THE OMAHA DAILY BEE.

EIGHTEENTH YEAR. OMAHA. THURSDAY MORNING, OCTOBER 11, 1888. NUMBER 119

COVERED BY OBSTRUCTIONS.

Chicago Strikers Fill the Street Car Tracks With Rubbish.

THE SITUATION A GRAVE ONE.

A Storm Rapidly Gathering Which Is Liable to Break Forth With Terrible Fury at Any Moment.

The Chicago Strike.

CHICAGO, Oct. 10.—[Special Telegram to THE BEE.]—The strike situation here is becoming more serious, and the fear is becoming universal that there will be bloodshed before the troubles are over. The strikers and their sympathizers are getting in a dangerous mood and the police, on their part, are fast losing patience. It was only by the promptness of a policeman in wrenching a cocked revolver from Superintendent Nagle's hand last night, when that official was assailed by a shower of stones, that prevented his shooting into the mob, and on the North side, too, nothing but a spark is necessary to produce an explosion. The crowds there are continually being encouraged in their lawlessness by the action of Alderman Reich, who continued his actions of yesterday when he drove along the line swearing at the policemen and new men.

At one point the police caught two men in the act of placing obstructing planks on the roadway and at once arrested them. One of them gave his name as James Nicholson, and claimed to be a bartender, and the other was William Hennessey, who was alleged to be one of the striking grip men. Alderman Reich, approaching Captain Schaack, angrily demanded the release of the arrested men. The burly captain attempted to reason with the excited alderman and to mildly suggest that he was aiding and abetting the riotous crowd. Finally finding argument of no avail, the captain peremptorily declined to liberate the men and turned on his heel. The now furious alderman followed him up, and, shaking his fist at the "burgomaster," exclaimed: "We'll see about you. You've bullied us long enough and I'll cook your goose for you; see if I don't."

The captain did not appear to be dismayed in the least at the threat of the law-breaking alderman, and went about his business. The alderman was finally taken away by his friends.

The railway officials will prosecute these men under the statute which makes the offense of obstructing a public road punishable by a fine of not more than $500 or imprisonment in jail for not more than a year, or both. Today the cases were set for hearing on October 19, in bonds of $400 in each case.

As stated above, the general feeling is that there will be bloodshed. At the Milwaukee avenue barns the old conductors and drivers at this place were more threatening and emphatic in denouncing the attitude of their employers. Along the side of these barns a long ditch, deep and dangerous, skirts the tracks. "Do you see that ditch?" asked one conductor of a reporter. "If they attempt to run a single car out of this barn there is where it will land." The men who were standing near and heard the remark echoed the sentiments. The above shows how the men are talking.

Chief of Police Hubbard said to-night: "We are endeavoring to abate this trouble without bloodshed, but the strikers must not presume or go too far. If they persist in showing their teeth we shall knock some of those teeth out. If it has to be done we will do it. If we are called upon for protection, and the exigencies of the situation demand it, we will proceed to protect in a forcible way. We have not been called upon up to this time. They know, however, that we are ready and can mass a sufficient force at any given point on reasonable notice."

Yerkes is also in an unrelenting mood. "The company won't give in," he said. "We don't intend to be ruled by a mob nor by our employes. No business can be run that way. If we are not able to hire enough men to run our cars they will have to be idle, that's all, but we shall do all in our power to overcome the difficulty."

"Are you willing to make any concessions to the men?"

"No; I have withdrawn every offer I ever made."

"Then if any of the men want to come back they will have to do so on the old terms?"

"I don't want them to come back; don't want any of them. I can get along without them."

This shows the feeling of all parties interested—the strikers on one side and Yerkes and the police on the other. The situation in Chicago to-night is a grave one. The streets on the North and West side on which cars are run have been packed with people all afternoon and at certain points tremendous crowds have gathered. Obstructions are placed on the tracks as fast as they are removed, and each appearance of a car or policeman is the signal for yells and showers of stones.

In Centre street to-day as far as the eye could reach, were piles of stones, old wagons, great timbers of all descriptions and planks laid across the track and spiked at each end to the cedar blocks. This condition of things extended for nearly a mile.

At the corner of Orchard and Centre steets last night were large piles of stone blocks used in paving the street. This morning they formed a large pyramid over the tracks. The whole mass weighed several tons.

The city government is freely blamed for allowing such crowds to congregate, and the belief is expressed that the militia will have to be called out before the trouble is ended.

This afternoon several shots were fired into a crowd of strikers at the Western avenue barns. Shortly before 2 o'clock the doors of the Western avenue barn opened, and Gubbins and Carson, officers of the company, who drove cars yesterday, came out. They each drove a buggy. Their appearance seemed to excite the crowd to a frenzy. They drove out on the street, but were immediately met oy a shower of stones, clubs and pieces of wood. A stone struck one of the buggies and both men drew their revolvers and fired into the crowd. The horses became scared and started to run. The strikers set up a yell and started in pursuit. Over Madison street the two buggies flew and they ran south on Western avenue. The two men turned around in their seats and kept firing into the crowd. Altogether about six shots were fired. It was found that no one was injured. Shortly after the return from the chase a man named Kennedy said that Gubbins and Carson were justified in shooting. With a yell the crowd pounced upon him. His coat was torn and his hat smashed. He begged for mercy and was finally let go. Gubbins and Carson were arrested.

The only attempt to run a car to-day on the West side was made this afternoon and resulted in a serious riot. It was between 3 and 4 o'clock when a single car was pulled out of the Western avenue barns, guarded by half a dozen policemen headed by Captain Aldrich of the West side. The crowd stood twenty deep on both sides of the car, and the police were arranged on the inside of these walls of frantic men. A stone as big as a fruit can crashed through the windows before the car had proceeded twenty feet. Everybody dropped on the floor while a shower of stones pelted the sides of the car. The driver held the reins bravely, though his face was white as a sheet. At the second shower of stones half a brick struck him on the temple and he fell behind the dashboard. He immediately arose and once more took the lines. The car was stopped for the third time at Warren avenue. Captain Aldrich was hit and his scalp cut open. Thus far the police had only used their clubs. The car advanced to the intersection of Madison street, and there the police caught a man in the act of throwing a stone. The man was arrested, but in less than a minute one hundred strikers had piled on the policeman and rescued the prisoner. The car now turned the corner and started down Madison street. The infuriated mob followed, throwing stones. At Leavitt street the mob rushed out to the street and boarded the car, attempting to drag the driver from his position. A patrol wagon load of police rode both in front and behind the car. They dismounted and charged on the crowd. This time the maddened strikers held their own and threw stones at the blue coats. One man struck Lieutenant Shea and the officer followed his man through the crowd, pulling his revolver as he ran. He took deliberate aim and fired, but his bullet missed and the strikers scattered in every direction.

From that time on there was not another missle thrown, although a number of the mob followed on foot as far as Halstead street. The car advanced, crossed to the South side, and returned without further injury or attack.

Another small riot occurred on the North side just about dusk. The fifth trip was made by the Garfield avenue cars this afternoon, and the cars made their way without any hindrance until they reached Indiana street. Here several thousand perhaps had gathered and had piled obstructions on the track. A gang of men were in the act of clearing the debris away, when a fusilade was commenced by the crowd. Rocks and clubs and everything imaginable flew through the air. Three of the men at work on the track were knocked down and seriously injured. Two of them sustained frightful cuts about the head from fragments of brick. The police, exasperated by the resistance of the mob and the reception of several hard blows, then charged with a will, using their clubs freely. Many heads received a smart rapping. The crowd did not stand long before this charge, but broke and fled in all directions, leaving the street clear. The wounded trackmen were taken to a drug store, where they received medical attendance.

Up to midnight no decision has been reached by the general conference, called by advice of Mayor Roche. Hope is expressed by many of the more conservative strikers, as well as many other other citizens, that the trouble may be compromised to-morrow, but it is feared that the hot-heads, who are at present in the ascendancy, will prevent any settlement by concessions, at least for several days yet. The police are preparing for warm times to-morrow, and say that this rioting and throwing of rocks must be stopped at any cost.

George A. Schilling, master workman of District Assembly No. 24, of Chicago, to-night received a letter from James H. McGee, district master workman of District 226, which comprises the street car employes of New York, Philadelphia and Pittsburg, to the effect that if the strike in Chicago is not settled satisfactorily within the next few days that the employes of the Yerkes syndicate in Pittsburg, Philadelphia and New York will be called out.

It is expected that General John M. Palmer will be greeted by an immense audience at Battery D. armory to-morrow night, and if the strike is still in progress the outcome of the meeting will be awaited with unusual interest. The meeting is a part of the general's political canvass as candidate in the election for governor of Illinois, and was arranged a long time prior to the street car strike. General Palmer's well known views on the employment of private policemen during a strike, it is feared by his party managers, may be the cause of inciting violence. Another matter discussed is the fact that the congregation of large bodies of men in times of public disorder, is generally regarded as perilous in the extreme. The certainty of a great crowd at the meeting emphasizes this phase of the situation, and results are being watched for eagerly.

LATER—At 12:30 President Yerkes is in close consultation with the committee representing the strikers. Some of the men now say that a compromise will surely be reached, basing the opinion on the fact that the Philadelphia syndicate has been threatened with a strike on the lines it controls in other cities, unless the Chicago affair is promptly settled. One of the strike leaders goes so far as to assert that all will be arranged by noon to-morrow, but it is thought by those who know President Yerkes that the striker is over-sanguine.

WESTERN PACKING INTERESTS

A Considerable Increase in the Movement of Hogs.

CINCINNATI, Oct. 10.—[Special Telegram to THE BEE.]—To-morrows Price Current will say: There has been considerable increase in the movement of hogs the past week. The total packing was 165,000 compared with 120,000 the preceding week, and 160,000 for the corresponding time last year; total for the season to date 4,500,000, against 4,970,000 a year ago; decrease 470,000 hogs. The quality now is generally good. The decrease in the supply of hogs is not likely to be important for the winter season and for the coming twelve months it is more reasonable to count on some increase than a reduction in the supply for packers. The past year has not been a remunerative one to the packing interest as a class outside of a comparatively few establishments and the result will be that unless values are more encouraging many winter packers will not open their houses early in the winter.

March 1 to October 1.	1888.	1887.
Chicago	1,570,000	1,785,000
Kansas City	732,000	980,000
Omaha	565,000	525,200
St. Louis	258,000	270,000
Indianapolis	197,000	225,000
Cincinnati	121,000	135,500
Milwaukee	155,000	190,000
Cedar Rapids	140,153	151,642
Cleveland	111,750	141,645
Sioux City, Ia	221,500	19,500
Ottumwa, Ia	105,265	65,004

Joint Debate in the Tenth.

CARROLL, Ia., Oct. 10.—[Special Telegram to THE BEE.]—Captain J. A. O. Yeoman, democratic candidate, and J. P. Dolliver, republican candidate for congress in the Tenth district, met in joint debate here to-day. The court room was filled to overflowing and the speakers held the audience for three hours. Captain Yeoman, who had the opening and closing arguments, dwelt largely in flights of fancy and occupied a large part of his time in reading extracts from Cleveland's letter of acceptance. Mr. Dolliver spoke with his usual eloquence and was frequently compelled to stop on account of enthusiastic cheering. His speech was one of cold and telling facts, and fully met the expectations of his partisians. The candidates speak in Denison to-morrow and in Boone on Friday.

Supreme Court Decisions.

DES MOINES, Ia., Oct. 10.—[Special Telegram to THE BEE.]—The supreme court filed the following opinions here to-day:

Ann McCoy et al, appellants, vs American Emigrant company and others; Kossuth district; affirmed.

Almira Herrick, appellant, vs John and William Tellman; Jones district; affirmed.

Hiram Evans, appellant, vs Henry Atkins; Plymouth district; affirmed.

Mary Eseliek and others vs the Mason City & Fort Dodge railway company, appellant; Webster district; affirmed.

N. Booth, appellant, vs Frances M. Gist et al; Shelby district; affirmed.

Crushed By the Cars.

DES MOINES, Ia., Oct. 10.—[Special Telegram to THE BEE.]—Paul North, seven years old, attempted to ride on a switch engine to his home in the western part of the city to-day. He fell off and was struck by the following cars, receiving injuries from which he died in a short time.

Steamship Arrivals.

At Boston—The Bostonian, from Liverpool.

At New York—The Persian Monarch, from London; the Westernland, from Antwerp; the Bohemia, from Hamburg.

At Philadelphia—The Pennsylvania, from Liverpool; the Scandinavian, from Glasgow.

At Glasgow—The Waldasian, from Boston.

At Moville—The Devonia, from New York.

Reno Must Support His Wife.

HARRISBURG, Pa., Oct. 10.—[Special Telegram to THE BEE.]—Major M. A. Reno, of Custer massacre notoriety, was in court yesterday on a charge of non-maintenance preferred by his wife. The court ordered Reno to pay his wife $50 per month.

A MENACE TO NAVIGATION.

The Owner of the General Terry Memorializes Congress.

UNION PACIFIC BRIDGE PIERS.

Missouri River Traffic Seriously Threatened if the Old Ones Are Allowed to Remain—Betting in Washington.

Remove the Piers.

WASHINGTON BUREAU THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., Oct. 10.

In the senate to-day Senator Allison presented a memorial from T. J. Powers, of Helena, Mont., alleging an obstruction to navigation in the Missouri river caused by the construction of the piers of the Union Pacific railway company at Omaha. The memorialist contends that these piers are maintained in violation of law and he quotes the statutes to prove his assertion. He says that the company permit the piers of the old bridge to remain intact midway between the piers of the bridge. He says further, that he was the owner of the steamer George Terry with a cargo of property belonging to the United States and 200 soldiers and their families as passengers, that it was wrecked on the piers of the bridge June 10, last, becoming a total loss and that it was with difficulty that the passengers were saved. Lieutenant Edward S. Anis, Company A, Sixth infantay, makes a statement descriptive of the loss of the steamer and the conditions which brought about. He lays the blame on the Union Pacific railroad company, whom he contends have violated the law in the codstruction of the piers of their bridge at Omaha. It is stated that there is no channel span of 300 feet and none of the spans are over two hundred and thirty-eight feet, while the law provides none shall be less than two hundred and fifty feet; that the current of the river does not run paralel with the piers, but on the contrary there is a strong and dangerous cross current; that if the Union Pacific bridge is permitted to be maintained as at present constructed, the safe navigation of the river will be next to an impossibility and the expenditure of money on the river for its improvement utterly worthless. The marine insurance companies having already advanced their rates to 18 per cent on the Missouri river business, and are likely to give it up altogether; that it would be safe to assert that river competition will practically cease in a very short time unless relief is afforded. The memorial is to ask for an investigation by congress or the senate. Upon motion of Senator Allison the memorial was referred to Senator Paddock's, committee on the improvement of the Mississippi river and its tributaries with instructions to investigate the statements made.

THE REPUBLICANS HAVE THE TURN.

Another evidence was given to-day that the democrats in the house are not the friends of the laboring man. Mr. Plumb of Illinois called up the senate bill to adjust the accounts of laborers under the eight-hour law. In this measure nearly every man who has worked for the government since the enactment of the eight-hour law, about five years ago, is interested, and thousands of skilled and unskilled laborers would be benefitted by its passage. Mr. Plumb insisted that it should be immediately considered, inasmuch as so many needy people were directly affected by it. Allen of Mississippi and a number of other democrats immediately entered objection. Mr. Plumb demanded a division, and every republican in the house voted for the consideration of the measure, while every democrat voted against it.

A NOVEL BET.

A novel bet was made on the election today. Ira Godfrey, proprietor of a well-known laundry of this city, wagered Delegate Smith of Arizona a year's washing that Harrison would be elected. If Harrison is elected Smith will have his weekly wash bills multiplied by two from the first of January, 1889, to January, 1890. If Cleveland is elected Godfrey is to receipt in full Smith's wash bill for the same period of time. The tide in betting has turned in Washington. The democrats have ceased to howl for takers of their wagers. A number of bets were offered to-day of $100 to $90, and larger sums in proportion on Harrson, but few were taken. At the pool rooms it is reported that democrats demand odds of 10 per cent, and that these odds are not taken as freely as even bets were a month ago.

A NEBRASKA LAND DECISION.

The secretary of the interior to-day confirmed the decision of the local land officers and the commissioner of the general land office holding for cancellation on the ground that the claimant has failed to comply with the law in the essential requirement of residence, the homestead entry of James H. Moran in the North Platte land district. The entry covers the southwest quarter of section 34, township 14, north range 29 west. The entry was made February 12, 1883, and November 21, 1884, Milton H. Kelly initiated a contest against the entry, alleging that Moran lived in North Platte and had not established residence upon the land entered. The chief of police of North Platte corroborated the statement of Kelly, who will now secure the entry.

Nebraska and Iowa Pensions.

WASHINGTON, Oct. 10.—[Special Telegram to THE BEE.]—Pensions for Nebraskans: Original invalid—Samuel W. Young, Blair. Increase—Eugene O'Neill, Omaha; Alfred N. Scott, St. Paul; John Uhlman, Arapahoe. Reissue—Lloyd D. Forchand, Kearney.

Pensions for Iowans: Original invalid—James G. Day, Des Moines; Albert M. Bemon, Red Oak; William Martin, Dubuque; Delas Lapham, Ottumwa; A. McCampbell, Keota. Increase—Paul A. Paulson, Northwood; Benjamin Cumly, Clarksville; Dewitt C. Chopmen, Primghar; David Lusk, Des Moines; Joseph E. Taylor, Hampton; Henry S. Gleason, Burnside; William Blessing Lisbon; John A. Mcartin, Centreville. Reissue—Charles W. Cramer, Adams; Lemuel Kinkaid, Knoxville. Original widows etc.—William, father of Charles B. Shipman, Wapello.

ALMOST A RIOT.

An Exciting Scene at a Democratic Meeting in New York.

NEW YORK, Oct. 10.—[Special Telegram to THE BEE.]—At Ripley, a small town in Chautauqua county, Saturday evening, Major Joseph Francis, who was an officer in the southern army, spoke upon the political issues of the day, expounding the pringiples of democracy. While speaking, a carriage containing J. Ross Raymond and John L. Newton, both of northeast Pennsylvania, drove up and the occupants listened to the address. Mr. Raymond sat for a few minutes and then, rising in the carriage, requested the privilege of asking a question. He wanted Major Francis to tell where he was from 1861 to 1865. The major answered that he was, during that time, an officer in the confederate army. "Yes," cried Mr. Raymond, "and I, in the union army, and lost a leg at the battle of Bull Run. I've heard that rebel yell a hundred times," shouted Raymond. At this about fifty bystanders rushed to the carriage, tipped the two men out and were going to make short work of them when a core of Grand Army men in the neighborhood gathered about the carriage and stood ready to defend the men. Revolvers and knives were drawn on both sides, and for a few minutes it looked as though blood would be shed. The mob demanded that Raymond be driven out of town, but the veterans stood firm until Major Francis and several influential citizens persuaded the hot heads to withdraw and the meeting came to a sudden end.

FIFTIETH CONGRESS.

Senate.

WASHINGTON, Oct. 10.—In the senate today Mr. Hale presented a report of the select committee on the operation of the civil service law, and said that the minority report would be presented later.

Mr. Allison presented a memorial of Thomas J. Power of Montana, and in connection with it offered a resolution, which was adopted, instructing the committee on the improvement of the Mississippi river to inquire whether the construction of the Union Pacific railroad bridge at Omaha is in conformity with law, or whether the piers of the new or old bridge are obstructions to free navigation of the river.

Mr. Wilson of Iowa offered a resolution, which was adopted, instructing the committee on foreign relations to inquire and report what action can be taken to effect arrangements whereby American cattle for export to England or other European countries may be transported through Canada without being subjected to the delay imposed by the quarantine regulations now in force.

The bill to pay to the widow of Chief Justice Waite the balance of the year's salary was taken up and after some debate was passed.

The house bill for the relief and civilization of the Chippewa Indians in Minnesota was passed.

The senate then resumed consideration of the tariff bill, and was addressed by Mr. Bate.

The democratic house of representatives, he said, had discharged its duty by sending to the senate a bill which, in its general scope, partially complied with the demands of the people, pledges of the party and the bold, manly and emphatic recommendations of the president. The house was antagonistic to free trade, inasmuch as it proposed to raise the greater part of the revenue througe duties on imported goods. The average of such duties under the existing tariff was 47.2 per cent, while under the house bill it was 42 per cent. Did that, he asked, look like free trade? The senate bill was a superstructure of protection, erected on the frame work of revenue reform. That much, at least, the president and his party had wrested from the grasp of monopoly. The reduction of duty on one article was attended by an increase of duties on another, but it was to be remarked that the reduction was on the products of agriculture and the increase on those of manufacture.

At the close of Mr. Bate's speech Mr. Cullom obtained the floor and the tariff bill went over until to-morrow.

The senate then adjourned.

House.

WASHINGTON, Oct. 10.—In the house the conference report on the deficiency bill was agreed to, as was also the conference report on the bill granting a right of way to the Yankton & Missouri river railroad company through the Yankton Indian reservation in Dakota.

The house then adjourned till Friday.

BIG ELECTION BETS.

A Unique Wager Offered by an Indiana Farmer.

NEW YORK, Oct. 10.—[Special Telegram to THE BEE.]—The most remarkable bet made on the election is that offered through the republican national committee. It is from an Indiana farmer as follows:

To Betting Democrats: I have 640 acres of land, all in one body, a fine lot of stock, farm well improved, buildings and fences in good order, which cost me $37 an acre eighteen months ago. I will bet on Harrison's election as follows: 160 acres to $3,000 on the state of Indiana; 160 acres to $5,000 on the state of New York; 160 acres to $2,500 on the general result; 160 acres to $4,000 on Connecticut; 320 acres to $7,500 on New York, Indiana and Connecticut; 400 acres to $10,000 on Indiana and New York. Any one wishing to accept, address secretary of the campaign committee, national republican committee. This means business. No bluffs.

Ed Gilmore has offered $5,000 even on Harrison. Charles Putman Bacon will probably cover the money.

General Beaver, of Pennsylvania, who came to town to-day, is enthusiastic. He said he would stake everything on Harrison carrying New York state.

Two bets of $1,000 each were made between John Lee, of Chicago and Emil Parsons, of Milwaukee, one on the general results and the other on the state of Indiana.

There is $900 in the safe of the Bartholdi to put up against $1,000 Cleveland money. No takers have appeared thus far.

OTHER GAMES.

Yesterday's Winners in the National League Contests.

PHILADELPHIA, Oct. 10.—Result of to-day's game:

Philadelphia	1	3	0	2	1	0	0	0	0—7
Detroit	2	0	0	0	0	0	0	0	0—2

Pitchers—Buffinton and Gruber. Base hits—Philadelphia 10, Detroit 9. Errors—Philadelphia 0, Detroit 5. Umpires—Powers and Daniels.

BOSTON, Oct. 10.—Result of to-day's game:

Indianapolis	3	1	3	0	0	4	0	4	*—15
Boston	0	1	1	1	0	0	3	1	0—7

Pitchers—Boyle and Clarkson. Base hits—Indianapolis 13, Boston 7. Errors—Indianapolis 4, Boston 10. Umpire—Knight.

NEW YORK, Oct. 10.—Result of to-day's game:

New York	0	0	1	0	0	0	0	0	0—1
Pittsburg	0	0	0	0	0	0	0	0	0—0

Pitchers—Titcomb and Morris. Base hits—New York 3, Pittsburg 1. Errors—New York 4, Pittsburg 2. Umpire—Kelly.

The American Association.

CINCINNATI, Oct. 10.—Result of to-day's game:

Cincinnati	0	2	0	0	0	0	0	1	1—4
Kansas City	2	0	0	0	0	0	0	1	0—3

ST. LOUIS, Oct. 10.—Result of to-day's game:

St. Louis	0	0	2	1	0	1	0	0	0—4
Louisville	0	0	0	2	2	1	1	1	*—7

PHILADELPHIA, Oct. 10.—Result of to-day's game:

Athletics	2	0	0	0	0	0	0	1	0—3
Baltimore	1	0	0	0	0	0	0	0	0—1

Chili Will Settle.

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LONDON, Oct. 10.—[New York Herald Cable—Special to THE BEE.]—The money article of the Evening Post says: "Advices from Lima yesterday state that the Grace contract has been signed and Chili has given its sanction to the arrangements and is willing to negotiate and settle with the bondholders. There is every reason for thinking that this report is correct, as there are already sufficient funds in the Bank of England to pay at once 1¾ per cent to the holders of 6's and 1¼ per cent to 5's. The quotations of those stocks are now 16¼ and 15¾ respectively, so that there is a large margin for a substantial improvement in each."

October Crop Returns.

WASHINGTON, Oct. 10.—The October crop returns show that the condition of the present crop has been equalled only three times in ten years. There has been no decline in the northwest, and the condition of the great corn surplus states remain as on September 1. Spring wheat averages are: Wisconsin, 11.8; Minnesota, 8.7; Iowa, 10.3; Nebraska, 10.8; Dakota, 9.2.

A Grand Stand Collapses.

QUINCY, Ill., Oct. 10.—During the progress of the annual festival known as the Merchants' Display in this city to-day the grand stand, containing 4,500 people, collapsed and about 150 persons were injured, some of whom will die.

Illinois Liquor Dealers Indicted.

ROCKFORD, Ill., Oct. 10.—The grand jury last night returned seventy indictments against twenty-three saloon keepers who have been openly selling liquor since the no-license law went into effect.

EXCURSION TRAINS WRECKED

A Frightful Accident on the Lehigh Valley Road.

MANY KILLED AND INJURED.

Several Cars Thrown Down a Sixty Foot Embankment and Their Occupants Dashed Upon the Rocks.

A Rear End Collision.

WILKESBARRE, Pa., Oct. 10.—A special train on the Lehigh Valley railroad, carrying the Wilkesbarre delegation home from Hazleton from the Father Matthews celebration this evening, was wrecked above Penn Haven. Several cars are completely wrecked and some forty or more persons killed.

The accident is beyond all question the most awful disaster that ever happened in this portion of the state. Though no details can be learned, there is no doubt that the number of killed will reach eighty, and the injured nearly double that number. Seven trains, with cars filled to the doors, passed through White Haven this morning, taking the old route by Penn Haven. On their return the first train left Hazleton about 5 p. m., the others following as rapidly as was deemed safe. The first three sections came through without accident, the disaster happening to the fourth and fifth sections. For some reason not explained, the fourth section was standing on the track near the little station of Mud Run, five miles below White Haven, when the fifth section shot around a curve close behind and crashed into it. The cars were smashed and broken and hurled off the track. The road lies beside the Lehigh river, a steep embankment sixty feet high, running down to the water. Several of the cars rolled down this, and others were crushed against the embankment. Up to this writing (12:30 a. m.) no direct communication has been established with the scene of disaster, and the railroad officials here, if they know anything, absolutely refuse to give information.

At 1 o'clock this morning reports about the accident are still very conflicting. It is known, however, from dispatches received at the depot, that the accident is quite as bad as at first reported, and that at least thirty or more are killed. Nothing official can be obtained at the company's office, which is closed to reporters and all others. One train has been started from the wreck, and it is expected to arrive here about 4 o'clock this morning. Most of the injured are said to be from Scranton and Lackawanna county.

A PROHIBITION CANARD.

A Sample of Third Party Methods in New York.

NEW YORK, Oct. 10.—[Special Telegram to THE BEE.]—Last Thursday the Voice, a paper published in the interests of the prohibition party, printed an article of two columns with the following head lines which reveal the tenor of the article: "A Big Bid For Rum Votes. The Republican National Committee Circulating Liquor Literature of the Most Outspoken Kind. Chairman Quay Gives His German Bureau Full Swing. A Document Filled With Offensive Appeals to Saloon Keepers and Saloon Lovers Are Being Sent Out by the Thousand From the Rooms of the Republican National Committee. On This Question Harrison and Morton Are Above All Doubts, Declaring that the Democratic Prohibitory Laws of the South are more Oppressive than Republican Prohibition in the North. The Republican Party had the Courage to Declare in 1872: 'We oppose Prohibition,' and to this Day it has not Retreated from this Position."

Secretary Fassett of the republican national committee, said to-day that there was no foundation for the story. He said a young, melancholy man came into his headquarters recently, and as he spoke German was referred to Mr. Habercorn. The young man obtained a copy of the German extra edition of the St. Louis Tribune, of which we have perhaps three or four copies instead of stacks as the young man wrote, and it is doubtful if any had been read, when the young Paul Pry secured his copy. The copies were mailed to the committee but it did not know of the existence of the paper. Mr. Fassett emphatically denied that the republican committee was circulating anti-prohibition, pro-saloon literature. As to the translation of the article Mr. Fassett could not say if it was correct, but even if it be, the article in no sense reflects the sentiment of the national committee. The article is preposterous upon its face.

COLLISION AT SEA.

A Fishing Schooner Sunk and Twenty Lives Lost.

NEW YORK, Oct. 10.—The National line steamer Queen, which arrived to-day from England, collided with the fishing schooner Madeline on the 5th instant. Twenty persons perished.

The captain of the Madeline was seen by a reporter on board the Queen soon after she was docked. He said that his vessel sailed from Granville eight months ago. The night before the collision they had weighed anchor and set sail for Havre. A few minutes before 3 o'clock on Thursday the Madeline was sailing under a light breeze at the rate of three or four miles an hour. The weather was foggy and they could see only a few feet ahead.

"The first thing I knew about the steamer being near was seeing her lights," the captain continued. "The Queen seemed to be coming up at full speed. The next moment came a crash. I did not have time to give a single direction. The steamship's iron bow struck the Madeline full amidships and cut her directly in two. Before we could lift a hand to get to the boats the vessel had sunk. The next thing I knew was that I was struggling in the water. Twenty-one of the crew perished. They were asleep in their bunks at the time. Those on deck alone were saved."

AMUSEMENTS.

Close of the Prescott-McLean Engagement.

The engagement of the Prescott-McLean company at Boyd's opera house closed last night with the production of the Shakespearean comedy, "As You Like It," and as a whole it was the most pleasing entertainment of the three this company presented. The Rosalind of Miss Prescott was in all respects excellent. The gay spirit of this charming creation was delightfully portrayed, with a freshness of artistic touch and a piquancy of expression that were entirely pleasing and satisfying. Miss Prescott is at her best in this character, and her impersonation leaves little to be desired. The Jacques of Mr. McLean was in some respects a creditable portraiture of the philosophical cynic, and on the whole was an intelligent piece of work. Except the Orlando of Mr. Johnson, in which there were some very good features, the other characters of the comedy were indifferently or badly rendered.

The Montana Style.

Chicago Tribune: "Judge," said the Montana lawyer, as he leaned back in his chair and threw one foot up on the table, "I object to the witness answering that question, and I'm ready to argue the point. It stands to reason——"

"So will you, young man," roared the judge, "if you've got any speech to make. Get up on your feet or I'll clap you in the calaboose for contempt of court quicker'n you can accept an invitation to drink."

And the young lawyer stood to reason.

ACTING IN BAD FAITH

A Report on the Present Condition of the Civil Service.

WASHINGTON, Oct. 10.—Senator Hale to-day submitted to the senate a report from the special committee to examine into the present condition of the civil service. The report makes a printed document of fifty pages. It discusses elaborately the testimony taken in New York, Pennsylvania and elsewhere, and concludes with the following summary:

The investigations made by the committee, and the facts therein brought forth, establish these things beyond controversy:

That partisan changes have been made in federal offices in a wholesale way under no pretense that the good of the public service demanded such changes. In the most marked instances, as in Philadelphia, Baltimore, Indianapolis and New York, these changes have been followed by scandals in the public service, which has been rendered less efficient by reason of the changes.

That federal officials throughout the country, contrary to the directions of the president as found in his letter of July 14, 1888, have freely and openly participated in political conventions and primary election movements, using their official influence. In Pennsylvania the entire machinery of the official service was put in operation for the purpose of controlling democratic organization in the state in the interest of the administration's force as against the friends of Randall. State conventions were dominated and controlled by federal officials, and the chairmanship of the state committee was secured by offices bestowed by the administration upon members of the committee who changed their allegiance from Randall to the president.

In no case does the committee find that any federal office has been disciplined for such interference in politics, but, on the other hand, such interference has been repeatedly recognized and rewarded. This interference in some cases was most offensive to the people, and amounted to a conspiracy to defeat and thwart the popular will.

The system of levying tolls and assessments upon federal officeholders for political purposes has continued without interruption since the administration came into place.

The committee is persuaded that at present throughout the country, office holders are being generally assessed and called upon to contribute from their salaries to swell the campaign funds of the democratic party. While these assessments, so generally made and responded to, are in violation of the repeated declarations of the president and of the fundamental principles of civil service reform, the committee hardly feels warranted in animadverting upon the conduct of those subordinate for violating the policy announced by the president, in view of the fact that that policy has been departed from and grossly violated by the president and the members of his cabinet in their alleged and uncontradicted subscriptions of large sums to the democratic national committee. It is not to be expected that subordinates will feel justified in considering as sincere the declarations of a policy which are so palpably repudiated by their author, and the fact that the president of the United States, in a campaign in which he has so great a personal interest, contributes notoriously one-fifth of a year's salary for political use, is fairly to be taken by those who depend upon him for their tenure of office as not simply an invitation but a command to do likewise.

While perhaps not strictly within the functions of this committee, it may not be improper for it to commend to the consideration of the legal adviser of the president an inquiry whether such subscriptions made were not in direct violation of the provisions of the law. All these things are contrary to the pledges repeatedly made by the president, both before his election and since, in his letters and messages and well authenticated interviews.

THE FRENCH REGISTRATION LAW

Certificates For Americans Prepared By the Consulate General.

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PARIS, Oct. 10.—[New York Herald Cable—Special to THE BEE.]—The Herald has received from the United States consulate general the following communication.

United States Consulate General, Paris, Oct. 9, 1888.—In accordance with the advice and suggestions of the United States minister, American citizens residing in France who are affected by the late decree of the French government of October 2 are hereby notified that upon application to the United States consulate general, 36 Avenue de l'Opera, Paris, or the consulates of the United States throughout France, they can take oath to the following facts: That he or she is the son or daughter of ——, and of ——; that he or she was born at ——; that he or she is of American nationality; that his or her last residence was at ——; that he or she was married to ——; that he or she has children; residence is at ——, to establish their identity and nationality for submission to the French authorities charged with the execution of the aforesaid decree which applies exclusively to strangers who have established or propose to establish permanent residence in France.

J. L. RATHBUN,
Consul General.

P. S.—Referring to the decree of October 2, 1888, it is not believed that strangers temporarily residing in France, whether for health, study or pleasure, living in hotels or furnished apartments with intent of returning to their own country within a reasonable time, or of traveling elsewhere in Europe, are effected by this decree, which by its own expressed terms is confined to permanent residents, and every head of a family can make oath for his wife and minor children, but every adult individual, male or female, excepting in the case of a wife before mentioned, will be required to make their individual decoration. J. L. R.

General Rathbun said to a Herald correspondent yesterday that the French authorities seemed anxious to make the method of declaration as little of a trouble to Americans as was possible with the enforcement of the law. With this intention they had answered the points raised by Minister McLane and had done away with the certificates originally called for and often impossible to obtain. The consul general has had forms printed in accordance with the compromise reached by Minister McLane and the authorities, and in order to make it as small a tax as possible upon local American residents, has decided to remit the fee for the certificate to the lowest sum permitted by the United States government regulations for the use of the consular seal.

McAuliffe Wins the Championship.

DOVER, N. J., Oct. 10.—The lightweight championship battle between Jack McAuliffe and Billy Dacey, for a purse of $1,000 and the Police Gazette diamond belt, took place this morning in a barn not a hundred miles from New York. After eleven rounds of fierce and desperate fighting, lasting forty-two minutes and forty seconds, McAuliffe knocked his man out by a terrible left-hander on the stomach and a right-hander below the ear, thus winning the battle. Dacey was completely over-matched from the start, but made a fair showing.

Eloped With the Clerk.

ST. JOSEPH, MO., Oct. 10.—[Special Telegram to THE BEE.]—Mrs. August Altwein, the wife of an Edmund street restauranteur, has left town with William Gale, a clerk in the establishment, taking with her her three children and $1,000 of her husband's money. Tickets were purchased for Topeka. The husband stated that if his wife will return the children she may keep the money.

SWEPT BY A PRAIRIE FIRE.

Two Hundred Tons of Hay Burned Up Near Stuart.

THE RESULT OF CARELESSNESS.

Completion of the Santa Fe Extension to Superior—Burglars Make a Raid at Nebraska City—Other State News.

Many Tons of Hay Burned.

STUART, Neb., Oct. 10.—[Special Telegram to THE BEE.]—To-day while Charles Sinnett and W. L. Jilson were burning some weeds and straw on the latter's farm, three miles southwest of town, the fire broke away from them and was soon running over a scope of hay land where thousands of tons of hay are in ricks. The long absence of rain had rendered the grass, weeds and other combustible material as dry as tinder. The whole neighborhood and about fifty men from town went to the rescue. The fire was brought under control after it had burned over a scope about two miles wide and four miles in length. In the neighborhood of