"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Fair; winds southwest to west.

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RUSSIA SAYS BRITAIN IS TRICKING AMERICA

Director of Asiatic Department Charges Double Dealing.

NO COMPLAINT RECEIVED

Declares Czar's Government Is Not Afraid of War With Five Powers —Open Port Question.

ST. PETERSBURG, July 25.—Director Hartwig of the Asiatic Department of the Russian Foreign Office talked to a representative of the Associated Press to-day regarding Manchuria. He began by saying that the Russo-Chinese situation was likely to remain unchanged until the return to the Russian capital of War Minister Kuropatkin. Director Hartwig declared that he could not understand Prince Ching's statement to United States Minister Conger, but he presumed that the port question would be arranged. Russia, he said, excluded Dalny from the open possibilities because of its railway importance, but he could see no objection to two other ports being opened.

Passing to the statement of American opinion regarding Manchuria, the Director made a remarkably outspoken attack on Great Britain. He said:

"I do not comprehend how Russia, whose foreign policy is the most straightforward, can be impugned of duplicity, when England's double-dealing is a question that should be apparent to everybody. Here are two telegrams received from Pekin to-day. One relates to Lord Cranborne's statement in the House of Commons July 21, saying that England reserves no Russian arrangement covering the entire situation, and that England recognized Russia's peculiar situation and special interests in Manchuria. The other repeats The London Standard's dispatch from Tien-Tsin of July 24 regarding Russian reinforcements at Port Arthur. This is for American consumption. It is false, but I shall permit its publication here in order to prove that we do not fear war even with five powers.

"England never addressed to us inquiries, complaints, or protests regarding Manchuria. She recognized our special interests, but continually incites Japan and America against Russia. The English dispatches from the Far East are for American consumption. Why doesn't England see through the trick; why swallow the bait so awkwardly disguised? Does America desire war? If so, why doesn't she anybody stop to consider how much the American-Manchurian trade amounted to before 1896? Who ever heard of New York cotton mentioned before we brought order there? Who is building Dalny as a free port?

"Russia has 10,000 miles of railway to the Chinese frontier; shall we place ourselves on the same footing as others? When we saved Admiral Seymour from destruction, why did nobody protest against Kiaochow? What is the outcry for? Does anybody suppose we are going to be compelled to relinquish the railway to Hongkongese or other marauders?

"I repeat that we do not fear war even with five powers. Our defeat in the Crimea is a glorious chapter in our history, and I do not believe that any five powers desire to gather new laurels like those of the Crimea.

"What can Japan do? Suppose Japan defeated the Russian Army, we would brush Japan to sand. Japan exists upon Russian fish. It is our duty to expose England's duplicity. It is not a recent phenomenon now; it is a chronic affair. Some English dispatches surpass opera bouffe. Here is a dispatch just received stating that Japan is preparing for war and that the entire Japanese squadron is now at Vladivostok, where foreign warships are not allowed at all."

Director Hartwig generally and specifically denied the reports regarding Russia's mobilization of troops.

TOLD OF PLOT AGAINST THE PRESIDENT'S LIFE.

Stranger Barely Had Time to Give Police a Tip, and Disappeared in Mysterious Fashion.

A man whose name Panama has not all that was remembered when it came to the matter of description, stepped out of a cab before the West One Hundred and Twenty-fifth Street Police Station shortly before dawn yesterday morning in a state of great mental perturbation.

"Can you get in communication with the Secret Service?" he asked Sergt. Schoenich, betraying his mental disquietude in voice and manner.

"Yes," said the Sergeant.

"Well, tell them to be extraordinarily vigilant to-day—very watchful.

"Why?"

"Now, never mind," protested the man, "just tell them to be alert."

"Is an attack?"

"Yes, there is a plot to kill the President in Oyster Bay to-day," the man went on to explain, "and I know that, being a citizen, as a citizen I must give warning.

"But one can't do every time I see a disaster."

"It's reliable and will be found true, I'm in a hurry," he added, and before the Sergeant could ask him any more questions he had jumped into his cab and driven off.

Special as the information seemed, it was deemed wise to apprise the Secret Service Men at Oyster Bay, and they took some extraordinary precautions during the day, going through the trains and carefully scrutinizing the faces of all the passengers in the same and went with the President's visitors.

INSTRUCTION IN FARMING.

Land Acquired by Cornell University to be Used for That Purpose.

Special to The New York Times.

ITHACA, N. Y., July 25.—Cornell University has recently acquired three new farms. These farms, with its campus and original farm, give Cornell University about 600 acres of land, 275 of which are available for the use of its College of Agriculture. It is proposed now that, in addition to their use as experiment farms, they be used for giving instruction in actual farm practice to such students as have not been raised on a farm or whose farm experience is limited in extent or variety. A considerable number of the students who come to Cornell to study agriculture have never had farm experience.

Entirely apart from the above instruction it is proposed also to offer students the opportunity of some employment on the farms and in the barns of the College of Agriculture, at customary rates of remuneration. Prospective students desiring work should apply for labor blanks. Address College of Agriculture, Cornell University, Ithaca, N. Y.

PARKER'S MIND TOO LEGAL.

Livingston Says Judge's Georgia Trip Was Disappointing and State Is Turbulent.

Special to The New York Times.

WASHINGTON, July 25.—Representative Livingston of Georgia, the senior Democrat of the Appropriations Committee, and one of the leaders of his party on the floor of the House, in discussing Presidential candidates, said this afternoon:

"I think the Parker sentiment in Georgia is shifting to Gorman. Judge Parker is highly esteemed as a jurist, but he disappointed the politicians on his recent visit. He came to Georgia by invitation, and every one was on the alert to size him up as a Presidential possibility. He delivered a most learned and profound address on due process of law. The politicians were expecting some brilliant move on the political chessboard; it was his opportunity to make it. They listened in vain for any reference to politics and looked in vain for the move.

"I think they have given him up as wedded to his law."

FIGHT WITH MOONSHINERS.

Chief of Police of Virginia Mining Town Killed—Other Victim an Unknown Man.

BRISTOL, Tenn., July 25.—In a fight between officers and a party of alleged moonshiners in Wise County, Va., near the Kentucky border last night, James H. King, Chief of Police of the mining town of Stonega, Va., was shot and killed.

Gordon Gilley, a member of King's party, also was killed, and one of the alleged moonshiners. The name of Gilley's victim is not known. The officers succeeded in capturing two of the party and placed them in jail.

HARGIS ROUTS GRAND JURY.

Demands an Indictment and Breathitt County Inquisitors Hastily Adjourn.

JACKSON, Ky., July 25.—The Grand Jury adjourned this afternoon without returning any additional indictments. The foreman reported that just as the jury was about to take a vote on one of the feud-cases ex-Senator Hargis rushed into the jury room and demanded that Judge Colliver, who had testified against the alleged assassins of Town Marshal Thomas Cockrill, be indicted for perjury, and that this interruption caused the jury to close its investigation.

J. EDWARD ADDICKS SUED.

BOSTON, July 25.—Attorney Charles O. Engstrom, representing Messrs. Doherty and Egan, has brought suit in the Supreme Court against J. Edward Addicks for $100,000, and has attached the holdings of stock in the Boston, South Boston, and Bay State Gas Companies.

Doherty and Egan are opposing the proposed merger of all the Boston gas companies by the Bay State Gas Company of Delaware.

PLANS OF CHICAGO STRIKERS.

Radicals Intend to Inaugurate If Possible a General War on Employers' Association.

Special to The New York Times.

CHICAGO, July 25.—The strikers at the Kellogg Works have planned to raise a great defense fund to continue the strike. Every member of the Federation of Labor is to be taxed 10 cents a month to create the fund. There are 200,000 members who will give an aggregate of $15,000 a month "for as long a time as it may be necessary to win," say the strikers.

The Federation of Labor is expected as a first step to ask for injunctions against the officials and others who are directing the alleged persecution of the unions and the members involved. Should the Chicago Federation of Labor find the task a spreading one, investing business interests outside the jurisdiction of the Chicago central body, the appeal will be directed to the American Federation of Labor and a general war on employers' associations begun. But the local Federation members declare they will refrain as long as possible from asking for outside aid.

The strikers have issued a statement to the public reciting their side of the trouble, and alleging that the Kellogg Company has been unfair and has discriminated against union labor. It is not likely that the scheme of assessment will pass the Federation of Labor. That body is for the most part in the hands of conservative men, and many of the leaders and thousands of their followers have been opposed to the strike. The radicals, however, are determined to make the Federation, if possible, a factor in the general convention.

A VICTORY FOR ZIMMERMAN.

Candidate for Democratic Gubernatorial Nomination in Ohio Upsets Plans of Millionaire Opponent.

Special to The New York Times.

SPRINGFIELD, Ohio, July 25.—John L. Zimmerman, candidate for the Democratic nomination for Governor, was authorized by the County Committee to-day to select his own delegates to the State Convention. In this he achieved a victory over W. S. Thomas, the millionaire who fought him in the primaries, urging the delegates to have the State delegates selected by a committee. Otherwise, he said, he had no chance of going to the State Convention as a delegate.

"I am a candidate for State Central Committeeman," said Mr. Thomas, "and if I don't go to the State Convention as a delegate it will look bad for me."

Mr. Zimmerman declined to agree to name Mr. Thomas as a delegate. The latter, however, was appointed by the Central Committeeman and Zimmerman for Governor.

ATLAS LINER STORM-SWEPT.

The Valencia Reaches Kingston Badly Damaged—Water Put Out Fires.

KINGSTON, Jamaica, July 25.—The steamship Valencia of the Atlas Line service of the Hamburg-American Steamship Company, which sailed from New York July 11, and from Savannah July 14, arrived here to-day.

Her commander, Capt. Krause, reports that he encountered a hurricane, which lasted three days, during which the vessel's decks were swept, her bridge and other fittings smashed, her fires extinguished, and a part of her cargo destroyed. Repairs are being effected.

BROOKLYN WOMAN DROWNED.

TORONTO, Ontario, July 25.—Miss Agnew Farley of Brooklyn was drowned today while boating on the lake at Royal, Muskoka.

Miss Farley lived with her aunt, Miss May Farley, in Lincoln Place, Brooklyn. She went with her aunt last week to Canada, where she was to have met her uncle and aunt, Mr. and Mrs. James Cronin of Oakland, Cal. On their return west she was to have gone with them for a visit.

The Great Fall River Line Steamer Plymouth and Steel Twin Screw Pier Richard Peck of the New Haven Line will attend the International Yacht Races, commencing August 20th. See adv. —Adv.

NEW AUTOMOBILE RECORDS

Oldfield Makes World's Figures of 0:55 4-5 for a Mile.

Fournier's Fifteen-Mile Record for Circular Track Lowered at Empire City—Powerful Machines in the Contests.

"Barney" Oldfield, the American automobile racing champion, topped almost a full second from his world's mile track record of 0:56 2-5, at the automobile race meet at the Empire City track at Yonkers yesterday afternoon, making the distance in 0:55 4-5. He also added another championship trophy to his already large collection by defeating F. A. La Roche of this city in a match race, best two of three five-mile heats, in which the champion not only won with ease in straight heats, but broke several more records at the same time.

It was a great day for record breaking, as almost every event furnished new figures, most of them, however, being simply local records.

Next to Oldfield's achievement the most interesting performances of the day were made by Osborn W. Bright's sixty horse power Mercedes car, a duplicate of the vehicle which won the recent Bennett trophy race and which is said to be the only one of its kind in this country. This car was a winner in every event in which it competed and made the fastest mile of the day, next to Oldfield's record.

Other interesting vehicles were the Decauville and Darracq racers, which took part in the disastrous Paris-Madrid race last Spring, on which still have their numbers in that event painted on their radiators; the eighty horse power Peerless machine which Louis P. Mooers drove in the Bennett Trophy race, a seventy horse power Panhard of the same model as the one which was second in the Bennett Trophy event, and the first one of the "seventies" to reach this country, and a new car designed and built by F. A. La Roche of this city, which made its first appearance yesterday.

Over 300 automobiles of various types and shapes were lined up on the lawn under the grand stand, making the finest collection of new vehicles which has been seen in this city since the automobile show in Madison Square Garden, last January. Gasoline, electric and steam motors were represented as motive powers, while the styles in bodies varied from the antique high steam vehicle of the early days, with its regular buggy top and leather dashboard, through the story of the horse-drawn vehicle, from which it was copied, to the latest and up-to-date "runabout" automobile body of the present day, with sides widened out, inverted dashboard, and everything about it, and other features which give the modern touch of luxury and elegance of a machine of its own.

The spectators, though not so numerous as on the Memorial Day meet, were more enthusiastic, and evidently were somewhat more representative of the sport. There early comfortably in automobiles who arrived in time to secure positions upon the lawn generally, and remained in their vehicles and thereby added much to the interest of the scene.

The first event of the day was a five-mile race for machines weighing under 1,200 pounds, which there were three starters. This was won by a 10-horse power Franklin car driven by John Wilkinson in 6:34 3-5, which was said to be a new track record for cars of this class. Col. W. P. Harlow's 16-horse power Darracq was second, and F. A. La Roche's 12-horse power car of his own design was third. The winner of the Franklin car was considered a remarkable achievement, as the speed of this vehicle is not cooled by water as is the case with most gasoline machines, consequently, the motors are while cars built upon this plan are accessoried in the hope that they have seldom been raced. There was also considerable interest in the 10-horse power Franklin car, though very light it has four cylinders and is very powerful for its size. Its engines had not been run enough to work smoothly.

Next came Barney Oldfield's successful trial against time, which was made this early in the day in order that he might have the track smooth as possible. After a preliminary warming up, the champion gave the word to the timers and started on his record-breaking mile. He cut the corners so closely that at each turn his rear wheels skidded wide across the track, throwing up great clouds of dust, and it looked as if he would go off the track and overturn. But no accident occurred and he rode down the home stretch with such a final burst of speed that a cry of "Record Record!" went up from the spectators. And a record it was, almost a full second off the time of his previous effort. The first quarter was made in 0:13, the second and third each in 0:13, and the final in 0:14 4-5, making the mile in 0:55 4-5.

The special five-mile race for twenty-four horse power Panhards was cancelled owing to the withdrawal of three entrants appeared, and the ten-mile match race between the 40 horse power Franklin car of J. Blair's ten horse power Renault, was called off, the Franklin machine with its second victory of the day by a mile in 11:10 1-5, which was said to be a new track record in that class.

Next came an international race between three cars of German, French, and American make, respectively, with, on account of the identity of the participating cars, Mr. Bright's car the chief event. The winner was O. W. Bright's sixty horse power Mercedes, which had taken part in the Bennett Trophy. The French car was a Decauville, which had taken part in the first stages of the unlucky Paris-Madrid race, and is duplicate of the one which received the remarkable run of seven miles from Edinburgh to London without a stop, while the American car was the eighty horse power Peerless, which Louis P. Mooers drove in the Bennett international race in Ireland. It was driven by Charles S. Wyckoff.

The distance was fifteen miles, and the Mercedes was the favorite, Mr. Bright, who won several of the automobile races in Nice last year, went to the line at the start, and was never headed, winning by about a mile and a half. The Peerless was second, and the Peerless third. The time by miles was as follows:

Mile.	Time.	Mile.	Time.
First	0:55 4-5	Tenth	0:47 2-5
Second	2:14 4-5	Twelfth	1:34
Third	3:34 4-5	Twelfth	11:56
Fourth	4:23 4-5	Twelfth	11:56
Fifth	4:23 4-5	Twelfth	14:03 4-5
Sixth	6:33 3-5	Fourteenth	15:20 4-5
Seventh	6:33 3-5	Fifteenth	16:10 4-5
Eighth	8:43 1-5		

The times for eleven, twelve, thirteen, fourteen, and fifteen miles were started to be new records for those distances on a circular track, the previous record for the total distance having been Fournier's, 19:10 4-5.

Oldfield won his match race with La Roche, best two of three heats in straight heats, and made several new records for the track. His second heat of five miles was made in 4:55, which is five seconds better than a mile a minute.

A fifteen-mile race for machines under 1,300 pounds was won by a 40-horse power Darracq, driven by Jules Recopé. The same car also won the race for a winner in a fifteen-mile event for cars of any weight or power, barring the Oldfield and La Roche machines, until a burst tire put it out of the running. This race then went to the 40-horse power Decauville racer.

In the mile record trials, which came last on the program, and were not finished until 7 o'clock, Bright's 60-horse power Mercedes made the best time, 1:02 1-5. It was subsequently sent around the course again, and made the circuit in 1:02 1-5. The summary follows:

Fifty Miles for Machines Under 1,300 Pounds.—Won by H. H. Franklin Manufacturing Company's 10 h. p. Franklin, driven by J. Wilkinson; W. P. Harlow's 16 h. p. Darracq, driven by L. O. Gilchell, second; F. A. La Roche's 12 h. p. Darracq, driven by F. A. La Roche, third. Time—6:34 3-5.

Match Race, Ten Miles.—Won by H. H. Franklin Manufacturing Company's 10 h. p. Franklin, driven by J. Wilkinson; Louis Chevrolet's 16 h. p. Renault, driven by Joseph Tracy, second. Time—11:10 1-5.

Ten Miles, for Machines Weighing Under 1,500 Pounds.—Won by American Darracq Automobile Company's 40 h. p. Darracq, driven by Julius Blanchet; J. F. Gilchell's 40 h. p. Decauville, driven by H. Page, second; American Darracq Automobile Company's 40 h. p. Darracq, driven by George Papillon, third. Time—10:23 4-5.

15-Mile Match Race.—Won by O. W. Bright's 60 h. p. Mercedes, driven by Louis Chevrolet; F. R. Chisholm's 40 h. p. Decauville, driven by H. Page, second; Peerless Motor Company's 80 h. p. Peerless, driven by Charles O. Wridgway, third. Time—16:10 4-5.

Fifteen Miles, for Any Weight and Power, Oldfield and La Roche Matches Barred.—Won by J. R. Chisholm's 40 horse power Decauville, driven by H. Page; American Darracq Company's 35 horse power Darracq, driven by George Papillon, second; American Darracq Company's 40 horse power Darracq, driven by Jules Blanchet, third. Time—19:43 1-5.

Special Match for Silver Trophy Emblematic of Track Championship of America, Between Barney Oldfield of Toledo, Ohio, (Cooper car,) and F. A. La Roche of New York City, (Darracq Car): Five Mile Heats; Best Two in Three.—First Heat—Won by Oldfield; time, 4:55; five miles as follows: First, 1:11 3-5; second, 2:12 4-5; third, 3:12 3-5; fourth, 4:11; fifth, 4:55. Second Heat—Won by Oldfield. Time by miles as follows: First, 1:02 3-5; second, 2:06; third, 3:56 3-5; fourth, 3:56 1-5; fifth, 4:55.

Mile-Record Trials.—Made by Oldfield; time by Osborn W. Bright's 60 horse power Mercedes, driven by Laurent Groun. Time—1:02 1-5.

KILLED IN AUTO ACCIDENT.

"Attend to the Other Fellow; I'm Too Far Gone," Said Clarence Sherwood, Then Died Near Kingston.

KINGSTON, N. Y., July 25.—South-bound train No. 18 on the West Shore this evening struck and fatally injured Clarence Sherwood, aged twenty-one, son of the Rev. Henry W. Sherwood, and seriously injured William J. Turck, Jr., while crossing in an automobile, at a point known as Sängerville, about a mile and about two miles north of this city. They escaped a north-bound freight train, but ran into the approaching south-bound passenger. Young Sherwood had just left Yale, where his relatives are summering in Maine.

Church is the home of William J. Turck, a well-known lumber dealer. He is not expected to live. When Sherwood was approached by Dr. Sahler, who was near the scene of the accident, he said:

"Attend to the other fellow. I'm too far gone." He died a few minutes later.

P. F. COLLIER GETS AN AUTO.

Horseman Astonishes His Friends and is Himself Astonished When Machine Tries Steeplechasing.

Special to The New York Times.

NEWPORT, July 25.—P. F. Collier, well known throughout the sporting world as a lover of good horses, has entered the field of automobilists, much to the astonishment of his friends. He had his first experience with an automobile to-day, and undoubtedly knows more about the machine than he did.

He was returning in the machine from a spin in Ocean Avenue, where everything went well, when he passed Mrs. Thomas Hitchcock's cottage. Then he became "attempted to make the sharp turn at the corner of Bellevue Avenue, where the automobile "balked," and Mr. Collier lost control. The machine then started off, leaving the driver's cross-country riding proclivities, for the purpose, it seemed, of doing a wall on the J. W. Vanderbilt estate. It failed to clear the wall, plump into the ha-ha, and Mr. Collier took a "header" over the like of which he had never known on the hunting field. He was not injured, but the automobile was seriously damaged.

LAUNCH OWNER DROWNED.

Paul Bauer Steered His Craft Under Overhang of a Scow and it Turned Turtle.

Paul Bauer, an advertising agent, who had offices at 33 Union Square, and lived at the River View Apartments, 3,601 Broadway, was drowned yesterday off Pier Hundred and Forty-third Street, in the Hudson River. His body was not recovered. About two years ago Mr. Bauer purchased the Audubon Yacht Club, and three weeks ago purchased the 25-foot naphtha launch Cobweb, with the intention of making a trip up the Hudson in the near future.

From the first Bauer had trouble with the engine, and yesterday he took out with him Adolph Wilson of 520 East One Hundred and Thirty-ninth Street, an engineer, to try to discover just what was the matter with the machinery. Accompanying them was also William Harris, a colored bellboy from the River View Apartments, and shortly after the river was made, the launch working fairly well, Mr. Bauer thought the machinery again went wrong, and Wilson, at his request, told Mr. Bauer how to steering, to take the boat in close to the shore.

While attempting to follow the suggestion Bauer steered the launch under the overhang of a scow lying off Pier One Hundred known as the stone dock, at which the launch was being towed. The launch had a canvas sun awning, and this superstructure caught on the overhang of the scow and caused the launch to turn turtle. The three occupants were thrown into the river, and the launch floated bottom side up.

Both Wilson and the colored boy, Harris, were able to swim, and found themselves afloat without difficulty. Bauer could not swim. He was, in fact, afraid of water, and chance of escaping if he had fallen into the water, and, as it proved, he met in same manner he became entangled in it, and was drowned.

After Wilson and Harris had been pulled out of the water the launch was righted, bailed out, and towed to the Audubon Club, which was not nearby. The members of the club began a search for the body, which they continued until late at night without success.

Mr. Bauer leaves a wife and one daughter.

GUILTY OF PEONAGE.

Alabama Jury Convicts a White Man of Enslaving a Negro and is Thanked by Judge.

MONTGOMERY, Ala., July 25.—The jury in the case of the United States against R. B. Franklin, charged with causing Patrick Mills, a negro, to be held in a condition of peonage, returned a verdict of guilty.

Judge Jones imposed the minimum fine of $1,000, which was promptly paid. Judges Jones thanked the jury for their verdict.

SOUTHPORT, CONN., REJOICES.

Satisfaction at News of Capture of Oliver T. Sherwood—Bank's Affairs Still Tangled.

SOUTHPORT, Conn., July 25.—There has been much rejoicing here to-day over the announcement of the capture, in Panama, of Oliver T. Sherwood, the missing cashier of the Southport National Bank, who has been indicted on several counts for embezzlement by the Federal Grand Jury in Hartford.

Meanwhile the affairs of the bank continue badly tangled. Ellis P. Pepper of St. Louis, the receiver of the bank, said to-day that its affairs are still in such condition, notwithstanding the fact that the investigation has covered several weeks, that he can make no estimate of the total amount of the shortage. He said the amount of deposits taken has been found to be $35,000.

Two of the heaviest losers are the Southport Congregational Church and the Southport Episcopal Church, the latter being out $15,000, while the loss of the other church is also large.

The Great Fall River Line Steamer Plymouth and Steel Twin Screw Pier Richard Peck of the New Haven Line will attend the International Yacht Races, commencing August 20th. Tickets and staterooms, either steamer, now ready at Fall River Line office, Pier 19 N. R. See adv.—Adv.

RACE WAR RAGING IN DANVILLE, ILL.

Mob Attacks Jail to Get Woman's Assailant, But Is Repulsed.

MANY INJURED, ONE FATALLY

Negroes Attack Lynchers—One Shoots a White Man and Is Hanged—Jail Still Besieged.

Special to The New York Times.

DANVILLE, Ill., July 25.—Two persons dead at least, one other mortally wounded, and several injured, are the results so far of a race war which broke out in this city to-night.

At this time the city practically is in the hands of the mob, several members of which have been wounded in battle with the police and the Sheriff's officers.

The county jail is surrounded by a crowd of more than 600 men and women demanding vengeance, and it is a question as to what will happen if the defenders of the jail are forced to yield.

Sheriff Whitlock has made an appeal for aid, and it is probable the negro company of a State Guard militia, stationed at this city, will be called out to aid the county authorities in guarding their prisoner.

Even the Sheriff's life is in danger as a result of the events with the mob. After a volley fired into the crowd at his orders the lynchers demanded that he should become their victim. A woman whose name has not been learned climbed upon a barrel in the jail yard and appealed to the mob to square accounts by hanging the Sheriff as well as the negro they sought to save.

Since early evening riot has reigned in the city. All efforts of the police to restore order have proved futile, and only the aid of the State troops now is expected to bring peace.

About dusk to-night the mob formed on the outskirts of the city with the avowed intention of taking James Wilson, the confessed assailant of a white woman, from the county jail and hanging him.

The negro has been in the jail since his arrest for the attack on Mrs. Thomas Harris, the wife of a farmer at Alvon, Ill., north of here.

When news of the mob's intent got out the negroes of the city assembled in an attempt to prevent it from carrying out its purpose. Threats failed to stay the lynchers, and a Mr. Mayfield, a negro who came here recently as a refugee from Evansville, Ind., fired into the mob.

The bullet found a target in Henry Gatterman, a young German, who recently came here from Fort Monroe, and he fell mortally wounded, expiring in a few minutes. This diverted the attention of the mob, and a rush was made for the black. Three other negroes who tried to protect him were beaten severely.

At this time the police appeared, and by a plucky move secured the negro who had killed Gatterman, and rushed him to the city station. The mob followed, and when it was found that the building was barricaded, demands were made that Mayfield be surrendered.

This was refused, and a pole was secured and an attack made on the station building. The walls were thick and soon a hole was battered through the wall. The police made another attempt to fell the lynchers, and their clubs were used freely, but to no avail. They were soon hopelessly overwhelmingly, and in a few minutes after the wall was broken in the Evansville negro was in the hands of the mob.

A rope was secured and Mayfield was taken to the spot on East Main Street where Gatterman had been slain. The rope was thrown over the arm of a telephone pole and the man was dragged into the air. When life was extinct the body of the negro was lowered and dragged at the end of the rope to the jail yard.

When the County Building was reached, a heap of wood was gathered, the body was thrown on it, and a match applied. As the flames began to consume the body a volley of revolver and gun shots was fired into the body, and those who had numbered secured bricks and stones, which they buried at the dead man.

Fresh fuel was added as the fire burned down, and the blaze was kept going until the body was entirely consumed.

When the cremation of the first victim was well under way a demand was made on the Sheriff, who, with a number of deputies, had taken station in the jail, that Wilson be delivered. This was refused and a rush was made on the jail.

Sheriff Whitlock shouted a warning that he would shoot if an attempt was made, but his words were met with jeers, and the hundreds of infuriated lynchers swept on to the jail. Then came the order to the deputies to open fire, and a volley was fired into the throng. A score fell before the hail of bullets. One man was mortally wounded and others were more or less injured.

Adam Merry is the man fatally wounded. He was shot through the head. J. Henry was badly wounded, and it is feared cannot recover. Many others were injured in M. Hines, Otto Heinke, Thomas Bell, M. Mobaks, and Charles Devore. Hines's condition is serious. The lynchers rushed for a time stayed the mob, and the officers in the jail told the rioters that more lead was awaiting them. The lynchers then made a rush for the handcuffs, but the lynchers drew off a short distance to discuss the next move.

Pickets were put out and the jail surrounded so that any attempt to remove the prisoner could be foiled. Stormy addresses were made, and the sentiment seemed that the Sheriff must be included in the list of victims. Women were as determined as the men in demanding vengeance, and one made an incendiary speech from the centre of the crowd.

Various plans to secure the black man without risking other lives were discussed. Men were sent for railroad ties and a goodly heap was brought to the jail yard. Others rushed to the mines near the city to secure dynamite, which they promised to use to blow up the jail.

Sheriff Whitlock, fearing he would be unable to keep the mob at bay for long, made an appeal for troops and the negro company may be ordered out.

It is feared that the appearance of the colored soldiers would add to the fury of the lynchers, and the business portion of the city are arming themselves, while others have fled from town.

Within two miles of this Burgess farmhouse while Mrs. Burgess was alone and told her he was hungry. While she was getting him something to eat he entered the kitchen door and seized her. He fled, leaving her half dead. Afterward she managed to crawl to the nearest farmhouse, where she told the story. A posse of citizens started in pursuit of the negro, and when Wilson was captured he was hurried to the county jail to prevent lynching. There the negro confessed.

Three other negroes have been attacked by members of the mob and severely beaten. One of them is named Ben Rich, and the other two are said to be refugees from Evansville, Ind.

MUST SUPPORT HIS BROTHER.

Chicago Man Signs Unusual Bond to Avoid Penitentiary Sentence for Having Blinded His Kinsman.

Special to The New York Times.

CHICAGO, July 25.—Obligation to be the lifelong support of a brother of a brother whom he had blinded while intoxicated was imposed on William Kindt in lieu of a penitentiary sentence by Judge E. O. Brown in the Criminal Court to-day.

The defendant himself proposed the condition and blinded his brother, Charles Kindt, supported the plea. The aged mother of the young men was present in court, and, with Charles, signed the bond on William, who was released. Even in the event the defendant should die, his heirs must still care for his brother.

"I am guilty of the attack which has ruined my brother's life," said William to the court. "I'll commit no more of my time and endeavor to support my mother. Were my brother injured by accident it would be my duty and wish to care for him. Now that I am responsible for his injury the obligation on me to protect him is doubled. If I go to the penitentiary, which I deserve, there will be no one to care for either him or mother. I will faithfully live up to the bond, for care of them both for life."

"I know you will do as William says," said Charles Kindt, lifting the bandage from his eyes and turning to the prisoner. One eye may yet be saved. I do not want my brother punished, for he did not know what he was doing when he cut me."

STANDARD OIL EXTENSION.

Plans Said to be on Foot to Develop Southern and Western Fields with Great Pipe Line.

Special to The New York Times.

NEW ORLEANS, July 25.—John D. Rockefeller is said to be planning a pipe line that will practically give him control of the entire oil product of the Louisiana and Texas fields. The Standard Oil Company is largely interested in the Kansas oil fields, and it is said that plans are being perfected for a pipe line traversing that State, Missouri and Indian Territory, and penetrating the Louisiana and Texas fields, making the Standard Oil Company the world, covering a vast territory, and merging the production of the Southwest into a point convenient for shipment and refining purposes.

News of this gigantic enterprise was brought to this city yesterday by a letter received by William H. Mason of St. Louis, who is a brother of Mrs. Mason, wife of Stream, cashier of the City National Bank of Kansas City.

"If these plans are put into execution it means the development of the Southern oilfields to their fullest capacity," writes Mr. Mason to-night.

"Pennsylvania has been the main source of supply for years, but this means the independence of the Southwest. Even the contemplation of so gigantic an undertaking shows that Louisiana and Texas oilfields are very promising. The plans as outlined provide for the pipe line starting from Kansas through the Indian Territory, touching the Texas and Louisiana fields."

GEORGIA CONVICTS REVOLT.

Take Refuge in a Coal Mine and Defy Guards to Follow—Two Fatal.

Special to The New York Times.

CHATTANOOGA, Tenn., July 25.—A revolt of the convicts in the mines of the Georgia Iron and Coal Company at Cole City, Ga., occurred last evening, at the time for changing the day and night shifts. So far only two convicts have been shot and they are probably fatally wounded, but 125 other convicts of the day shift have barricaded themselves in the mines and refuse to come out, defying the officers and threatening death to any one who approaches.

The trouble arose over the punishment of a convict for an infraction of the rules. The day men refused to come out of the mine when the hour arrived to change shifts. Those in front of the barricade fired missiles at the guards, and the latter fired, wounding two of the convicts fatally. The men of the night shift refused to enter the mine and defied the guards to follow them. It is said that the leaders among the guards will have to starve them out.

PROF. H. C. PARKER'S FEAT.

Columbia University Man Climbs Mount Hungabee, One of Most Difficult in Northern Rockies.

MONTREAL, Quebec, July 25.—Prof. H. C. Parker of Columbia University, and the Canadian Pacific Swiss guides, Christian and Hans Kaufman, conquered Mount Hungabee on July 21.

This peak, close to the continental divide of the Rocky Mountains, has been considered the most difficult in the Northern Rockies. It is a sister peak of Mount Deltaform, which is as yet unconquered. Prof. Parker found the elevation of the summit to be 11,500 feet.

TO FERRY CARS 260 MILES.

Special to The New York Times.

PESTIGO, Wis., July 25.—The Wisconsin and Michigan Railway will install a regular ore train service from the Menominee Range points to Pestigo, on Green Bay, then one cargo will be utilized to convey trains to Chicago.

This is a new scheme for long-distance railway travel, though car ferries have been in use for years between Michigan, Michigan and Erie. Their development on these waters was the result of a transportatory character that the Wisconsin and Michigan Road determined to follow, and it began to utilize the same plan for entering Chicago. Its lake fleet will be ferried 260 miles by water from Chicago. These car ferries are long and wide, seaworthy vessels and capable of holding loaded cars the full length of the vessel's three-parallel tracks. These trains are run in one hour's lower deck and the sides of the ships are so built that, once in, the cars are completely inclosed.

The outcome of this experiment in traffic will be watched with interest, for if car ferries can be utilized for a distance of 260 miles they may perhaps be considered for much greater courses, especially if land travels are costly.

ARCHDUKE MARRIES DANCER.

PARIS, July 25.—The civil and religious marriage ceremonies between Leopold Wolfling, formerly Archduke Leopold of Tuscany, and Mlle. Adamovich, a dancer, were celebrated to-day at Veyrier, near this city.

The witnesses were the Deputy Mayor and M. Gottret. The parish priest officiated at the religious ceremony.

Good music, grand scenery, glorious sail, make travel by Hudson River Day Line enjoyable. Adv.

POPE TEMPORARILY BURIED IN ST. PETER'S

Body Raised Into Sarcophagus with Impressive Ceremony.

CONTAINED IN THREE COFFINS

Eulogy Read While Brazier Sent Sparks Toward the Ceiling—Italian Government Accords Royal Honors to Visiting Cardinals.

ROME, July 25.—The body of Pope Leo was interred in St. Peter's to-night. The strokes of the hammer which resounded through the immense dome of the cathedral announced to the gathering in the nave that the Pontiff had been laid to rest.

The doors of the Basilica of St. Peter were closed at sundown, and the vast church, except for a row of lights at the shrine of St. Peter, the sacristies about the bier, and those persons who had quietly and with the utmost reverence gathered there, appeared deserted. About 1,000 persons had received invitations to attend the ceremonies. The Cardinals, who met earlier in the Vatican, entered the chapel choir, waiting there for the arrival of the funeral procession. Cardinal Oreglia, the Camerlengo, holding the keys of command.

Cardinal Rampolla, as Archpriest of the Basilica, was waiting outside the gates of the Chapel of the Sacrament in his violet robes, surrounded by the Chapter of the Cathedral, which was led by Mgr. Cepperelli, who conducted the service. Drs. Lapponi and Mazzoni directed the work of the removal of the bier, which was performed by eight sediari, or Pope's carriers, wearing their brilliant red brocade costumes. They tried to raise the bier, but finding it too heavy, they slowly slid it on to a low car with noiseless wheels.

Then, to the strains of the "Miserere," which wailed through the lofty church, and preceded by a glittering cross held aloft, the procession, carrying candles and torches, slowly left the chapel and went up the church, passing the bronze statue, and beyond the shrine of St. Peter. Those gathered fell to their knees.

St. Peter's is peculiarly fitted to be the background of such a scene. The cold whiteness of her vast pillars threw into relief the bright uniforms of the guards, the violet robes of the Cardinals, the red of the bier, while the flickering light of the candles made the funeral procession the only visible object, rendering the obscurity beyond and behind it impenetrable. After a slow progress around the church the cortege arrived at the chapel choir, the bier being as carefully placed in the tomb as entered head first, according to the ceremonial. The chapel, from semi-obscurity, suddenly took the obscurity of the suddenly turned on electric light.

Here all those who had received invitations were assembled, remaining in the main part of the Basilica behind a double line of the Swiss Guards, in their peculiar yellow, red, and black uniforms, and armed with halberds and serpentine swords. Within the chapel was Count Camillo Pecci, a nephew of the late Pope, wearing a red uniform of a lieutenant of the Noble Guard.

NO LONGER MISERERE.

In the chapel the music changed to notes of joy, and "In Paradisum" swelled forth triumphantly. From the outside the five bells of St. Peter's range their mournfulness aloud to the coming night, mingling harmoniously with the music of the choir.

The bier containing the body of the Pontiff was received by Cardinal Oreglia. It was placed in the centre, backed by an altar with a mosaic image of the Madonna, before which were burning four immense candles in silver staffs. Around the two sides of the chapel in the choir seats were thirty-six Cardinals, all wearing violet robes except Cardinals Gotti and Pierotti, who wore the white mantles of their orders; Cardinal Macchi in black, as an Augustinian, and Cardinal Vives y Tuto in Franciscan brown. In the middle, on the right side of the chapel, sat the Cardinals, at Prince Mercantonio Colonna, assistant to the Pontifical Throne, with an empty seat next him, owing to the fact that Prince Orsini, who held a similar position, had resigned.

The body was sprinkled with holy water, incense was given, and the foot of Leo XIII