

THE SALISBURY TRIBUNE.

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NO. 34.

ON TO RICHMOND.

REMAINS OF EX-PRESIDENT DAVIS TRANSFERRED

From New Orleans to Virginia's Historic Capitol.

LOVING TRIBUTE PAID THE OLD HERO BY THE SOUTHLAND.

Impressive Ceremonies at Places Along the Route of the Funeral Train.

With the dignified simplicity that was inseparable from his life, with none of the fuss of military or civic display, the remains of the ex-president of the southern confederacy were removed Saturday afternoon from the vault in Metairie cemetery at New Orleans, where they have had a temporary resting place for three years and a half, to the hall where they were to lie in state until their transfer to the funeral train which was to bear them to the beautiful and quiet precincts of Hollywood cemetery, Richmond, where so many of the stirring incidents of Mr. Davis's eventful life had their being.

The stranger who in New Orleans may have felt that the city was lacking in the respect due to the memory of him who was the leader of the cause for which it poured out so much of its precious blood more than a quarter of a century ago. The crowd who watched the little cortege with its grey attendants moving slowly through the streets of the city were made up only of those who stopped in the walks or gathered on the sidewalks to watch it go by.

There was no demonstration, no shouting, no blustering, no brass buttons, save those of the handful of veterans that formed the escort from the grave to the hall—no dirgeful music—no display of any kind. But the absence of an imposing procession and moving multitude was the mute respect of a patriotic people, restrained from outward show by the simple request of the old soldiers who had the arrangements in charge.

FROM THE OLD TO THE NEW CASKET.

The transfer of the remains from the old to the new casket was made Saturday morning before the city was yet fully a stir. Only a small and select gathering were present to witness the solemn ceremony. Commodore Smith, Thomas Higgins and L. A. Adams were present to represent the army of Northern Virginia, to whose charge the remains were entrusted and who have guarded them ever since the afternoon upon which they were committed to the grave.

Mr. E. H. Barrar, who is related by marriage to Mr. Davis, was on hand to represent the family. Beyond these there were no other persons. The casket was placed on a special cart, and the undertakers, save the sexton, Mr. Davis was in his own casket, richly covered with black silk plush. The body was laid in a metal case inside the cedar covering. Sexton Shoiz took from the vault the black marble plate; the old casket was removed and the metallic casket lifted out into the hands of the new casket. The new receptacle is what is known as a state casket and is used on special occasions. It is made of an antique oak richly polished and chastely and beautifully carved, and is massive in size. The handles are made of heavy brass and on the cover is simple brass plate. Identical with the plate on the old casket bearing the most cautious inscription:

JEFFERSON DAVIS.
At Rest, December 8, 1889.

The old casket was replaced in the vault where it remained as usual in the tomb of the Army of Northern Virginia stands, marked with the black tablet that contains on its face, in gilt recessed letters, a fac simile of the autograph of Mr. Davis and the dates of his birth and death.

The new casket stood in the chamber of the tomb nearly all day. Shortly after 3 o'clock, a guard of sixteen, in uniforms of confederate gray, mounted, slowly rode down the shaded avenue, leading to the tomb of the Army of Northern Virginia. With heads reverently uncovered, the casket was borne up from the vault to the waiting horse, in which it was carefully placed. It was simply an ordinary hearse, severely plain in keeping with the general order of the ceremony and drawn by a team of haughty black horses.

resting place for the remains of the dead. Stored in its rows of cases along the walls were many of the thrilling records of the strife of a quarter of a century ago, and hanging from its walls were the pictures of dead heroes looking down upon the casket of the leader of them all. The tattered rags that were once beautiful flags of gallant commands formed a historic perspective from the platform from the rear.

The veteran guards scattered about the small but historic hall, removed their gray slouch hats as the casket was borne in and reverently placed on the catafalque of antique oak that matched the receptacle of the remains. When the coffin had been tenderly laid down several beautiful floral pieces were ranged about it. The floral tributes came from the veteran organizations and the Ladies' Confederate Association. The army of Northern Virginia sent a beautiful design and exquisite chair of red and white immortelles. The Ladies' Confederate Association and the Army of Tennessee each sent a mound surmounted by a star and crescent, and the Washington Artillery forwarded an exquisite tribute of crossed cannons within a circle, the contrasting colors being purple and yellow.

HIS OLD FLAG.
A flag that came all the way from Texas for the purpose, was placed upon the casket. It had been presented to the Mississippi regiment that Colonel Davis commanded in the Mexican war and was the handiwork and gift of the ladies of Natchez. It is a silk flag of the union; the red and white stripes now faded in a common yellow, and it was borne at the head of the gallant regiment through all the fierce battles that proved the fall of Mexico's capitol and the end of the Mexican war.

A guard of honor, representing the various camps of the city and state, were placed around the casket and the general public were permitted to pass around the casket and pay their respects to the dead. The body was naturally decomposed, but was in fair preservation and the face recognizable. The guards were relieved at intervals during the night and Sunday morning.

SUNDAY'S CEREMONIES.

The ceremonies Sunday were just a trifle more important than they were Saturday but were marked by an absence of enthusiasm and were as simple as the funeral of an humble citizen. All Saturday night a faithful guard of honor restlessly paced the polished floors of Memorial hall beside the bier of the dead president of a departed nation. Now and then during the quiet of the night a belated pedestrian timidly made his way into the hall and gazed respectfully at the rich old oak casket, and then quietly slipped out. These visits were few and far between and they only served to vary the monotony about the historical building. When day broke, however, the scene changed and a slender stream of humanity began to wind in and out of the hall, made up of every character of life, rich and poor, white and black, statesman and citizen, the blue and gray.

As the day wore on and the churches filled with worshippers, there was a lull, and as the afternoon grew again the human current increased again, running in and out until the guards at the stone steps forbade any more to follow. During the day more floral offerings were received to be placed beside the bier, some of them from distant states.

It was half-past 4 o'clock Sunday afternoon when the stream of visitors was checked. Only the gray-haired and gray-clad veterans who formed the guard and escort, public officials, distinguished visitors, the Davis family and those who had the right to be present remained in the hall when the ceremonies were about to begin. The narrow limits of the little building was not capable for much of a crowd, and many were denied the privilege of participating in the services around the bier. Governor Foster entered the hall leaning on the arm of General Stephen D. Lee and behind him came Lieutenant Governor Parlarke and leading lights in the ranks of the veterans. They gathered on the platform, mingling with the Richmond committee, who wore the confederate uniform in honor of the occasion. In a few minutes there was a parting of the ranks of the throng in the hall, and Miss Winnie Davis, leaning on the arm of Mr. Ambrose McGinnis, and followed by her sister, Mrs. Hayes, and the husband of the latter, passed on to the platform. Then the ceremonies began. Governor Foster stepped forward beneath an arch of shrubbery, and in a strong, clear voice delivered a touching and beautiful tribute to the dead hero of the confederacy in behalf of Louisiana.

When the governor had finished his address, which was listened to with profound attention, Vice President Gilmore, of the army of northern Virginia, read the order of Mrs. Davis for the removal of the body and the letter of Mayor Ellyson requesting the army of northern Virginia to deliver the body to General Glynn. These letters were here made public for the first time.

Then Rev. A. Gordon Blakewell, who had served all through the four years of bitter war, and who wore a confederate chaplain's hat, came forward and led the audience in a fervid prayer. When the prayer was concluded sturdy veterans raised the casket from its resting place and bore it out of the hall and down the stairs to the funeral car in waiting amid the strains of dirgeful music.

THE FUNERAL CAR.
The funeral car was the same as used on the day of the funeral of Mr. Davis in New Orleans. An immense throng gathered about the funeral car

as the body was borne up the steps of an improvised platform covered with black and carefully lifted through one of the windows to a large catafalque draped in heavy folds of black. The car was built especially for this purpose and the superstructure is almost entirely of glass so that the casket will be visible as the train rushes across the southern to the historic Virginia capital. The floral offerings were placed at the head of the casket and they too, will be visible through the trip. A guard of honor was selected from the escort and was immediately put upon duty and the public was permitted to pay its respects "and to take a last fond farewell of the remains. The procession reached the train at 6 o'clock p. m. and it was nearly eight before the party got under way. The train was made up of a locomotive and tender, baggage car, an ordinary coach, the funeral car, four sleepers and a private car.

A large escort of honor, comprising civil and military officers accompanied the remains to the depot. As the funeral train pulled out of New Orleans crowds appeared at every street corner on both sides of the track until the cor. orate limits were passed. At every station crowds assembled, gray headed old soldiers and ladies and children with flowers being prominent features.

AT DAVIS'S OLD HOME.
At Beauvoir, Mr. Davis's old home, the track and station platform had been carpeted with most beautiful and fragrant snow-white rhododendrons. The little children of Beauvoir thus paid their tribute to the memory of one whose declining years had been passed at that place. It had been expected that the escort would have time to visit Davis's residence, but the stay was too short for this purpose. Several large tributes were at Beauvoir laid upon the bier.

At Scranton, Miss., Major General Whiting and staff had their car attached to the train, and the special bearing Governor Jones and staff joined the Davis train. The run over from New Orleans was a quick one.

AT MOBILE.
At Mobile the Semmes camp of Confederate veterans was drawn up on the platform with the camp flag floating in the breeze, while a battery of Alabama state artillery fired salute of twenty guns. There was a great crowd there to welcome the train and view the casket. The train pulled out for Montgomery at 12:20 a. m. Monday morning.

AT GREENVILLE, ALA.
Greenville, Ala., was the first station reached after daylight, and despite the early hour, 6 a. m., quite a concourse assembled and gazed with the usual intense interest everywhere manifested at the funeral car. By this time the massive oak casket had almost indiscernibly under the mass of flowers heaped upon it and surrounding it, and of every variety of design, from the most elaborate and costly to the simple burlesque.

AT MONTGOMERY.
Just as the gray hour of dawn made silver of the waters of the Alabama river the train rolled into the gates of Montgomery, "the cradle of the confederacy." The depot is immediately upon the brink of the beautiful river, and the train came to a stop just beside the cool, clear, murmuring waters. It did not take long to awake the sleepy watchers in the funeral car with such a demonstration as Montgomery gave. Governor Jones was at the train when it arrived. At 8 o'clock a very unwelcome rainstorm burst over the city, which lasted an hour, very much delaying the parade. But the people were in the streets, just the same. It did seem that every living soul in Montgomery and for miles around was there to render honor by their presence to Davis.

When finally the rain held up and the sun peeped out from behind the clouds to beam God's benediction upon such patriotic devotion, the casket was taken from the funeral car and placed upon the caisson arranged for its reception, and the procession started. Ahead of the procession went the mounted police, then the governor and his staff, next the brass band, next the caisson and then the military, the Cadets from Auburn college following first behind the caisson. Hundreds of soldiers tramped on in the parade. The procession was watched by thousands of men, women and children from the windows and sidewalks of the city. The parade was the handsomest ever witnessed in the city of Montgomery unless it were when Davis went there to be made president of the southern confederacy.

When the procession reached the statehouse, which is the historic birthplace of the confederacy, there was a long halt for the thronging multitude until the military guard of the day escorted the casket into the capitol and placed it in the hall of the supreme court. The path of the pallbearers was right over the same spot in the great portico where Mr. Davis stood February 18, 1861, and took the oath of office as president of the southern confederacy. It was a moment of excitement, for there were many aged citizens there who saw him stand there that day.

Fully five thousand people visited the hall where Davis lay within the two hours allowed by the authorities in charge of the train. Meantime, the hill-tops fairly shook like a mighty volcano with the roar of cannon. But the most touching and, surely, the most interesting of the entire scenes about the bier of Davis was the presence of so many colored people. It seemed that every old cotton plantation in the valley of the Alabama river had emptied its negro laborers into Montgomery, and they pushed their way to the front as eagerly as any class of citizens.

A GEORGIA FLAG.
The battle torn banner of the Thirty-second Georgia was placed on the casket while it lay in state at Montgomery. The flag of the Sixty-fourth Alabama was also thrown over the coffin, and the old flag that Davis took to Mexico with him at the head of the gallant Mississippians. These old relics of war times made the ceremonies take on additional solemnity.

Just before the train pulled out from Montgomery for the east where it would be met by the school girls came down to pay their respects to Miss Winnie Davis. She stood upon the rear platform of Captain Tyler's private car and received. Many of them she had known before and recognized immediately, shaking their hands and kissing them most cordially. She was profoundly impressed by the celebration Montgomery gave, and spoke of it many times. Mrs. Hayes, her sister, stood beside her and aided in receiving the tributes. At last when the train pulled out from the wharf beside the river many hurried good-byes were shouted to the daughter of the confederacy. The cannon that had been rolled down by the riverside began to boom its adieu and the soldiers, who had been drawn up in long lines on both sides of the train, came to present arms while the cortege passed out of the gates of Montgomery and began its journey to Atlanta.

ATLANTA'S TRIBUTE.
The funeral train reached Atlanta at 4:30 o'clock Monday afternoon. As early as 2 o'clock the crowds began to gather at the Union depot and along the route of the procession. Five thousand persons were standing on the streets in and around the depot. The shed was surrounded by a great mass of cheering people. These were divided between two impulses. They wanted to see the casket and they were anxious to catch a glimpse of Miss Winnie.

When the train came to a stand-still Governor Northen and his staff and Governor Jones, of Alabama, and his staff stepped from the coaches. General John B. Gordon and Major Sidney Ror stepped along looking for the coach bearing Miss Winnie. In a moment she and her sister, Mrs. Hayes, appeared. As they stepped down, the general kissed Mrs. Hayes, and the daughter of the confederacy, her eyes half swimming with tears, kissed the gallant old soldier twice.

The meeting was so filled with tender affection that the few who were standing by felt their hearts go out to the two children of the dead president as never before. The Confederate Veterans' Association had charge of the removal of the casket. General Clement A. Evans directed the removal of the casket from the car to the caisson, drawn by six iron-gray horses. Several minutes passed in making the transfer and getting the procession formed.

The line of procession was from the depot along Loyd to Decatur, Decatur to Broad, Broad to Hunter, Hunter to Whitehall, Whitehall to Mitchell, Mitchell to Washington, and Washington to the capitol where the body was placed amid a rich profusion of flowers at the base of the Ben. Hill monument.

The procession was more than an hour passing a given point, and was one of the largest ever seen in Atlanta. All along the line of march from the depot to the capitol the streets were fringed with the eager crowds. Men, women and children, all of them eager to see the procession and to catch a glimpse of the casket.

There were, perhaps, as many as two hundred carriages in line. They were occupied by Senators Gordon and Colquitt, Governor Northen and his staff, Governor Jones, of Alabama; the mayor and city council, ministers and prominent officials, the members of the Davis family and citizens generally.

When the procession reached the capitol the casket was placed upon the catafalque which had been erected for its reception, and was covered with a lavish profusion of flowers. Hardly had the guard of honor stepped back when the people pressed forward to pass by the bier and on through the capitol. The military came first, all of the companies with the guns at a trail arms. Following the uniformed militia came the grizzled old confederate veterans, some with an arm missing, others minus a leg, and some limping, but all of them were unable to conceal the emotion which was only too plainly visible on their features. The old veteran with one arm missing leaned over and pressing his lips against the polished cover of the casket kissed the covering that held his beloved chief concealed from view. Most of the veterans were content with being allowed to touch the casket.

More than forty thousand people viewed the casket while the remains were lying in state at the capitol. At one time, while the crowd was passing slowly through the capitol, the pressure directed the Washington street doors became too strong for the guards and they were swept aside. Finally a squad of policemen armed with Winchester's arrived upon the scene and succeeded in maintaining order.

THE DEPARTURE.
It was getting dark when the casket was carried out of the capitol and replaced on the caisson. The return to the union depot was direct, the guard of honor acting as escort. A bugle sounded taps as the train rolled out into the darkness, bound for Virginia's capital.

Quite a number of the escort succeeded in getting left. Among them were Generals Gordon, Ferguson and Stephen D. Lee. In all thirty, of the party failed to board the funeral train. They remained over in Atlanta until Tuesday morning. They thought that the train was to leave at 8 o'clock Central time, whereas the hour was eastern time.

PLAN OF REORGANIZATION.

Drexel, Morgan & Co. Present the Details of the Scheme

To Place the Richmond Terminal on a Solid Financial Footing.

A New York special says: On Tuesday Drexel, Morgan & Co. handed down the prescription which they have drawn up as the proper dose to place the Richmond Terminal again on a sound footing. Their plan differs from the Olcott plan in that the junior securities, or the later bond issue and the security stock issue, stand the brunt of the pruning, and the underlying securities are in many cases unreliable and allowed to run to maturity.

Drexel, Morgan & Co. announce that they have formed a syndicate to underwrite the plan. If the security holders who have deposited their holdings unconditionally desire to withdraw they can do so on or before May 31st, but all securities withdrawn will not participate in the reorganization. THE DETAILS OF THE SCHEME.

The details of the scheme are as follows: The Richmond Terminal company, Richmond and Danville system and East Tennessee system are to be reorganized, about six thousand miles of railway in all. The Georgia Central is not included, although the interest in that system must be protected. The reorganization proposes to bring the entire 6,000 miles under one new railway company, preserving, however, local independence in all matters relating to operating and traffic and to reduce charges to \$6,789,000. The capital of the new company outstanding on the completion of the reorganization is expected to be about \$20,000,000 bonds per mile of railroad owned or controlled; \$10,000,000 preferred stock; and \$25,000,000 common stock.

The proposed new fixed charges (including rental paid by Cincinnati, New Orleans and Texas Pacific) are estimated at under \$1,150 per mile. The new securities are to be \$140,000,000 first consolidated mortgage 5 per cent bonds; \$75,000,000 5 per cent non-cumulative preferred stock; and \$160,000,000 common stock. It is estimated that out of this total \$335,883,000 in bonds will be reserved by the new company under property restriction to be used only for new construction, betterments, purchases of rolling stock and the extension of and additions to the system. Not over \$2,500,000 to be used in any one calendar year except that in addition to this annual appropriation, a total of \$3,000,000 bonds may be specifically appropriated, with the unanimous consent of the stock trustees for the building of branches or extensions if deemed wise within three years after the creation of the new mortgage. All property acquired with these bonds or their proceeds to be brought under the lien of the mortgage. Additional bonds may be issued to acquire the Cincinnati Southern railway, now rented, or additional interests in the Georgia Central.

There also will be a reserve of about \$15,000,000. Drexel, Morgan & Co. will take their compensation, except \$100,000 to cover their office expenses, entirely from the new common stock at \$15 per share, about \$750,000 net. Such bonds as are earning their interest are not disturbed at all. Enough new bonds (in addition to the \$35,883,000) will be reserved to pay them all at maturity.

The assessment on Terminal common stock is \$12.50 per share. East Tennessee stocks are also assessed. The following is the basis of adjustment with the Richmond and West Point Terminal security holders in securities of the new company:

- Six per cent Terminal bonds to receive 35 per cent in new 5 per cent bonds bearing interest from July 1, 1893; 65 per cent in new preferred stock.
- Five per cent Terminal bonds to receive 70 per cent in new preferred stock; 30 per cent new common stock.
- Terminal preferred stock, 35 per cent new preferred stock; 65 per cent new common stock.
- Terminal common stock, on payment of an assessment of \$12.50 per share, to receive 1 1/2 per cent new preferred stock; 100 per cent new common stock.

The plan provides cash from assessments, the Terminal stock covering that company's holdings of Richmond and Danville and East Tennessee stock, \$8,750,000; assessments on East Tennessee stock held by the public, \$2,700,000; sale of \$33,333,000 new common stock, \$5,000,000; sale of \$8,000,000 new bonds, \$6,000,000; total \$23,250,000.

The cash expenditures are estimated at: For floating debts and equipment notes as estimated January 1, 1893, \$12,900,000; new construction and equipment on Richmond and Danville and East Tennessee system, estimated during two years, say \$8,000,000, leaving to provide for the expense of reorganization and for any contingencies surplus to be available for the general purpose of the new company, \$2,350,000. Total \$23,250,000.

A GUARANTEE SYNDICATE.
A syndicate of \$16,000,000 has been formed to guarantee subscriptions by security holders for \$33,333,000 common stock of the company at \$15 per share, and for \$8,000,000 of the new company's 5 per cent bonds at 85 per cent and secured interest, and to make the plan to succeed to the rights of any holder of the Richmond Terminal common stock and the East Tennessee stocks, who shall not deposit their stock and pay the assessment thereon.

The feature of the plan is the large amount of cash it raises, \$33,350,000, of which only \$6,800,000 comes from selling bonds. All the rest is from stock assessments and the sale of new common stock. The plan looks for early dividends on the new preferred stock. The earnings of 1891 would pay 4 per cent on the new preferred stock. Eight millions in actual money is to be spent at once for the new construction, equipment, etc. The other feature of the plan is that it provides ample means for all future needs.

All the railways will have to be foreclosed and foreclosure suits will be vigorously pressed. Those conversant with the reorganization and its prospects figure the new preferred stock at 60. The syndicate guarantees a sale of \$8,000,000 of the bonds at 85 per cent, and of \$33,333,000 common stock at \$15 per share, so the minimum value of those securities is fixed. Figuring the new preferred stock at 50 per cent, Terminal securities are worth to-day about 75 per cent for the sixes, 89 per cent for the fives, 28 per cent for the preferred stock and 8 3/4 per cent for the common stock.

THE REORGANIZATION COMMITTEE.
The reorganization will be conducted under the supervision of Drexel, Morgan & Co., through a committee consisting of Messrs. C. H. Coster, George Sherman and A. J. Thomas. Drexel, Morgan & Co. have so much faith in the future of this enterprise that they put two-thirds of the new money behind most of the present investment.

CROP BULLETIN.
Favorable Report for Past Week from the Agricultural Department. The weekly crop bulletin issued from the Agricultural department at Washington, Tuesday, says: The weather during the past week has resulted in improved crop conditions in the northwest and central valleys, while the outlook is less favorable in the southeast sections of the country.

Mississippi—All conditions very favorable except cool nights in the first of the week. Crops grassy, being cleaned rapidly. Deep water and back water ruining crops along the Mississippi river.

Louisiana—Cotton scraping; rice planting and cleaning; crops of grasses and weeds being pushed; corn nearly laid by; oats harvesting progressing; yield good; cotton, cane, corn and rice doing well.

Texas—Corn looks splendid; cotton prospects improved and farmers are planting over the northwest portion of the state, where work had been delayed by drought.

Arkansas—Weather favorable and all crops much improved; southern portions, however, report crops foul and poor stand; cotton, wheat, oats, clover and grass promise an abundant crop.

Tennessee—Conditions favorable; crops improving; wheat heading irregularly; Colorado beetle injuring Irish potatoes; early corn being worked; some still to be planted; no "season" for planting tobacco; cotton small but healthy.

Kentucky—Conditions favored all crops; tobacco setting in full progress; corn improved, but still below the standard; much of the early corn being replanted; wheat, oats and grasses never better.

WIND ON A FROLIC.
It Tackles a Circus Tent With Disasterous Results. Dispatches received from several towns in Missouri and one point in Kansas report the occurrence Thursday afternoon of a severe windstorm. The storm was accompanied by hail and a downpour of water amounting almost to a cloudburst. No loss of life or serious injury reported to human life, but the telegraph wires are down in the country surrounding the towns that the storm struck.

At Sedalia, Mo., the wind attained terrific velocity. It gusted under the tent of Gurging Brothers' circus and snapped the poles supporting it like pipettes. The crash buried 2,000 people beneath it. They screamed and struggled and several women fainted, but all were finally safely removed from beneath the canvas. Several received severe bruises.

At Brookfield, Mo., the storm struck the roundhouse of the Hannibal and St. Jo railroad and it was partially demolished. Some of the engines were badly damaged. A number of workmen were in the building, but all escaped injury.

BROADWAY CABLE CARS.
Six Have Been Started and the Horses Will be Given a Rest. A New York dispatch says: Cable cars have at last come into the procession on Broadway, and though they are running slowly and cautiously, they have come to stay. Fair by pair the horses will disappear as soon as the cables run smoothly, and before many months it will be possible to enjoy something like rapid transit, with freedom from blockades. The first regular cable cars of the Metropolitan Traction Company were started Monday afternoon and the event was honored by the presence in the cars of many prominent people. The start was made from Central park about 8 o'clock, and six cars made the trip to Bowling Green and return without a hitch.

Snow in Michigan. Snow fell at Ispeming, Mich., and on a territory extending 200 miles east and west of Ispeming all day Wednesday. The snow was several inches deep in the streets of Red Jacket, Mich. At Marquette a terrific snow-storm was in progress all day, and a fall of four inches is reported. The winter snow is not entirely gone and the lumbermen are complaining that the deep snow and high water are unprecedented.

TELEGRAPHIC GLEANINGS.

The News of the World Condensed into Pithy and Pointed Paragraphs.

Interesting and Instructive to All Classes of Readers.

Dr. Nash, the representative of Dr. Jenkins in Hamburg, Germany, reports by cable one death from cholera in that city Sunday.

Another batch of Mexican revolutionists has been sentenced to terms of imprisonment by the court at San Antonio. So far fifty-three have been convicted and sentenced.

A suburban train ran into a passenger train on the Texas Pacific road at Austin, Monday night. Two persons were killed and ten injured. The incoming train disregarding orders.

Comptroller Echols stated Monday that there were indications that the Chemical National bank, of Chicago, and the Capital National bank, of Indianapolis, Ind., would resume business.

Advices of Monday from London stated that during the fearful cyclone which has been raging in the bay of Bental the ship Germania was lost and sixty-four people lost their lives with the ship.

Passenger train No. 36 on the Louisville, New Albany and Chicago, which left Indianapolis Monday morning, was wrecked near Broad Ripple, seven miles north of the city. Engineer George E. Plant was killed and Fireman Williams was injured it is thought fatally.

Richardson & Dannie, dealers in hides, at Boston, Mass., failed Thursday. The firm was rated at \$800,000. It is not believed the liabilities will exceed \$300,000. The assignees are the bookkeeper and Lawyer Coolidge. It is said by those who are active in the leather trade that the cause of the failure may be traced to the sole leather combine.

A Chicago dispatch says: Fire broke out Thursday morning in the stable sheds in Garfield park. The noted resort is being used by a band of Arabs in giving performances somewhat similar to those of the Wild West shows. The men all escaped, but three camels, seven bonded Arabian horses and five hundred feet of shed were consumed.

A New York special of Thursday says: It is stated officially that outside of the Memphis and Charleston and Mobile and Birmingham, the security holders' reception of the Richmond Terminal plan is more satisfactory at the present time than the reorganizers had expected it to be and the indications are ample now that the Terminal plan will be successful, as it stands without modification except, possibly in these particulars.

A New York special of Thursday says: The balance of H. T. DeBardeleben's holding of Tennessee coal and iron stock has been taken by John H. Inman and associates. The stock sold by DeBardeleben to this syndicate amounted to 13,000 shares, and the price paid was about 16. Previous to this blocks of 22,500 and 12,000 shares were bought by the syndicate at 25 1/2 and 19, respectively. DeBardeleben will remain with the company as a salaried officer.

A Kansas City dispatch says: The Kansas millers are buying wheat for July and September deliveries on Kansas. They are looking forward to the possibility of having to ship wheat to Kansas to keep their mills going. This fact emphasizes the seriousness of the crop damage in Kansas. It is possible that the crop of the state may produce enough wheat to supply the home demands. That is by no means certain. The estimates of the crop now range from 15,000,000 to 25,000,000 bushels.

The National bank at Fargo, N. D., and the First National of Lakota, N. D., were closed Monday on orders issued by Mr. Eckels, controller of the currency. Both of these banks were organized by E. Ashley Means, who was also the organizer of other national banks and of many state banks and other institutions. His plan, says the comptroller, appears to have been to make loans to the various institutions subscribing to the stock of the two national banks in some cases exceeded the amount of the stock subscribed to by them.

At Chicago, Monday, Judge Stein issued a temporary injunction restraining the exposition directors from closing the world's fair on Sunday. The decision was made in accordance with the prayer of a bill filed some weeks ago by Charles W. Clingman, of Chicago, in behalf of himself, as a stockholder in the exposition company, and as a citizen. The proceedings were in the state court and were entirely distinct from the more recent case in the federal courts to which the United States government is a party. Judge Stein held that congress had made no law compelling Sunday closing.

CREVASSES WIDENING.
Planters in the Mississippi Valley Suffer Fearful Losses. A Greenville, Miss., special says: The crevasse at Wiley's place, near Lake Providence, on the Louisiana side, widened to 1,000 feet Wednesday and is still spreading. Captain Hider, of the government fleet, has sent men and material, and it is now thought that the ends of the levee will be made secure before the width reaches 2,000 feet. The water from the break is spreading over the entire surrounding country with fearful rapidity and the low lands planted will be almost beyond competition.