



The Old Flag and Protection to American Industries.

AWFUL DISASTER.

A Freight Train Crashes into a Passenger Train at Ravenna.

NINETEEN LIVES ARE OFFERED UP

As the Result of the Criminal Negligence of a Flagman.

PRE ADDS TO THE HORRORS

Of the Occasion--People Burn to

Death in the Presence of Spectators

Who were Powerless to Aid Them.

Heartrending Scenes and Incidents.

How the Terrible Accident Occurred--

Statements of the Trainmen--

A Flagman who was "Taking a Rest" While

Death Was Bearing Down Upon Sleeping

Passengers. Names of the Victims.

RAVENNA, OHIO, July 3.--At 3 o'clock this morning passenger train No. 8, east-bound, was lying quietly at the station at this point. Something was wrong with the coupling of the special car, and the train crew gathered in a little knot about the end of the car, while the regular yard man whistled cheerfully as he tapped each smoking wheel to be sure that all was right before the train was beyond his control. Meantime there was one upon whom all the lives in the train depended, Flagman Boynton, idling lazily toward the rear end of the car, and thence back into the night with flag and lantern, to ward off danger from that point. He was not long walking to the end of the car, not longer than any one might take when there was no danger, and surely there was no death in the peaceful, quiet darkness that stretched away to the rear of the train. No Boynton was not long in starting, and he was sure to be long in reaching a point distant enough from the train he was bound to protect. No matter how long it took, it was too long; no matter how far back he walked, it was not far enough. There was some dreadful mistake, or carelessness, or fate. There was a sudden dazzling flash of locomotive light in the bewildered eyes of the rear flagman, a cry of warning when it was too late, a whirl of wheels, an awful crash and deep silence, but only for a moment. Nineteen precious human lives were lost in a moment, and twelve were maimed and injured. A terrible rear-end collision had occurred, and the flagman, throwing away his useless lantern, could only help to save.

THE EARLY REPORT

Of the Awful Disaster--Terrible Details. Heartrending Scenes.

ALLIANCE, O., July 3.--At 3 o'clock this morning a frightful railroad wreck occurred at Ravenna, on the New York, Lake Erie & Western railroad. Train No. 8, fast express bound for New York, while standing at the depot waiting for orders, was crushed into from the rear by a freight train. A day coach on the rear of the train was completely telescoped and nineteen passengers killed and thirty-eight badly injured. The day coaches and two sleepers forward took fire and were burned up.

Many of the passengers on the train were asleep when the awful crash came, and a number were crushed to death in their berths. A terrible scene followed. There were cries for help from all parts of the train, mingled with the dying moans of others whose lives were being crushed out. The steam was escaping from the monster freight engine, and soon the wreck caught fire and the flames crowded upon those who were fast in the debris. In several instances persons slowly burned to death while pleading with their last breath for help which could not be rendered. The wreck was most complete. The cars were piled upon and across each other almost in a solid mass. Thus the small party of rescuers worked at a disadvantage. As rapidly as the injured were rescued they were conveyed to the station where physicians from Ravenna and the other near points, the first to arrive, rendered all the assistance possible. The fire was finally extinguished, but not until several persons had perished.

SOMEONE'S CARELESSNESS.

At 10 o'clock a list of the names had not been secured. Every one has been busy in their efforts to alleviate the sufferings of the injured and rescue the dead bodies from the great mass of wrecked and partially burned cars. Who is responsible for the wreck is a question as yet undetermined. The coroner began the inquest this afternoon.

IT WOULD APPEAR THAT THE WHOLE ACCIDENT WAS DUE TO THE CARELESSNESS OF SOME ONE IN LEAVING A SWITCH OPEN.

The heavy freight train was running at the rate of 30 miles an hour, and it struck the passenger train with full force. The following is a list of the dead and injured:

- DEAD. DAVID REILHAN, Corning, N. Y. F. BERT, Corning, N. Y. J. GRIFFIN, Brooklyn, N. Y. A. DRYTHORP, W. KANE, Brooklyn, N. Y. HENRY GILBERT, THOMAS KILVILLE, formerly of Martin's Ferry, Ohio. F. BUNN, Corning, N. Y. J. KEMBALL, Corning, N. Y. J. DEMERY, J. COVIL, O. HARDING, Corning, N. Y. E. RYAN, D. CASSIDAY, W. NEWCOMB, Corning, N. Y. T. NOLAN, A. HANDEMAN, Corning, N. Y. ALBERT GUSTAFSON, Corning, N. Y. D. EYAN, Corning, N. Y. Unknown nursing girl and infant child. All but two of these were taken out of the wreck dead, and all but three burned

to a crisp. Thomas Keerville was taken out of the wreck alive. He was terribly crushed and burned and his sufferings were awful to behold. In an agonizing voice he called to a friend: "Billy, for God's sake get an ax and kill me." He died soon after. Henry Gildea was badly injured and died soon after being taken to the hotel.

INJURED.

The injured were: GEORGE SMITH, JOHN CODWREN, H. C. DEGRAFF, JAMES MCGIDLE, JOHN KRATING, JONAH CLARK, A. P. JONES. Their injuries consisted principally of broken limbs, and none were believed to be fatally hurt.

Thomas Hawley and Joseph Morgan; two others, are in a serious condition, and it is feared will not recover.

The dead and injured were employed in Richardson's glass works at Findlay, Ohio, which shut down yesterday for the summer, and they were on their way to Corning, N. Y., their homes. They were all on the extra car attached to the train, and the only one known to have been killed on the sleeper was the nurse.

HOW IT HAPPENED.

A Youngstown special says: The east-bound vestibule No. 8, due at Youngstown at 2:55 a. m., was very late and was running on orders. When the stop was made at Ravenna the Engineer and fireman of the passenger train went to work to repair the engine, and the train was detained several minutes. A flagman was sent back but went only a few feet, almost two car lengths. Suddenly, around the curve west of the city came train No. 82, composed of Swift's five cars. The train was running twenty-five miles an hour and coming down a heavy grade. The engineer supposed he had a clear track, and it being a through train, he was not expected to stop at Ravenna. He called for brakes and reversed his engine, but all to no purpose. On came the freight train with but slightly decreased speed, and no warning could be given the people in the doomed train.

WHO IS TO BLAME?

George Holman, the engineer of the freight train, in an interview, said he could not see how he could be blamed. He further said: "I could have stopped the train but the rails were wet and the sand would not take. I was not warned in time, and I could not see the lights on the rear of the passenger train owing to the darkness and fog. I reversed the lever as quickly as possible and with the fireman jumped from the train, sustaining a severe fracture of the right hand."

Mr. Holman seems to think that the brakeman of the passenger train, Fred Boynton, could have flagged him from a greater distance. Next in front of the coach containing the glass workers was a "dead sleeper," a coach containing no passengers, which doubtless prevented the accident from being much more serious.

How many of the glass blowers were killed is not definitely known, as the bodies were burned. A few escaped from the car, but it is feared that at least twenty were killed.

HEARTRENDING SCENES.

One poor woman was seen pinioned in the wreck, though apparently but slightly hurt, whose piteous appeals for help will never be forgotten by the spectators. The flames had not yet reached her but were slowly reaching her. Strong and willing hands swung axes as they were never swung before. On crept the flames. It was a battle between life and death and death was gaining. The heat was becoming more intense every instant. Men who were no longer able to withstand the flames gave place to others with the rapidity of lightning. But it was a useless fight, the choppers had to fall back and abandon the woman to her fate. In a moment the flames caught her dress and leaped to her head. Her piteous cries of "save me, save me," as the flames enveloped her form, and the expression of agony in her face as she sank down in the debris caused the stoutest hearts to grow sick with horror. How many more such frightful tragedies, though unseen, occurred in these brief moments, will never be known.

The remains were carried to the depot as soon as recovered and laid in rows. They presented a ghastly sight, though not nearly so badly mutilated as might have been expected from the nature of the accident. Some of them have already been identified, and it is believed nearly all the others can be as soon as their friends arrive. In the early morning the bodies were taken up and placed in an improvised morgue in an old store room. A common spring wagon was used, thirteen being hauled in a single load. They are being rapidly prepared for the inspection of friends and for burial by local undertakers.

A TRAMP'S TESTIMONY.

A wrooking train responded from Kent, and about daylight workmen commenced clearing away the debris. This took several hours, but the track at 9:15 o'clock a. m. was cleared so that trains could pass. There was not much of a blockade, owing to plenty of sidings, and trains being immediately stopped at all points east and west. A tramp who was stealing a ride on the rear end of the passenger train, said to a reporter that the flagman did not go back over a half car length, and that there was no time for the engineer to stop the freight train. He has been arrested to be held as a witness. There is a stretch of straight track west of the depot at least half a mile long, but the grade is very heavy, and it is difficult to stop a train. Being late at night it is probable the brakeman could not or did not respond as promptly as they might in daylight.

THE SUPERINTENDENT'S STATEMENT.

It is asserted by Superintendent Mattison, who is investigating the disaster, that the accident was due to the carelessness of the passenger crew. The train was in charge of Conductor Boynton, and his son was rear flagman who, instead of going back leaped against the rear coach until the freight was in sight and then it was too late to stop it. On the person of Willie Kane, of Corning, a glass blower, was found \$300. The boy had been saving his money to

surprise his widowed mother, and death stopped his journey.

A GRAPHIC DESCRIPTION.

A later dispatch from Ravenna says: Piteous cries for help arose from the heap of wreckage, and willing hands were already tearing at the heap of broken and twisted timbers and iron, when a scream of horror arose from beneath the ruins that sent a thrill through the hearts of the crowd that gathered about. Then here and there the darkness became gradually lit up with no grateful or welcome light as tiny tongues of flame sprang up from the crevices of the wrecked train. Fire had added a cruel fear and terror to the wreck, and fight as they would, the rescuers could not drive the ugly element back one foot from the writhing victims, who shrieked and implored in vain for help that was willing enough, but alas, far too weak to tear aside iron and timbers before wreck and flame had done their work. There were very few injured who did not die, and very few dead who were not bruised and broken and blackened and burned out of all semblance to the form of their maker.

A MIRACLE ANY WERE SAVED.

Tom Hanley, of Corning, who was in the fatal rear car with a score of bright lively glass workers on their way home to Corning, after a good season's work in Ohio, says it was a miracle that a single occupant of the car escaped to tell of what followed the crash. "I was half asleep," said he, "listening in a lazy way to the jokes and the occasional cheerful growl from one of our friends in a corner vainly attempting to get some sleep, when I fancied I heard some one cry out in alarm. Too sleepy to fully investigate, I glanced up and around the car and sunk back into the seat. Opening my eyes the next moment it seemed as I had fallen asleep and wakened in another world. I seemed to feel no shock--only a smothered crash and a dull sensation of pain, resulting probably from the terrific blow I received in the back of the head. Then a realization of what happened came only too soon, as the most horrible groans and cries came from every side from the poor fellows who, an instant before, had been exchanging some merry remark.

HORRIBLE EXPERIENCE.

"Then came the fire, and with the first blaze I stopped my ears to the scream of pain and terror that arose. I was wedged in by some one, my friend probably, but he was so bent, twisted and doubled under the seat and about my benumbed legs that I could not tell what it was, except that it was human and living at one time, but dying now, as I could catch the gasping breath and death rattle coming from the poor fellow's throat.

It was terrible, but a merciful release, a painless death to what some of the others had to suffer. Many were caught and pinioned to their seats, or squeezed against the walls of the car, or against the engine that had dashed into and through the cars. Wherever they were, there they stood, or lay, pleading in vain for help, and seeing every moment the warm flames creeping closer and closer, winding about their limbs and licking their faces, and one by one their cries were stilled as they gave up the fight for life.

WHAT DAYLIGHT REVEALED.

At daylight a subdued and fearful crowd of several hundred stood at the station, gazing with tearful eyes upon a sickening sight, while all about them was a smothering, awful odor of burning human flesh arising from a mass of blackened, heaped up wreckage. Now and then one's eyes chanced upon little shreds of clothing, or seared flesh and bones, or little piles of what might have been human, each and all blackened and roasted to a horrible degree. Aid for the wounded was soon on hand. The handsome Etna building was transformed into a morgue, and as the masses of burned flesh were hooked out they were hastily removed there, and other stretched at full length or huddled in little heaps.

IDENTIFYING THE DEAD.

Coroner Sherman, with his assistants, stepped from one to the other searching for letters, or some means of identifying one mass from the other. The coroner tenderly removed from one form the clothed sheet to find beneath the unmistakable form of a woman, and worst of all, clasped in her arms, as if to shield its young limbs from the flames that evidently consumed both, was an infant child. The coroner had been so busy all day gathering means of identification that nothing could be done toward an inquest, but a searching examination is now being made of the survivors. One fact has impressed all here, not one of the train men met with injury.

Another Fatal Wreck.

ST. PAUL, MINN., July 3.--A freight train on the Omaha line came in collision with a work train near Mendota, yesterday afternoon. The freight was derailed and thirty of the cars destroyed by fire. The engine was also wrecked. Several of the train men jumped into the Mississippi river to escape death and injury. It was reported that three tramps were burned to death, but it cannot be verified until the wreck is cleared up. The loss to the company is figured at \$50,000.

Not on the Wrecked Train.

CINCINNATI, O., July 3.--A telephone message from Manager Hanlon, of the Pittsburgh base ball club, states that Galvin, Miller and King, of that club, were not on the wrecked train. They are still in this city.

Will Appeal to the President.

WASHINGTON, D. C., July 3.--The Secretary of the Treasury has received a letter this morning from Grand Master Workman Powderly, of the Knights of Labor, reviewing the case of the discharged plate printers in about the same tone as his statement to the public and in addition intimating, so it is said, that the Knights of Labor will appeal to the President.

Will Jubilate at Elkins.

WASHINGTON, July 3.--Secretaries Rusk and Foster will spend the Fourth of July at Elkins, W. Va., as the guests of Hon. S. B. Elkins.

A TIN PLATE FOURTH.



American Labor Prefers Its Own Product.

BOLD DIAMOND ROBBERY.

A Young Man was Hard to Suit, but Took the Whole Stock Anyhow. NASHVILLE, TENN., July 3.--One of the boldest diamond robberies ever committed in this city was perpetrated this afternoon at E. Wiggers' jewelry store on Union street. About 2 o'clock Mr. Wiggers and the colored porter were in the store, the two clerks having gone to dinner. A young man of medium size entered the store and asked to be shown some silverware. Mr. Wiggers proceeded to show his goods to the customer. The young man seemed hard to suit and left without purchasing any silverware. Mr. Wiggers walked to the front of the store and was startled to find one of his jewelry trays in which the jewels are kept in the show-case lying under the counter. Upon examination of the case it was found that the tray was the one in which the diamonds were displayed and that it was empty, the entire lot, valued at \$8,000 being gone. Detectives were immediately put on the case.

The National Saengerfest.

NEWARK, N. J., July 3.--The sixteenth annual saengerfest of the Northern Saengerbund was inaugurated this evening by a reception to visiting societies and torchlight procession. The city's private and public buildings and business houses are handsomely decorated. The big Caledonian Park and two other parks have been secured for the festival. A mammoth concert hall has been erected and about \$80,000 has been spent in preparations for the festival. It is expected that 1,400 singers will participate in the prize contests.

The Fourth at Charleston.

CHARLESTON, W. VA., July 3.--The Fourth will be celebrated to-morrow by the organized labor of the city by a parade and speaking at the Opera House by Gen. C. O. Watts, Hon. S. C. Burdett and Judge Ferguson. Five hundred men, members of the trades unions in the city, will be in line in uniform.

Struck by Lightning.

WEST ALEXANDRIA, PA., July 3.--During a severe storm which passed over this locality about 6 p. m. to-day, Clark Grimes, aged eight years, was instantly killed by lightning. Deceased was a son of John Grimes, a farmer living near here, and was engaged in harvesting wheat when he met his death.

Mrs. Duncan Recovering.

LONDON, July 3.--Mrs. R. C. Duncan, whose husband, R. C. Duncan, of Washington, D. C., is shortly to be placed on trial charged with murderously assaulting her by beating her over the head with a stone, has almost entirely recovered from the effects of the injuries she received. Mrs. Duncan has made a statement of the circumstances connected with the affair, which statement has been forwarded to the Treasury Department for use in trial.

The Great Desert Lake.

YUMA, July 3.--The important fact is now established that there is a continuous stream of water flowing on the surface in the channel of the new river from the Colorado river at a point fifteen miles below Yuma to the Salton sink. This news was brought here this afternoon by parties who arrived from the desert. The Indians say that water has been running from the Colorado into the new river since February last.

Arms for the Rebels.

WASHINGTON, D. C., July 3.--A telegram received here to-day from Iquique, Chile, by Senator Montt, the congressional envoy to the United States, says that the steamer Malpo arrived at that place to-day with a complete cargo of arms for the congressional party.

Notice to Free Traders.

LONDON, July 3.--The exports from Sheffield during the quarter ended June 30, show a decrease of \$350,000 as compared with the corresponding period of last year. The decrease is due to the McKinley law.

Not in Chicago.

CHICAGO, July 2.--Diligent inquiry fails to confirm a rumor circulated last night to the effect that Gideon Marsh, the defaulting president of the Keystone Bank of Philadelphia, had arrived in Chicago.

Promoted.

RICHMOND, VA., July 3.--George H. Stevens has been promoted from general superintendent to general manager of the Chesapeake and Ohio railroad.

Bus Men Strike.

BERLIN, July 3.--A section of the bus men of this city have struck for higher wages and fewer hours of labor. The movement threatens to become general.

Village Destroyed.

PARIS, June 3.--The village of Navette, in the department of Hautes Alpes, has been totally destroyed by fire.

FRIDAY'S BASE BALL.

League and Association Games Played Yesterday.

Table with baseball scores for Philadelphia, Washington, Cincinnati, Chicago, and Cleveland.

PHILADELPHIA, July 3.--The Athletics defeated the Baltimore again to-day.

Score: Athletics.....2 0 1 2 0 0 0 0 0-6 Baltimore.....1 0 1 0 0 0 0 0 0-2 Errors, 1 and 3. Hits, 7 and 4. Earned runs, Athletics 2. Pitchers, Weyhing and Cunningham. Umpire, Ferguson.

WASHINGTON, D. C., July 3.--Thirteen innings were played to-day without breaking the tie and the game had to be called on account of the rain.

Score: Washington.....1 0 0 0 0 0 0 1 0 0 0-2 Cincinnati.....1 0 0 0 1 0 0 0 0 0 0-2 Hits, 10 and 6. Pitchers, Casey and Mains. Earned runs, Washington 1. Umpire, Davis.

CINCINNATI, O., July 3.--Latham's fine playing won a ten inning game to-day from Pittsburgh.

Score: Cincinnati.....3 0 4 0 0 0 1 0 0 1-6 Pittsburgh.....2 0 1 0 0 0 0 1 0-6 Errors, 2 and 4. Hits, 5 and 9. Earned, 2 each. Pitchers, Radbourne and Baldwin. Umpire, Battin.

CHICAGO, July 3.--Luck was against the spiders to-day, and although they made three home runs they did it when biases were empty, while the coits were more fortunate in their long hits in clearing the bases ahead of them. Score: Chicago.....0 0 2 2 0 1 0 1 0-6 Cleveland.....2 0 0 0 1 0 0 1 0-4 Errors, 2 and 3. Hits, 6 and 5. Earned, Cleveland 3, Chicago 1. Home runs, McKeon 2, Zimmer. Pitchers, Hutchinson and Young. Umpire, Powers.

NEW YORK'S RIPPER.

Ameer Ben Ali Found Guilty of Murder in the Second Degree. NEW YORK, July 3.--The case of Ben Ali, on trial charged with the murder of old Carrie Brown, in the East River Hotel, last April, was summoned by his counsel and the district attorney this afternoon. This evening the recorder charged the jury, which retired at 8 p. m. to prepare their verdict.

LATER--Ameer Ben Ali, alias "Frenchy," was found guilty in the second degree for the murder of Carrie Brown, alias "Shakespeare."

ARMY OF THE POTOMAC.

The Annual Meeting at Buffalo--New President Elected.

RUFFALO, N. Y., July 3.--There were stirring scenes at Music Hall this morning when the several corps of the society of the Army of the Potomac held reunions and elected officers. After a complimentary vote in favor of General Abner Doubleday, of Medway, N. J., General Butterfield was made the choice of the corps for president of the Society of the Army of the Potomac.

The Royal Party Cheered.

AMSTERDAM, July 3.--The Emperor and Empress of Germany started for Hague this morning. The imperial travelers were accompanied to the railroad station by the Queen and Queen Regent. An immense crowd of people gathered at the station long before the time fixed for the departure of the German Emperor and Empress, who were warmly cheered when they appeared and again when the train pulled out of the depot on its way to the capital.

Parnell Disappointed.

LONDON, July 3.--Mr. Parnell's marriage has not helped his cause, as he and his friends confidently hoped it would. The action of the Irish Bishops yesterday in reaffirming their declaration that Mr. Parnell was unfit to be leader of the Irish people shows that no quarter will be given him by the clergy. This is considered to be the final blow to Mr. Parnell's cause, and the reception which he met with at Carlow yesterday shows that the people have consented to pay no attention to him.

Explosion on a Steamer.

CHICAGO, July 3.--An explosion occurred this morning on the steamer Standard, loading at Point Breeze. Five men were injured, but the damage to the steamer is reported to be slight. Wm. Morton and David McVey will doubtless die.

Lumber Yards Burn.

COLUMBIA, GA., July 3.--Fire to-night broke out in the Harvey lumber yards, \$52,000 worth of lumber was in the yard and destroyed. The fire swept the entire front block and the loss will amount to \$100,000; insurance \$75,000.

Gold Vanishes.

LISBON, July 3.--The momentary crisis continues. Gold has totally vanished from circulation. Sovereigns are eagerly sought for to send to London to meet payments for American wheat.

Weather Forecast for To-day.

For Ohio, Pennsylvania and West Virginia, fair Saturday; stationary temperature; northwest winds.

TEMPERATURE YESTERDAY. as furnished by C. SCHEFFER, druggist, Opera House corner: 7 a. m. 71 8 p. m. 85 9 a. m. 77 7 p. m. 86 12 m. 66 5 p. m. 85 Weather--Changeable.

THE PROHIBITIONISTS

Begin Their Annual Blowout With a Small Crowd.

POOR PROSPECTS FOR THIS YEAR

At the Big Hall in Moundsville--What Took Place Yesterday--Senator Peffer to Be There Later On--He Will Draw a Crowd.

The prohibition party in this section is not great in point of numbers, but they have enthusiasm enough to more than make up for the shortage. They also have the finest meeting place in the State, one that would do credit to either of the old parties. But the prospects are not bright for a big outpouring of people at this year's annual assembly at the big hall in Moundsville.

The ten day's meeting opened yesterday and the crowd was very slim. It looked all the sliimer for being scattered over a building with a seating capacity of nearly five thousand. There was to have been a service in the morning, but no one showed up to take part in it, and the Silver Lake Quartette had not arrived, so the matter was dropped. In the afternoon there were nearly a hundred persons in the assembly hall, most of them being cottagers from the camp ground, willing to accept any diversion rather than none. There were a number of opening addresses and an informal platform meeting.

In the evening about the same number of people were present to hear an address by P. A. Burdick, of New York. Mr. Burdick said:

THE LIQUOR TRAFFIC

is legalized for want of conscience in the great mass of the American people. I mean to speak of the liquor traffic as an enormity and a crime, and I know that the reason it is permitted to enjoy a licensed existence is because the people of this country do not comprehend that it is a crime. People are very largely what they are because their forefathers were the same. Men are Presbyterians, Methodists, Episcopalians, Catholics because their forefathers were. Men are Democrats and Republicans because their forefathers were. They read their own papers and believe all of it, and are willing to say all that is in others is a lie. But I was not born a Prohibitionist because my father was not because the principle of temperance was taught me when I was a child. My grandfather was a drinking man. He came from Connecticut and built a house in New York in 1807. In that house there's a wine closet, and though he was a deacon in the church, he kept his decanter filled with the best of brandy. I was told by my father that in the early times half a dozen ministers stopped at my grandfather's house for several hours one day. When they had partaken of food and were ready to go, they knelt and asked for an outpouring of the spirit and a blessing upon the family. Then grandfather took out the brandy bottle and pouring out full glasses for each and himself, they drank them. It was said there was a great deal of spirit in the preachers in those days, and I have no doubt there was in that particular assemblage. My grandfather had never been taught that it was wrong. He did just as his forefathers had done and saw no harm in it. It was the custom of his day and time, and he felt no compunctions of conscience on account of it. My father was of the same school. He saw no wrong in it for years, but he was finally convinced that it was wrong. He saw no harm in it till he had buried a son in a drunkard's grave. It made a great difference to him when it was his son. We can condole with others who have misfortunes; we can see them bear their burdens with great fortitude, but our own have a very different effect upon us. My father died a most enthusiastic temperance man. He saw the wrong of the evil custom he had helped to foster, but not till he had suffered the greatest loss he could sustain. It seems that I will never break an old custom till it comes into direct contact with our own hopes and happiness. When we are thus forcibly reminded of a custom or a prevailing state of affairs we become the most rabid opponents to that custom. I have

THE UTMOST EMPATHY.

for those who will not see the wrong in this vile traffic. They have seen it in existence for years, and a very few of them comparatively have been forcibly reminded of the fact that it is an evil. Mr. Burdick said that he held the people who voted to legalize the liquor traffic responsible for the wrongs of the saloonkeepers. He dwelt upon the responsibility of the voter, and told a number of very pathetic stories to illustrate the harmful influences of the saloon and the sale of intoxicants. His illustrations, he said, were all taken from real life and were the result of his own observations. He had been a drinking man, and had seen and known all about the difficulties of reforming while surrounded by saloons.

He spoke of torchlight processions

in political campaigns as the invention of the devil and gave a very realistic description of the average political campaign demonstration. His descriptive powers are very good, and as he portrayed in words the scenes familiar to all present, he was heartily applauded. All the meetings of yesterday were rather tame and those on the ground do not expect big crowds, except perhaps to-day and on Farmers' Alliance day, July 11. The Silver Lake Quartette, which has been heard at Moundsville in the camp ground and in the Assembly Hall with so much pleasure in years gone by is here for this meeting. It is composed this year of Messrs. G. C. Chambers, A. H. Lawrence, J. W. Allott and Rev. C. H. Meade. The management has another very attractive feature in Prof. A. W. Hawks, of Baltimore, a well known elocutionist who delivers bible readings and recites funny stories during intervals when they need something to fill up. Mr. Hawks made more hits yesterday than all the others together.

The meetings will continue till July

18, inclusive. There are quite a number of well-known people on the programme including Senator Peffer, of Kansas, who appears on Farmers' Alliance Day.