus yesterday. Reed at first decided to wait for the result of yesterday's experiments, but will start for Paris to consult Pasteur.

CONDENSED TELEGRAMS.

All Bulgarian refugees have, at the request of the Sofia Government, been expelled from Roumania.

Mather & Bro., distillers, at Louisville, made an assignment Thursday. Their liabilities are placed at $90,000.

The sale of the Central Iowa Railroad has been postponed to October 20, owing to disagreement between the rival factions.

Daniel Thomas and Ferd Mauman, carpenters, were killed at St. Louis, yesterday, by falling from a derrick. Five others were injured.

A golden spike was driven yesterday in the Kansas City, Memphis & Birmingham Railroad at Crew's mill, seven miles west of the Mississippi line and 37 miles east of Aberdeen. The line will be opened for business at once.

The trouble with the negroes in Matagorda and Brazoria counties, Texas, is believed to be settled for the present. Two negroes were killed in Sunday's conflict. Oliver Shepherd, a mulatto, the leader of the negroes, has fled from the country.

Secretary Fairchild was at the Treasury Department yesterday and had a conference with Acting Secretary Thompson, and later attended the Cabinet meeting. Mr. Fairchild will resume active charge of the Treasury Department this morning.

General Master Workman Powderly, who left Philadelphia on Tuesday for Scranton on his way to Minneapolis, will not go directly to the seat of the convention, but will stop at Hamilton, Ont., where he will make an address to the Canadian Knights.

John Skinner, formerly Master Workman of Carpenters' Assembly 6403 in Philadelphia, has brought suit against the General Executive Board of the organization for $460 24 alleged to be due him for repairs to the K. of L. headquarters at 814 North Broad street.

A freight train on the Fitchburg Railroad was derailed at Shirley yesterday morning, and eighteen cars were thrown from the track. Frank Langsdot, a brakeman, was killed. Two wrecking trains were sent to the scene and passenger trains are now running as usual.

At 5:30 o'clock yesterday morning Mr. Hopper, head brakeman on train 334 on the Erie Road, while making up the train six miles east of Salamanca, caught his foot in a guard rail and was unable to get it out. The train passed over him twice, and he was completely cut to pieces.

John C. Wagner, for many years the Mayor of Morgantown, and teller in the Merchants' National Bank of that place, has been taken to Weston and confined in the Asylum for the Insane. Mr. Wagner was one of the most prominent men of his town and county. It is thought that his mind has been affected for some time, and that this was probably the cause of the recent trouble with the bank with which he was connected.

An interesting breach of promise suit has occupied the attention of the Burlington, N. J., Circuit Court. The plaintiff was Miss Rachel Wills, a young Quakeress of Marlton, and the defendant Chas. B. Dennis, an Atlantic county widower of 20 years, who laid siege to the heart of the fair Rachel in March, 1886. He proposed marriage and was accepted, but later on his love cooled. The jury thought the lady's feelings had been lacerated to the extent of $1,675, and so rendered their verdict.

AMERICA'S CUP

WON BY THE VOLUNTEER.

The Second Race Won Easily by the American Sloop—The Thistle Left by Ten Minutes—A Close, Fast and Exciting Race—The Cup to Remain Here.

NEW YORK, Sept. 30.—The Volunteer has won the second race and settles the international contest. America will retain the cup, and her favorite yacht is queen of the ocean.

The outlook early this morning was not favorable for a race of any kind, much less a race that will really test the two boats. A heavy fog covered everything along the coast, and rain fell almost continuously.

The wind was stronger than it was yesterday. The time for the start from the lightship was fixed for 10:30 o'clock. The Thistle anchored at night in the Horseshoe and shortly after nine o'clock passed by the Hook on her way to the lightship. The Volunteer was then also on her way to the starting point.

The weather had the effect of driving away from the excursion steamers all but very enthusiastic yachtsmen. There were fewer excursion boats on the course than ever before and no trouble was caused by them. Reporting the race was a difficult matter as there was no spot on dry land where the starting point could be seen, so it was hard to tell what the yachts did, as the course was twenty miles straight out to sea and return.

The race was a beautiful one notwithstanding.

At 10:32 the preparatory gun was fired, followed ten minutes later by the signal to start. In less time than it takes to tell it both yachts were headed for the starting line, crossing close together three minutes after the signal to start had been given. They had their headsails, sprit topsails and mainsails set and moved along at a lively rate. The Thistle was to windward, but the Volunteer appeared to be getting as much wind as her Scotch rival and seemed to be slightly in the lead. There could be little doubt from the view obtained that the Volunteer was clearly outpointing the Thistle. They soon disappeared, however, and fifteen minutes after the start not a glimpse of the gallant sloop and her saucy Scotch opponent could be seen through the prevailing mist and rain.

At 10:48 A. M. the yachts crossed the line. The haze prevented exact time being taken from this point. It is thought that the Volunteer had a slight advantage as they went over. They were very close together and going very fast, close hauled with booms to port. They were carrying three head sails, sprit topsails and mainsails. The wind was hauling to the eastward. It was blowing from fifteen to twenty miles, and the race was a quick one.

As the yachts crossed the line the Thistle was seen to be windward. They were heading east northeast, sailing on a course laid towards far Rockaway. The Volunteer was outpointing the Scotchman.

At 4:24 the Volunteer finished. The din of whistles and the booming of guns continued for fully five minutes. The Thistle finished at 4:34.

The following table gives the figures, including the six seconds allowance the Volunteer had to give the Thistle on a forty mile course:

	Start.	Finish.	Actual time.	Con'd time.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Volunteer	10:10.60¼	4:23.47	5:42.56¼	5:42.56¼
Thistle	10:10.21	4:35.12	5:54.51	5:54.45

In the windward work the Volunteer beat the Thistle 14 minutes and 49½ seconds. On the run before the wind the Thistle beat the Volunteer 2 minutes and 5½ seconds.

After the race Mr. Bell admitted that the Volunteer with her center board, had fairly beaten the Thistle in thrashing to windward. He insisted, however, that courses laid out by the America's Cup Committee were unfair. He said that he fully expected to win the inside race and the triangular or third race, because he had no doubt that the Thistle could easily beat the sloop in running and reaching. Mr. Bell added the Thistle was for sale for $50,000.

CONTESTS FOR THE CUP.

Previous Efforts to Take It from this Side of the Atlantic.

There have been seven contests for America's Cup. The first race took place on August 22, 1851, when the schooner yacht America won the cup, then called the One Hundred Guinea Cup, in the annual regatta of the Royal Yacht Squadron around the Isle of Wight, open to all nations and all rigs of vessels. The trophy was kept by the owners of the America until 1857, when they presented it to the New York Yacht Club as a challenge cup, to be known as the America's Cup.

The second contest for the cup, in which the schooner Cambria was the challenging vessel, took place on August 8, 1870. There was but one race. The Cambria sailed against a fleet of seventeen vessels and was beaten by nine—Magic, Idler, Silvie, America, Dauntless, Maggie, Phantom, Alice and Halcyon.

The third contest was in 1871, when the schooner Livonia came after the cup. In this contest seven races were provided for, but one boat meeting the Livonia in each race, the New York Yacht Club reserving the right to pit different vessels against her in the several races. In the first of these races, on October 16, the Livonia was beaten by the schooner Columbia by twenty-seven minutes and four seconds, and in the second race, on October 18, she was defeated by the same vessel by four minutes and thirty-five seconds. The third race, in which the Columbia also competed, was won by the Livonia by fifteen minutes. In the fourth race the Sappho beat the Livonia by thirty minutes. Again on October 23 the Sappho defeated the Livonia by twenty-five minutes, thus ending the contest.

In 1876 the Canadians sent the schooner Countess of Dufferin, owned by Mr. Charles Gifford, after the cup, which was successfully defended by the Madeleine in two races sailed on August 11 and 12. The Madeleine won by ten minutes and fifty-nine seconds in the first, and by twenty-seven minutes and fourteen seconds in the second.

In 1881 the Canadians returned to the contest with the sloop Atalanta, owned by Captain Cuthbert, which the Mischief defeated on November 9 by twenty-eight minutes fifty seconds, and again on November 10 by twenty-eight minutes fifty four seconds.

The British cutter Genesta, owned by Sir Richard Sutton, contested for the cup in 1885, and was defeated by the Puritan on September 14 by sixteen minutes nineteen seconds, and on September 16 by one minute thirty-eight seconds.

Last year Lieutenant Henn, R. N., brought his cutter Galatea to these waters and tried conclusions with the Mayflower. The latter was the victor in two successive races sailed on September 7 and 11; in the first by twelve minutes two seconds and in the second by twenty-nine minutes nine seconds.

Michael Davitt in New York.

NEW YORK, Sept. 30.—Michael Davitt arrived in the city this morning on the Britannic. The ship was docked at a quarter past 8 and Mr. Davitt came ashore, directly entered a carriage and was driven off with some friends.

ANNA OFFNER'S TRIAL.

Jury Did Not Agree—The Fair Prisoner's Demeanor in Court.

Special Dispatch to the Intelligencer.

ROMNEY, W. VA., Sept. 30.—States Attorney Dailey finished his address to the jury in the Offner trial to-day at 11 A. M., when the case was given to the jury. He spoke in an earnest, impressive style, and was listened to with the closest attention by both the jury and the audience. At the conclusion of his speech no one could be found who had the least idea that the prisoner would be cleared. Murder in the second degree seemed to be what the great majority of those in the room expected the verdict to be. After staying out till nearly 6 P. M., they sent word to the court that they could not agree to-night, one of their number instructing the Sheriff to tell Judge Armstrong that he would starve before he would agree. Thereupon, His Honor adjourned court until to-morrow morning at 9 o'clock. The general opinion now is that the jury will fail to agree, and that a new trial will thereby be rendered necessary. The probability of such an undesirable denouement is contemplated with regret by every one, as the expense connected with this trial has already been unusually heavy.

Those who have observed the demeanor of the fair prisoner closely during the course of this trial have discovered one thing which is not calculated to excite much sympathy for her on the part of the public. She is an actress, and a pretty good one too. While bending over the table by which she sits, as though completely overcome by the shame and disgrace naturally associated with her situation, and thereby appealing to the sympathy of every one, it is known that she has been laughing behind her handkerchief nearly all the time. Everybody wants the case disposed of some way or other. A good many don't seem to care how.

STEAMER BURNED.

Heavy Loss—Wheeling Insurance Companies Largely Interested.

MEMPHIS, Sept. 30.—The steamer T. B. Sims, plying between Memphis and St. Louis, burned this morning at 3:45 o'clock at Island Forty, sixteen miles above this city. She was en route from St. Louis and had a good cargo of freight, including about 275 bales of cotton and 6,000 barrels of flour and meat. So far as known only one life was lost, a young man named Bunch, from Illinois, who was a passenger. The Sims was formerly the D. R. Powell, and was purchased by Captain T. B. Sims several months ago from the Anchor Line Company for $20,000. The boat and cargo are a total loss. The Sims was insured for $16,000 in St. Louis and Wheeling companies. Her cargo was insured in St. Louis, excepting the cotton, which was covered by open policies of consignees in local companies here.

VETERANS IN A WRECK.

Excursion Trains Collide Near St. Louis—Two Men Badly Injured.

ST. LOUIS, Sept. 30.—At 12:15 this morning a Missouri Pacific excursion train was wrecked at Valley Park station, nineteen miles from this city.

The train, which was loaded with Grand Army men and their families, and excursionists who had been in the city to see the trades pageant, left the Union Depot at 11 P. M., closely followed by a second section. At Valley Park the first train was delayed, and through a misunderstanding of signals it is claimed that no danger signal was on the rear of the first section.

The second section came crashing into the rear chair coaches at almost full speed, demolishing two chair cars, which at once took fire and were consumed. The engineer and fireman of section two were seriously injured, but late reports say there were no fatalities.

TO-DAY'S GAME OF BALL

To Be Played at Island Park—The Players and their Positions.

A game of ball is to be played at Island park this afternoon between the Wheeling club and the Keystone club of Pittsburgh, the champion colored club of the country. It promises to be a great game and one well worth seeing.

The following is a list of the Keystone club in its batting and fielding order for to-day's game: Stanard, l; Grant, 3; Hatfield, s; Walker, c; Allen, 1; Miller, p; Roy, c. f; Brooks, 2; Grass, r.

The home club will put a strong team in the field, as good as has been on the diamond this season. Morrison and Westlake will be the battery. Nicholson has not gone to St. Louis yet and will occupy his old place. George Westlake, of the Mansfields, will fill Myers' place at short, and the balance of the out and in fields will be the same as usual. As the players of the local team will be materially benefitted by the game to-day a large crowd should be in attendance.

Yesterday's League and Association Games.

At Pittsburgh the Detroit and Pittsburgh nines had quite an exciting struggle. The champions triumphed by a close score. Both pitchers did good work, and what errors the home team made proved costly. Detroit 2; Pittsburgh 1. Earned None. Errors—Pittsburgh 4; Detroit 2. Hits—Pittsburgh 8; Detroit 7. Batteries—McCormick and Miller; Getzein and Bennett.

At Philadelphia the Philadelphia-Boston game was again postponed on account of wet grounds.

At Washington the contest was a battle of pitchers from the very outset. Whitney and Keefe and White did remarkable work, the former coming out slightly the best. Washington, 1; New York, 0. Earned—Washington, 1. Errors—None on either side. Hits—Washington, 5; New York, 4. Batteries—Whitney and Mack; Keefe and Murphy.

At Cleveland the Clevelands helped Louisville to get a lead of four runs in the second inning by poor throwing, but succeeded in making it up before the game ended. It grew dark before the eighth inning, but McQuade kept the players on the field and Browning's three-bagger in that inning brought in a run, which tied the score. The game was then called. Cleveland, 9; Louisville,