

The Democratic Sentinel

RENSSELAER, INDIANA.

J. W. McEWEEN, PUBLISHER.

THE NEWS RECORD.

A Summary of the Eventful Happenings of a Week, as Reported by Telegraph.

Political, Commercial, and Industrial News, Fires, Accidents, Crimes, Suicides, Etc., Etc.

THE VERY LATEST BY TELEGRAPH.

IN THE SOUTH.

The President Enthusiastically Received at Nashville, Chattanooga, and Atlanta.

The President met with the same enthusiastic reception at Nashville and Chattanooga that has been accorded to him all along the route. During the reception at Nashville, while many poorly dressed people, evidently farmers and working men and women, were passing before him, Mr. Cleveland administered a stinging rebuke to a number of well-dressed people, who, having been presented, had stepped back of him and were making unkind remarks touching the personal appearance of those passing along in front. Hearing the remarks and the laughter, the President said: "These good people are here out of respect to me. I am not willing for you to make sport of them. It is not right." The laughter and comment ceased. At Chattanooga the train was greeted by a mass of humanity that filled the large depot to overflowing. Cannons boomed, bands played, and the vast multitude shouted. The city was thronged with people from East Tennessee, North Georgia, North Alabama, and fully 33,000 visitors were in the city in spite of the drizzling rain. The Presidential party reached Atlanta at midnight Monday. There were at a close estimate 100,000 strangers in the city, and such a jam was never known.

COAL SCARCITY IN INDIANA.

Not a Week's Supply on Hand—The Railroads Blamed—Miners on Strike.

An Indianapolis special reports that there is great alarm in Indianapolis and neighboring Indiana towns over the scarcity of coal.

The dealers declare that there is not five days' supply on hand, and, besides having advanced two prices twice within the last week, they refuse to receive orders except upon the conditions that the miners supply them. There is much feeling against the railroads because it is believed that they have designedly delayed the transportation of the winter supply of fuel. The alarm is intensified by the announcement that the supply is short at the mines in the anthracite region and that orders will not be received at present. Other bad features of the situation are the suspension of work in the Southern Indiana mines on account of strikes and the fact that the low water in the Ohio River prevents the usual transportation in that way.

BLAINE MAY NOT RUN.

Impression Gained by Friends Who Have Met Him in Europe.

A SPECIAL cable dispatch from London to the Chicago Tribune says:

Mr. Blaine has now been in Paris for two weeks. Many of his friends who have seen him there, as well as many who have met him in Germany, Austria, and Switzerland, have lately passed through London en route to America. There is something strange, in fact, that all of these friends have gained the impression that Blaine does not desire to be nominated for the Presidency next year. Some of them, indeed, put it that he does not intend to be a candidate. If asked, however, whether they speak authoritatively these gentlemen invariably say no, but still give their impression with great confidence.

Political.

WASHINGTON is making an effort to capture both of the National Conventions, and offers them a market house to meet in.

COMMISSIONER SPARKS' forthcoming annual report will show that the Benson surveying ring in California absolutely wasted about all the money used, and that the surveys paid for were in many instances never made.

THE resignation of Hon. W. H. Francis, Associate Justice of the Supreme Court of Dakota, has been called for by Solicitor General Jenks. Judge Francis was appointed to his present position by President Arthur. The charges against him are that he is ignorant of law, has a bad temper, and is given to favoritism.

Disease Epidemics.

IRON MOUNTAIN, Mich., is in the midst of a typhoid fever epidemic. Over one thousand families are affected, and medical aid was called from other places.

DIPHTHERIA is raging to such an extent at Ramapo, N. Y., that it has been necessary to close the public schools.

TYPHOID fever is sorely afflicting the people of Cowden, Ill. It attacks old and young alike. A large per cent. of the patients succumb to the malady.

O'Brien's Life in Danger.

A LONDON dispatch says that Balfour is charged with a deliberate intention to kill O'Brien, and report has it that for a second offense against the coercion act on the part of any one the police have been instructed to shoot the offender. There was the greatest excitement and the belief was that if the coercion act was not sustained by the courts the police will fill graves with the inciters to discontent.

Four Men Killed.

THE walls of the parochial school-house which is being built in New York City in connection with the Church of Our Lady of Mount Carmel fell on Monday and twenty-one men were buried in the ruins. Four of the men are known to have been killed, and others were severely injured.

Utah Affairs.

In his annual report the Governor of Utah estimates the population of the Territory at nearly 200,000 and the assessed taxable valuation of property at \$35,865,865. He is opposed to the admission of the Territory as a State because of the additional power it would give the Mormons.

WEEKLY BUDGET.

THE EASTERN STATES.

A PITTSBURG paper states that at Minneapolis, at a special meeting of the officials of the order, Michael Davitt, the Irish Nationalist leader, was made a Knight of Labor, and was authorized to organize members of the Land League in Ireland into a special district of the knights.

JOHN H. PEARSON, one of the oldest journalists in Pennsylvania, died at Lancaster, aged 70.

LOCKE & JEWETT's carriage factory at Amesbury, Mass., was destroyed by fire. Loss, \$125,000.

A New York dispatch announces the marriage of Miss Helen Dauvray, the actress, and John M. Ward, short-stop of the New York Base-Ball Club.

Miss Dauvray was generally supposed to be ill and resting quietly in the country. She had disbanded her company for the season a few weeks ago, on account, as it was generally given out, of ill health. At the commencement of the present base-ball season Miss Dauvray developed a sudden passion and enthusiasm for base-ball. She became a fixture at the polo grounds and rarely missed a game. Indeed, it was said that on two occasions she traveled from Long Branch and Saratoga to see her favorite club play ball. So pronounced did her feelings grow that she had a handsome silver trophy made at a cost of \$500 to be presented to the champion club at the close of the season. The emblem of base-ball supremacy is now known as the Dauvray Cup. If Capt. John Ward was the object of Miss Dauvray's regard and admiration at the time, the fact was certainly not developed.

JUDGE THOMAS C. MAXNING, United States Minister to Mexico, died at the Fifth Avenue Hotel, New York City.

NINE youths have been arrested at Elmira, N. Y., who had formed a regular organization for the purpose of burglary and arson.

SOME big figures were read at the meeting of the stockholders of the Western Union in New York. The gross earnings of the company for the year ending June 30 were \$17,191,009 and the operating expenses \$13,154,628. The number of messages handled was 47,394,530. Owing to recent acquisitions, notably the absorption of the Baltimore and Ohio system, the company's plant now consists of 162,000 miles of lines and over 580,000 miles of wires.

UNITED STATES DISTRICT ATTORNEY WALKER has decided that the case of the Rev. E. Walpole Warren, recently called from England to the rectorship of the Church of the Holy Trinity, New York, comes under the "contract labor law," and that he will be forced to commence suit against the vestry and wardens of the church.

THE health authorities of New York have issued a notice that there is no danger from cholera which was brought to this country on the steamer Alesia.

THE WESTERN STATES.

THE Water-ways Convention at Peoria, Ill., adopted resolutions calling upon the General Government to accept the locks and dams ceded by the State of Illinois; also that it complete two locks and dams now being constructed, and that Congress authorize that a corps of engineers be sent to survey and report upon the feasibility of a waterway between Joliet and Chicago suitable for the largest river steamers. The Hennepin Canal project and improvement of the Mississippi and its branches were also indorsed. A committee was named to present the resolutions to all the national political conventions of 1888 for recognition in their platform.

FROM the testimony taken before the Coroner at Huntington, Ind., with regard to the Kouts disaster, it appears that the list of fatalities will not exceed nine. The railroad men claim that the night was so foggy that danger signals could not be seen in time to prevent the accident.

A CLEVELAND dispatch says fire broke out in the laundry room of the Northern Ohio Insane Asylum at Newburg Wednesday evening. A high wind prevailed and the flames spread with great rapidity. There was a fearful panic among the unfortunate inmates, and a wild rush was made to escape. The attendants did all in their power to quiet the poor wretches, and as expeditiously as possible removed them from danger under guard. Six incurable patients, aged women, lost their lives.

A GATHERING of excited persons at Minneapolis, Minn., Thursday night, burned in effigy Alden J. Blethen, editor of the Minneapolis Tribune, which paper published an editorial commenting in severe terms on the tour of the President and his wife, and alleging that Mrs. Cleveland married the President from motives other than true affection. After the straw figure had been consumed, the men marched to the Tribune office and removed a picture of Mr. Cleveland which had been exposed in a conspicuous position since his visit to the city.

EX-CONGRESSMAN THAD C. POUND, of Wisconsin, has been appointed by the President as Commissioner to inspect a section of railroad in California and Oregon.

A BIG scheme is on foot in New Mexico for the irrigation of 1,500,000 acres of fruit and farming land in the Central Rio Grande Valley. It is proposed to draw water for the purpose from the Rio Grande into a canal which will be 150 miles in length.

A SPECIAL dispatch from Tahlequah (Indian Territory) says:

Serious trouble is anticipated when the Cherokee Council meets. It is hard to see how bloodshed can be averted. When the late election was over, on the face of the returns, as certified by the nine national clerks, Joel Mayes was declared elected as Chief by 143 majority. Since then the returns have been so changed as to count in Robert Bunch, the opposition candidate. Both parties are gathering in force and declare their respective candidates will be seated. The only way to settle this question is by force, there being no court to appeal to. It will be a fight between corrupt men and peace-loving citizens. In case of trouble it is stated it will result in opening up the country and destroying tribal relations. Both sides are armed for a pitched battle.

In his verdict on the Kouts disaster the Coroner charges it to the negligence of the train-dispatcher and of the engineer of the freight train, and censures the company for allowing a crippled engine pulling a passenger train to be on the road a few minutes in advance of a fast freight.

CHICAGO special: "George Francis Train did not speak last night, as he had intended to, because the police prevented the meeting. Mayor Roche instructed Chief Ebersold and Inspector Bonfield to suppress the erratic

orator, and not to permit him to make any more harangues in this city."

GEORGE FRANCIS TRAIN was refused permission to lecture on the anarchists at Springfield, Ill., and departed for St. Louis, where he delivered an address in which he proclaimed himself a "roaring lion," and would turn the country upside down if the Chicago reds were hanged.

REV. DR. WASHINGTON GLADEN, the distinguished political economist, whose constant and earnest efforts for workmen are well known through his papers in the Century and other magazines, preached a sermon on Sunday at Columbus, Ohio, the fate of the condemned anarchists being the real subject. He reviewed the evidence, and in an impassioned manner declared the verdict just, sympathy for the condemned men imbecility, and, if necessary, said the American people should demand the execution of the anarchists. He was frequently interrupted by applause.

STEPHEN W. RAWSON, a well-known Chicago banker, was shot on Sunday last by his stepson, William Slaymaker, as he was leaving the Third Presbyterian Church, where he had been attending divine services. His assailant, a boy 17 years old, was taken to jail, and the wounded man was carried to his home on Monroe street in a critical condition. The shooting grew out of the troubles between Mr. Rawson and his wife that have been so thoroughly ventilated in the courts for some time past.

THE SOUTHERN STATES.

THE President and party reached Memphis, Tenn., Friday evening. The reception they received in the South was very hearty. At the stations on the way from Kansas City to the objective point, crowds gathered to cheer the visitors, and, if possible, to grasp the Presidential hand. Memphis was thronged as it never was before. Over 30,000 people gathered to greet the President. When the President and Mrs. Cleveland had been seated in their carriage, the throngs in their enthusiasm broke over all bounds, carrying away the colored militia guards stationed to keep the way open. Indeed, some of the guards seemed to have joined the moving irregular masses themselves, and followed on behind the President's carriage. In the evening there was a reception and a grand display of fireworks.

TRAIN-ROBBERS attacked the mail car attached to the Galveston, Harrisburg and San Antonio express, near El Paso, Texas, with dynamite bombs. The car was broken to pieces, and the agent was for a moment stunned. His senses returned, however, and he filled one of the robbers with bullets, killing him instantly. The others of the gang fled.

MEMPHIS was beautifully decorated in honor of the President's visit, and there were more people in the streets of the town than were ever seen before. After a formal speech of welcome delivered by Judge H. T. Ellett and responded to by the President, a public reception was held at the Cotton Exchange. A distressing event happened just after the President left the stand where the speeches were made. Judge Ellett, who had stood for some time with his hat off and with his head exposed to the sun, was overcome by the heat, and expired within five minutes. The people began to move away, and the Presidential party left the square for the Exchange Building. There Mr. and Mrs. Cleveland received the greetings of thousands, and when the reception was over left for Nashville. The President and Mrs. Cleveland, with their traveling companions, spent Sunday at Belle Meade farm, six miles from Nashville. This is one of the most magnificent estates in the South, and is the home of General W. F. Jackson, a brother of Judge Jackson, who was formerly United States Senator.

A TELEGRAM from Charleston, W. Va., reports that:

Fully three hundred citizens started out after the highwaymen who murdered Rev. Thomas P. Ryan near Walton, Roan County. After the house was robbed and the old man shot, the robbers, thirteen in number, compelled the family to send him up stairs and to get breakfast for them. The citizens found the "gang" entrenched in George Duff's house, eight miles from Sisonville, and a regular battle took place, in which one of the murderers, George Duff, Jr., was killed and five of the pursuers were wounded. Another of the "gang," Jake Coon, was caught and lynched, and three others are held to await the pleasure of the vigilance committee. A large number of robberies have been committed by this "gang" during the last few months.

THE Attorney General of Texas has read a decision against granting a charter to the Metador Land and Cattle Company, organized in Scotland with a capital of \$2,000,000, and having for its object the securing and improving of land in Texas.

THE NATIONAL CAPITAL.

OF the \$14,000,000 of bonds which the Government offered on Sept. 23d to buy for the sinking fund, \$8,000,000 had been already purchased up to the 28th.

ACCORDING to the most excellent authority, says a New York special, speculation over the successorship to the seat on the bench of the United States Supreme Court, made vacant by the death of Justice Woods, of Louisiana, may as well end, for L. Q. C. Lamar, Secretary of the Interior, has been selected for the place. The matter is said to have gone so far that the appointment has been tendered to Mr. Lamar, who has consented to accept it. He is already arranging his affairs with a view to the promised change in his official position. The appointment is likely to be formally announced by a nomination quite early in the session of the Senate.

THE POLITICAL FIELD.

In the election at Indianapolis, Mayor Denny (Rep.) was re-elected. Both branches of the Municipal Council will be Republican.

THE Democratic State Convention at Omaha indorsed Cleveland's administration and nominated Thomas O'Day for Justices of the Supreme Court. The National Democratic Committee was requested to designate Omaha as the place for holding the next National Democratic Convention.

THE Rev. Thomas K. Beecher has accepted the Greenback nomination for Secretary of State for New York.

THE INDUSTRIAL REALM.

THE report of the Legislative Committee to the Knights of Labor Assembly, as adopted at Minneapolis, approves the Blair educa-

tional bill, the eight hours a day bill, and the bill in relation to homesteads, and demands that the Government building contracts provide for weekly payment of workmen, and approves the recommendations of the General Master Workman's address in favor of Government control of the telegraph and telephone systems of the country.

SOME of the proceedings of the "Knights'" convention at Minneapolis have been stormy and exciting. Friday last the Assembly was the scene of a fierce discussion in secret session over the Chicago Stock Yards strike. At times it was believed that a hand-to-hand fight would occur between the Powderly and anti-Powderly delegates, the point being whether Powderly be censured or not for ordering the strike off. The speeches were very bitter, and finally Powderly spoke with tremendous force in his own behalf, and carried the day by a majority of 116 to 49.

THE FOREIGN BUDGET.

THE death is announced by cable dispatch from London of Mrs. Craik (Dinah Maria Mulock), the author. Mrs. George L. Craik was born in Stoke-upon-Trent, England, in 1826. Her first novel, "The Oglivies," appeared in 1849. "Olive" was published the following year. "John Halifax, Gentleman," secured for its author a high position in the republic of letters; and, as a pleasant reminder of the popularity of this novel, Miss Mulock received on her marriage in 1865 a gold penholder with the words "John Halifax" inscribed thereon, the expressed appreciation of an anonymous donor. In 1864 she received a literary pension of £60 a year. She was a very prolific writer, and continued to work in her chosen profession until very recently. She also translated several French works, and wrote a number of stories for children.

LADY BRASSEY, who accompanied her husband, Sir Thomas Brassey, on his yacht voyages around the world, and published admirable accounts of them in book form, died on board the Sunbeam, her husband's yacht, while bound for Australia, and was buried at sea. Lady Brassey was beyond question the foremost yachtswoman of her time. She was married to Sir Thomas Brassey (then plain Mr. Brassey) in 1860. From her childhood she led an energetic life. She was an excellent horsewoman and often hunted with the East Sussex hounds.

THE French Government has determined to put General Boulanger under arrest for thirty days, says a Paris dispatch. During that time his conduct will be further inquired into, and it will be decided whether he shall be deprived of his command or not.

THE Scotch cutter Thistle has sailed for home.

THE poor wretches who hang about Trafalgar Square in London, proceeded to the Mansion House the other day, and demanded an interview with the Lord Mayor, which was refused them. They went away denouncing that official, and stopped to make hostile demonstrations against the Standard office, when the police interfered and the crowd was finally scattered.

THE WORLD AT LARGE.

THE business failures of the week numbered for the United States 182, and for Canada twenty, or a total of 2-2, compared with 212 the previous week, and 179 for the corresponding week in 1886. R. G. Dun & Co., in their weekly review of trade, say:

More than \$107,000,000 has been added to circulation within the last fourteen months, but the speculation thus stimulated has wrought much harm already, and clouded the future with doubt. While great activity and expansion are witnessed in some branches of business, others exhibit symptoms of reaction. Interior reports are uniformly more favorable; high tight money and slow collections are still reported from some points, the pressure is in most cases less severe, and collections rather better. In Texas, where the cotton yield is said to be 10 per cent. below last year, failures are more numerous, and many traders are asking indulgence. But east of the Mississippi money is generally easier at the South, and partial failure of crops is as yet hardly recognized as a cause of disturbance in the Northwest. If the actual losses of farmers are as large as the October bureau report would indicate, however, some shrinkage in the volume of business must result.

It is estimated that from 6,000,000 to 6,400,000 hogs will be packed in the West during the approaching winter season. The average for five years has been 6,150,000.

THE MARKETS.

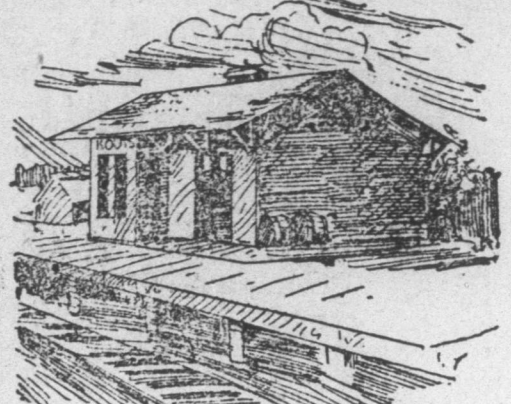
NEW YORK.		
CATTLE.....	\$ 4.00	@ 5.50
HOGS.....	5.00	@ 5.75
WHEAT—No. 1 White.....	.87	@ .88
No. 2 Red.....	.82	@ .84
CORN—No. 2.....	.51	@ .52
OATS—White.....	.35	@ .40
PORK—Mess.....	15.00	@ 15.50
CHICAGO.		
CATTLE—Choice to Prime Steers.....	5.00	@ 5.50
Common.....	4.00	@ 4.75
HOGS—Shipping Grades.....	4.25	@ 5.00
FLOUR—Winter Wheat.....	3.75	@ 4.25
WHEAT—No. 2 Red Winter.....	.71 1/2	@ .72
CORN—No. 2.....	.41	@ .41 1/2
OATS—No. 2.....	.25 1/2	@ .26 1/2
BUTTER—Choice Creamery.....	.24	@ .25 1/2
Fine Dairy.....	.18	@ .20
CHEESE—Full Cream, new.....	.11	@ .12
EGGS—Fresh.....	.17	@ .18
POTATOES—Choice, per bu.....	.68	@ .73
PORK—Mess.....	13.50	@ 14.25
MILWAUKEE.		
WHEAT—Cash.....	.69	@ .70
CORN—No. 2.....	.42 1/2	@ .43 1/2
OATS—No. 2.....	.25	@ .25 1/2
RYE—No. 1.....	.48	@ .50
PORK—Mess.....	13.50	@ 14.25
ST. LOUIS.		
WHEAT—No. 2 Red.....	.70 1/2	@ .71
CORN—Mixed.....	.39 1/2	@ .40
OATS—Mixed.....	.24 1/2	@ .25
PORK—New Mess.....	14.00	@ 14.50
TOLEDO.		
WHEAT—Cash.....	.74	@ .74 1/2
CORN—May.....	.45	@ .46
OATS.....	.28	@ .28 1/2
DETROIT.		
BEEF CATTLE.....	3.50	@ 4.25
HOGS.....	3.25	@ 4.00
SHEEP.....	4.00	@ 4.75
WHEAT—No. 2 Red.....	.75	@ .76
CORN—No. 2.....	.45	@ .45 1/2
OATS—No. 2 White.....	.30	@ .31
CINCINNATI.		
WHEAT—No. 2 Red.....	.75	@ .75 1/2
CORN—No. 2.....	.44	@ .44 1/2
OATS—No. 2.....	.28	@ .29
PORK—Mess.....	13.75	@ 14.25
LIVE HOGS.....	4.25	@ 5.00
BUFFALO.		
WHEAT—Old No. 1 Hard.....	.85	@ .86
CORN—No. 2 Yellow.....	.48	@ .49
CATTLE.....	4.25	@ 5.00
HOGS.....	4.50	@ 5.00
INDIANAPOLIS.		
BEEF CATTLE.....	3.50	@ 5.00
HOGS.....	4.50	@ 5.00
SHEEP.....	3.00	@ 4.50
CORN—No. 2 Red.....	.72	@ .73
OATS—Mixed.....	.40	@ .41
OATS—No. 2.....	.28	@ .28 1/2
EAST LIBERTY.		
CATTLE—Prime.....	4.25	@ 5.00
CORN—No. 2.....	4.00	@ 4.50
HOGS.....	3.50	@ 4.00
SHEEP.....	4.75	@ 5.25
CATTLE—Prime.....	3.75	@ 4.50

AMATEUR RAILROADING.

That Is What Led to the Recent Terrible Accident on the Chicago and Atlantic.

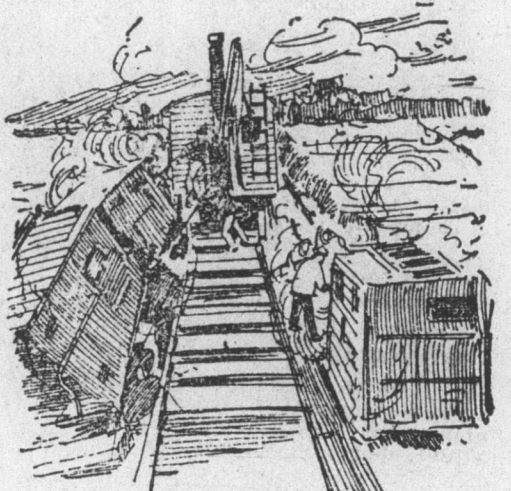
The Coroner's Investigation Develops Gross Carelessness on the Part of the Train Men.

A correspondent who has been watching the Coroner's inquiry into the deadly wreck at Kouts, Ind., telegraphs as follows: The responsibility for the disaster is becoming fixed upon the crew of the freight train which crashed into the disabled passenger. All the evidence to be had comes from the employees of the railroad, but there is no good reason for believing they have not told the truth concerning the movements of the two trains that eventful night. First of all, the established facts against the engineer were that he knew the passenger engine was disabled, and that the passenger train was not a great way ahead of him. But two stations back he had received distinct orders to look out for the train



RAILROAD STATION AT KOUTS WHERE THE DEAD WRECK TAKEN.

at a certain station. It is true he did not find the train there, but it is also true he had received no information as to its locality. He only knew the passenger was ahead of him somewhere on the line with a disabled engine. Notwithstanding this knowledge he rushed ahead in a dense fog, according to the testimony, at twenty-five miles an hour, or even a greater rate. He ran on to a grade which made a stop within a half mile out of the question, at this rate of speed. He acknowledged he was uneasy, and under a spasm of temporary fear at the thought that the passenger might be before him, he whistled for brakes. Then the thought of recovering lost time overcame his caution, and he whistled "Off brakes!" When directly under the semaphore he saw the danger signal, and again called for brakes, but did all in his power to stop the train. This is his own story, but why he should not have seen the red light of the semaphore before that time is not clear. It was apparent to the trainmen of the passenger train who stood by the side of the track 2,500 feet away, but he says he could not see it. The most probable

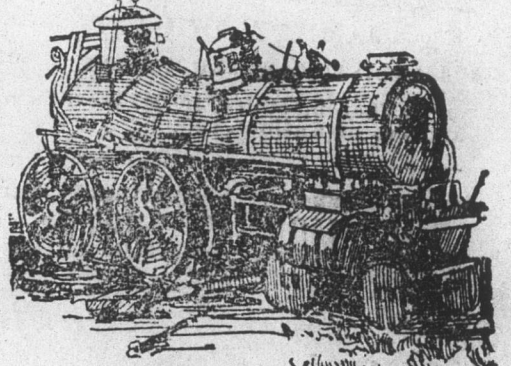


WORKING AT THE WRECK.

explanation is that he was not looking down the track at that critical moment. On both the rate of running and his outlook he was taking frightful chances, and the throw of the die was against him.

Another fact but lightly touched upon in the evidence is full of significance. The engine was without any protection against a slippery track. The sand-box was exhausted. It is the engineer's duty to see that his engine is supplied with that safeguard against slipping wheels. Had sand been in the sand-box that night the wheels would have held to the track, and while the shock might not have been entirely avoided, its severity would have been doubtless lessened. The engineer's efforts to stop his train on that down grade into the passenger were almost useless, on this account, and from all the facts at hand at this time it does not appear that the heavy freight was slackened up at all in its descent of half a mile.

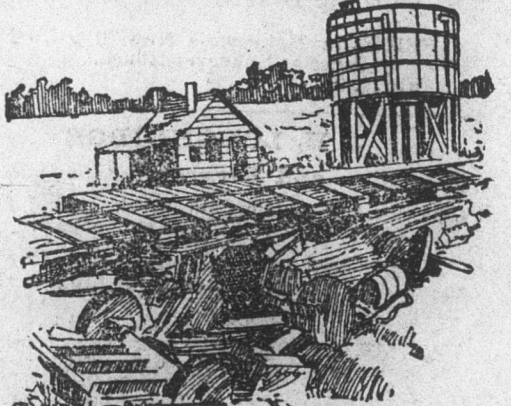
While any one of these facts may not render



REMAINS OF THE FREIGHT ENGINE.

the engineer liable to prosecution for criminal negligence, together they ought to be considered unit for a service where human life depends upon carefulness of employees. From an extended talk with the Coroner, it was apparent that this view was substantially the one he had taken from his investigations.

While the blame of the wreck primarily attaches itself to the freight engineer, the ignorance of the passenger conductor regarding the movement of trains is surprising. He was two hours late. According to the printed schedule of trains, which he carried in his pocket, the "meat train," No. 48, should have passed him an hour before. Without knowing a thing about the location of that train, he testified that he had no idea that any train was behind him. Whether he supposed the meat train had dropped into the earth or had passed on the barbed-wire fence along the roadway is not plain. His innocence regarding the movement of trains on his road is truly marvelous.



WHERE THE WRECK OCCURRED.

He fulfilled, however, the rules of the company in throwing up the warning semaphore, and the fact that a flagman did not go back of his train until the rear brakeman saw the sparks of the freight locomotive probably cut no figure in the subsequent events. Under any circumstances the flagman would not have gone beyond the half-mile which the semaphore marked, and the freight train could not have stopped in that limit.

The absence of sand from the sand-box of the locomotive seems to be expressed, in slang parlance, the absence of "sand" from the entire management of both the passenger and the freight trains. It resembled amateur railroad-ing more than ought else.