

SESSION WAS LIVELY

Started Out with a Contest Over the Rules Reported by the Committee.

DELEGATES PRESENT CAST THE FULL VOTE

Governor McKinley Sends His Regrets at Not Being Able to Be Present.

COLORED MEMBER CARRIES HIS POINT

Committee on Resolutions Makes Its Report Which is Adopted.

FREE BALLOT AND PROTECTION ENDORSED

Favors the Use of Gold and Silver as Money and Declares Prosperity Will Not Return Until Silver is Restored to Full Use as Currency.

DENVER, June 27.—Today's session of the convention of the National Republican league was attended by a larger crowd than the opening meeting. It was near noon when active work was begun.

After prayer by Rev. J. N. Freeman of Denver, the report of the committee on credentials was read. The number of delegates committed to the report on the ground that it was not the one agreed upon, as it gave the number of delegates to each state as entitled, as well as the number of delegates actually present. The report, after discussion, was adopted.

The report of the committee on credentials showed that there were 1,508 delegates present. The report of the committee on rules provided that each state be entitled to vote the number of delegates allowed whether present or not, and gave the college leagues the same privilege. Hon. John M. Thurston, who presided, explained that he could find nothing in the constitution which opposed the provisions.

The report, aside from the provisions on voting, was adopted. It was then moved that the remainder of the report be adopted. Mr. Evans of the committee on the ground that if the league were to be influenced by this sentiment of locality in which its sessions were held would cease to be a national organization.

Ex-Governor Prince of New Mexico asked the convention to look at the effects of the proposed amendment to the constitution which would allow the college leagues the same privilege. Hon. John M. Thurston, who presided, explained that he could find nothing in the constitution which opposed the provisions.

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KNOW ENOUGH TO SKIP OUT

Judge Scott Balks Supreme Court in Getting a Man Into the Penitentiary.

HIS PROTEGE HAS LEFT THE CITY

Hargreiser Gets Out of the Reach of the Authorities—Higher Court Refuses to Modify Its Order—Comments of Attorneys on Judicial Crew's Action.

Judge Cunningham R. Scott, since he has been in charge of the criminal division of the Douglas county district court, has furnished more than one anomaly in criminal jurisprudence. His latest and perhaps most marked achievement in this line is his disposition of the case of Edward Hargreiser.

As has lately been narrated, Hargreiser was tried before Judge Lee Estelle in the spring of 1891 on a charge of forgery preferred by Robert Price, whose name had been signed to a fraudulent promissory note for \$250, which Hargreiser sold. Mr. T. J. Mahoney, as prosecuting attorney, conducted the case for the state, and Hargreiser was convicted. A significant fact in view of later developments is that on the trial not a word of testimony was offered tending to show that the defendant was not of perfectly sound mind.

The import of this is enhanced by the fact that the motion for a new trial was not a sentence of the argument intimated that Hargreiser was insane or in the least unbalanced mentally. Hargreiser was sentenced, on the overruling of the motion for a new trial, to four years at hard labor in the penitentiary, but the case was at once taken to the supreme court and a mandamus was granted to suspend the sentence until the case could be reviewed by that tribunal.

In April last the supreme court sustained the conviction of Lee Estelle and issued a writ mandating to the sheriff of Douglas county instituting him to place Hargreiser in the penitentiary. This he was preparing to do, but he was again balked by the attorney, who had been released on bond, when another attorney who had been employed for Hargreiser, and who had a number of affidavits to support the claim that Hargreiser was both then and at the time of the commission of the crime insane.

It is important here to observe that section 454, Nebraska Criminal Code, says: "A person that becomes lunatic or insane after the commission of a crime, or a misdemeanor ought not to be tried for the offense during the continuance of the lunacy or insanity. If, after verdict of guilty, before judgment is pronounced, such person becomes lunatic or insane, then no judgment shall be given while such lunacy or insanity shall continue. And if, after judgment and before execution of the sentence, such person shall become lunatic or insane, then, in the case of the punishment by death, the execution thereof shall be stayed until the recovery of the person from the insanity or lunacy. In all such cases it shall be the duty of the court to impel the jury to find a verdict of insanity, if, at the time of impelling, insane or lunatic."

In spite of this Judge Scott looked over the case and, disregarding the provisions of the supreme court, and ignoring the insanity commission which had always passed on cases of this kind, found that Hargreiser was sane at the time of the commission of the crime, granted a new trial, though a court record that the defendant was insane at the time of the commission of the crime, and a virtual acquittal, placed the defendant under bonds and required that he should appear at the September term of court. All this was against the protest of the attorney, who specifically called the attention of Judge Scott to the action of the supreme court in the matter.

During the term of court was informed of these proceedings and a peremptory mandamus was issued ordering Sheriff Drexel to place Hargreiser in the penitentiary. Mr. Hargreiser, however, did not appear at the court, and the sheriff Drexel received his peremptory writ of mandamus from the supreme court and at once started a deputy after the man, but he had been taken to the city and having taken advantage of the same, he had departed for some more congenial climate. First the deputy went to the Omaha penitentiary, but on his return he reported that Hargreiser had been employed, and there it was learned that the man had not been on duty during the afternoon. He was then taken to the city and went to the home of the defendant, there to be informed that the man wanted man had not been seen since breakfast.

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CHICAGO THE STORM CENTER

Boycott of the Pullman Cars More General at This Point.

SEVERAL ROADS COMPLETELY TIED UP

Illinois Central First Feels the Force of the Boycott—Wisconsin Central Switchmen Strike and Leave an Ice Train on the Track.

CHICAGO, June 27.—The Illinois Central has given notice that it will accept no freight of any kind.

The strike has precipitated a fuel famine on the steamboat docks. There is not a pound of coal to be had on any of the docks and business on the river is at a standstill. Arrangements are being made to put hard coal on some of the tugs that can use it. The strike came so suddenly that it found the coal men utterly unprepared for it and while they had plenty of coal on the switch roads of the Illinois Central they cannot get it to the dock.

When the three trains from Kansas City and the Baltimore & Ohio road arrived at the Grand Central station the switching crews refused to take them out to the yards. The road crews of the trains also refused to back their own trains out. When the engineer of the Kansas City train pulled into the depot he was asked to take his train back to the yards by Superintendent Kelly. He refused and both he and the fireman left their cab. Superintendent Kelly then ordered the train to be left on the track and the switching crews refused to take them out to the yards.

The Wisconsin Central and Baltimore & Ohio had similar experiences. The Wisconsin Central plan to secure aid from their organization to the conduct of the fight against the Pullman company assumed definite shape today, and a conference of leaders of the Knights of Labor, Brotherhood of Locomotive Engineers and the American Railway union was held. General Master Workman Sovereign of the Knights, President Debs of the American Railway union, and Secretary Arnold of the Locomotive Engineers were all present.

The switching crews in the yards of the Wisconsin Central have gone out on a strike. The situation for the Wisconsin Central, which uses the Northern Pacific terminals, is serious. The only cars that were moved during the day were switched by the official crews.

This afternoon the 1,900 employees of the Illinois Central road in the Burnside shops joined the strikers. They walked out of the shops in a body and took a train for the city.

PULLMANS LEFT BEHIND. When the hour arrived for the departure of the Washington & Great Northern train over the Baltimore & Ohio road the forward coaches stood 100 feet down the track from the Pullman service, and no effort was made to try to get them out. The Pullman conductor stood by his car and the porter at the steps, while a crowd of travelers looked on. All trains carrying Pullmans left in regular shape today.

No Interference with Mails Anticipated. WASHINGTON, June 27.—The boycott waged against the Pullman company has not as yet resulted in any delay in the mails. In the absence of the postmaster general, First Assistant Postmaster General Jones said today that he anticipated no postal interference or interruption of any kind.

Santa Fe Aids for Protection. DENVER, June 27.—The Santa Fe railroad company has applied to the federal courts here and at Santa Fe, N. M., for protection for its trains. Marshals will be sent from Denver to La Junta, Colo., and from Santa Fe to Hatan, N. M.

FARE OF CYCLES. Aberdeen, S. D., and Pipestone, Minn., Visited by Serious Storms. ABERDEEN, S. D., June 27.—A phenomenal storm of wind, rain and lightning swept this section this afternoon, doing great damage to stock, buildings, etc. Up to 10 o'clock tonight five inches of rain had fallen. The streets are running streams and crops are under water. The country districts have not been heard from, but heavy losses are expected.

Pipestone, Minn., Visited by Serious Storms. DENVER, June 27.—A cyclone passed over Pipestone, Minn., causing injury to persons and heavy property losses. Mrs. G. T. Hicks was instantly killed and Mr. Hicks seriously injured. It is reported that considerable damage to houses, barns and school houses have been destroyed, and there is a possibility that a number of lives have been lost. The path of the cyclone was from the northwest and swept over five miles in length.

Kansas' Cyclone. KANSAS CITY, June 27.—With the reopening of telegraph communication with the affected points it is learned that the storm was more severe than was at first supposed. Several creeks were overflowed and bridges and tracks swept away. At Topeka the storm struck at 1 o'clock in the morning. Here it assumed the proportions of a cyclone, wrecking buildings and laying grain and trees low. At Fredonia it began about 11 a. m. and kept up incessantly for six hours, the fall aggregating four inches. Corn in that vicinity was laid flat. The Verdigris river at this point is six feet higher than normal. In the vicinity of Manhattan the Blue and Kansas rivers are rising fast. In the northern part of the county the Blue has flooded the meadows for a long distance. In the Newburg section of the vicinity of Chanute, the destruction of wheat and corn has been beyond computation. Dozens of farms have lost their crops. Several mills have been wrecked. No fatalities are reported.

Little Breezes. Madison, Ind., was visited by a severe tornado which blew down barns and did considerable damage to property. A cyclone struck at 1 o'clock in the morning. A strip of timber a mile wide and a quarter long by a quarter of a mile wide was taken out near Gosport, Ind., by a tornado. Reports from Ohio indicate that severe storms visited that section. Cincinnati had a heavy rain storm accompanied by high winds, and a large plate glass window in the government building was demolished.

Movements of Seagoing Vessels June 27. At Glasgow—Arrived—Anchorage, from New York. At London—Arrived—Ludgate Hill, from New York; Minnesota, from Baltimore; Liverpool—Arrived—Cuba, from New York. At New York—Arrived—Aurania, from Liverpool. At Southampton—Arrived—New York, from New York. At Dublin—Arrived—Lord Londondown, from Baltimore. At the Hazard—Passed, 26—Columbia, from Baltimore. At Crooks Haven—Passed, 28—Germania, from New York. At New York—Arrived—America, from London; Bohemia, from Hamburg. At New York—Arrived—Carthagenian, from Glasgow.

Kelly Takes What He Wants. CINCINNATI, June 27.—Kelly's army of 1,200 weavers is terrorizing Lawrenceburg, Ind., demanding and taking whatever they like upon the ground that they are on strike for Cincinnati. The distance will be covered by tomorrow night, when they will be shipped out of the city.

Searching for a Negro to Lynch Him. GUMBERLAND, Md., June 27.—Mrs. Welch, wife of a farmer, living three miles from town, was cruelly assaulted by a negro yesterday. The negro escaped and a searching party is now out. If captured he will be lynched.

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BOYCOTT OF THE PULLMAN CARS MORE GENERAL AT THIS POINT

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ILLINOIS CENTRAL FIRST FEELS THE FORCE OF THE BOYCOTT—WISCONSIN CENTRAL SWITCHMEN STRIKE AND LEAVE AN ICE TRAIN ON THE TRACK

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The strike has precipitated a fuel famine on the steamboat docks. There is not a pound of coal to be had on any of the docks and business on the river is at a standstill. Arrangements are being made to put hard coal on some of the tugs that can use it. The strike came so suddenly that it found the coal men utterly unprepared for it and while they had plenty of coal on the switch roads of the Illinois Central they cannot get it to the dock.

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CHICAGO, June 27.—The Illinois Central has given notice that it will accept no freight of any kind.

The strike has precipitated a fuel famine on the steamboat docks. There is not a pound of coal to be had on any of the docks and business on the river is at a standstill. Arrangements are being made to put hard coal on some of the tugs that can use it. The strike came so suddenly that it found the coal men utterly unprepared for it and while they had plenty of coal on the switch roads of the Illinois Central they cannot get it to the dock.

When the three trains from Kansas City and the Baltimore & Ohio road arrived at the Grand Central station the switching crews refused to take them out to the yards. The road crews of the trains also refused to back their own trains out. When the engineer of the Kansas City train pulled into the depot he was asked to take his train back to the yards by Superintendent Kelly. He refused and both he and the fireman left their cab. Superintendent Kelly then ordered the train to be left on the track and the switching crews refused to take them out to the yards.

The Wisconsin Central and Baltimore & Ohio had similar experiences. The Wisconsin Central plan to secure aid from their organization to the conduct of the fight against the Pullman company assumed definite shape today, and a conference of leaders of the Knights of Labor, Brotherhood of Locomotive Engineers and the American Railway union was held. General Master Workman Sovereign of the Knights, President Debs of the American Railway union, and Secretary Arnold of the Locomotive Engineers were all present.

The switching crews in the yards of the Wisconsin Central have gone out on a strike. The situation for the Wisconsin Central, which uses the Northern Pacific terminals, is serious. The only cars that were moved during the day were switched by the official crews.

This afternoon the 1,900 employees of the Illinois Central road in the Burnside shops joined the strikers. They walked out of the shops in a body and took a train for the city.

PULLMANS LEFT BEHIND. When the hour arrived for the departure of the Washington & Great Northern train over the Baltimore & Ohio road the forward coaches stood 100 feet down the track from the Pullman service, and no effort was made to try to get them out. The Pullman conductor stood by his car and the porter at the steps, while a crowd of travelers looked on. All trains carrying Pullmans left in regular shape today.

No Interference with Mails Anticipated. WASHINGTON, June 27.—The boycott waged against the Pullman company has not as yet resulted in any delay in the mails. In the absence of the postmaster general, First Assistant Postmaster General Jones said today that he anticipated no postal interference or interruption of any kind.

Santa Fe Aids for Protection. DENVER, June 27.—The Santa Fe railroad company has applied to the federal courts here and at Santa Fe, N. M., for protection for its trains. Marshals will be sent from Denver to La Junta, Colo., and from Santa Fe to Hatan, N. M.

FARE OF CYCLES. Aberdeen, S. D., and Pipestone, Minn., Visited by Serious Storms. ABERDEEN, S. D., June 27.—A phenomenal storm of wind, rain and lightning swept this section this afternoon, doing great damage to stock, buildings, etc. Up to 10 o'clock tonight five inches of rain had fallen. The streets are running streams and crops are under water. The country districts have not been heard from, but heavy losses are expected.

Pipestone, Minn., Visited by Serious Storms. DENVER, June 27.—A cyclone passed over Pipestone, Minn., causing injury to persons and heavy property losses. Mrs. G. T. Hicks was instantly killed and Mr. Hicks seriously injured. It is reported that considerable damage to houses, barns and school houses have been destroyed, and there is a possibility that a number of lives have been lost. The path of the cyclone was from the northwest and swept over five miles in length.

Kansas' Cyclone. KANSAS CITY, June 27.—With the reopening of telegraph communication with the affected points it is learned that the storm was more severe than was at first supposed. Several creeks were overflowed and bridges and tracks swept away. At Topeka the storm struck at 1 o'clock in the morning. Here it assumed the proportions of a cyclone, wrecking buildings and laying grain and trees low. At Fredonia it began about 11 a. m. and kept up incessantly for six hours, the fall aggregating four inches. Corn in that vicinity was laid flat