The Wheeling Daily Intelligencer.

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A Big Train

OF 175,000 CARS, 1,160 MILES LONG,

Reaching from New York Bay to the Mississippi River,

To Carry the Freight of the Wheeling District for One Year.

THREE AND THREE-QUARTER MILES

Of Cars the Daily Average Required to Move an Annual Tonnage of 3,000,000 Tons.

Increase of 200 Per Cent in Three Years. Railroads Unable to Meet Freight Demands—Valuable Statistics Showing the Enormous Growth of Wheeling's Solid Industries.

Three years ago the INTELLIGENCER published a carefully compiled statement showing the freight tonnage for a year in the Wheeling district. The total tonnage moved in and out by rail was 1,171,200 tons, representing 58,560 cars, a solid freight train nearly 400 miles long, covering more than the distance between Wheeling and Baltimore. This was everywhere regarded as a handsome exhibit, and so it was, an exhibit which many more populous cities, by reason of their lack of heavy manufactures, could not equal.

This morning the INTELLIGENCER presents a similar exhibit based on the tonnage for the first nine months of the present year. The present annual tonnage is shown to have grown to the handsome total of 3,195,000 tons, or nearly thrice that of three years ago. This traffic represents 175,000 loaded freight cars stretching 1,160 miles, the locomotive of which might be in St. Louis while the caboose was pulling out of New York. The daily average for every working day in the year is three and three-quarter miles of freight cars.

The following comparative tables show the tonnage classified:

1886.

RECEIPTS OF RAW MATERIALS.

Material.	Tons.
Coke	259,000
Iron ore	211,500
Fire brick	2,500
Limestone	82,000
Pig metal and old rails, scrap, etc	67,850
Glass trade	14,000
Lumber	25,000
Miscellaneous	50,000
Merchandise	95,000
Wool	1,000
Coal	20,000
Total	828,450

PRODUCTS.

Material.	Tons.
Nails (2,500,000 kegs)	127,000
Bar and sheet iron and rails	43,000
Steel blooms	60,000
Screws, hinges, tacks, etc	3,750
Glass	13,000
Merchandise	65,000
Miscellaneous	30,000
Wool	1,000
Total	342,750
Grand total	1,171,200

1889.

Receipts of Raw Material.

	Tons.
Coke	504,000
Iron ore	633,000
Limestone	200,000
Fire brick	30,000
Pig iron	75,000
Glass materials	18,000
Lumber	45,000
Miscellaneous manufactures	60,000
Merchandise	125,000
Coal	175,000
Total	1,864,000

Products.

	Tons.
Pig iron	380,000
Steel	328,000
Muck bar	60,000
Nail plate	160,000
Nails (3,000,000 kegs)	150,000
Bar, sheet and plate iron and steel	90,000
Steel pipe	24,000
Glass	16,000
Merchandise	85,000
Miscellaneous manufactures	40,000
Wool	1,200
Total	1,331,000
Grand total	3,195,800
Increase in three years	2,122,800

The form of the table for 1889 is somewhat changed from that of 1886 owing to the changes in the iron and steel industry and the growing importance of certain branches of that general industry. The item miscellaneous includes products of breweries, flour mills, tobacco factories, wagon works, potteries, and other raw and finished materials which it has been impossible to procure more in classified detail. The item is probably underestimated. The tobacco and pottery industries have grown largely, and though their raw materials and finished products do not represent the tonnage of equal values in iron and steel, they are still very large. The potteries, now four in number, of large capacity and the most recent style of equipment, will show more in next year's tonnage than they do in that of this year.

When Wheeling began the manufacture of steel it was suggested that she was about to wipe out the puddling of iron without compensation. In the best days 125,000 tons of puddled iron represented a large annual product. To-day Wheeling is turning out puddled iron at the rate of 60,000 tons a year, and her steel product runs up to 325,000 tons, a very handsome compensation. Wheeling maintains her old time solidity, but her present pace is faster than her old time gait.

WHAT WHEELING MAKES.

A Birds-Eye View of Local Industries. Striking Array of Manufactures.

The following list of Wheeling's manufactures will be found of interest as showing the scope of local industries:

IRON AND STEEL.

Bessemer and foundry and pig iron.
Bessemer steel ingots, billets and nail plate.
Steel nails and spikes.
Sheet iron and sheet steel.
Bar iron, bar steel and rails.
Cold rolled iron and steel.
Steel pipes.
Muck iron.
Galvanized iron.
Corrugated iron.
Iron roofing and car roofing iron.
Iron cornices and shaped iron for builders.
Iron and steel axles.
Stoves and grates.
Hollow ware.
Engines and boilers.
Nail machines.
Steamboat machinery.
Iron vats and tanks.
Iron chimneys and stacks.
Stove pipes.
Machinery and castings of all kinds.
Hinges, staples and hooks.
Iron washers.
Tacks, hab nails and wire nails.
Garden rakes, fire shovels and pokers.
Iron measures.
Files.
Bed springs.
General iron castings and forgings.

POTTERY, GLASS, ETC.

Flint and lead glass table ware.
Crystal and colored globes and shades.
Glass chandeliers.
Inkstands and lamps.
Lanterns and lautern globes.
Bottles, flasks, jars and cruets, crystal and colored.
Table queensware.
Porcelain china.
Decorated ware
Pottery of all kinds.
Stone crocks and jars.
Earthen flower pots.

WOOD WORK.

Wagons and carriages.
Hubs and spokes,
Axles.
Sashes, doors, shutters.
Barrels, kegs, staves and bungs.
Hard wood tierces and casks.
Wood and paper boxes and box lumber.
Sawed and planed lumber.
Furniture.
Founders' patterns and models.
Bent wood.

BREADSTUFFS, PROVISIONS, ETC.

Pork packing.
Flour and meal.
Roasted coffee.
Baking powder.
Ground spices.
Mustard for fine fancy trade, and in bulk.
Mince meat, canned goods, preserves and jellies.
Catsup, bottled and in bulk.
Crackers.
Candy.
Butterine.
Soap and candles.
Illuminating and lubricating oil.

TEXTILE FABRICS, ETC.

Calico.
Stockings.
Gloves and suspenders.
Printing and wrapping paper.
Leather.
Sails, awnings and tents.

METAL WORKERS.

Brass and bronze foundry.
Tin and sheet iron ware.
Copper kettles.
Copper steam pipes.
Electro plating.

IN GENERAL.

Cigars and smoking tobacco.
Beer, wine and ale.
Books and blank books.
Combs.
Brushes.
Baskets.
Brooms.
Bricks and lime.
Chemicals.
Artificial ice.
Glue.
Saddle trees, saddles and harness.
Trunks and valises.
Monuments and headstones.
Coke.

THE PANHANDLE AND OHIO RIVER ROADS.

Heavy Increase in Tonnage Over Last Year. September a Big Month.

Thus far in the present year the freight business of the P., C. & St. L. road in and out of Wheeling shows a 20 per cent increase in general merchandise over last year. In heavy raw materials, such as coke, ore, limestone and lumber, and their manufactured products, the increase has been 25 per cent. The freight tonnage for September, 1889, required 431 cars, an average of eight cars a day more than sufficed for the business in September, 1888. Mr. J. M Belleville, agent for the Pan-Handle and the Ohio River roads, said to a reporter of the INTELLIGENCER, yesterday:

"It is rather a singular thing that the increase in our business for the first nine months of this year has been almost to and from Wheeling, on both the Ohio River and Pan-Handle roads. Owing to the very great scarcity of cars, which has existed for the past six months, shipments of timber, tips, &c., from the Ohio River road going east and north over the Pan-Handle are just about the same for the first nine months this year as for the same period last year. Last year's business was a very heavy one, very largely in excess of the previous year, and if we had been able to obtain cars this business would undoubtedly have been increased from twenty to thirty per cent. I speak now of the Ohio River road."

"What about a new passenger station?

"For two years past our company has recognized the need of a new station, which it expects to provide next year."

SOME INTERESTING FIGURES

Which Give a Fair Idea of the Big Increase in Traffic on the B. & O.

The Baltimore & Ohio's Wheeling business has increased largely within the past six months. Day after day on the shipping side of the company's long freight shed on South street, freight has been turned in from the large mercantile houses of the city in such quantities that the big force of loaders have been unable to handle it as it arrived, and it has accumulated on their hands till the sheds were filled, and piles of boxes, bales and barrels often reached half way across the street till long after business hours, waiting their turn to be loaded.

On the discharging side an almost continual stream of trucks and drays have daily been coming and going, heavily ladened with goods for this community's consumption. The same state of affairs may be said to exist at the freight station of the Pan-Handle Company, just across the street, where the local freight of that company and of the Ohio River road is handled.

And all this it must be borne in mind, is not the limit of the capacity of any of these three roads to handle freight, nor an indication of the great bulk of the handling they all do. There is not a large industrial establishment on the South Side to which the Baltimore & Ohio has not a switch laid, and the other two roads mentioned have switches and connections with many of the industries. From these switches are daily received large numbers of car loads of finished products billed to all parts of the country in exchange for car loads of raw materials to be worked up into some one of the products for which Wheeling is famed.

The B. & O. has in East Wheeling its old Hempfield yard, largely used by manufacturing industries in that part of the city for loading and unloading purposes. Here practically the same state of affairs exists—freight piling up faster than it can be handled. It is little wonder that for the past six months there has been a continual rush in the clerical departments of these roads.

Capt. G. D. Gillelen, the Baltimore & Ohio's agent at this point, in talking

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PITTSBURGH'S RIVAL.

The Upper Monongahela Coal Region in West Virginia

AND THE NEW CAMDEN ROAD

Giving the Pittsburghers Much Concern—Will Ruin Them in the Coal and Coke Markets—A Canal to Lake Erie Her Only Hope.

PITTSBURGH, PA., Oct. 15.—The State development boom in West Virginia, and particularly the new coal, coke and railroad operations now commencing in the Monongahela Valley and those in the West Virginia Central and Kanawha regions, which are not so new, but no less important, have set Pittsburghers to thinking. The city has begun to realize that she is about to lose her prestige as a coal and coke centre, and something must be done to save her. The fact that the Monongahela region will, on the completion of the new road between Fairmont and Clarksburg, now under construction, be able to ship coal and coke by rail cheaper than by boat; that it will be placed 189 miles nearer Chicago than Pittsburgh is, has created much alarm. Nothing will save Pittsburgh, it is said, but the construction of the proposed ship canal from Pittsburgh to Lake Erie.

The Pittsburgh *Dispatch*, of this morning, thus sounds the tocsin of alarm and stirs up the people of Pittsburgh:

WEST VIRGINIA DEVELOPMENT.

"People interested in the proposed canal from the Ohio river to Lake Erie should be put on their mettle by the inroads some people are contemplating into the coal districts of Logan, Marion, Monongalia and surrounding counties in West Virginia. T. M. Jenkins & Co., of this city, have secured 4,000 acres in Marion county. The chief value it possesses is that the vein is eight feet thick in the clear and a train of cars can be loaded in the mines.

"This section is, by the Baltimore and Ohio Railway system, 189 miles nearer Chicago than is Pittsburgh, and 60 miles nearer a Lake Erie port. It is patent at a glance that with veins of the thickness mentioned, and a shorter route to the Northwest, the section mentioned will always have the bulge on the Pittsburgh district, that is on that portion of it that must ship down the Monongahela river. This territory is adjacent to the railway built by ex-United States Senator Camden and others. To connect with Bellevernon 25 miles of railway are already built from McKeesport, and 1,000 men are at work, who will soon open the country to the great beyond.

OTHER CAPITAL INVESTING.

"A number of capitalists, among them is C. Kimberland, of Pittsburgh, have gotten up a company with $200,000 capital stock, and expect to begin boring for petroleum and gas in Marion county, West Virginia, in six weeks. They have leased 6,000 acres of land, and think they will get oil. If oil should fail, the coal under, and timber on the land will pay largely as soon as railway communication is secured.

There are in Logan, McDowell and other counties of West Virginia 300,000 acres of land that can be bought, it is said, at $3 an acre, and under all of it there are coal veins varying from 3½ to 14 feet in thickness. Many millions of money have been spent in late years building railways where no one lived, while some of the most prosperous counties in the Union have none at all.

THE BIG CANAL OFFSET.

"This will not long remain so, and if Pittsburgh people do not want to be a day behind the fair in securing a market for their coal, and want to prevent the establishment of blast furnaces elsewhere, they will whoop up the canal project with all their might, soul and strength. It can be put through 100 feet wide, 12 feet deep, locks built and the banks piled for less than $10,000,000, and craft can be constructed in which coal and iron ore can be carried for one-fifth the cost of railway transportation.

"Had the coal and iron interests the push about them that some have they would not wait Uncle Sam's elephantine movements, but sail in and have their coal floating to the Northwest before West Virginia development secures a foothold. The Kanawha coal operators, with navigation three weeks earlier and three weeks later, and with better draft of water, will soon effectually take the lower river market, but if Pittsburgh moves promptly it can secure the Northwest."

THE BOILER MANUFACTURERS.

The American Association Opened—Importance of the Organization.

PITTSBURGH, Oct. 15.—The American Boiler Manufacturers' Association met in annual session here to-day, with about 150 delegates in attendance. The day was devoted almost entirely to addresses by the officers and perfecting the organization. To-morrow the Committee on Materials and Tests will report. This committee was in conference with prominent iron and steel manufacturers this afternoon, and the questions are of the utmost importance to all manufacturers and users of steam. The questions include the character of boiler iron, the tests applied by the Government, grades of metal, physical qualities, bending tests, flanging and rivets.

The object of the Association is to attain the highest knowledge and promote the greatest intelligence in the manufacture of steam boilers, bringing the commodity as near perfection as possible by establishing a uniformity of requirements for material and construction.

The question of uniformity of wages and prices will also probably be considered. The convention will be in session several days.

MR. DEPEW'S HUMOR.

Railroading a Great Business, but There is More Fun in Politics.

RICHMOND, VA., Oct. 15.—Cornelius Vanderbilt, Chauncey M. Depew, H. Walker Webb, President of the Wagner Sleeping Car Company, and Charles Fox, a well known director of the Big Four, reached here last night at 10:35 from New York, and left at once for Old Point. Mr. M. E. Ingalls, the President of the Chesapeake & Ohio road, in which Vanderbilt and Depew are largely interested, met the party at the station and accompanied them. Mr. Depew said: "I know about lots of things, but Virginia politics is one of the things I never could understand. It is as a gentleman once said about the Schleswig-Holstein complications, 'They never were understood by but one man, and he was dead.'"

Speaking of railroading, Mr. Depew said it was a great business; but politics was the only thing a fellow could get any fun out of. Mr. Cleveland, he asserted, was sure to be the Democratic nominee for President. As to the Republican nominee he did not know who it would be, but the men inside always have the best show against outsiders.

THE ALL-AMERICAN DELEGATES.

The Party Increased—Stop at Erie—Some Fast Running—Seventy Miles an Hour Reached.

ERIE DEPOT, PA., Oct. 15.—The representatives of all the Americas were aroused this morning in Buffalo at 6 o'clock, and at 8 o'clock the congressional excursion was rolling along the lake shore, the waters of Lake Erie glinting in the sunlight of a cloudless day. The early rising feature of the present expedition is the most serious consideration to the South Americans. One of their number yesterday explained, in speaking of the fatigues of the journey, that the Southerners are in the habit of rising at easy hours of the forenoon, of eating when they felt so disposed, and were accustomed to have railway trains await their deliberate will. Therefore the getting out of bed in the morning twilight by the necessity of appearing promptly at table when in hotels and of accommodating their movements to the schedule of a train that starts on the nick of appointed time—all this constitutes a trying innovation upon life habits of the men from the South.

The train this morning carried for the first time upon the trip Gen. J. M. P. Caamaho, ex-President of the Republic of Ecuador, the present Minister of his Nation to the United States, and also delegate to the International Congress. With the addition of the delegates from Chili and Ecuador, generalship is now required to adjust the accommodations of the train to the wants of its occupants. A fast run was along the lake side to Erie. General passenger agent Boyd of the Pennsylvania road, is directing affairs in the cab of the locomotive. The coal is good and the speed has reached sixty miles an hour. Mr. Boyd, by the by, directed affairs on Saturday evening from Rochester to Buffalo, when a speed of seventy miles an hour was maintained on the last forty miles of the run into Buffalo. Between 10 and 11 o'clock the tourists alighted from the train at Erie where watches were set to western time.

The company was driven about until 11 o'clock western time when the journey was resumed, Cleveland to be the next stopping place.

AT CLEVELAND.

The Excursionists Entertained at a Banquet—The Toasts.

CLEVELAND, OHIO, Oct. 15.—At 1:30 p. m. the Pan-American train drew into this city, dropped its baggage car, and proceeded at once to Newburg, where the party inspected the insane asylum and rolling mills located there. Upon their return to this city they repaired to their hotel, at which a banquet for the evening had been arranged by the citizens of the city. Senator Payne sat at the head of the central table with Senator Sherman and the foreign delegations, and at the other end was Mayor Gardner, with the Governor of the State at his left. Mayor Gardner spoke briefly, welcoming and speeding the guests happily. At 11:45 Senator Payne delivered a brief address.

Judge Ricks responded to the toast, the "President of the United States.

William F. Curtis, special agent of the State Department, in charge of the excursion, whose boyhood home was in Cleveland, next spoke.

Senator Sherman was called upon to respond to the toast, "The Congress of American States." This toast was but the expression of a hope entertained by the United States ever since the other nations renounced allegiance to foreign powers. Henry Clay had declared in favor of a union of the nations, President Monroe had declared against foreign intervention. But we had not always followed out that idea. Had the late unpleasantness resulted differently, there might have been unpleasant neighbors for these Republics; but thank God that time has passed.

INTER-STATE COMMISSION.

The Rates for Oil Shipments—Investigations Begun Last May Resumed.

WASHINGTON, D. C., Oct. 15.—The Inter-State Commerce Commission to-day resumed the hearing begun at Titusville, Pa., in May last, of the Independent Refiners Association, of both Oil City and Titusville, Pa., versus the Western New York and Pennsylvania Railway Company, the Erie Company and the Lehigh Valley Railroad Company. There are three questions at issue in the complaint—first, the rates between the oil refiners, and the seaboard; second, that the difference in freight rates between oil transported in tank cars and in barrels amounts to a discrimination against complainants; and, third, that the railroad companies are bound to furnish tank cars to shippers, though generally such cars are furnished by the shippers. The complainants were represented by Messrs. M. J. Heywang, of Titusville, and F. B. Cowan, of Philadelphia. A number of railroad officials and others was examined on behalf of the complainant at the morning session, concerning the price paid for shipments of oil, etc., etc. Mr. Laurens Maynard, counsel for F. W. Babcock & Co., wholesale dealers in illuminating oil at Boston, Mass., and Providence, R. I., submitted a printed statement, in which the company recites alleged improper classification of oil, and unjust and special discrimination by the railroads against Boston and in favor of New York, and says that whatever may be the motives of these apparently injurious acts of the railroad, the result is felt in Boston and New England, as to render practically impossible for the independent refiners to compete with the New England markets, and places such markets practically at the hands of the Standard Oil Trust.

TANNER STICKS TO IT.

He Says he was Right no Matter What the Secretary Says.

WASHINGTON, D. C., Oct. 15.—The *Post* this morning publishes an interview with Commissioner Tanner, in which he justifies his action in re-rating Senator Manderson's pension. He says: "Judging from the extracts quoted in Senator Maderson's letter, I presume that he decides the rerating illegal, because no application had been made; and if that is his reason all I can say is that the Secretary must have very peculiar ideas concerning the case. My conception of the duties of the Commissioner of Pensions is entirely different. If he discovers a case where injustice is being done to a pensioner, he should right the wrong, and I am of that opinion still, Secretary Noble to the contrary, notwithstanding."

The Baby Son of Senator Kenna Dead.

Special Dispatch to the Intelligencer.

WASHINGTON, D. C., Oct. 15.—The family of Senator Kenna, of West Virginia, are now under an affliction in the loss of a little child, a son, but four days old. The body was yesterday placed in a vault at the Congressional cemetery, where it will remain until taken to West Virginia for interment at Senator Kenna's home.

Elevated Road for St. Louis.

ST. LOUIS, Oct. 15.—Preliminary steps have been taken to form a company for the construction of the elevated railroad, a franchise for which was recently granted by the municipal assembly. The capital of the company is to be $6,000,000.

A RAPID RIDE TO DEATH.

A Car Containing Nine People Breaks Loose on a

CINCINNATI INCLINE PLANE,

And Plunges with Frightful Velocity Down the Steep Slope—Five of the Occupants Killed, and Three Injured—A Thrilling Sight.

CINCINNATI, Oct. 15.—The most appalling accident ever known on the inclined plane railways of this city happened to-day between 12 and 1 o'clock. It was on the Mt. Auburn inclined plane, which lies at the head of Main street, and reaches to a heighth of between 250 and 300 feet on a space of perhaps 2,000 feet or less. Two cars are employed, one on each track. They are drawn by two steel wire cables that are wound upon a drum at the top of the hill by an engine located there.

Nine passengers had entered the car at the foot of the plane, and a number were in the other car at the top. The passage of the ascending car was all right until it had reached the top when, to his unspeakable horror, the faithful engineer found that the machinery would not respond, and that he could not stop the engine. Only one result was possible. The car was arrested by the strong bumper, which stopped its progress, and as the engine continued all its force was expended on the two cables and they snapped like wrapping thread under its enormous power. Then the car with its nine inmates locked within began the descent of that frightful slope. What where the feelings and thoughts of the fated nine may hardly be imagined.

A FRIGHTFUL CRASH.

The crash at the foot of the plane was frightful. A cloud of dust arose that hid the wreck from view for a moment, but when it was dispelled the scene was horrible. The iron gate that formed the lower end of the truck on which the car rested, was thrown sixty feet down the street. The top of the car was lying almost as far in the gutter. The truck itself and the floor and seats of the car formed a shapeless wreck, mingled with the bleeding and mangled bodies of the nine passengers. Two were taken out dead, one a middle-aged lady with gray hair, recognized as Mrs. Ives, the other a young girl of twenty, Miss Lillian Oskamp, daughter of Mr. Henry Oskamp. Another, Mr. N. Kneiss, teacher, living at 14 Euclid avenue, died soon afterwards. Five others were injured, perhaps fatally, and one man escaped miraculously with but a slight injury. The names of the injured are not yet fully ascertained. Judge Dickson and a Mr. McFadden are said to two of them.

As soon as it could be done, the dead were taken to the morgue to await full identification while the wounded were carried to the nearest places where examination could be made. The intense excitement prevailed, and numberless inquiries were made by friends who feared members of their families might be on the fated car.

AN OLD INCLINE.

This inclined plane is the oldest in the city. It was built twenty-one years ago and this is the first accident attended with loss of life at any of the four inclined planes that are in almost constant use. There have been only two similar cases in the history of inclined planes here. In both the others the engine was got under control before the cables were broken. Perhaps the most horrible condition of any except the nine in the descending car, was that of the passengers in the other car at the foot of the plane. They were locked in as is always the case, and were compelled to await the coming of the other car and its inevitable crash beside them at the foot of the track.

LIST OF DEAD.

Judge Dickson, like Judge Hollister, was too old to escape from such a terrible shock and he was one of the first of the wounded to die. He is a well known attorney, retired for a number of years. He was a warm personal friend of President Lincoln. The list of dead now stands:

JUDGE W. M. DICKSON,
MRS. CALEB IVES,
MISS LILLIAN OSKAMP,
MICHAEL KNEISS,
JOSEPH HOCHSTETTER.

The wounded are: Chas. McFadden, both legs broken; Joseph McFadden, cut on sides and various portions of body and internal injuries; Mrs. Hochstetter, cuts and internal injuries; Mrs. Jos. McFadden.

The wounded were taken to the Cincinnati hospital. Charles Goebel, who was the man at the lever, who had the unspeakable horror to find himself unable to stop the engine, says that he complained that the "cut off" was not working properly. "I told the engineer about it this morning," he said, "and the engineer told me he had repaired it. But it was evidently still out of order, and this must have been what was the cause of the accident."

An eye witness describes the cause of the appalling accident as follows:

"As car No. 9 reached the top of the plane, Goebel, the cabman, forced down the lever which shuts off the steam. For some reason the apparatus refused to work and the car rushed on up the iron railing. Goebel put all his strength upon the lever, but it failed to budge. On the car rushed madly, with the tremendous power that drew it on. The iron work pierced deep into the wooden flooring and still the cable tugged, and finally with a grating noise the cable slipped from the brass clamps that held them, the bolts that secured them opened and the car was free. The passengers, unconscious of the doom impending, were about to step from the vehicle as it shot downward upon its mission of death. The passengers who had arisen fell together upon the flooring of the car. Down the plane of several hundred feet it shot and plunged fiercely upon the railing at the bottom and was dashed to pieces like a cord. The car struck, shot far out upon Main street, and shivered into a thousand fragments."

A SERIOUS WRECK.

A Passenger Train Derailed—An Engineer Killed and Several Injured.

DENVER, COL., Oct. 15.—A passenger train on the Denver & South Park railroad left the track between Leadville and Como, near Divide station, yesterday. The engine and cars were turned over, and Engineer Andrew Dooner was buried under the wreck and instantly killed. His fireman, E. Canahan, was seriously injured. None of the passengers were killed, though several were injured.

Will Ignore the Supreme Court.

ST. LOUIS, Oct. 15.—The latest advices from the Chickasaw Indian nation are that the Legislature of the nation convened at Tishomingi yesterday. The progressive party composed of white members-elect will probably ignore the decision of the Chickasaw Supreme Court and attempt to hold their sessions.

A REMARKABLE SUIT.

A Man Divorced for Ten Years Before He Knew It, Though Living With His Wife Part of the Time.

INDIANAPOLIS, IND., Oct. 15.—A remarkable suit was filed in the Circuit Court yesterday, the plaintiff being Louis Linn, and the defendants his children. The suit was instituted to set aside the will of Lizzie Douglass, formerly the wife of the plaintiff. The complaint alleges that Linn and Lizzie Sprouse entered into an agreement at Quincy, Ill., in 1857, to live together, and that 4 children were born to them, and that in March, 1868, they were legally married. In 1871, while living in this city, Mrs. Linn brought suit for divorce, and when the sheriff went there to serve the summons on her husband, she contrived to have him away from home and she destroyed the papers. Six months later she received a decree of divorce, but she kept the fact concealed from Linn for two years, though living with him all the time.

In 1873 Linn found himself supplanted in his supposed wife's affections by Police Officer H. Minnick and one evening he shot Minnick dead, and for this crime was sent to the penitentiary. Shortly after Mr. Linn died, leaving a large property to her children. In January, 1883, Linn then nearly 70 years of age, was pardoned, but just before leaving the prison he was told of the divorce proceedings ten years before, by a guard at the prison. While Linn was still in prison the estate was settled and all the proceeds passed into the hands of the children, who are now made defendants.

THE SOCIALIST CONVENTION

Denounces the Conduct of the Deposed Members at Chicago.

CHICAGO, Oct. 15.—The morning session of the Socialist convention was devoted to the reception and discussion of committee reports. Among the resolutions adopted was the following: "The convention is of the opinion that the conduct of the deposed members of the Executive Board, as well as the management of the party organization, and their unfriendly attitude toward trades unions, and the slurs cast upon all who did not follow them, were injurious to the interests of the party; and whatever technical mistakes may have been committed by the New York section, the convention only regrets that the Board of Supervisors has not sooner interfered; and the convention is of the opinion that those members of the executive, as well as the Chicago section, have placed themselves outside of the party."

LOST FOUR TOES.

Kentucky's Secretary of State Meets with a Serious Accident.

FRANKFORT, KY., Oct. 15.—Major G. W. Adams, Secretary of State, met with a painful accident last night, by which he lost four toes from his left foot and narrowly escaped with his life. He was returning from a trip to New Castle, and arrived at Eminence as the train was pulling out. In attempting to board the train his foot slipped and a wheel of the car passed over it. He received medical attention at Eminence, and it is not thought it will be necessary to amputate the foot.

EX-CONGRESSMAN STEELE INJURED.

An Accident to His Buggy—He and His Wife Both Have Their Arms Broken.

MARION, IND., Oct. 15.—Ex-Congressman Steele, whose name has been mentioned in connection with the Pension Commissionership met with a serious accident yesterday. He and his wife were riding in a carriage behind spirited horses when a fore wheel came off dropping the front part of the carriage down on the horses heels. In the smashup that followed, Major Steele had his left arm broken just below the shoulder and Mrs. Steele had her left arm broken at the elbow. Both are resting easily.

Judge McKinley Injured Fatally.

ITHACA, N. Y., Oct. 15.—Judge McKinney, of this county, was thrown from his carriage last evening and fatally injured. His horse ran away and fractured his skull in several places.

LOCOMOTIVE ENGINEERS.

Chief Arthur at Denver—Opposition to His Reelection Develops.

DENVER, Oct. 15.—Chief Arthur and staff arrived here late last night. The convention will convene to-morrow. The meeting will be of unusual importance and several questions of great interest are to be decided, among them the election of a successor to Chief Arthur. The principal opposition, it is claimed, to Arthur comes from the Union Pacific lines and the southwest, while the Central and Northern Pacifics are entirely solid for Arthur. The element opposed to Arthur, it is claimed by his friends, are the radical ones, and do not represent more than one-third of the delegation. About 400 delegates will be present, representing 430 divisions and a membership of 26,500.

BROTHERHOOD OF BRAKEMEN.

The Meeting at St. Paul—Session Will Last Ten Days.

ST. PAUL, Oct. 15.—The first business before the Brotherhood of Railway Brakemen at its session this morning was examination of credentials and recognition of delegates. Immediately following the disposition of this necessary formality, committees were appointed and an adjournment taken in order to give the committees time in which to formulate reports. The most important feature of the session, which will probably cover a period of about ten days, will be a thorough revision of the constitution.

Violated Revenue Laws.

Special Dispatch to the Intelligencer.

WESTON, W. VA., Oct. 15.—Loyd King, of Gilmer county, was arrested yesterday by Deputy Marshall George W. Stuart and lodged in jail here on a charge of violating the revenues. He was given a hearing before Commissioner Bland, who took his recognizance to appear at Clarksburg at the next term of Federal Court.

Rev. J. W. Hess Dead.

Special Dispatch to the Intelligencer.

PENNSBORO, W. VA., Oct. 15.—Rev. J. W. Hess, pastor of the Centerville M. E. Circuit, died Sunday night of typhoid fever. He had been ill but one week. He was about 60 years of age and had been living at Smithville, Ritchie county. The body was taken to Marion county for interment.

Another Editor Sued.

Special Dispatch to the Intelligencer.

PENNSBORO, W. VA., Oct. 15.—T. Knight has filed a $10,000 libel suit against S. S. Stewart, editor of the *Ritchie Gazette*. He alleges he was damaged to that amount by an article which appeared in Mr. Stewart's paper last week.

The Asylum Board.

Special Dispatch to the Intelligencer.

WESTON, W. VA., Oct. 15.—The Asylum board is in session here. The business before them is the letting of the usual yearly contracts for coal, flour, meat, etc.

YOUR grocer has Electric Light Flour.

GROVER CLEVELAND

Takes Another Opportunity to Give Himself a Boom.

THE DEMOCRATIC SOCIETIES

Of Pennsylvania Receive a Letter from Him—"All Personal Selfishness Should be Subordinated for the Party Good."

PHILADELPHIA, PA., Oct. 15.—The First General Assembly of the Democratic Societies of Pennsylvania began to-day in the Thalia Theatre, this city. Over 800 delegates, representing Democratic clubs in all parts of the State were in attendance. President Chauncey F. Black called the convention to order, after which a letter from ex-President Cleveland was read. After expressing regret at being unable to attend, Mr. Cleveland says:

"My estimate of the value of these Democratic societies as agents for the instruction of the people upon political work is well known, and there never was a time when in the interest of good government and national prosperity they were more needed.

"The condition of political affairs is such that the attention of all the Democrats should be directed to the enforcement of the distinctive principles of the party, and, in my opinion, it is no time for the search after make-shifts and temporary expedients. We, as a party, are fairly enlisted in the course of the people and patriotism; duty and party success require that we should be consistent and steadfast. All personal selfishness should be subordinated. I confidently expect that in the work we have in hand our Democratic societies will exhibit an efficiency which will be carefully acknowledged by all who have at heart the welfare and prosperity of the American people.

Yours very sincerely,
GROVER CLEVELAND.

President Black, after calling the assembly to order, spoke at considerable length. His reference to ex-President Cleveland evoked round after round of cheers. His reference to the tariff tax, as he termed it, "pillaging the mass to enrich the class," evoked expressions of approval.

A temporary organization was then effected by the unanimous election of W. U. Hensel, of Lancaster, Pa., President, and Major John D. Worman, of Philadelphia, secretary.

The chair announced that he had two letters to read and then proceeded to read one from ex-Speaker Randall, who said that he should go to Washington before the Assembly took place and, therefore, could not be present.

The letter of ex-President Cleveland was then read and the scene which followed was almost beyond description.

To-morrow night a mass meeting will be held at the Academy of Music, at which a number of prominent members of the Democratic party are expected to speak.

THE MONTANA SITUATION.

No New Developments of Importance—Indignant Democrats.

HELENA, MONT., Oct. 15.—There has been no new developments in the Silver Bow contest to-day save that, instead of the Republicans getting in their entire legislative delegation, they only get in six members, but that number is sufficient to overcome the Democratic majority which showed on the face of the returns. The general opinion among lawyers is that the Silver Bow canvassers had no authority to go back of the returns, and that the Court will decide in favor of the counting of the ballots as returned by the judges of election. The Democrats are very outspoken in denunciation of the action of the canvassers.

Washington Senatorial Convention.

SPOKANE FALLS, WASH., Oct. 15.—Great interest is being taken in the Senatorial question and members elect to the Legislature are being besieged with letters from rival candidates. It is agreed that Eastern and Western Washington shall divide honors with Eastern Walla Walla and Spokane, each having two candidates—Brentz and Allen from Walla Walla; Hyde and Turner from here. It is difficult to tell the real strength of the different candidates.

A STEAMBOAT SUNK.

The Minnie Bay Strikes a Snag and Goes Down in the Ohio River.

CINCINNATI, O., Oct. 15.—The steamer Minnie Bay, bound from Manchester to Cincinnati, with 125 passengers aboad, struck a snag yesterday while rounding Kramers Landing, opposite Moscow, Ohio, and sunk. The passengers became panic stricken, but officers and crew lowered boats and yawls and safely transferred all the passengers to shore. The boat is supposed to have broken in two and to be a total loss. The freight was removed by the steamer St. Lawrence. When built 6 years ago the Minnie Bay cost $23,000. She was insured for $12,000.

A Schooner Capsizes.

NEW YORK, Oct. 15.—The schooner Laura, laden with iron, was upset in the East river this afternoon, and three of her crew drowned. Their names were William Jackson, James Hughes and Alexander Christie.

CONDENSED TELEGRAMS.

At Maysville, Ky., Bob Pitman (colored) accidentally shot and killed himself while hunting.

Mrs. William Eddy fell in a fit into a fire place near Terre Haute, Ind., and was dangerously burned.

A number of children have died from diphtheria at Gallitzin, Pa., and the epidemic has not been checked.

Mrs. J. G. M. Ramsey, wife of the noted Tennessee historian and author, died Monday night at Knoxville, aged 87 years.

Judge Moody and Mr. Pettigrew have been selected by the Republican caucus of the South Dakota Legislature for United States Senators.

The Benevolent Society of the Conemaugh Valley has been formed at Johnstown to carry on the work of relief after Miss Clara Barton leaves.

Rev. W. T. Monroe, a resident of Franklin, Ind., and prominent in Baptist, G. A. R. and Odd Fellow circles in that State, died aged 65.

James Tracey, of Circleville, Ohio, choked to death from an abscess in his throat. He had just recovered from a severe attack of diphtheria.

Frank B. Lants, a traveling salesman for Charles J. Off & Co., of Peoria, Ill., committed suicide by shooting himself through the brain. He had been drinking very hard.

Lester Greer, Street Commissioner of Bloomington, eloped with the wife of A. G. Barker, an engineer on the Chicago & Alton road. Green leaves a handsome wife and four small children.

John Hanna, of Tollesboro, Ky., was found dead on the track of the Chesapeake & Ohio railroad near Maysville, Ky. His body was horribly mangled. He stabbed Samuel Lykins, and was on his way to Ohio when run down.

LUTHERAN GENERAL COUNCIL.

The Session at Pittsburgh—The Akron Rule not Rescinded.

PITTSBURGH, PA., Oct. 15.—The General Council of the Lutheran Evangelical Church continued its conference in the First Lutheran church in this city today. The devotional exercises were conducted by Rev. J. L. Smith, of Ligonier, Pa. The first order of business was the consideration of the report of the Committee on Sunday Schools, which was read and discussed by sections. Rev. Paul Glasson, of Johnstown, then delivered a very pathetic statement of the condition of his parishioners. A resolution was adopted commending the Lutherans of Johnstown to the liberality of the congregations throughout the country.

A paper presented to the council by the New York Ministerium, was reported upon by a special committee, of which Dr. Jacobs is chairman. Considerable discussion was called out by this paper. Different interpretations was made by various members of the council, which was held at Akron, Ohio, in 1872. This rule was styled "the Akron rule," and provided that Lutheran pulpits were for Lutheran ministers only, and Lutheran altars for Lutheran communicants only.

The committee suggested a resolution, *which was adopted*, that as the council had never annulled, rescinded, or reconsidered the declarations made at Akron, Ohio, they would remain in all their parts and provisions the action and rule of the General Council.

A committee was then appointed to organize a Church Extension Fund Society, and to confer with the Society now in existence in so doing. After some routine business the council adjour