

SHE STOOD ALONE.

Alone she stood in majesty,
On either side a motley crowd,
Men of all stations, ranks of life,
They saw her not, each head was bowed.

She looked them o'er with glance of scorn,
Each was afraid to meet her eye,
Imperious, regal, mighty, she
Seemed all of mankind to defy.

Was she a despot, these her slaves
Who humbly bowed to do her will?
A reigning queen whose anger fierce
With terror each man's heart did fill?

Ah, no, 'twas but a single case
That history does each day repeat—
She stood alone within a car
Where every man retained his seat.

TELEGRAPHIC NEWS.

SCITNATE, Mass., Nov. 26.—Terrible loss of life is reported here by a wreck this morning. The large fishing schooner *Edward Norton* went ashore on first Cliff Point at 6:30 last night and immediately went to pieces. The crew consisted of sixteen men, and 15 perished.

CHICAGO, Nov. 26.—It is reported that Jay Gould has bought the telegraph lines of the Atchison, Topeka & Santa Fe Company for \$300,000.

John Aronek, charged with conspiring to blow up Judges Garry and Grinnell and Police Inspector Bonfield with dynamite, was put on trial today. The other conspirators, Chlebourne, Sevic and Capoa will be tried separately.

NEW YORK, Nov. 26.—The first storm of the winter is about over in this vicinity, but is still raging with unabated violence along the New England coast. Telegraphic communication with that section is entirely suspended. The Western Union has no wires between this city and Philadelphia, thus shutting off all southern points. The Associated Press' Washington circuit, which usually runs from this city to Philadelphia, Baltimore and Washington direct, is this morning made up by way of Buffalo, Cleveland and Pittsburgh. The storm along the coast all the way from Hatteras has been very violent, and it is feared many marine disasters have occurred, although it will be some days before reports begin to come in, as the storm would drive vessels off the shore. The wires to Sandy Hook are all down, and the last message received from that place stated that the highest wind ever experienced by the observer is there raging.

STILL THE STORM.

NEW YORK, Nov. 26.—The Western Union succeeded at noon in opening communication with Boston, and a few wires were at that time working with Philadelphia. The Associated Press' man at Quarantine, telegraphs as follows: "No arrivals. Wires all down. No vessels anchored off here except the cruiser *Boston*, which still lies in the same position. Have not been able to get off yet, as it still blows a fresh gale from the northeast, with high, confused sea. The beach along Staten Island shores is full of driftwood and wreckage."

DANVERS, Mass., Nov. 26.—The present storm is the worst ever experienced here at this time of the year. The wind blew a hurricane and the snow drifted to a height of three or four feet. The horse cars are abandoned. Religious services were suspended last night. The telephone, telegraph and electric light wires are down.

BERLIN, Nov. 26.—The government rejected France's proposal for the blockade of East Africa on condition that slave dhows and dealers under the French flag seized by other powers be handed over to France for punishment.

The Emin relief committee passed a resolution severing all connection between the committee and the East African company. It is expected the company will ask the Reichstag for a loan of ten million marks.

SYDNEY, N. S. W., Nov. 26.—The offices of the *Town and Country Journal* were burned; £100,000. The offices were the finest in Australia.

INDIANAPOLIS, Nov. 26.—In the Knights of Labor convention this morning, the grievance committee occupied the time. In the case of the contested delegation from district assembly 49, New York, that headed by James E. Quinn, was recognized.

Powderly says he is sorry he was re-elected, as he has been offered a better job, one paying \$8000 for three months work.

GALVESTON, Tex., Nov. 26.—Captain T. C. McBade, formerly sheriff of Walton County, was assassinated in his home here tonight.

FORT SMITH, Nov. 26.—Word has just reached here of a terrible shooting affray at Vian, I. T., which resulted in the death of four Cherokee Indians, Geo. Starr, Isaac Gertie, Jessie Landrum and Boot Hazen. The three last named were drunk, and Starr was one of the posse sent to arrest them. The shooting became general and Ed Starr, a brother of George, was shot through the hand.

A SWINDLER.

CHICAGO, Nov. 26.—S. M. Smith, representing himself as the agent of Mills & Orton, stockmen of Socorro, N. M., was today receiving scores of personal applications in answer to an advertisement for young men who wish employment as cowboys

on the plains at \$45 a month. Smith had exacted \$1 from each would-be cowboy as an "evidence of good faith" of the young aspirant for prairie honors. One of them took pains to ascertain whether Smith had really, as promised, arranged with the Santa Fe road for the transportation of a regiment of applicants. The Santa Fe officials had no knowledge whatever of Smith. Fifty of the embryo cowboys chased Smith and his confederates through the streets to police headquarters, threatening to string him up to a lamp post.

POLICEMAN KILLED.

DETROIT, Mich., Nov. 26.—Policeman Albert W. Thayer was shot and instantly killed shortly after 10 o'clock tonight, near the corner of Fort and Lafayette streets. The only clew to the murderer is a satebel found near the scene of the tragedy, containing a complete set of burglars' tools.

CHICAGO, Nov. 26.—E. A. Holbrook, general passenger agent of the Rock Island, has tendered his resignation, to take effect December 1st. He goes to San Francisco to become general agent of the Chicago & Northwestern at that point vice H. P. Stanwood, deceased. The change is prompted by the illness of Mr. Holbrook's two children, whose failing health has made it necessary to seek a change of climate for them. His place will not be filled at once. Assistant General Passenger Agent G. H. Smith is taking charge of the office for the present.

THE STRIKE.

INDIANAPOLIS, Nov. 26.—The switchmen's strike did not extend today to the engineers and firemen as was anticipated. The situation remains unchanged, except that all the roads are moving trains today and tonight the blockade is nearly overcome. New men are applying for work at every office, and the superintendents say they will have no difficulty in supplying the strikers' places with new men in a few days. The day, taken as a whole, is rather disastrous to the strikers, and there is a visible weakening of some of their number. The general officers of the Locomotive Brotherhood did not put in their appearance today as it was given out the world. It cannot be reliably ascertained that either of these organizations have taken any step toward assisting or sustaining the strikers.

VIENNA, Nov. 26.—At a meeting of the budget committee, Count Welschermo stated that it was necessary to expedite matters for enabling the government to mobilize the Landwehr. Formerly the vigorous and prompt use of the Landwehr was not contemplated, but the present military and political situation demanded a material increase in the army, or such effective arrangements that the Landwehr would be able to answer all calls on the troops in the field. The expenditure allotted to the budget for this purpose would amount to 1,031,400 florins and included a sum to be used for the purchase of rifles, which were being made at the rate of 30,000 per month.

ST. LOUIS, Nov. 26.—A local paper says, although as far as can be learned the local trades societies have not received any intimation from Chicago of the organization of an eight hour movement to be carried through at the American Federation of Labor, which is to meet in this city Dec. 11th, there is no doubt that the movement is well under way. Circulars explaining and urging it have been sent out to all organizations supposed to favor such a scheme, and it will probably be the leading work of the convention. The American socialists are the pushers of the scheme, and it is their idea to have it come to a focus in 1890, the probable result of which will be a general strike.

NEW HOLLAND, Pa., Nov. 26.—By the explosion of a keg of powder in the store of George Barner, at Scrattown, on Welsh Mountain, on Saturday, Bertha, his ten-year-old daughter, was killed, Barner was fatally injured, and his wife and two of his other children were slightly injured.

BOSTON, Mass., Nov. 26.—The schooner *Aveton* was dragged ashore on Spectacle Island during the storm yesterday. She will probably float when the weather moderates. The *Aveton* experienced a terrific gale in the bay during which three of the crew were washed overboard and lost. Their names are Charles Blackford, John Doucelle and James Todd, all belonging to Tiverton, N. S.

The schooner *A. F. Walker*, of Fall River, is ashore at Hull. Captain Westgan and the first mate are reported lost.

The schooner *Gertrude* is also ashore here.

KINGSTON, Ont., Nov. 26.—The schooner *Julia* was driven ashore at South Bay Point and she is pounding heavily. A steamer has gone to her rescue.

The schooner *Cora Post* is ashore on Bells Point. The seas are breaking over her.

The schooner *W. I. Preston* is ashore on Wolf Island and she is breaking up in a gale.

PORT HURON, Mich., Nov. 26.—The steamer *F. W. Wheeler* reports picking up the crew of a foundered vessel on Lake Huron this morning. The name of the craft is not ascertained.

THE SALT LAKE EXPRESS.

DENVER, Nov. 26.—A report has just reached here that the north bound passenger of the Rock Island collided with the south bound Salt Lake express near Husted. Two were instantly killed and several were wounded. No particulars.

A later dispatch says: A fatal accident occurred on the Denver & Rio Grande track at a little station near Husted, fifteen miles north of Colorado Springs, by which two men were killed and several fatally injured. The Rock Island uses the Denver & Rio Grande track from Colorado Springs to Denver. The Salt Lake express on the Denver & Rio Grande pulled out of Palmer's Lake eight minutes late and was thundering down the divide at thirty miles an hour. One mile south of Husted the track curves sharply, on turning which the engineer was horrified to see the rapidly approaching Rock Island express. The engineers and firemen of

BOTH TRAINS JUMPED.

and a moment afterwards both engines came together with a thundering crash, telescoping both trains and rendering them a mass of broken timber and iron. The stove in the baggage car set fire to the train, and before it could be extinguished three cars were consumed, but fortunately no one was imprisoned in them. Investigation only found two trainmen killed—W. H. Phillips, the express messenger, and J. H. Flynn, the baggage man, both of Rock Island. The wounded are: Martin Munroe, engineer of the Rock Island, a slight fracture of the skull and badly hurt internally. He will probably die. Joseph Berry, engineer of the Rock Island, had his head cut and was badly bruised. Harry Smith, the fireman, was badly scalded and had his head cut. The fireman of the D. & R. G. train received fatal injuries. Several others were more or less injured but not seriously. The responsibility, it is claimed, rests with the train dispatcher.

GLYCERINE EXPLOSION.

PITTSBURG, Pa., Nov. 26.—"Dock" Haggerty was unloading glycerine at Pleasantville, Venango County, at noon today. He had 1040 pounds of it in his wagon. It exploded by some means and Haggerty was literally annihilated and parts of his two horses were found half a mile away. Mrs. Gutschaw in a house in the vicinity was seriously injured by the side of it being blown in. The explosion was heard at Oil City, 12 miles distant.

PITTSBURG, Nov. 26.—The Commercial Gazette's Centerville, Pennsylvania, special says: The boiler at Ralston's saw mill exploded today, killing Geo. Kelly, a sawyer, Jesse Hall, the fireman, and Leslie Cross, a farmer. Lewis Ralston was badly scalded but may recover.

HOUSES DESTROYED.

HAVANA, Nov. 26.—Advices from Yebela de Salena state that 42 houses there have been destroyed by fire. Loss \$800,000.

CINCINNATI, Nov. 26.—The Commercial Gazette's Cocheron, Indiana, special says: A boiler in the chair factory in this village exploded this morning, killing Wm. Borecke, John Stark and Wm. Matthews, Jr., and severely injuring Fred. Bruce, the engineer, besides wrecking the factory.

MILWAUKEE, Wis., Nov. 26.—A Poyette, Wis., dispatch to the *Scout* says: A steam engine connected with a threshing machine exploded this evening, frightfully mangle and instantly killing Jack Tuttle and Charles York and seriously injuring Allison Cross, Ira Hall, Warren Palmer and Wm. Buckley, owner of the machine, who has since died.

LEXINGTON, Ky., Nov. 26.—J. C. Moore of Denver is here. He is supposed to bear a challenge to Senator Blackburn from Judge Rucker.

CHICAGO, Nov. 26.—The anarchists and their sympathizers had a meeting last night in the suburb of Lake View which had been advertised as a free entertainment. After gymnastic exercises and singing the curtain over the stage went up disclosing a tableau. The prominent feature was the white bust of Spies. In the rear was a female personating the Goddess of Liberty. To her right was another representing Justice with the sword and scales in her hand, but her arm was held by a little girl who sneeringly pointed at the Goddess of Liberty. Next was a man in black, representing the law. His hands were thrown up and a typical anarchist held a sword to his breast. In front was another anarchist armed with an axe. Beneath his feet were the Stars and Stripes and over his head waved a crimson flag. Several citizens of Lake View manifested disapproval of the tableau and they left the hall, but the majority of those present applauded wildly. The police say they will not allow a repetition of such "entertainments."

LONDON, Nov. 26.—In the House of Commons tonight Gourley (liberal) asked if the correspondence on the American fisheries question was to be produced and whether it was the intention of the government to negotiate for a new commission, and whether in the meantime, owing to the divergence of the legal opinion relative to the meaning of the treaty of 1818, it was intended to suspend the enforcement of its provisions.

Sir James Ferguson, parliamentary secretary of the foreign office, curtly replied:

"The government will not publish any papers nor make any statement on the subject at present. A *modus vivendi* is in operation."

Smith, government leader, replying to a question, intimated that the government, under the present circumstances, was unable to make any statement regarding the appointment of a minister to Washington.

The House then went into committee of the whole and the debate on the land purchase bill was resumed.

Parnell proposed an amendment to the effect that no money be advanced for the purchase of more than one holding if such holding were rated at no less than £20 yearly.

Balfour contended that the amendment would interfere with the smooth working of the plan of sale.

David Sheehy, nationalist member for South Galway, stopped the debate, appealing to the chairman on the question of privilege. He stated he was leaving his house when an attendant handed him what appeared to be an ordinary visitor's card. Upon going into the lobby a constable from Ireland served him with a summons under the coercion act. He moved to report progress in order to give the House an opportunity to discuss this audacious breach of privilege.

Balfour deplored the incident and did not know under what authority it had happened.

Under the motion of Morley a committee was appointed to inquire into the circumstances of the incident, consisting of Sir William Harcourt, Mr. Morley, Sir Charles Russell, Mr. Parnell, Mr. Timothy Healy, Home Secretary Matthews, Mr. Goschen, Mr. Madden, Sir Edward Cross and Matthew Ridley.

Parnell's amendment was afterwards lost by a vote of 154 to 11.

LONDON, Nov. 26.—The *Daily News* says it regrets Lord Salisbury's decision to delay the appointment of a successor to Sackville. This course it thinks may cause President Cleveland to withdraw Minister Phelps.

WASHINGTON, Nov. 26.—The annual report of Commodore Sicard, chief of the bureau of ordnance, to the Secretary of the Navy, contains the following estimates for the fiscal year ending June 30, 1893: Fuel, tools, material, labor, prizes, proofs, batteries of new types for two ships now in the service, general armament with secondary batteries and small arms, \$514,150; general repairs, \$15,000; miscellaneous, \$10,000; civil establishments at the navy yards, \$24,980; torpedo station, \$70,000; towards the armament of vessels authorized, \$407,700; and for the completion of the gun plant at the Washington navy yard \$325,000; total, \$5,336,180. The high-power steel cannon for the navy completed to date are two five-inch, twenty-four six-inch, eight eight-inch and three ten-inch. Since the last report a

NEW DESIGN.

of a six-inch gun has been completed, and thirty-two of these guns are in course of construction.

The Secretary of the Navy today received the following report from Captain Ramsay, commanding the United States steamer *Boston*, dated at sea, Nov. 16:

"So far as I have been able to learn during the ten days this ship has been in the harbor of Port au Prince, Hayti, the lives and property of American citizens resident there had been in no danger since the night of September 23d last. On that occasion an American was accidentally wounded. I heard of no insult to the United States flag. The case of the schooner *Wm. Jones* has been satisfactorily settled, and the provisional government of Hayti having expressed its willingness to refer the matter of the *Haytian Republic* to our government, I see no necessity for my ship to remain longer at that port and have sailed this day in accordance with orders of the department of September 16th last."

CHICAGO, Nov. 27.—A local paper says: For several weeks past Jay Gould, C. P. Huntington, Charles Francis Adams, W. B. Strong and other railroad magnates interested in western railroads have been holding long conferences in New York in which Chairman Midgely, of the Southwestern Railway Association, takes a prominent part. The object of the conference has been kept a

PROFOUND SECRET.

On Saturday the announcement was made that the conference had come to an end and that an agreement was made whereby the troubles among the southwestern railroads will be ended and rates be advanced from 25 to 35 per cent. as soon as possible, but this announcement is no nearer the truth than previous reports regarding the mysterious conferences. The railroad magnates evidently desired to keep everybody in ignorance of the actual importance of the proposed agreement until all arrangements have been perfected, and the new scheme put in operation. It has been learned, however, that the project contemplates nothing more nor less than the formation of a

GIGANTIC RAILROAD TRUST.

or clearing house, comprising all the roads west of a line drawn through Chicago and Milwaukee on the east; St. Paul and Minneapolis on the north; Colorado, New Mexico and Wyoming on the west, and Arkansas on the south. All existing freight and passenger associations within the territory named will be abolished and merged in the new trust, or "clearing house," as it is named. There will be an executive board of three, which shall devote its entire attention to the affairs of the "clearing house," and be entrusted in all matters connected therewith. One of the three is to be elected chairman of the "clearing house," and the other two to be known as vice-chairman of the freight department and vice-chairman of the passenger department. The chairman, it is understood, is to be

J. W. MIDGELY.

who under the terms of the agreement would be a greater man than Commissioner Fink virtually, having full con-

trol of the management, so far as traffic affairs are concerned, of all roads between Chicago and the Rocky Mountains.

The paper also prints the full text of the proposed agreement, of which the above gives the general outlines. It says it has been submitted to the presidents of the leading roads.

MONTREAL, Nov. 27.—One of the most severe storms of snow and wind known here for years began over the province of Ontario Sunday evening and still continues. The wind at times blew as hard as 70 miles per hour. The streets and surrounding country are covered with snow drifts ten feet deep in places, and the most severe cold prevails.

HORSE CAR LINES.

here have stopped running. Forty-four people were picked up in the streets by the police on Sunday night unable to make their way through the storm, being either benumbed by cold or bewildered by the winds. The storm was felt more severely on the lower St. Lawrence than anywhere else. The steamer *Pomerain*, bound for Liverpool, which was grounded at Trel, made an attempt to reach Quebec on Sunday with the aid of four tugs. She got as far as Batiscan and anchored for the night. Yesterday not only the steamship but the tugs too were frozen in solidly. The *Pomerain* will not get through this season. She will probably be forced ashore on the rocks and become a

TOTAL LOSS.

The Allan Steamship Co., which owns her, will lose over \$300,000. At Quebec the gale was raging furiously, and the iron ferry boats which ply between that point and Lewis are caught in the ice, which threatens to crush them.

The steamship *Polino*, bound from Cape Breton to Quebec, was seen struggling against the gale and ice in the Gulf of St. Lawrence, thirty-two miles below Quebec, at daylight. She suddenly disappeared and has not been seen or reported since. There are fears that she has been lost. She had forty passengers, a crew of thirty and a general cargo.

CHICAGO, Nov. 27.—Rabbi Messing of San Francisco, who has been visiting here for four days, was called on by a *Daily News* reporter and shown the special dispatch from San Francisco saying his reader in the synagogue had been removed for talking disrespectfully of his superior and would hold Messing responsible for \$1100 damages for causing his dismissal. It wound up with a revival of the story said to have been circulated some time ago alleging that the Rabbi had been induced by "Big Bertha," a well known confidence woman, to secure her entrance into the Jewish society of San Francisco, that she might ply her calling and said it was intimated that the Rabbi had come east in order to avoid testifying at her trial. "It's an infamous lie," said Messing hotly. "Big Bertha" did come to me, it is true, with letters of introduction, but I made her acquainted with no one and that is the extent of my connection with the affair. I did not run away from San Francisco to avoid testifying at the trial either. I am here to visit my old friends, and after my trip I will go back to San Francisco."

CHICAGO, Nov. 27.—The *Times* of Ottawa, Ontario, special says: Word has been received that the Chinese lepers in British Columbia have communicated the terrible malady to the Indians. Senator McInnis from British Columbia, states that out of the total Indian population of the province, which he places at over forty thousand, he believes there will not be 5000 living in a quarter of a century as the result of leprosy. The Columbia authorities for several years have been officially informed of the presence of Chinese lepers, but took little or no action against them, fearing that the agitation of the subject would turn away the tide of immigration coming from Europe.

BALTIMORE, Nov. 27.—Governor Jackson in an interview today said the situation of the oyster rebellion which confronts the state authorities is this: "There are 800 oyster vessels whose crews, aggregating about 5000 armed men, are banded together to dredge on certain grounds and to drive off any state force set against them. To oppose them the state has fourteen vessels most of them small sloops manned by about 100 men. We have reached the stage where this force cannot cope with the marauders for the enforcement of the law. I have reason to believe that the Secretary of War at Washington will grant us the use of five, six or eight-pound cannon which will be placed on the state steamers and spots on shore to be selected hereafter."

COHASSET, Mass., Nov. 27.—It is reported that the Philadelphia vessel *Allentown* foundered off this port. There seems to be but little doubt that the steamer sank on some of the ledges directly outside this port. At 2 p.m. Sunday a number of people at the village heard the steamer's whistle. Last night an immense amount of wreckage came ashore at Sandy Grove and on Sandy Beach, the marks upon which indicated conclusively the wrecked steamer must have been the *Allentown*. The *Allentown* is an iron boat of 1289 tons burden. She was built and owned in Philadelphia.

All day long wreckage of various descriptions has been coming ashore along the beaches, more particularly at Sandy Cove.

HUGE TIMBERS.

cabin furniture, fine inside furnish-