

MORGAN'S GRASP TIGHTENS ON SOUTHERN RAILROADS.



His Man Egan to Be President of the Central of Georgia.

REMOVES A COMPETITOR.

This System Controls the Ocean and the New England Steamship Companies.

J. Pierpont Morgan has secured another important point in his project for the control of all the railroads and steamship lines in the Southern States. He has won his long fight for possession of the Central Railroad of Georgia.

On October 1 the big system will undergo another reorganization. H. M. Comer, now its president, will retire and John M. Egan, Morgan's man, will succeed him.

The Georgia stockholders, who have retained control of the property despite that they were in the minority, will lose their grip by this change and will be at the mercy of Morgan and his associates.

Has Been a Long Struggle.

Morgan's effort to gain this victory has been prolonged. The majority stockholders were enabled to retain control of the system because of a clause in the charter requiring that a citizen of Georgia should be president.

At that time, however, Morgan began laying plans for the capture of the system. He first secured the services of John M. Egan, formerly president of the Chicago, St. Paul & Kansas City Railroad.

Morgan sent Egan to Savannah with instructions to make his home there. He has now been a resident for a year, and has become president of the system.

The Central Railroad of Georgia owns and controls \$8,154,401 worth of transportation lines, including the Ocean Steamship Company, whose vessels ply between New York and Savannah, and the New England Steamship Company, with lines operating between New York, Boston, Philadelphia and Savannah.

Its chief competitor is the Southern Railway, controlled by J. Pierpont Morgan & Co. The Southern Railway has Brunswick, Ga., for its seaport, and connects there with the Atlantic Steamship Company for New York.

The Central Railroad, with Savannah as its port and the Ocean Steamship Company as its water line, is a competitor of the Southern Railway in this territory.

Therefore, in gaining control of the Central system, Morgan can run it as he chooses and wreck the property of the Southern Railway.

Egan's Long Experience.

John M. Egan, the man whom Morgan puts in charge of the Central system, is a native of Springfield, Mass. He has been a leading name in the railroad world for many years.

He was president of the Southern Railway, and later of the Chicago & North Western.

He is now president of the Central of Georgia, and is one of the ablest men in the South.

He is president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

He is also president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

He is also president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

He is also president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

He is also president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

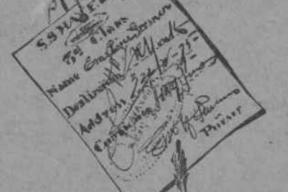
He is also president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

He is also president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

He is also president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

He is also president of the Bible Manufacturing Company, and is one of the largest manufacturers of Bibles in the world.

HIS MAJOR PACKAGES SWAYED ACROSS THE SEA.



Tagged Children Make the Trip by Steamer from Bremen.

CONSIGNED TO PARENTS. Cards on the Breast Tell the Names and Destination of the Baby Passengers.

BIGGEST PACKAGE HELPS THEM.

"For Holokop, two boys; for Mount Carmel, one girl; for New York, one girl."—From an up-to-date manifest of an ocean steamer.

Four little human express packages walked ashore yesterday from the steamer Havel, of the North German Lloyd line.

A tag on the breast showed the name and the destination of each of these bundles of "rag and bones and hanks of hair," animate freight shipped by relatives and consigned to parents.

The tags provoked unusual attention to the wearers, both on ship and on dock. On the trip across the ocean the tagged babies were the pets of the steerage passengers, and at the wharf were regarded as the notable ones among those who arrived.

The writing upon one tag was "Emeline Greiner, care Hermann Greiner, 322 West Ninety-fifth street, New York."

This Hermann Greiner is a shoemaker, who came to America to make a fortune driving pegs and sewing leather.

He left little Emeline in Germany until he could afford to send for her. For a few years he has been driving pegs assiduously to earn money to pay the fare of his little daughter.

A month ago he sent a letter to the relatives in Germany with whom Emeline was living, asking them to send the child to him. He had pegged enough to pay the cost of the trip.

Emeline is eleven years old, made a long journey by land to Bremen, and there, tagged for New York, she boarded the steamer. Her father met her at the wharf on the arrival of the steamer, and last evening there was a feast in Ninety-fifth street.

"Dorothy Vrab, Mount Carmel, Pa." was written on the tag of a fair-haired little maiden, only eight years old. No one met her when the steamer arrived, and wearing her express tag, she was transferred from the steamer to a train to complete her long journey.

Johann Kolb and Karl Kolb, eight years and seven years old, respectively, were adopted by the relatives in Germany. They were taken to their new home on the North River and their new home.

On the voyage from Bremen, Emeline Greiner's serene with the dignity that comes when one is "eleven and past," exercised a kindly superintendence over little Dorothy and the Kolb boys, her care for the smaller, tagged children delighting the adult passengers, who made presents to all four of the expressed babies. The children, however, were in German about the tags on the others.

HE WAS HOPELESSLY, WEERAN DIES ON HIS WIFE'S GRAVE.

Association Members Suspected of Disposing of Their Free Railroad Tickets.

ECHO OF THE CONVENTION THEY HAVE DISAPPEARED.

There Were More Tickets Than Excursionists, and Somebody Made Money.

Ten letter carriers in the New York Post Office are in danger of losing their places. If the investigation to be set about this week both in New York and Washington proves that they are guilty, their dismissal will be recommended.

About the time of the letter carriers' convention in San Francisco, the Baltimore & Ohio Railroad officials discovered in the hands of Chicago ticket scalpers return coupons of Pennsylvania tickets from New York to Chicago, which had been issued in New York letter carriers.

The Baltimore & Ohio officials charged that the Pennsylvania Railroad was guilty of violating the agreement in regard to the handling of tickets, and had sold them direct to the scalpers.

The Pennsylvania officials made prompt complaint to the New York Post Office officials that their carriers had been charged, since these tickets had been given to the carriers.

They furnished a list of the numbers of the tickets and the names of the carriers to whom they had been issued. It is possible that they are innocent of the charge, but they are in jeopardy.

An official will be detailed to go to New York from the Post Office Department in Washington this week to conduct an investigation.

When it was learned at the New York Post Office yesterday that the tickets given to the letter carriers had been disposed of by some one of their number, and that ten men were under suspicion as having been instrumental in selling them, it created quite a commotion. When the carriers left to attend the San Francisco convention these were one hundred men from New York City and Brooklyn.

Not all of the men were in an official capacity, nearly half the number being taken advantage of by the scalpers. It was not until they were taken to the convention that the scalpers were discovered.

The names of the carriers were given to the scalpers, and they were taken up by the railroad company. These men all declare that they know nothing about the tickets, and how they got out. None of the men mentioned went on the excursion.

This shows that tickets were not used by the letter carriers, but were given to some one else. The Division Superintendent Bradley was seen by a Journal reporter last evening, but he declined to make a statement. He said he was not in the position to say a word, and "will not say whether there will be any result from the investigation or not."

The President of the National Association of Letter Carriers and of the New York State Branch of the association is Mr. Parsons of No. 212 West 10th street. He had only heard rumors of the passes having been sold by the New York carriers to the Chicago scalpers, but could say nothing officially.

Who the guilty men are cannot yet be learned. In fact, their names are not yet known to the officials at Washington. The examination will be continued at 10 o'clock to-day, when E. Francis Hyde, second vice-president of the Central Trust Company of New York, is expected to testify.

FROM PLAY TO DEATH. Four Children Drop a Lightheaded Match in Powder Keg—Two Dead and Two Others Will Die.

Wheeling, W. Va., Sept. 20.—At Cecil this afternoon John Morris, a coal miner, took a keg of powder home and placed it in the yard, thinking it would be safe (in morning, when he would take it to the mine. This evening four of Morris's children, ranging from two to ten years, playing about the yard, discovered the keg, and in childlike curiosity tried the effect of matches upon it. The oldest boy, Frank, pried open the bung hole, and while six years old, dropped a lighted match. Frank was torn to fragments; Willie died in an hour; Mamie, four years old, was burned from head to foot and will not live over night; and Annie, the baby, can hardly recover.

Mrs. Norman J. Colman Dead.

St. Louis, Mo., Sept. 20.—Mrs. Norman J. Colman, wife of the ex-Secretary of Agriculture, is dead at the family residence. No Mr. Colman was the deceased had been a invalid for the last three years.

Tagged Children Make the Trip by Steamer from Bremen.

CONSIGNED TO PARENTS.

Cards on the Breast Tell the Names and Destination of the Baby Passengers.

BIGGEST PACKAGE HELPS THEM.

"For Holokop, two boys; for Mount Carmel, one girl; for New York, one girl."—From an up-to-date manifest of an ocean steamer.

Four little human express packages walked ashore yesterday from the steamer Havel, of the North German Lloyd line.

A tag on the breast showed the name and the destination of each of these bundles of "rag and bones and hanks of hair," animate freight shipped by relatives and consigned to parents.

The tags provoked unusual attention to the wearers, both on ship and on dock. On the trip across the ocean the tagged babies were the pets of the steerage passengers, and at the wharf were regarded as the notable ones among those who arrived.

The writing upon one tag was "Emeline Greiner, care Hermann Greiner, 322 West Ninety-fifth street, New York."

This Hermann Greiner is a shoemaker, who came to America to make a fortune driving pegs and sewing leather.

He left little Emeline in Germany until he could afford to send for her. For a few years he has been driving pegs assiduously to earn money to pay the fare of his little daughter.

A month ago he sent a letter to the relatives in Germany with whom Emeline was living, asking them to send the child to him. He had pegged enough to pay the cost of the trip.

Emeline is eleven years old, made a long journey by land to Bremen, and there, tagged for New York, she boarded the steamer. Her father met her at the wharf on the arrival of the steamer, and last evening there was a feast in Ninety-fifth street.

"Dorothy Vrab, Mount Carmel, Pa." was written on the tag of a fair-haired little maiden, only eight years old. No one met her when the steamer arrived, and wearing her express tag, she was transferred from the steamer to a train to complete her long journey.

Johann Kolb and Karl Kolb, eight years and seven years old, respectively, were adopted by the relatives in Germany. They were taken to their new home on the North River and their new home.

On the voyage from Bremen, Emeline Greiner's serene with the dignity that comes when one is "eleven and past," exercised a kindly superintendence over little Dorothy and the Kolb boys, her care for the smaller, tagged children delighting the adult passengers, who made presents to all four of the expressed babies. The children, however, were in German about the tags on the others.

HE WAS HOPELESSLY, WEERAN DIES ON HIS WIFE'S GRAVE.

Association Members Suspected of Disposing of Their Free Railroad Tickets.

ECHO OF THE CONVENTION THEY HAVE DISAPPEARED.

There Were More Tickets Than Excursionists, and Somebody Made Money.

Ten letter carriers in the New York Post Office are in danger of losing their places. If the investigation to be set about this week both in New York and Washington proves that they are guilty, their dismissal will be recommended.

About the time of the letter carriers' convention in San Francisco, the Baltimore & Ohio Railroad officials discovered in the hands of Chicago ticket scalpers return coupons of Pennsylvania tickets from New York to Chicago, which had been issued in New York letter carriers.

The Baltimore & Ohio officials charged that the Pennsylvania Railroad was guilty of violating the agreement in regard to the handling of tickets, and had sold them direct to the scalpers.

The Pennsylvania officials made prompt complaint to the New York Post Office officials that their carriers had been charged, since these tickets had been given to the carriers.

They furnished a list of the numbers of the tickets and the names of the carriers to whom they had been issued. It is possible that they are innocent of the charge, but they are in jeopardy.

An official will be detailed to go to New York from the Post Office Department in Washington this week to conduct an investigation.

When it was learned at the New York Post Office yesterday that the tickets given to the letter carriers had been disposed of by some one of their number, and that ten men were under suspicion as having been instrumental in selling them, it created quite a commotion. When the carriers left to attend the San Francisco convention these were one hundred men from New York City and Brooklyn.

Not all of the men were in an official capacity, nearly half the number being taken advantage of by the scalpers. It was not until they were taken to the convention that the scalpers were discovered.

The names of the carriers were given to the scalpers, and they were taken up by the railroad company. These men all declare that they know nothing about the tickets, and how they got out. None of the men mentioned went on the excursion.

This shows that tickets were not used by the letter carriers, but were given to some one else. The Division Superintendent Bradley was seen by a Journal reporter last evening, but he declined to make a statement. He said he was not in the position to say a word, and "will not say whether there will be any result from the investigation or not."

The President of the National Association of Letter Carriers and of the New York State Branch of the association is Mr. Parsons of No. 212 West 10th street. He had only heard rumors of the passes having been sold by the New York carriers to the Chicago scalpers, but could say nothing officially.

Who the guilty men are cannot yet be learned. In fact, their names are not yet known to the officials at Washington. The examination will be continued at 10 o'clock to-day, when E. Francis Hyde, second vice-president of the Central Trust Company of New York, is expected to testify.

FROM PLAY TO DEATH. Four Children Drop a Lightheaded Match in Powder Keg—Two Dead and Two Others Will Die.

Wheeling, W. Va., Sept. 20.—At Cecil this afternoon John Morris, a coal miner, took a keg of powder home and placed it in the yard, thinking it would be safe (in morning, when he would take it to the mine. This evening four of Morris's children, ranging from two to ten years, playing about the yard, discovered the keg, and in childlike curiosity tried the effect of matches upon it. The oldest boy, Frank, pried open the bung hole, and while six years old, dropped a lighted match. Frank was torn to fragments; Willie died in an hour; Mamie, four years old, was burned from head to foot and will not live over night; and Annie, the baby, can hardly recover.

Mrs. Norman J. Colman Dead.

St. Louis, Mo., Sept. 20.—Mrs. Norman J. Colman, wife of the ex-Secretary of Agriculture, is dead at the family residence. No Mr. Colman was the deceased had been a invalid for the last three years.

Tagged Children Make the Trip by Steamer from Bremen.

CONSIGNED TO PARENTS.

Cards on the Breast Tell the Names and Destination of the Baby Passengers.

BIGGEST PACKAGE HELPS THEM.

"For Holokop, two boys; for Mount Carmel, one girl; for New York, one girl."—From an up-to-date manifest of an ocean steamer.

Four little human express packages walked ashore yesterday from the steamer Havel, of the North German Lloyd line.

A tag on the breast showed the name and the destination of each of these bundles of "rag and bones and hanks of hair," animate freight shipped by relatives and consigned to parents.

The tags provoked unusual attention to the wearers, both on ship and on dock. On the trip across the ocean the tagged babies were the pets of the steerage passengers, and at the wharf were regarded as the notable ones among those who arrived.

The writing upon one tag was "Emeline Greiner, care Hermann Greiner, 322 West Ninety-fifth street, New York."

This Hermann Greiner is a shoemaker, who came to America to make a fortune driving pegs and sewing leather.

He left little Emeline in Germany until he could afford to send for her. For a few years he has been driving pegs assiduously to earn money to pay the fare of his little daughter.

A month ago he sent a letter to the relatives in Germany with whom Emeline was living, asking them to send the child to him. He had pegged enough to pay the cost of the trip.

Emeline is eleven years old, made a long journey by land to Bremen, and there, tagged for New York, she boarded the steamer. Her father met her at the wharf on the arrival of the steamer, and last evening there was a feast in Ninety-fifth street.

"Dorothy Vrab, Mount Carmel, Pa." was written on the tag of a fair-haired little maiden, only eight years old. No one met her when the steamer arrived, and wearing her express tag, she was transferred from the steamer to a train to complete her long journey.

Johann Kolb and Karl Kolb, eight years and seven years old, respectively, were adopted by the relatives in Germany. They were taken to their new home on the North River and their new home.

On the voyage from Bremen, Emeline Greiner's serene with the dignity that comes when one is "eleven and past," exercised a kindly superintendence over little Dorothy and the Kolb boys, her care for the smaller, tagged children delighting the adult passengers, who made presents to all four of the expressed babies. The children, however, were in German about the tags on the others.

HE WAS HOPELESSLY, WEERAN DIES ON HIS WIFE'S GRAVE.

Association Members Suspected of Disposing of Their Free Railroad Tickets.

ECHO OF THE CONVENTION THEY HAVE DISAPPEARED.

There Were More Tickets Than Excursionists, and Somebody Made Money.

Ten letter carriers in the New York Post Office are in danger of losing their places. If the investigation to be set about this week both in New York and Washington proves that they are guilty, their dismissal will be recommended.

About the time of the letter carriers' convention in San Francisco, the Baltimore & Ohio Railroad officials discovered in the hands of Chicago ticket scalpers return coupons of Pennsylvania tickets from New York to Chicago, which had been issued in New York letter carriers.

The Baltimore & Ohio officials charged that the Pennsylvania Railroad was guilty of violating the agreement in regard to the handling of tickets, and had sold them direct to the scalpers.

The Pennsylvania officials made prompt complaint to the New York Post Office officials that their carriers had been charged, since these tickets had been given to the carriers.

They furnished a list of the numbers of the tickets and the names of the carriers to whom they had been issued. It is possible that they are innocent of the charge, but they are in jeopardy.

An official will be detailed to go to New York from the Post Office Department in Washington this week to conduct an investigation.

When it was learned at the New York Post Office yesterday that the tickets given to the letter carriers had been disposed of by some one of their number, and that ten men were under suspicion as having been instrumental in selling them, it created quite a commotion. When the carriers left to attend the San Francisco convention these were one hundred men from New York City and Brooklyn.

Not all of the men were in an official capacity, nearly half the number being taken advantage of by the scalpers. It was not until they were taken to the convention that the scalpers were discovered.

The names of the carriers were given to the scalpers, and they were taken up by the railroad company. These men all declare that they know nothing about the tickets, and how they got out. None of the men mentioned went on the excursion.

This shows that tickets were not used by the letter carriers, but were given to some one else. The Division Superintendent Bradley was seen by a Journal reporter last evening, but he declined to make a statement. He said he was not in the position to say a word, and "will not say whether there will be any result from the investigation or not."

The President of the National Association of Letter Carriers and of the New York State Branch of the association is Mr. Parsons of No. 212 West 10th street. He had only heard rumors of the passes having been sold by the New York carriers to the Chicago scalpers, but could say nothing officially.

Who the guilty men are cannot yet be learned. In fact, their names are not yet known to the officials at Washington. The examination will be continued at 10 o'clock to-day, when E. Francis Hyde, second vice-president of the Central Trust Company of New York, is expected to testify.

FROM PLAY TO DEATH. Four Children Drop a Lightheaded Match in Powder Keg—Two Dead and Two Others Will Die.

Wheeling, W. Va., Sept. 20.—At Cecil this afternoon John Morris, a coal miner, took a keg of powder home and placed it in the yard, thinking it would be safe (in morning, when he would take it to the mine. This evening four of Morris's children, ranging from two to ten years, playing about the yard, discovered the keg, and in childlike curiosity tried the effect of matches upon it. The oldest boy, Frank, pried open the bung hole, and while six years old, dropped a lighted match. Frank was torn to fragments; Willie died in an hour; Mamie, four years old, was burned from head to foot and will not live over night; and Annie, the baby, can hardly recover.

Mrs. Norman J. Colman Dead.

St. Louis, Mo., Sept. 20.—Mrs. Norman J. Colman, wife of the ex-Secretary of Agriculture, is dead at the family residence. No Mr. Colman was the deceased had been a invalid for the last three years.

MET DEATH AWHEEL WHILE BEARING GOOD NEWS.

In the Gladness of His Heart This Cyclist Forgot Danger.

KILLED BY A TROLLEY CAR.

Thomas Kiernan Scorched for the Sake of Telling His Wife That He Had Work.

Thomas Kiernan reached the saddle of his bicycle with what wheelmen call a "running mount," and bore hard on the pedals as he steered his course homeward. Good news had made him a searcher.

"If I get a job I'll hurry home and tell you," had been his last words to his wife when he had ridden away from his little cottage in Beach street, at Riverdale-on-the-Hudson. It was indeed good news that animated the mason's muscles with a new vigor as he rode away from West Farms in the teeth of the nipping wind, after arranging to go to work on a new building this morning. For there were five small girls and boys at home, as well as a tender wife, and what he had to tell them meant an exchange of plenty for famine.

A rugged picture of a wheelman was that presented by Thomas Kiernan. He was fifty years old, and he was not dressed like the cyclists one meets on the Boulevard and the Drive. His heavy coat only half concealed a red shirt, which fell open to display his powerful neck, and his mole-skin trousers were stained like an artist's palette in the hues of the building stones he had worked at.

It is probable that his heart was singing "I go to work to-morrow; I go to work to-morrow!" in time to the turning of the pedals, but no one will ever know that. A Williamsbridge trolley conductor saw and recognized him as he rode up one of the long, steep hills of the country road. The conductor shouted a greeting from his car, but Kiernan did not look. His eyes were fixed straight ahead of him, and there was a hush in them as he bent low over the handlebars. The hill did not seem to fatigue him, for he was driving his bicycle ahead with elastic vigor.

Kiernan's steady education in preparation for a commercial life. Then he came to this country and when he broke out he enlisted in one of the first volunteer companies in the last great war of this State. He served throughout the war, and was wounded at Antietam.

After the war he secured a Government position at Long Island, and subsequently held mercantile positions in various classes of mercantile houses in Rockaway, L. I.; Paterson, N. J., and Jersey City. It was while in the last mentioned city that he met a woman who was to be his wife, and to whom he was ardently attached.

Shortly after that he lost his position and was obliged to secure another. After that he canvassed for life insurance.

Loewel was dressed in his best clothes when found dead. An umbrella with a gold handle was slung by his side. A gold watch and chain and \$4.43 in money were found in his pockets. There was a G. A. R. button in the lapel of his coat.

M'KINLEY'S LENOX TRIP. The President and His Party Will Go to North Adams Direct on a Special Train.

Washington, Sept. 20.—The White House through had a last opportunity to see the President to-day, as the Cabinet meeting to-morrow will cut off most of the visitors, and it is expected that the President will leave to-morrow evening for North Adams, Mass., where he will be the guest of Mr. Plunkett.

The arrangements for the President's trip were concluded during the day. He will leave to-morrow night by special train on the Pennsylvania road, going through to North Adams without stop at New York or elsewhere. It has been suggested that the President would make an address at a gathering at North Adams on Wednesday, but no decision has been reached.

Assistant Secretary of State Day called today the morning train for North Adams, Mass., for the purpose of completing arrangements for relief measures for the Klondike country.

The killing of the colored postmaster at Hoxsawville, Ga., was the subject of much comment among the representative colored men who called on the President. One of them, National Commissioner Hill of Mississippi, who was postmaster at Vicksburg under the Harrison Administration, said that the Hoxsawville incident has been in no way characteristic of the attitude of the people of the South. The racial feeling had been largely overcome, he said, and such as existed was confined to the smaller communities. Chief Justice Fuller, Senator Proctor and Attorney-General McKennan saw the President during the afternoon. At 3 o'clock the President held a public reception, several hundred people attending.

New Lightship is in Place. The new lightship, No. 88, was placed at Fire Island yesterday. It is one of the best lightships along the coast, and cost nearly \$70,000.

Where Bicyclist Kiernan Was Killed by the Trolley.

He was not really a bicyclist in the sportsman's acceptance of the term. He was a laborer, a mason, and his wheel saved him time and car fares.

Spending homeward from West Farms to Riverdale with the good news that he had secured employment, Kiernan took to the car track when between Juliana street and Alvin avenue, Williamsbridge. The road was turned up. He continued on the car track, riding fast, spurred by his happiness. He did not see the trolley as it swung around a sharp curve in the road and rode swiftly on to death. Before the eyes of the passengers he was crushed beneath the wheels.

like the cyclists one meets on the Boulevard and the Drive. His heavy coat only half concealed a red shirt, which fell open to display his powerful neck, and his mole-skin trousers were stained like an artist's palette in the hues of the building stones he had worked at.

It is probable that his heart was singing "I go to work to-morrow; I go to work to-morrow!" in time to the turning of the pedals, but no one will ever know that. A Williamsbridge trolley conductor saw and recognized him as he rode up one of the long, steep hills of the country road. The conductor shouted a greeting from his car, but Kiernan did not look. His eyes were fixed straight ahead of him, and there was a hush in them as he bent low over the handlebars. The hill did not seem to fatigue him, for he was driving his bicycle ahead with elastic vigor.

Kiernan's steady education in preparation for a commercial life. Then he came to this country and when he broke out he enlisted in one of the first volunteer companies in the last great war of this State. He served throughout the war, and was wounded at Antietam.

After the war he secured a Government position at Long Island, and subsequently held mercantile positions in various classes of mercantile houses in Rockaway, L. I.; Paterson, N. J., and Jersey City. It was while in the last mentioned city that he met a woman who was to be his wife, and to whom he was ardently attached.

Shortly after that he lost his position and was obliged to secure another. After that he canvassed for life insurance.

Loewel was dressed in his best clothes when found dead. An umbrella with a gold handle was slung by his side. A gold watch and chain and \$4.43 in money were found in his pockets. There was a G. A. R. button in the lapel of his coat.

M'KINLEY'S LENOX TRIP. The President and His Party Will Go to North Adams Direct on a Special Train.

Washington, Sept. 20.—The White House through had a last opportunity to see the President to-day, as the Cabinet meeting to-morrow will cut off most of the visitors, and it is expected that the President