

The Indianapolis Daily

VOL. XXIII--NO. 44.

INDIANAPOLIS, TUESDAY, JUNE 2, 1874

WHOLE NUMBER 1,753

THE BLUE AND THE GRAY.

By the flow of the inland river,
Where the fleets of iron have fled,
Where the blades of the new grass grow,
Asleep are the ranks of the dead.
Under the sod and the dew,
Waiting the judgment day,
Under the laurel the Blue,
Under the willow the Gray.

These in the robing of glory,
Those in the gloom of defeat,
All with the battle field gory,
In the dust of eternity meet,
Under the sod and the dew,
Waiting the judgment day,
Under the laurel the Blue,
Under the willow the Gray.

From the silence of sorrowful hours
The oboe mourns to go,
Lovingly laden with flowers,
Alike for the friend and the foe,
Under the sod and the dew,
Waiting the judgment day,
Under the roses the Blue,
Under the lilies the Gray.

So with an equal spendor
The morning stars are all,
With a touch impartially tender,
On the blossoms blooming for all,
Under the sod and the dew,
Waiting the judgment day,
Broidered with gold the Blue,
Melodious with gold the Gray.

So when the summer caltch,
On forest and field and vale,
With an equal murmur fall,
The cooling drip of the rain,
Under the sod and the dew,
Waiting the judgment day,
Wet with the rain the Blue,
Wet with the rain the Gray.

Sadly, but not unshrinking,
The generous deed was done,
In the stern of the ship are falling,
No traver battle was won,
Under the sod and the dew,
Waiting the judgment day,
Under the blossoms the Blue,
Under the thearand the Gray.

No more shall the war cry sever,
Or the winding river be red,
They banish our anger and fear,
When they leave the graves of our dead,
Under the sod and the dew,
Waiting the judgment day,
Love and tears for the Blue,
Tears and love for the Gray.

NEWS NOTES.

On the day which the immense bridge over the Mississippi at St. Louis was opened to public travel the number of people passing over was estimated at sixty thousand.

The new dining room of the Grand Union Hotel at Saratoga will seat 800 people. For the present season rates for the months of June and August will be \$21, and \$28 for July and September.

Mr. G. E. L. McGeech, formerly connected with the Galaxie course of lectures in New York, is conducting the Danbury News, while Bailey is in Europe, and Max Aber is "doing" the humorists.

Thiborne's said to be confined in a dungeon hardly bigger than a coal cellar, with a single chair screwed to the floor. He is dressed in a wretched prison garb, with no one to talk to, and has no writing-materials or books.

Somebody has said "the way of the transgressor is hard" but a man recently died in Ohio, leaving \$40,000, turns out to have been Eliza Case, formerly of Canton, Mass., who, having committed a forgery in 1839, suddenly went West.

On the complaint of the superintendent of the New York, New Haven & Hartford railroad, William Banker, a conductor who has been employed on that road for 26 years, has been arraigned on a charge of embezzling \$50,000 in that time. The prisoner was held to bail in \$50,000.

The signal office has, for some time past, been compelled to omit Mount Washington reports from its published tables. An electric flash, which made everybody think of conflagration, "burnt out" the telegraph offices on the summit and at the base of the mountain, and also at Littleton.

A chestnut \$50,000 was recently handed the inventor of metallic tips for children's shoes in payment of his share in a release of the patent, which he had originally sold for \$100; and now, with such encouragement as this, why can't he win the everlasting gratitude of mothers by inventing some kind of brass knee plates for little boys' trousers.

By a return just issued, the area of London is 223 square miles. The river is crossed by 17 bridges. The average daily supply of water is 414,399 metric tons, and the annual rateable value of property is \$20,000,000 sterling. Last year the number of births was 121,106 to 53 weeks, or 2,285 weekly; and the deaths were 76,654, or 1,444 weekly, the excess of births over deaths was 44,456, or 829 weekly.

Professor Tobin has secured, and will exhibit, a newly-invented flying-machine, the work of a French engineer. The inventor is to start from the dome of the colosseum and sail down Broadway over the roofs of the city to Union square, where he will land. The time assigned for this feat is the middle of June. If successful the inventor is to receive, we are informed, \$10,000.

There is no acknowledged Unitarian church in London now, where there can be heard views so advanced as those one may hear from Dean Stanley, Stafford Brook Septimus Hensard, and indeed, four or five other preachers of the English church. My belief is that Unitarianism in London is dying. When Mr. Martineau left the pulpit the last chapter was reached. Four of its pulpits in London are now vacant, and it would appear that the eloquent young ministers of the country districts and the provincial towns cannot be persuaded to come to London.—M. D. Conway.

The most high tide in the Thames was so accurately predicted by scientific men that every preparation was made for it. The water rose to the top of the arches of Blackfriars bridge. A Gloucester paper says that the "bore" prognosticated by Mr. Frank Buckland made its appearance in the Severn at and below Gloucester at 9 o'clock in the morning and at 2:30 o'clock in the evening. The effect was remarkable. The river, which was flowing gently toward the sea, was in a moment rearing, some feet and rushed up a mass of water, some feet in height, and throwing mud and water high in the air. The tide only flowed three quarters of an hour and rose less than six feet.

The Swatawa, which is to carry the scientific party to the South Pacific ocean to witness the transit of Venus, on December 10, is in full readiness. Twenty-six scientists are expected from Washington, with their instruments, in a few days, and the ship will leave the navy-yard with 200 persons on board. The company is to be divided into five parties, to be landed at Crozet's Island, Kerguelan, or Desolation Island; Hobart Town, in Tasmania, formerly Van Diemen's Land; New Zealand and Chatham Islands. Here the Swatawa is to remain until after the observation. The vessel has stores for an eighteen months' voyage. The instruments are being tested in Washington, and are mostly new and very elaborate.

THE DEAD RAILROAD KING.

JOHN E. THOMPSON.

THE LEADER OF MANY LINES—A GREAT LIFE WORK.

The Philadelphia Bulletin gives these interesting facts in the life of the dead president of the Pennsylvania and Pan Handle railroad system:

John Edgar Thompson, the president of the Pennsylvania Railroad Company, has been suffering for some time from a complication of diseases, and during the past three weeks has been confined to his residence at Eighteenth and Spruce streets, where he died between twelve and one o'clock this morning.

John Edgar Thompson was the son of John Thompson, Esq., also a civil engineer of Delaware county, Pennsylvania, who died in 1822. His father was well known during the active period of his life, for his enterprise and early interest in the cause of internal improvements. During the dawn of efforts in this country to construct canals, towards the close of the last century, he was engaged with the celebrated Benjamin E. Katrobe, Esq., engineer and architect, in laying out a canal between the Delaware and Chesapeake bays, which project then fell through from the failure to raise the requisite means to accomplish the object desired. He was also for several years in the service of the great "Holland Land Company," in Western Pennsylvania and New York. At the close of one of these engagements (1795) he was employed at Presque Isle, now Erie, Pa., and with one assistant and without other tools than usually attend an engineering expedition, built the schooner White Fish, in which he sailed from that place for Philadelphia, conveying the steamer by teams of oxen around the Falls of Niagara to Lake Ontario, thence to where Oswego now stands, and up a small river to Oneida Lake, passing through which, and carrying his vessel again by land to the Mohawk, he followed that stream to the Hudson, and thence to the Atlantic ocean. From this he entered Delaware Bay and reached Philadelphia, where his schooner was taken to Independence square, where it remained until destroyed by fire. This was the first vessel that ever passed from Lake Erie to New York and Philadelphia. J. Edgar was born at the family mansion in Delaware county in 1808. Both of his parents were descended from the pioneers who accompanied William Penn to this country. One of these (Samuel Lewis) was a minister of the Society of Friends, and a member of the first legislative assembly, and one (B. Cope) of the provincial council. Mr. Thompson commenced his professional career in the service of the State in 1827, on the Philadelphia & Columbia railroad, now a part of the line owned by the company of which he is president, under Major John Wilson, chief engineer. He was transferred in 1830 from this work by Major Wilson to the Camden & Amboy railroad, the eastern portion of which was located under his direction. After this service and some engagements he

VISITED EUROPE.

to inspect the railways and canals of the old world. Soon after his return he accepted an appointment as chief engineer of the Georgia railroad, extending from Augusta to Atlanta, with a branch to Athens. This work he commenced in 1836, and continued in charge of its location and construction until it was completed. He was appointed chief manager of the business of the line as soon as a portion of it was ready for use, in which capacity he continued until he was called to the position of chief engineer of the Pennsylvania railroad in 1847. The length of the Georgia railroad and branches was 213 miles, and at one time that company possessed the greatest number of miles of railroad of any corporation in this country. Atlanta, the western terminus of this road, was named by Mr. Thompson from the word Atlantic—the line of road, from the west first touching the Atlantic waters at this point. While engaged at the South, he, with a few friends, purchased the Montgomery and West Point railroad, of Alabama, which had fallen into bankruptcy, and after its completion, under his direction as consulting engineer, it became a very profitable enterprise. He also during that period laid out the Nashville and Chattanooga railroad, which was built immediately after his return to the North upon the route traced. After he had entered upon his duties as chief engineer of the Pennsylvania railroad he was offered large inducements to return to the South and take charge of the Charleston and Memphis and other connecting lines of that region, but having become so deeply interested, as an engineer, in the location and construction of the line over the difficult country between Harrisburg and Pittsburg, he declined these flattering offers, and continued at the head of the engineering department of the company until after the entire line was located and the work nearly completed. He was nominated while absent in the West, in 1852, for the position of president of the company, without his consent, and under circumstances that prevented him from declining the position—while both his interests and inclination

PROMPTED HIM TO DECLINE.

The result of his administration of the affairs of the Pennsylvania Railroad Company, in augmenting its business and establishing its credit, is before the public. He assumed the duties of his office without a dollar in the treasury of the company, and now its financial resources are almost unlimited. After the consolidation of the several lines between Pittsburg and Chicago he was elected director of the consolidated company. The line from Pittsburg to Fort Wayne was in operation, and some progress made beyond that point. With considerable pecuniary assistance from the Pennsylvania Railroad Company, this line was extended to the town of Plymouth, from whence it effected a connection with Chicago via LaPorte by the use of a portion of the Michigan Southern railroad. This arrangement, however, proved unsatisfactory in its results upon the Pennsylvania line, and it was decided to renew the effort to complete the line to Chicago. After a session of nearly two weeks, to devise means for the object, Mr. Thompson was telegraphed to meet the board to aid in directing what was to be done under the circumstances. Upon examining the several plans proposed to complete the line, and a list of assets of the company available for its completion, he informed the board that if they would appoint him their chief engineer he would take these assets and build the remaining eighty-two miles of the road. They at once accepted this offer—but finding these assets of less marketable value than he anticipated, he was compelled to use his private credit to complete the object, which he did, returning to the company over two hundred thousand dollars of the assets placed in his hands. To enable him to better fill the object of his appointment as chief engineer, he also elected him president of the company, which office he held until the reorganization of the line was completed, upon a plan which gave to each shareholder the original portion he held in the company before its embarrassments, ever need it.

THE JUNE CONVENTION.

MINUTES OF THE MOVEMENT.

PARTY PURPOSES.

VIGOR DEMOCRATS AT WORK—A PLAN OF ACTION AND CANDIDATES CALLED FOR.

A Terre Haute correspondent of the Cincinnati Enquirer writes up what he believes to be the sentiment of the state concerning parties and concludes with the following interesting facts and prophecies:

The following resolution will show how the democrats of old Vigo stand on the liquor question. It is where they have always stood:

Resolved, That we oppose the idea of the republicans to control the liquor laws by a public party that sumptuary laws are necessary in a free government to control the sovereign citizen, and to this effect we declare that the law known as the Baxter bill has wholly failed to accomplish the designs of its originators and friends, and that the use of intoxicating liquors under the pressure of that fanatical statute is now greater in this commonwealth than during any period since the Maine Law of 1842.

That the democratic party favors a repeal of that enactment which has arrayed friends, relatives and neighborhoods against each other, and which has seriously disturbed the business of the country, and substituting therefor a wholesome license system, wherein the rights and privileges of the state and the citizens shall be carefully guarded and secured.

The adoption of these resolutions, or some similar, assures us the state by forty thousand majority. Why not do it, we are asked, exactly in accordance with the well-known principles of the democratic party? The nominations of the county convention of Saturday last are conceded by the republicans to be strong ones. Gilbert Hunter, for the legislature; Kelly, for sheriff; Pritchard, for recorder; and good men for assessor, coroner and real estate appraiser. You can put Vigo county down for five hundred majority for this ticket. The convention was the largest held in the county for many years. The democracy of Indiana can rest assured Vigo county will do better than any other county.

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There is much talk of Colonel R. N. Hudson as a prospective candidate for the Haute Journal, for congress in this district. Colonel Hudson is a man of ability, integrity and character, a man of ample means, and will undoubtedly make a good canvasser and race against the present incumbent, M. C. Edwards. While the district is largely republican, we have every confidence here that Colonel Hudson, if nominated, will, even if he is not elected, make a race that his friends will be proud of, and one that will bring credit to our party. I have one more suggestion to make, and that is this—especially for the benefit of this district—that in selecting members at the state central committee at the convention in July that James B. Edmunds, the ex-editor of the Terre Haute Journal, be selected to select for the ticket that position. Mr. Edmunds has been an earnest and hard-working democrat all his life—a man of sound judgment, steadfast in principle, of the most unimpeachable integrity, and, in short, every way well qualified, and as he was so long the editor of the leading democratic journal of this district, it is highly proper that he be selected for this position. More anon.

THE FARMERS' UPRISING.

HINTS AND HOPES.

A correspondent writes from this state to the Cincinnati Enquirer: The political condition of Indiana is in deeper trouble than that in which Shakespeare's characters floundered about so wildly. Here comes the farmers' rally on the 10th proximo. It proposes to be an immense thing, numerically. What it will amount to, as a political force, I am not prepared to say. I have met at least a half hundred men from many counties of this state, and conversed with them as to the prospects. The average opinion seems to concentrate upon one generalization, as follows:

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We, on Friday last, received a visit from the Hon. J. D. Williams, of Knox county. Mr. Williams has for twenty years or more represented his county in the state legislature, for many years an acknowledged leader of the democracy in our state Senate, and now in the national House of Representatives. His opponent, the Hon. Thomas R. Cobb, is a lawyer of distinction, a fluent and able debater, and a man who would undoubtedly be an honor to the district and the party he represented. The contest seems limited to these two men; we know of no other in the field. The county of Knox, from which both of these gentlemen hail, has for 14 consecutive years held the congressional prerogative. It is a county of the extreme western end of the district, and has few if any interests in common with the majority of counties composing the district. We think it would have been more satisfactory to the great majority, had a candidate been chosen whose interests were not entirely fettered to the city of Vincennes and the great and raging Wabash. We would have been pleased to have seen a candidate from Orange or Dubois, or in fact from any other county, in Knox we confess, is a little obnoxious to us, it knocks the congressional aspirants out a little to fast and frequent, and seems to think, not that the eight other counties might have some aspiration of their own, but that their highest ambition should be simply satisfied if allowed to vote for "one or 't'her from Knox." Well, we no doubt might go further and fare worse, and be it Cobb or be it Williams.

SULLIVAN SAUCE.

A FARMER'S PLATFORM.

A meeting of the grangers of Sullivan county last week passed, among others, the following clear and ringing resolutions:

WHEREAS, Both political parties have discharged the obligations assumed at their organization, and being no longer potent as instruments for the reform of abuses which have grown up in them, we deem it inconsistent to attempt to accomplish a political reform by active and with such organizations; therefore be it

Resolved, That the fees and salaries at present allowed to county and other officials within this state should be greater than is paid by private individuals to their employees in similar duties, and bearing similar responsibilities, and that the demand that the state legisla be shall, at its next session, remedy this evil, and reduce such salaries and fees to a reasonable compensation, and thus by removing the inducement of holding office, to a more equitable and just basis, and obviating the causes of local political corruption.

Resolved, That our experience proves that persons elected by political parties are subject to the temptations and influences of the parties electing them in the performance of their public duties, and that the neglect of the whole of the interests and wishes of the people, and, therefore, we as farmers and pled with our interests, submit ourselves to the administration of public affairs until such time as we take upon ourselves the duties of the state, and to each other as a class of community of choosing and electing our own representatives independently of the action of all political organizations, and we therefore earnestly recommend these farmers and laborers to elect delegates to elect this fall, and that to the end that this policy may be generally observed, we solicit the cooperation of the friends of the movement in other states in order that the influence of the movement may be extended to the administration of our national affairs.

GAINING GROUND.

From the Sullivan Democrat.

Our readers will remember a call we published some two months ago for a state convention of farmers and laboring men at Indianapolis on the 10th of June. It first appeared in the Sentinel, without signatures, but with an intimation that it emanated from a body of agents of the patrons of husbandry there in session at the state capital. That body, however, immediately repudiated the movement, and it was generally stigmatized as bogus. The Sentinel has persistently championed it, and we infer from the comments of the press generally throughout the state that it is gaining ground. The indications now are, that the convention will be largely attended. What its action will be is difficult to determine. It will be a difficult matter to lay down a platform on vital questions that will give satisfaction to all the discordant elements of which it will be composed, while a string of platitudes, calculated to please, will fall to command respect. If a ticket is nominated it will certainly embrace names of those who have heretofore acted with the great parties and it will have the effect of exciting old political prejudices. It is useless, however, to anticipate what the action of the convention will be, as the 10th of June will soon be here.

CAN'T STOP THE TORRENT.

From the Morgan Gazette.

There is a regular "stirring up" among the sovereigns of Tippecanoe and Clarke counties, in this state. The "cohesive power of public plunder," which has hitherto cemented the politicians together and led captive the people, seems to have lost its sticking qualities, so far as the latter are concerned. We notice that four hundred good and substantial citizens of Tippecanoe county, without respect to old party affiliations, and three hundred and fifty of the same stripe in Clarke county, have signed a petition for the 10th of June reform convention, to be held in the city of Indianapolis. This reform movement is spreading with a rapidity that is really astonishing. It is rushing over the state with the velocity that the waters of the Goshen reservoir swept over the valley of Mill river, in Massachusetts. There is no use in the party organs tearing their shirts over the matter. They are losing their grip, and might just as well view the situation from a philosophical standpoint. It is useless and senseless to battle against the inevitable. The Indianapolis Journal, the "boss" organ of "the party" in Indiana, cannot stop the flood by shouting that "Dave Gooding and George W. Julian" are the "leaders of the movement," and are expecting to ride into office on the backs of "intelligent farmers."

BOTH HANDS UP.

From the Goshen Democrat.

The people's state convention at Indianapolis on the 10th of June promises to be a grand and imposing gathering. It will be composed of people of both parties, met together for the purpose of consultation as to the best method of bringing about an honest administration of public affairs. That is all the people want, aside from low taxes. An honest government and low taxes. We hold up both hands for it. An honest government in this country means a true democratic government—"by the people, for the people." An economical government means low salaries and no stealing. In God's name let us have it in any shape, under any name. Every distressed democrat longs for it. Every honest republican prays for it. Let us, then, bury our little differences out of sight, and strike for an honest and economical administration of government. If the people's convention nominate an honest ticket, we hope the democratic convention will endorse it and share in the glory of electing it.

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METAL FOR AUDITOR.

From the Plymouth Democrat.

As the day appointed for holding the democratic state convention draws near, the people naturally cast about them for good, honest and competent men to place in the positions of trust and profit at their disposal. In looking over the field we feel confident we shall meet the hearty endorsement of many thousands of the good people of the state in presenting Martin H. Rice, of Indianapolis, as a suitable man for the office of auditor of state. Mr. Rice was for many years a resident of Plymouth, and is well and favorably known in Northern Indiana, as we believe to be in every section of the state. We can safely say of him that he is honest and competent, and against his character no evil can be spoken. We also believe him to be a popular man as can be placed on the ticket. Mr. Rice is at present editor of the Mascota Advocate; his journal speaks as to his ability as an editor.

RIGHT ABOUT.

From the Indiana Granger.

The Indianapolis Journal, ultra republican, a short time ago denouncing the call for a farmers' convention on the 10th as a base fraud and a swindle perpetrated by the Sentinel on the people, makes a complete about face. In an editorial on the 16th it says that the convention of the 10th will be a big thing, but bids them beware or they will not place a democratic ticket in the field. The Cincinnati Enquirer, ultra democratic journal, bids them beware or they will put a republican ticket in the field. So they have it. Both of the old rotten political carcasses are disturbed, and the effluvia that will arise will be terrible, but a strong solution of independent disinterested places will remove all danger of an epidemic, and this will be applied.

SPURRING THEM UP.

From the Terre Haute Gazette.

Unless the farmers of Vigo are willing to be behind their brethren of the other counties of the state, they must be taking early action in relation to the calling of a county convention for the selection of delegates to the 10th of June farmers' convention. Their brethren are already in the field. They must not stand idle. Arrangements have been made at Indianapolis for their accommodation and for the holding of the convention. A prompt response to the call has already been extensive enough to secure a large attendance and insure the success of the movement. Let there be no lagging here in Vigo.

UP A STUMP.

From the Indiana Granger.

The county council of grangers of Delaware, after their business meeting last Saturday, held an open meeting and took some of the most important steps ever taken by any body of men in the county. As their action was had in their capacity as independent, freedom-loving American citizens, all advice on the part of ring organs and repealers will be out of place. The self-constituted guardians of the people have run against a stump of large size, and may as well back out and take a new departure. The "plugs of farmers" are coming to the front.

NOT AT ALL SURPRISED.

From the Richmond Independent.

The 10th of June farmers' movement appears to be looming up in the dim distance, and it would not be surprising if the largest convention ever held in Indianapolis occurs at that time.

THE JUNE CONVENTION.

THE ARRANGEMENTS MADE WITH THE RAILROADS FOR RATES OF TRAVEL ON THE TENTH OF NEXT MONTH.

The following arrangements have been made with the different railroads on the occasion of the 10th of June convention: The I. C. & L. road will sell round trip tickets to delegates at one and one-fifth regular fare one way.

F. C. & S. L. road will furnish excursion tickets, on orders, at about two cents per mile. Orders must be procured in public committee of arrangements before leaving home.

T. H. & I. road will take delegates in numbers twenty or more at half fare; twenty or more must go each day within reasonable limits, in order to secure these rates.

I. P. & C. road will furnish round-trip tickets at one and one-fifth regular fare one way.

J. M. & I. road will sell round trip tickets on the main line and Madison branch on the 9th and 10th, good till the 12th of June, at one and one-fifth regular rates one way. Tickets must be procured before taking the train.

L. E. & W. road will sell round trip tickets at excursion rates from any of its Indianapolis stations, to parties of 20 or more, good on the 7th and 10th, returning on the 11th of June.

C. C. & I. road will furnish parties of 20 to 25, at 5 cents per mile one way, 40 or more, at 4 cents per mile one way.

Arrangements have been made for reduced rates at hotels and boarding houses. Parties wishing to avail themselves of these arrangements will apply to the committee at the exposition building.