

# BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINK.

## AMERICAN.

New York, Jan. 5.—A meeting of the sewing silk and machine twist trade was held here to-day, and in view of the fact that raw silk had recently advanced \$1 per pound, with the probabilities in favor of the advance remaining permanent, it was resolved to advance the price of manufactured goods ten per cent., to take effect February 1st. The sewing silk and twist trade has in all a capital invested in manufactures of \$30,000,000. Its annual product of 1898 is put at \$60,000,000, and all concerns together employ some 50,000 operatives. The whole silk trade in all the branches will be effected in the action taken to-day.

St. Louis, Mo., Jan. 5.—The Express robbers were not taken to the penitentiary to-day, as was expected they would be, but they will be sent to-morrow. In a brief interview with Wittrock this morning, that worthy gave a bit of information not before made public, which was to the effect that he specially stipulated with the detectives that he must lift the mortgage on his mother's house before he would turn up any of the stolen money. This he said they promised to do, and added that it was done when they went out to Leavenworth, and thus his principal object in robbing the Express was accomplished. The mortgage was for \$1,700.

The grand jury has found an indictment against Dan Morlarity charging him with being an accessory to the robbery, both before and after. He has not been arrested yet and it is said he will not be prosecuted, as it was through information derived from him that Wittrock and his pals were arrested.

Tiffin, Ohio, Jan. 5.—Among the passengers in the ill-fated B. & O. train was John Tielhi, an Irishman, who lives at San Francisco, and has a brother-in-law who owns a large liquor store on Pacific Avenue of that city. He was on his way home from a visit to County Clare, Ireland. He was wedged in the wreck, but succeeded in releasing himself, and fell head foremost out of the window into a ditch. His head and hands were terribly burned, his collar bone broken, and he was bruised all over. He was taken to Chicago Junction, where he is now coughing, and blood is flowing from his mouth, and he is not expected to live.

CLEVELAND, Jan. 6.—The scene of the railroad accident near Republic, says a special to the Leader, is still visited by many people. Some do so out of mere curiosity, and others are friends or relatives of those who perished there, eager to find some article they might have had. But relics, at this time, are hard to find. The track is cleared and there is nothing to see save a few bent rods, car wheels and pieces of charred wood. Among the number who visited the scene of the wreck to-day was Warren Parks, of Oconomowoc, Wisconsin, a brother of Marshall H. Parks who perished in the wreck. Mr. Parks visited the scene of the disaster in company with Mr. Rankin and another officer of the Baltimore & Ohio Railroad. Rankin would say but little, but the other officer spoke as to the responsibility of the wreck. While he made no direct charge Mr. Parks told your reporter that he talked in such a manner that there could be no doubt the officers of the road placed the responsibility directly on the conductor and engineer of the freight train. He says the officer never knew of their being intoxicated, but the way they managed their train that night was a fearful blunder. Marshall H. Parks was a clerk in the Department of the Interior at Washington. He was on his way to Chicago on official business. Mr. Parks could find nothing that his brother had with him nor any trace of anything that would lead him to identify any of the charred remains as being his brother. An inquest by the coroner will be instituted in this city to-morrow, when the railroad officers and the officers of the wrecked trains will be here. Coroner Lepper is determined it shall be most thorough.

DENVER, Colo., Jan. 6.—At the meeting of the New Mexico Cattle and Horse Growers' Association, just closed, the Santa Fe resolutions were adopted, commending the cattlemen's yards at West St. Louis and opposing the Miller Commission bill, but favoring the Bureau of Animal Industry, with increased powers. Col. J. W. Dwyer, president of the association, was selected to go to Washington in the interest of the association.

The committee on the Colorado Cattle Growers' Association having in charge the entertainment of the cattlemen attending the second annual meeting of the International Range Association on February 8th, report that half rates will be made on all roads entering Denver.

INDIANAPOLIS, Jan. 6.—The two Houses of the Legislature met and organized this morning at 10 o'clock. The interest centered in the Senate, at which there was a large crowd. Green Smith appeared and took the chair, with Auditor of State Rice acting as clerk.

The Republicans endeavored to protest, but they were not permitted to be heard, and without the Republicans voting at all, but being counted as present, the Democratic caucus nominees were elected and the prepared rules were adopted that gave the majority all the power.

In the House the Republican nomi-

nees were elected. Hon. W. G. Sayre was chosen speaker, but beyond the formal organization, no business was transacted.

Congressman W. S. Holman reached this city to-night and made the formal announcement of his intention to enter the Democratic senatorial contest. It is understood that neither party will caucus for senator until the Lieutenant-Governorship is settled. A caucus will probably not be held before Thursday night.

St. Louis, Jan. 6.—The Adams Express robbers, Frederick Wittrock, W. W. Haight and Thomas Weaver, were taken to the penitentiary to-day. They were transported to Jefferson City by an earlier train than was expected, but notwithstanding that a large crowd congregated at the railroad station to see them off. As the train pulled out a number of United States Express employees joined in giving three cheers for "Jim Cummings." The trip to Jefferson City was uneventful and after the usual preliminaries of the penitentiary the prisoners were placed in cells.

Kansas City, Jan. 6.—Oscar Cook, one of the Cummings gang, was brought before the Recorder this afternoon on the charge of receiving stolen money. He waived examination and was bound over to await the grand jury's action. In default of bail he was taken back to jail.

SAN FRANCISCO, Jan. 6.—A dispatch was received in this city to-day from San Pedro, announcing the arrival there of three of the crew of the American ship *Harvey Mills*, which has long been overdue at this port from Seattle. From them it is learned that the vessel left Seattle under Captain Crawford, with a cargo of coal for San Francisco December 12th. Two days later a gale was encountered 60 miles southwest of Cape Flattery, in which the vessel foundered. The only survivors known are First Mate Cushman, Alexander Volgeur and Jacob Brown, seamen. It is not stated how many were aboard at the time of the disaster. The survivors were picked up in an open boat by the bark *Majesty*, bound for San Diego, and landed at San Pedro, near Los Angeles. The *Harvey Mills* was a boat 2,000 tons burden, owned jointly by Captain Crawford, Captain Warren Mills, and by a number of Eastern people. She was valued at \$64,000, on which was a small insurance. The cargo was valued at \$12,000 and was consigned to J. F. Chipman & Co. of this city, and was fully insured.

The entire crew and officers, it is learned, consisted of 24 men. The captain and three men attempted to leave the ship in a boat, which capsized as soon as it left the ship's side, and it is believed all were drowned. Four others took to a raft, but have not since been heard of. Mate Cushman and three of the crew left the ship on a raft, but before they were picked up, one of them went crazy and jumped overboard; the remaining 12 stuck to the ship, and as the survivors saw her go down, all on board must have perished. The rescued men left to-day for this city.

NEW YORK, Jan. 6.—Joseph Maury, a Brooklyn druggist, and his entire family were taken seriously ill a day or two ago and his three children died. There was much mystery about the cause of their illness, and the doctors proceeded on the theory that they had been poisoned by something which they had eaten. To settle the question conclusively, however, a post-mortem examination of the bodies of the dead children was held to-day, and it was made evident, so the doctors agree, that their deaths were caused by hemorrhage small-pox. The other members of the family will probably die.

BOSTON, Jan. 6.—An Ottawa special to the *Advertiser* says that the fishery trouble and recent elections have tended to bring about a Cabinet break-up and that Hon. John H. Costigan, Minister of the Internal Revenue, and Hon. M. Foster, Minister of Fisheries, will probably resign. It is stated that unless the United States makes some overtures looking toward the settlement of the fishery dispute the Canadian government will go back to the old system of licensing foreign fishery vessels. The license will be charged as formerly upon the tonnage of vessels.

CHICAGO, Jan. 7.—The mercury fell steadily in this city until 4 this morning, when the thermometer registered 14 deg. below, and at 6 had risen to 10 deg. below, and has since remained stationary, and, according to the signal service report, will continue to do so for the next 24 hours. At St. Paul the thermometer stood at 32 deg. below, while extreme northern Minnesota and Canadian stations had not sent in any reports. At Davenport, Iowa, the thermometer registered 20 deg. below.

NEW YORK, Jan. 7.—The funeral of Bishop Henry Potter occurred from Old Trinity this morning. There was a large attendance of the Episcopal clergy.

NEW YORK, Jan. 7.—It is predicted that a tie-up will occur in Brooklyn within 48 hours on the lines of the Brooklyn City company and the Broadway company, unless their recently issued time tables are remodeled.

NEW YORK, Jan. 7.—Should the strike among the coalheavers of New Jersey continue for a week longer, there is a strong probability that this city will suffer from a coal famine. Such, at least, is the opinion of several retail dealers. They say that the stocks on hand are already at a low ebb, and as the supply has practically ceased for the time being, they look for a still greater scarcity within a few days.

WASHINGTON, Jan. 7.—The Secretary of the Treasury has appointed Herbert F. Beecher to be special agent of the Treasury. He is a son of Henry W. Beecher and was formerly collector of customs at Port Townsend, Washington Territory.

FARGO, Dakota, Jan. 7.—This morning the Northern Pacific machine boiler and blacksmith shops burned. Three locomotives and a number of valuable machines were consumed. The loss is estimated at \$150,000 to \$200,000.

PROVIDENCE, R. I., Jan. 7.—Four buildings, comprising all the machinery shops of the Rhode Island Horse Shoe works, situated at Valley Falls, burned this morning. The loss is estimated at \$100,000.

WASHINGTON, Jan. 7.—The Senate committee on printing, it is said, this morning began the study of certain problems involved in the nomination of Benedict to be public printer, and Benedict was himself before the committee for examination. No conclusion was reached and another meeting is to be held during the week. It is understood that there are no formulated charges against the nominee, but there are people who claim that he is not a practical printer or bookbinder, and in these respects does not meet the requirements of the law governing an appointment to this office.

WASHINGTON, Jan. 7.—The President has nominated Rufus Thomson to be postmaster at Albany, Oregon.

The House committee on Indian affairs to-day, decided to report favorably to the House several measures including the Senate bill, to authorize the purchase of a tract of land near Salem, Oregon, for an Indian training school and the House bill granting a right of way to the Fort Billings, Clark's Fork and Cook City Railroad through the Crow Indian reservation in Montana.

The House committee on rivers and harbors to-day took up the river and harbor appropriation bill and made a few changes in the original draft.

Senator McPherson to-day submitted an amendment to the

INTER-STATE COMMERCE BILL,

proposing the addition of the following words to Section 3, which prohibits pooling:

"Provided, however, that if after a full investigation the Commission, or a majority thereof, are of the opinion that the interest of both shippers and carriers will be best promoted by an equitable division of the traffic or the proceeds thereof, between the carriers, the provisions of the section may not be enforced prior to January 1st, 1899, and it shall be the duty of the Commission to report their action, with the reasons therefor, to Congress in December next."

The amendment also increases the number of the Commissioners of Inter-State Commerce to be appointed, from five to nine, and the number of Commissioners who may be of one party, from three to six.

CONFIRMATIONS.

Postmasters—Wm. N. Moore, Roseburg, Oregon; F. B. Gess, Boise City, Idaho; John M. Lyon, Seattle, Washington Territory; Wm. Wilson, Chadron, Nebraska; Isaac B. Miller, Creighton, Nebraska; M. H. Cavanaugh, Indianola, Nebraska.

A. E. Lewis of Pennsylvania, Deputy Fifth Auditor of the Treasury Department.

L. F. Buford of Mississippi, Deputy Fourth Auditor of the Treasury Department.

O. F. Searle, Receiver of Public Money, Salina, Kansas.

S. M. Palmer, Register of the Land Office, Salina, Kansas, and a long list of army promotions.

MEXICAN TREATY.

In the secret session of the Senate to-day, the Mexican reciprocity treaty, which has long been waiting the action by the House of Representatives necessary to carry its provisions into effect, was brought up on a proposition from the committee on foreign relations to extend the time within which required action might be taken. The proposition, which was in the nature of a protocol, extending the time in which congressional action must be taken, to May, 1899, was brought to a vote and carried. This is the second extension of time in connection with this treaty.

CLEVELAND, Jan. 7.—The inquest into the cause of the Baltimore & Ohio wreck at Republic, O., was begun at 2 o'clock this afternoon at Tiffin.

A special to the *Leader* says that the City Hall, where the inquest is being held, was crowded.

The first witness examined was J. F. Fletcher, conductor of the freight train. He said: "Ed. Kiler was the engineer of the freight train and W. J. Cullison, fireman. We ran from Tiffin to Seneca siding, about three and one-half miles east of there, and slid—tracked for the eastern express. After this train had passed, we had forty-five minutes in which to make Republic siding. We left this place with 140 pounds of steam. After going two miles, I noticed that the train was slackening. I went forward over the cars, engaged in number, to the engine to see what was wrong. I found that the steam had run down to forty pounds. I opened the door of the furnace and looked at the fire, then looked at my watch and saw that we had

NOT FOUR MINUTES

until the west bound express was due. I took the red and white lamps and ran ahead to flag her. I got about

100 yards in the curve and signaled her to stop. As the express approached I noticed that the engineer had reversed the engine. In the meantime the freight had come to a stand still and the engineer had shut off the steam and jumped off when the collision occurred. The engineer had been drinking. I saw him take two drinks of whisky at Bloomsdale and two at Fostoria. When I saw we had but four minutes to make the siding at Republic the engineer did not seem to realize the danger ahead. I tried to get the passengers out of the burning cars. One man was jammed between the smoker and the ladies' car. I tried to get him out but the flames drove me away and he

HAD TO BURN.

I heard no shrieks or cries of the others in the burning cars."

W. J. Cullison, the fireman on the freight, was next called. He said he was a farm-hand and had been on the road but three weeks, and never knew anything about the business before. He said: "We had trouble in keeping up the fire. We had 140 pounds of steam when we left Seneca siding. The train ran four or five miles when the steam was down to 60 pounds. We were then going about three miles per hour. The conductor came in and looked at the fire, and said it was all right. When the conductor went ahead to flag and saw the express coming, he yelled back for us to jump. After the collision occurred I tried to get the passengers out. I saw persons in the car burning, but I was so excited I could tell but little about it."

Charles Snyder of Columbus, Ohio, was the front brakeman on the freight. He said: "I was in the cab of the engine and noticed that they had but one gauge of water, when they should have had at least three. I was going ahead to flag, but the conductor grabbed the lantern and went. I knew nothing about either the conductor or engineer drinking."

AT THE COLLISION

I saw a man hanging about half way out of the smoker, who called to me for God's sake to help him out. The man was supposed to be M. H. Parks, of Washington. I heard no one inside of the smoker."

Thomas Heskett, of Wheeling, West Virginia, conductor of the express on the night of the collision, testified: "The express was three minutes late at Republic. I had about sixty passengers, fourteen or sixteen in the smoker. Of that number five escaped from the smoker, two by being thrown out of the car uninjured, and three somewhat injured. I think there were not more than ten killed. I have in my possession cards thrown from the smoker bearing the name of M. H. Parks, Washington, D. C. There was writing on the card which the brother of the dead man recognized. On the train, of the number killed, the names of seven are known. B. J. Hale, of Rowan Indiana, was the rear brakeman on the freight, and when the collision occurred he took the lantern and went in the rear about a mile to flag any other train that might be coming. The inquest will be resumed in the morning."

PHILADELPHIA, Jan. 7.—This afternoon a policeman forced an entrance to the rear of the frame building 1025 Locust Street, and discovered the dead bodies of two old misers, Joseph Perry, aged 75 years, and Robert Price, aged 65 years. They were cousins. The two old men were eccentric, and had occupied the premises for forty years. They occupied two rooms on the ground floor, both of which were but scantily furnished, while the door leading to the second floor was locked and barred, and nailed to keep out intruders. They refused to associate with anyone in the neighborhood. Perry was in the auction business, from which he retired ten years ago. His fortune is variously estimated from \$100,000 to \$250,000. Price was a carpenter and did odd jobs. When an examination was made of Perry's effects three watches, three bank checks aggregating \$191, one share of stock in the Philadelphia, Wilmington & Baltimore Railroad, 36 shares of stock in the Masonic Hall, Manayunk, and several dollars in gold, silver and fractional currency were found. Both were terribly emaciated and had every appearance of having been starved to death.

SAN FRANCISCO, Jan. 7.—The *Examiner* publishes a letter from the alleged authors of the dynamite explosion on the cable road on Ninth Street, Wednesday night. The letter is written in red ink on coarse brick-colored paper. It is signed "August Howlitz." The letter states that the parties responsible for the explosion are members of a society, a powerful organization, which had its birth in Chicago, directly after the Haymarket bomb explosion. The letter further states that the dynamiters have no connection with the Car Men's Union, and that the latter is entirely ignorant of who the dynamiters are. The epistle concludes as follows: "We have a programme laid out for a series of dynamite explosions, and shall go forward in earnest if the roads persist in refusing the car men their just rights."

COLUMBUS, Ohio, Jan. 7.—The fourth annual banquet and celebration of the 8th of January under the auspices of the Jackson Club was held at the city buildings to-night. The stage bore large-size pictures of the hero of New Orleans, Thorman, Tilden and President Cleveland. Four tables extended lengthwise of the room and covers were placed for 350. Judge Allen G. Thurman, who was the living hero of

the evening, was received with much demonstration, and spoke to "The Union—The Common Heritage of the People." He said: "We have assembled to-night to do what we can to re-invigorate the fundamental principles of our party; to bring about, as far as possible, unity of sentiment and of action; to renew our devotion to the United States, and to gather inspiration from the example and teachings of the great man whose valor and whose virtues we this night celebrate. And what better homage can we pay to him who fought, when a child, to

ACHIEVE OUR INDEPENDENCE,

who fought when a man to maintain and preserve it, and who, when at the head of the Government and at a dangerous crisis of our country's history, uttered the ever memorable sentiment 'The Union must and shall be maintained,' than to declare as we do in the toast just read that the Union is the common heritage of patriots. Yes, Mr. President, it is so, and it ought to be so. Men may have been misguided and gone wrong in the past, but whatever may be a man's history if he is today and means to be in the future a devoted friend of the Union, that Union is part of his heritage."

Thurman spoke of the rapid growth of the country and said at the present rate of increase another hundred years would see, if the Union lasts, 200,000,000 more people here under one government than now inhabit the whole continent of Europe. To maintain so vast a Union requires a degree of wisdom, knowledge and patriotism that has never yet been displayed in the

GOVERNMENT OF MANKIND.

I think the preservation of party is almost a synonym for the preservation of liberty and union. I think that the Democratic party is the natural party of free institutions, and that it will be indestructible so long as freedom exists in America. All that I can do in concluding my brief remarks is to conjure you to cherish a deep and unfaltering love of your free institutions, to inculcate this love in the minds of your children, and never, under any circumstances, however appalling, to despair of the republic.

Frank Lawler, of Chicago, responded to the toast, "The Working Man; Twenty-five Years of Republican Administration has left him at the mercy of the Monopolists." After relating briefly his own experience as a working man and his early struggles to gain an education and foothold in the world, he proceeded to give a concise statement of

LABOR LEGISLATION

as it existed at the time he entered Congress, and the investigation pursued by Congressional committees in endeavoring to arrive at the true situation of affairs and the proposed remedies for the labor troubles. The investigation is not yet concluded, but in the meantime, through the wise influence of Powderly, labor strikes were brought to a temporary close, and wage-workers are still looking toward Congress hopefully and trustfully for beneficial legislation, so that they shall not be subject to the caprice of corporations, but have the right which should be accorded to free men.

Lawler referred to the tariff and explained why he had voted against the consideration of the Morrison bill. He said that he was opposed to such sweeping reductions of the tariff as would destroy or impair American industry, or subject our laborers to competition with

PAUPER EUROPEAN LABOR.

He then spoke of the extravagance of Republican administrations, and the duty which was incumbent upon the Democratic party to remedy the evils of its predecessor.

A large number of telegrams and letters were read, among the writers being Governor Hill of New York State, Henry Watterson of Louisville and a number of prominent Southern Democrats.

In the course of his letter, Watterson said: "There has been no time in the history of the Democratic party when there was such need as there now is to recall the memory of Jackson, and with it to confront his defamers. These are not confined to the old and common enemy. They are to be found in our own camp. I could not in duty or in honor undertake to address any body of assembled Democrats without calling them by name, and stigmatizing them as traitors, and as this would surely mar the harmony of an occasion meant to be convivial, it is best for you and me that I stay away."

Hon. George L. Converse responded to the toast

"ANDREW JACKSON;

His Statesmanship Promoted what his Valor Protected." He gave an interesting description of the opposing forces and reviewed briefly the early career and military service of Jackson.

P. N. Harden, of Kentucky, made one of the most eloquent speeches of the evening, his theme being "The President, and the Pledges His Party Made to the People."

M. D. Harter, of Mansfield, responded to "Surplus Revenue;" W. D. Hill spoke on "Taxation;" Henry Haacke, of Cincinnati, to the German Democratic Press, with addresses by W. A. Taylor and Henry A. Thorpe. The speeches continued into the morning hours, and the occasion was a pronounced success.

At the close of the banquet the following telegram was read: