

time, and his possible action is watched with interest.

The other protest cases, not herein mentioned, brought up much discussion. The delegates have been seated in each case.

The afternoon session today was devoted to the completion of the organization of this general assembly by the appointment of committees. These are the legislative committee, the committees on law, finance and state of the order and secret work, on appeals and grievances, and a press committee. There was no discussion over these appointments, but some debate was aroused when the legislative committee was under consideration, it being thought by some not advisable to form such a committee at this time. It is the duty of this committee to consider the legislation which it is desired to have brought before congress, and it is intended for it to act in an advisory capacity with the regular standing committee at Washington.

A telegram was received from the chief officer of the Brotherhood of Locomotive Firemen expressing good will and the hope for success and promising co-operation with it.

A similar message was received from the trades assembly of Indianapolis.

Reports of the general officers and committees of the general executive board will be heard tomorrow and Thursday.

Barry will not talk to the general public until he has been given a hearing by the general assembly of knights of labor which he hopes to have tomorrow. In the appeal which he has drawn up to that body he gives expression to his desire to be heard at once. Barry promises to appeal to the bar of public opinion in case he is not heard by the general assembly. He says every statement he has ever made questioning the honesty and integrity of the present management of the order will be substantiated by facts, all of which in proper time will be made public.

As at present organized, the Twelfth General Assembly is in good shape for work. It is now generally thought the present board will be continued and the members chosen to fill the vacancies will be agreeable to Powderly.

INDIANAPOLIS, Nov. 13.—The News this evening prints this bit of interesting political gossip: The first suggestion that has been made to General Harrison since his election regarding appointments, came from the leaders of the Irish Anti-Cleveland movement, four of whom, Dr. Carroll of Philadelphia, and Messrs. Devoy, Brislin and Ryan of New York, arrived in this city last Saturday, but returned to the east yesterday. Efforts were made to prevent the public from learning the purpose of their visit, but they did not hesitate to say they were here "in the interest of a representative American of extraordinary ability, whom the Irish citizens would be pleased to see honored by the administration." The representative American, in whose elevation they are interested, it was ascertained, is Wharton Barker, the Philadelphia banker, when Carroll, Devoy and others began their political missionary work in the interest of the republican candidate, they formed an organization known as the National Irish-American Protective Society, which as a political movement was entirely independent of the republican national committee and received from it no pecuniary aid in defraying the necessary expenses. Wharton Barker was their backer. Carroll, Devoy and others who were among the leaders of the movement are anxious he should receive some reward. They were so kindly received that Devoy ventured to explain to General Harrison that the members of the Irish-American Protective organization felt that they were too young in the republican party to expect any official recognition, but it would afford them much gratification if a representative American, who had been especially friendly to them, as well as General Harrison himself, should be honored by the new Administration. General Harrison's reply is said to have been neither encouraging nor discouraging. The visitors expressed a doubt to their friends here as to whether Barker would be disposed to accept anything below the treasury port folio. It has been suggested, however, that if he should not be called into the cabinet, there are strong reasons for the belief that he would make a good minister to China.

BRUSSEL, Nov. 15.—By an explosion of fire damp in a mine at Dour, thirty miners were killed.

Later dispatches say 32 persons were killed. At the time of the explosion there were 35 men in the pit, and out of this number only three escaped alive.

LONDON, Nov. 14.—The British steamer *Blackwatch* foundered Nov. 12, in lat. 36 N. long. 19 E. The fate of the crew is unknown. She was an iron screw steamer, 936 tons, and sailed October 20th from Naples for Odessa, and was probably returning from Odessa when she foundered.

LONDON, Nov. 14.—A Vienna dispatch says: Emperor William desires that Emperor Francis Joseph and the Czar shall visit Berlin at the same time. The Austrian Emperor refuses to meet the Czar unless he withdraws his troops from the Austrian frontier. Emperor William is trying to persuade the Czar to withdraw the troops.

VILKESBARRE, Pa., Nov. 14.—The residence of Frank Kaeht, in Plymouth, was destroyed by fire this morning owing to the explosion of a lamp. The mother had gone out for a pitcher of milk. On her return she discovered the house in flames and fell

fainting on the ground. Her son James aged 4 years and daughter aged 14 months were burned to death.

DENVER, Nov. 14.—The case of the Central Trust Company of New York vs. the Denver, South Park & Pacific and the Union Pacific railroads, was called this morning in the United States circuit court. The Farmer's Loan & Trust Company appeared and objected to a hearing at this time on account of their being trustees for the first mortgage bondholders stating that they would probably wish to be heard before the application for a receiver is heard. The court granted the company till Monday to make their showing.

ABERDEEN, Dak., Nov. 11.—A small prairie fire, which started yesterday afternoon to the westward of the city has assumed alarming proportions. The wind is sweeping the flames, through the tall dry prairie grass toward the city. The fire brigade is endeavoring to fight back the flames. It is greatly feared the town will be destroyed.

Reports from the prairie fires in the northwestern township of Brown County show that active fighting on the part of the settlers saved most of the farm buildings. The burned district includes a large area of sparsely settled land. The farmers in some localities had a severe experience in fighting the flames.

LONDON, Nov. 14.—While hearing witnesses in reference to outrages before the Parnell commission today, counsel for the Parnellites complained of the bad effects on his clients' case of parading such a great number of crimes ascribed to the action of the League, while the connection of the incriminated persons with the outrages was so very slight. A limit ought to be put on the amount of evidence admitted.

Presiding Justice Hannan said the commission could form an opinion as to whether the persons against whom the charges were made could be connected with the outrages. They would be unworthy of their positions if unable to keep their minds in a state of equilibrium upon this point. He hoped, however, it would be found possible to curtail the amount of evidence of this kind.

Attorney-General Webster then read a long list of outrages.

Adjournd.

OTTAWA, Nov. 14.—Leprosy is said to have been transmitted to the Indians of British Columbia by the Chinese. The department of agriculture has not received official advice on the subject, but it is likely an inquiry will be made to see whether the disease really exists on the Pacific Coast.

NEW YORK, Nov. 14.—Thomas L. Botts, the well-known insurance broker, who shot himself through the right temple at the Hotel Royal yesterday morning and who died almost instantly, was a member of the famous Thirteen Club, but the time and place of death chosen seemed apparently to favor rather than discredit the superstition which his organization tries to live down. Mr. Botts' suicide occurred at 10 o'clock on the thirteenth day of the month in room 13 of the hotel. He was 34 years old, unmarried, popular and prosperous in business. He was not short of money and his friends about the idea that his losses on the recent election had driven him to suicide. Several memoranda of bets on Cleveland were found in the dead broker's pockets, but none of the wagers were of an amount likely to cripple him. He was an enthusiastic Cleveland adherent during the campaign. An old friend of Botts told a reporter that Botts' life was one of pleasure after office hours. He was not a dissipated man, he said, but one who enjoyed the theatre, the card table, a glass of wine, and the fascination of a pretty face, but all in moderation. The reporter asked if the broker maintained a down-town establishment. "No," said the friend significantly, "he let other fellows maintain the establishment." Further than this the friend refused to say, but this admission may furnish a clue to the suicide's motive. An unfortunate entanglement with a woman, the prospect of exposure of an alleged double life, may have nerved the wretched man's hand when he placed the revolver to his temple. In his home circle Mr. Botts was considered an exemplary young man of Christian principles and habits.

ROCHESTER, N. Y., Nov. 14.—Twelve more bodies were unearthed this morning in the ruins of Friday's fire. In addition to the eleven taken out yesterday this makes 33 dead accounted for. There are probably 10 or 12 yet in the ruins.

Nine more bodies have been exhumed tonight.

John VanKerri, the engineer of the Steam Gauge and Lantern Works, has been arrested on suspicion of firing the works Friday night last. VanKerri is 45 years of age and has a wife and five children. Some years ago he was a brakeman and was suspected of setting fire to a loaded freight car. Later he was engineer in a building on Broadway. Three times this building, while he had charge of it, was on fire. He worked in Morse's Sash and Blind Factory as engineer before this. The place burned twice while he was employed in it. He denies any connection with Friday's fire.

CHICAGO, Nov. 14.—Five brakemen employed by the Louisville & New Albany road at the Fifty-first Street yard went out on a strike today and effectually prevented the company, up to a late hour tonight at least, from sending out any freight now at the

yards. The strike is over the question of wages. The strike also prevails at several points on the main line.

ST. LOUIS, Nov. 15.—A special to the *Post-Dispatch* this morning from Christian County, the home of the famous Bald Knobber king, Dave Walker, is to the effect that five of the witnesses who testified against him in his trial for murder have been lynched by ex-Bald Knobbers. It is said the friends of Walker waited until the supreme court passed upon his case, and when it was announced that the ex-chief of the Bald Knobber Regulators must hang, they wreaked vengeance on five leading witnesses, who brought him within the shadow of the gallows.

DUBLIN, Nov. 15.—The Irish bishops have received another papal rescript. It orders them to actively execute the former rescript, which instructs them to denounce the plan of campaign and boycotting. It also orders them to direct the priests to preach against agitation and forbid them to take part in boycotting and the plan of campaign movements which they must oppose with all the means in their power.

NEW YORK, Nov. 15.—Mrs. Jay Gould is so far improved that there is strong hopes of her ultimate recovery.

Rear Admiral Baldwin's condition is much improved since yesterday. Friends believe he will recover.

An intimate personal friend of Robert Garrett is authority for the statement that he has greatly improved recently and strong hopes are entertained of his ultimate recovery.

JACKSONVILLE, Fla., Nov. 15.—For the first time in nearly three months a car load of passengers left here yesterday morning for cities of the north via Macon, Ga. The passengers were locked in the car and not allowed to leave it until they reached Macon. The party consists of seventeen persons.

A negro was taken suddenly ill Tuesday afternoon at South Jacksonville, and at 5 o'clock yesterday he died. An autopsy was ordered. Dr. Gibier, the famous Paris scientist, conducted the examination. The condition of the kidneys and intestines plainly showed a typical case of fever. Dr. Gibier secured some of the intestine fluids, and will search for yellow fever microbes.

The board of health has apportioned the town into medical districts.

WATERLOO, N. Y., Nov. 15.—Charles Johnson was hanged this morning for the murder of John Walters. Charles Johnson and a man named Caldwell were confined in the Waterloo jail on a charge of horse-stealing. On the day of the crime, Jan. 10, 1888, when the guard, John Walters, went to the cell to unlock the door, Johnson hit him on the head with a stove-shaker and fractured his skull. They then made a dash for liberty but the sheriff, fully armed blocked the way and they were driven back. Walters died and Caldwell was tried and sentenced to Auburn for life. The trial of Johnson resulted in his execution today.

NEW YORK, Nov. 15.—The arrest of of broker Gordon Corwith in Brooklyn Tuesday afternoon excited comment in business circles of this city. Gordon Corwith, who is a son of Nathan Corwith, of lead syndicate fame, is charged with not having accounted for 400 car loads of lead valued at \$50,000, also with having fraudulently applied certain assets and with embezzling monies that belonged to the firm of N. Corwith & Co. The assignee of the firm would neither deny nor confirm the report. Corwith was about to depart for Europe when arrested.

DURANGO, Col., Nov. 14.—One-third of the Ute tribe have signed the treaty providing for their removal to the new Utah reservation, and one of the members of the commission told your correspondent today that all the members of the tribe with the exception of one or two bands are all pleased with the change. The opposition of these bands will be overcome by the majority.

LOS ANGELES, Cal., Nov. 14.—General Nelson A. Miles received formal notice from the War Department at Washington this afternoon of his transfer to San Francisco to take command of the division of the Pacific. Vice-General O. O. Howard, who goes next to assume command of the division of the Atlantic. General Miles states there will be no change in his staff.

CHICAGO, Nov. 11.—The nineteenth annual meeting of the National Board of Trade convened this afternoon. The boards of trade of the principal cities in the country are represented. President Frederick Friley, of Philadelphia, was elected president for the ensuing year and long lists of vice-presidents were chosen. A resolution was adopted reaffirming the necessity of a judicious national anti-adulteration law. Considerable discussion ensued on a resolution proposing that the title of the Department of Agriculture should be made "The Department of Commerce, Agriculture and Industry," and that Congress be memorialized accordingly. The resolution was adopted. Adjournd until tomorrow.

BENNETT, Neb., Nov. 10.—William Henry Dukes, the fifteen-year-old son of Mr. and Mrs. S. J. Dukes, was killed at 8:35 this morning. He and his younger brother went down to Roger Kamp's sand bank for a load of sand. They had part of a load on the wagon when the bank fell, burying Will under it. Before he could be extricated he was smothered to death.

RAILWAY ITEMS.

After Ticket Scalpers—Railway Construction Westward.

At its meeting held in St. Louis recently the Colorado-Utah association fixed up and issued through Chairman Rich a list of instructions to train agents, conductors and collectors relative to the manner of handling these round-trip tourist tickets sold at the Missouri River. These instructions demand that if the description in the ticket be not punched so as to fairly describe the passenger, the agent shall punch it and also see that it is properly signed on the face. In handling the east-bound portion of the ticket the train man is cautioned to carefully scrutinize the passenger and satisfy himself as to whether the holder was the original purchaser as indicated by the punched description. If the description does not correspond with the passenger, then the agent will take such steps as he may deem advisable, such as requiring signature, questioning the passenger as to residence, asking for letters or other documents tending to prove identity, asking when, where and on what date the ticket was purchased, or seek by any other means to identify the passenger. If convinced that the ticket has been purchased at second hand the agent will write across the back of the coupon, "canceled." Before an agent, conductor or collector decides positively to cancel a ticket, he must be absolutely sure that the ticket is in wrong hands. After he has been fully convinced that the person presenting the ticket is not the original purchaser then he will have a legal right to cancel it. Supplementary instructions to train agents have also been issued by Mr. Rich, in which he says to them: "You will report to this office daily the total number of round trip tickets to Colorado and Utah points handled by you. You should also keep a record of each Colorado and Utah tourist ticket handled by you, showing issuing line, point of sale, point in Colorado or Utah to which the ticket was sold, point on the Missouri River to or through which the ticket returns, form, number and name of purchaser." It will be seen by this that whether or not there is any punishment by which to call down these scalpers, the roads are after them, and will make their nefarious business life red-hot for them.—*Denver News.*

The *Railway Age* in figuring up the aggregate railway construction in the country this year finds that "during the first ten months main line track was laid in forty four states and territories on 280 lines, to the aggregate amount of 5,700 miles. Of this amount the country west of the Missouri river takes 66 lines and 2,275 miles of track, and Colorado makes the excellent showing of six lines and 212 miles of track. The *Age* in looking over the field ventures the estimate that from 1,200 to 2,000 miles more of new track will be added to complete the record of the year, making the total new railway mileage of 1888 between 7,000 and 8,000 miles—which will fully justify the estimates made by this journal in the early spring and confirmed in its July statement. If only 7,000 miles are built the record for 1888 will still exceed that of all but four previous years in the history of the country, namely, 1887, 1886, 1882, 1881. Of course, the early setting in of very severe weather will have the effect to prevent the completion of some of the work now in hand. Considering the various conditions in the way of railway building during the present year—oppressive anti-railway legislation, the embarrassment of some of the great companies as the result of previous overbuilding, the excitements of a presidential election year, the serious effects of the yellow fever epidemic in the South, etc.—the large amount of railway construction which will go to the credit of 1888 is remarkable evidence of the steady growth of this country and shows that new railways continue to be a necessity and must continue to be built."

In Colorado it is safe to predict that the amount of railway building in the coming year will greatly exceed the mileage for 1888. The Union Pacific, Rio Grande, Midland and Rock Island have various projects under advisement and numerous surveying parties are in the field. Barring unfavorable legislation, the Union Pacific will, without doubt, make a beginning on a long projected scheme—the building of its own line to the Pacific Coast. This route, as projected, contemplates the extension of the Greeley, Salt Lake and Pacific, now operated from Greeley to Loveland, to a point on the Utah Central, and from Frisco, the southern terminus of the last named road, it is proposed to build an almost straight line to Los Angeles. The Union Pacific officials concede that they want to do this, but they are hampered by detrimental legislation to such an extent as to virtually make any work impossible. Such a line would benefit Colorado to an extent hard to realize, giving, as it would, a very much shorter route to the Pacific coast, all of which would mean a great deal for Denver and the whole state.—*Rocky Mountain News.*

The *Omaha Republican* has an alleged interview with an ex-engineer of the Burlington system, in which that party is made to say that on a certain Sunday in November, the brotherhood, having resolved to make the Burlington and Missouri kneel to their bidding, will inaugurate a general

strike throughout the country. The interviewed man is made to utter some extremely rabid statements regarding the plans and purposes of the brotherhood, and what they would do with the Burlington and the engineers employed by that system. The article bears evidence of being written to create a sensation.

An engine was derailed at New Haven the other day in a unique manner. While the switchman was throwing the switch to let the engine pass upon the main track, his shirt sleeves caught upon the switch lever in such a manner as to interfere with his movement. Before he could disentangle his garment from the switch the engine left the rails and was bounding over the ties. The ties were torn up for a distance of about 500 feet, but the engine, which was placed upon the rails after two hours' work, was not materially damaged.

The cast-iron cable yokes for the Denver City Railway Company, weighing five thousand tons, are being made in Bradford, England, and will be shipped by way of Galveston and the Atchafalaya and Santa Fe Railroad. This transaction was used with effect in Illinois and Indiana in the late canvass, and upon a mistaken statement of facts. The contract, upon sharp competition for several points, was awarded to a Kansas City firm, but it turned out that the men were acting as brokers for the English company.

John Rapelle, the newly appointed superintendent of the Idaho division of the Union Pacific, assumed the duties of his office yesterday. His predecessor Mr. Resseigne, succeeds Mr. Blickensderfer as superintendent of the Nebraska division.

The *Cheyenne Sun* says the official records show that during the month of October 35 men were killed or injured on the Wyoming division of the Union Pacific.

The man Arnold, who shot and killed the Pullman colored porter, several months ago, is still confined in the jail at Laramie, and is without doubt insane. The Albany county authorities, since the grand jury did not indict Arnold, have notified his relatives that he will be given up if taken away and placed under proper restraint. His father was Reuben Arnold, a well known citizen of Kentucky; his uncle, Joshua Arnold, was hung nearly forty years ago for shooting his wife. There is no doubt but that insanity exists in the family.

UP IN MAINE.—"How's crops this year?" asked a tourist of a Maine farmer: "Well, purty fair, purty fair; nothin' to brag on, but a purty fair averidge after all." "How many bushels of corn will such land as this produce?" "Well, if its manuevered right smart and worked as it order be it'll turn out 'bout eight bushels." "Eight bushels, mau, is that all? Eight bushels to the acre?" "Eight bushels to the acre? Land no!—eight bushels to the farm!"

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