

AWFUL DISASTER.

Two Big Four Trains Crash Into Each Other at Clieves, Ohio,

DURING A BLINDING RAIN STORM.

Not a Soul on Either Train Escapes Either Death or Injury.

THE NUMBER OF VICTIMS UNKNOWN.

The Wreck Complete and Terrible. Passengers Say a Number of Their Companions are in the Ruins--The Trains Split into Kindling Wood. All Caused by the Forgetfulness of an Engineer who is Among the Dead, and the Reason for his Strange Action in not Heeding Orders and Rushing on to Certain Death will Never be Known--A Telegraph Operator Attempts to Save the People on the Trains, But his Signal is Not Seen, Owing to the Storm that Rages--Partial List of Victims.

CLEVELAND, O., May 15.—A dispatch to the Plaindealer from Clieves, Ohio, says: In the midst of a terrific storm of wind and rain, two Big Four trains crashed into each other near Clieves, Ohio, this morning, with awful effect, the full horrors of which are not yet known. This morning the summer schedule went into effect and orders had been issued accordingly. Freight No. 43, a through train north bound, had orders to stop at North Bend to allow express No. 80, a cannon ball special, to pass. Under the old schedule the trains passed at another point some miles further on. Instead of stopping the freight engineer pulled ahead and approached Clieves, running about twenty miles an hour.

Why he did not stop at North Bend will never be known, as he is dead, but it is thought that in his anxiety over the storm, which might have washed out bridges, he forgot the new schedule and hurried on. As the train approached Clieves, Charles Smith, the telegraph operator, was shocked, for he knew it should have side-tracked at North Bend and that the express, a few minutes overdue then, was but a short distance away, running forty-five miles an hour, to make up lost time.

THE CRASH COMES. Smith rushed to the signal wires and dashed out the danger signal. Either it was not seen in the blinding rain or the engineer could not control his engine, for it sped on without lessening speed. At that very moment the express came into sight with the speed of the wind.

If any effort was made on either engine to slacken speed it was not appreciable, and the iron monsters sprang at and crashed into each other with a roar that rolled above the storm like a clap of thunder. Both engines were battered into shapeless masses and rolled off the track. The cars behind were mashed into kindling and the track for one hundred feet was torn up. Telegraph poles were thrown down and it was two or three hours after the wreck before word reached this place and a special train was sent to the scene from Cincinnati.

Long before the people from the little village and from the surrounding country had gathered and in the frightful storm were doing all they could. Many of the wounded had been taken away and the number cannot be definitely known. It is claimed that some of those thus provided for are in a dying condition. Not a person on either train escaped uninjured.

THE DEAD AND WOUNDED. With the arrival of the special train the work of getting out the dead began. Up to 6 o'clock five dead bodies had been recovered, four of them shockingly mangled and mashed out of all human shape. Under the freight engine, broken, crushed and scalded, were found Engineer William Higgs and his fireman, Hiram Bruce, both of Indianapolis.

Under a mangled freight car farther back Philip Gibben and David Harwood were found. Near every bone in their bodies was broken and their faces horribly disfigured. The fifth dead body was that of Berry Edwards, engineer of the passenger train. His fireman, Henry Tyrrel, had jumped before the crash, but had been caught under a mass of wreckage. His chest was crushed in and his head cut. He was taken to Lawrenceburg, but cannot survive the night.

John Schroeder, conductor of the passenger train, was injured in almost the same manner and can live but a few hours at most. George W. Hudler, a commercial traveller from Miami, was crushed between two seats, being bent almost double. He was taken to the Cincinnati hospital. He cannot survive.

Jailus Webber, the chief clerk of County Coroner Bange, of Cincinnati, has just returned from the wreck, and says the scene is one of the worst he ever saw. He thinks there are from five to ten more dead in the ruins, but the exact number cannot be told to-night.

"Boney" Kerf, a freight brakeman, had just reached the top of a car when the collision occurred. The crash was so terrific that he was thrown over a telegraph wire forty feet into a stream of water, which alone saved his life. He thinks there are at least three tramps under the wreck. Several passengers on the express are positive that several of their number were also killed. It is certain they are missing, but they may be among the wounded scattered about. Owing to the distance from the city and the prostration of the telegraph wires by the accident and the telephone wires by the storm, details have been very slow in coming in and no complete list of the wounded can be given. The property loss is very severe and will be \$100,000. Both engines are complete wrecks and the coaches of the express train are ruined. It is claimed

that much valuable mail and express matter is lost. A dozen freight cars loaded with costly goods are a total loss.

THE DEATH LIST.

LATER.—The list of killed and injured in the wreck is: Engineer Newberry Edwards, of Greenburg, Ind., of the passenger train.

Acting Daggage master Philip Gibben, of Lawrenceburg, Ind., of the passenger train.

Engineer William Higgs, of Indianapolis, of the freight train.

Fireman Hiram Bruce, of the freight train, of Greenburg, Ind.

Conductor David Heywood, of Indianapolis, of the freight.

The injured are: J. C. Huber, passenger, Miami, Ohio, knee pan broken and head cut.

Holton Terrell, passenger, aged 18, nephew of Dr. Terrell, of Delhi, Ohio, scalded all over the body, cannot live.

Conductor John Schroeder, passenger, crushed mortally between the cars.

Mrs. Moreland, of North Bend, slightly bruised.

Missing—Five to eight passengers were supposed to be in the smoking car. Nothing is known at this hour as to who they are. It is a matter of rumor that there were five to eight in that car. No one is able to conceive how any of them can escape death under that mass of wreckage.

THE SUNDAY QUESTION.

Debated at the Big Methodist Mass Meeting in Omaha—Sacredness of the Sabbath Day.

OMAHA, NEB., May 15.—Probably the largest concourse of people that ever attended a religious meeting in Omaha attended the mass meeting in exposition hall this afternoon. The special subject of consideration was the "American Sabbath." Elliott F. Shepard, of New York; Bishop Warren, Bishop Ninden, Judge Lawrence, of Ohio, and other eloquent speakers addressed the audience.

Hon. J. T. Edwards, state senator of New York, made a brief address in which he stated that James G. Blaine was in favor of closing the centennial exposition on Sunday and had telegraphed that statement from Paris when consulted about the matter by the board.

Mr. Edwards thought the American people had better quit singing the patriotic song "America" if the World's Fair was kept open Sunday. It would be inconsistent he thought, to sing that song and at the same time break the commandment "to keep the Sabbath day holy."

Bishop Ninden made the speech of the day. He held that there was little use to expect the people to keep the Sabbath holy until the church had won the masses to Christianity. He wanted to see the ministers get hold of the masses. There were people who made light of popular preachers, but he was ready at all times to take off his hat to the man who could draw the masses to hear the word of God. The church should go after the millions, no matter what their condition was. The churches of the present day had gotten into the habit of shifting along to keep up with the rich instead of going after the masses everywhere and under all circumstances. He believed that if the churches would take hold in earnest and work for the salvation and conversion of every rank and class of humanity the great Sabbath question would soon solve itself. The bishop aroused tremendous enthusiasm and set several of the brethren in the conference to shouting for more of the Holy Ghost religion.

Bishop Warren followed in a very eloquent speech that seemed to capture the Methodist hearts before him. He held that law was the best condition of existence and that when a nation fell out with the idea of regulating by law there was danger in the immediate future. God had said that one day in seven should be set aside for rest and human laws should correspond with the laws of God.

Judge Lawrence maintained that it was the duty of the state to provide that all unnecessary work should be discontinued on Sunday so the churches might have a chance to draw the people to church.

The weather was delightful to-day and the attendance at all the churches was such as to crowd every house of worship and many were obliged to go home without getting to church at all.

ELECTRIC MOTOR MEN STRIKE.

At Cleveland and Gain Their Point. Terms of the Settlement.

CLEVELAND, O., May 15.—The 300 conductors and motor men employed by the East Cleveland Electric Street Railroad Company struck at 6 o'clock this morning, tying up four lines, or about twenty miles of road. Not a car was run until 1 o'clock this afternoon, when a compromise was effected and business resumed. The men asked for \$2 for a day's work of ten hours.

Before the strike they worked from eleven to twelve and a half hours a day, the motor men receiving 16 cents an hour and the conductors 16 cents, by the terms of the compromise they are to work but ten hours a day, motor men to receive 18 cents an hour and conductors 17 cents, and for over time 20 and 19 cents an hour will be paid for motor men and conductors respectively. Three leaders in the strike who had been discharged are to be reinstated. The men regard it as a victory.

CYCLONE AT CORRY.

Immense Damage Done—A Panic in a Religious Congregation.

CORRY, PA., May 15.—A terrible cyclone, apparently about two hundred feet in width, struck this city this evening and did great damage. Several three-story brick buildings were blown down.

The roof of a three-story brick building occupied by Stiemets and Mortgergo, on North Centre street, was carried five hundred yards away.

While Universalists were holding a meeting in the new Weed Opera House, the storm struck the building and twisted it out of shape and causing a panic among the congregation, in which many people were badly bruised. The storm did great damage all over the city, unroofing many houses and barns and destroying numerous fences.

STRANGE ECONOMY.

Is the Species Practiced by the "Reformers" in Congress.

ABOUT EVERYTHING CAN WAIT.

Except the Streamlets and Frog Ponds in the Districts Represented by the Economists--The Needs of the Government to be Neglected to Make up for It--The Silver Question Again--Other Washington News.

Special Dispatch to the Intelligencer.

WASHINGTON, D. C., May 15.—The event of the past week in Congress has been the passage by the house of the largest river and harbor appropriation bill on record. The amount actually appropriated is \$21,336,975, as against \$19,973,945 appropriated by the corresponding session of the last Congress.

But the amount appearing on the face of the bill does not by any means cover the total expenditure which it entails. By means of the feature of continuing contracts introduced the expenditure for the second year under this bill will be in the neighborhood of \$20,000,000, making a total of over \$47,000,000 appropriated at one fell swoop by this economical body of reformers.

It may be interesting to compare the eight appropriation bills which have thus far passed the house at this session with the corresponding bills as they passed the house during the same session of the so-called billion dollar Congress. The following is the comparison:

	1890-91.	1892-93.
Army.....	\$24,288,096 62	\$21,226,899 82
Diplomatic.....	1,892,225 00	1,547,425 00
District of Columbia.....	3,321,924 15	1,987,680 27
Indian.....	6,922,238 25	4,427,229 41
Military Academy.....	42,936 31	398,665 18
Navy.....	22,160,545 53	23,776,778 00
Pension.....	98,427,461 09	131,825,066 00
River and Harbor.....	19,973,945 00	21,336,975 00
Total.....	\$178,129,521 06	\$248,186,636 71

Excess of present session over same session Fifty-first Congress \$30,057,115 65

From this it will be seen that the first session of the Fifty-second Congress has already beat the record of the last Congress by more than \$40,000,000 with several appropriation bills yet to be heard from. As soon as the river and harbor bill was safely passed there was a great spasm of reform, developed in the breasts of the newly-elected reformers. They at once proceeded to cut the sundry civil bill by a third, or \$13,000,000, notwithstanding that the estimates contained in this bill, which is for the support of the civil establishment of the government outside of the city of Washington, such as the post-offices, the internal revenue service, lighthouses, life saving stations, etc., had been prepared by the various chiefs of departments with the greatest possible care, and with the closest attention to economy. As in the case of the military and District of Columbia bills, this reduction is made with no reference whatever to the needs of the various services, with no consideration of results, but simply with a view to correcting extravagances in the other bills, where the partisan interests of constituencies had to be considered.

WILL CRIPPLE THE MAIL SERVICE.

To such an extent is this reduction threatened in the case of the postoffice service that the postmaster general has felt compelled to write Speaker Crisp, telling him that if the proposed reductions in the postoffice estimates are made the service will be seriously crippled, and that, too, at a time when renewed efforts on its part will be called for, namely, during the year of the World's Fair. Not only will it be impossible for the department to make any additions to its facilities to meet increased demands, to increase the clerical force where such increase is actually necessary, to expedite the transportation of mails as it has been doing with such benefit to business interests, to provide new routes, etc., but the reduction in the allowance for stamps and other material will result in a serious loss of revenue, and the curtailment of the allowance for hire of clerks and other officers will probably result in a considerable cut of the general force. Other examples of economy as now practiced in the house are seen in the reduction of lighthouse keepers' and life saving station keepers' salaries, just as the appropriations for soap and saddle blankets were cut out of the military academy bill.

There has undoubtedly been alarm in the ranks of the majority over this species of economy. Mr. Holman has been especially economical as regards the sundry civil since he got his own appropriation in the river and harbor bill through. And Mr. Pendleton has announced to a quaking house that it will hear in thunder tones from outraged voters in November. The prophet was not without honor in his country. A conscience-stricken house heard \$50 without a struggle, lit a cigar, and felt much relieved. It is thus that reformers reform in the days of the Fifty-second Congress. The navy may wait, the civil establishment may break into a living, but constituencies must be fed with "pork."

THE SILVER QUESTION.

Mr. Bland has made good his threat of reviving the free silver bill by introducing it as an amendment to the sundry civil appropriation bill. He subsequently withdrew it under pressure, but announced that he would reintroduce it at a more favorable opportunity. His lieutenant, Mr. Pierce, of Tennessee, claims to have nearly enough signatures to secure the introduction of a special order from the committee on rules looking to the further consideration of free coinage at an early date. One of the Farmers' Alliance members said that the money for a new mint at Philadelphia would be voted just as soon as free coinage became a fact, and not before.

In this connection it may not be uninteresting to recall some remarks made by Representative Williams, of Massachusetts, at a dinner given him in Boston soon after the defeat of the first free coinage bill, in which he took occasion to say to his friends that he would call on them for aid later on in behalf of some of the men who had voted against free silver, despite the wishes of their constituents, when that aid would be needed to secure their re-elections. Among the number of these representatives who had endangered their political futures by voting

against free silver, he particularly in-

stanced Mr. Wilson, of West Virginia.

The query has been propounded more than once here since that speech was made public, whether Mr. Wilson really did endanger his political future by his vote in this respect; whether any considerable portion of his constituency is in favor of free silver. No doubt Mr. Wilson will be grateful for any aid his Massachusetts friends may send him; perhaps he will need it; but despite, possibly, some educational disadvantages, as compared with Mr. Williams, there are those who still believe that Mr. Wilson can give some desirable points to his younger and less experienced friend on the art of getting elected to Congress in West Virginia.

No signs of open revolt in his party against Mr. Wilson's silver vote have yet reached Washington.

A NEW TRUNK LINE.

To Connect the Great Lakes With the Atlantic Seaboard, to Pass Through West Virginia.

Special Dispatch to the Intelligencer.

WASHINGTON, D. C., May 15.—There is now being projected a new railway trunk line, which will pass through Ohio, West Virginia and Virginia, connecting Lake Erie by a short rail route with the seaboard at a point in the peninsula between York river and the James river in Virginia. Charters have been secured for the proposed route and the work of organization is now proceeding from headquarters in this city.

The company is an independent one and disconnected from any existing railway organization. The Lake Erie terminus of the line will be at Cleveland, through West Virginia. The route will traverse the undeveloped coal and lumber region, a leading feature being to furnish steaming coal to ocean vessels. At present the enterprise is in the hands of Cleveland and Washington parties, who are about to begin surveys over the routes embraced in their charters. The new line is expected to develop territory in Virginia and West Virginia that is now without sufficient railroad facilities, and to establish an independent traffic between the great lakes and the Atlantic seaboard.

SENATOR BARBOUR DEAD.

The Virginia Statesman's Career Suddenly Ended—Taken off by Heart Failure.

WASHINGTON, D. C., May 15.—Senator Barbour, of Virginia, died suddenly yesterday morning, at 6:30 o'clock of heart failure, at his home. He had no previous illness and occupied his seat in the senate Friday.

His death was very unexpected and a great shock to those who knew him, as he had been always regarded as a man of strong and vigorous constitution and had been uniformly well and energetic for a person of his age.

Senator Barbour awakened about 6:30 o'clock and aroused Captain Shepherd, of Warrington, Va., who was his guest, stating that he was sorely oppressed as with grip, and asking him to send for a physician. Returning to his own room the senator lay down and died within ten minutes. The physician who was summoned pronounced the cause of his death heart failure. There was no premonition of the tragic end. In 1886, while in Europe, the senator experienced a similar attack, but it soon passed away. Last week, at the races, he complained of a similar feeling, but it was not severe enough to disturb him any, nor cause him to abandon any of his duties. As stated above he was in the senate Friday as usual, and in the morning attended a meeting of the committee on the affairs of the District of Columbia.

The only persons present at his bedside when he died were his sister-in-law, Miss Dangerfield, Col. Shepherd, of Virginia, a guest at the house, and the domestics, the doctor who had been summoned when the senator first aroused the household and told them of his illness arriving just after dissolution. The senator retired early last night as well as usual, and a few minutes after 6 o'clock this morning he sank back on his bed without uttering a word from the time he first complained of feeling ill. His death was said by his physician to have been due to heart failure.

Senator Barbour left no immediate family. His wife's sister, Miss Dangerfield, resided over his household, and a brother resides at Culpeper, Va.

John S. Barbour, of Alexandria, was born in Culpeper county, Va., December 29, 1820. He pursued a course of study at the University of Virginia, and graduated from the law school there in 1842; practiced law in his native county and went to the legislature from that county in 1847, where he served four consecutive terms; was elected president of the Orange & Alexandria railroad in 1852 and held the office until the road was absorbed by the Virginia Midland in 1883. He was a member of the house in the Forty-seventh, Forty-eighth and Forty-ninth Congresses, and succeeded Mr. Riddleberger in the Senate in 1880. His term as Senator would not have expired until March 3, 1895.

Mr. Barbour had resided continuously in Washington for a great many years, and was as highly esteemed by the people of this city as he was honored by the citizens of Virginia. He had not been in robust health for several years, but was regular in his attendance upon his Congressional duties.

Senator Barbour was at one time chairman of the Democratic state committee of Virginia, and was known to be a man of great political genius and an organizer of rare ability. He has been the recognized leader of the Virginia Democracy for many years, and to his efforts are ascribed the political victories in the state.

The funeral services will be held in the senate chamber Monday afternoon, after which the remains will be removed to Poplar Hill, Va., for interment. The funeral committee on the part of the senate will not be announced before Monday.

A Chicago Monte Carlo.

CHICAGO, May 15.—If reports circulated to-night are true, Chicago is to have a "Monte Carlo." It is stated upon the authority of the man renting the apartments that George and J. F. Hankins, M. C. McDonald and Michael Malory have leased for a term of four years the floor over Paul Benner's saloon on Wabash avenue, directly opposite the Auditorium hotel. None of the small gamblers had heard of the venture but they were inclined to believe that the combination was made in anticipation of the World's Fair.

A STAGE ROBBERY.

In Which Two Road Agents Get Away with Valuable Treasure.

MURDER IS ADDED TO THE CRIME.

The Wells-Fargo Messenger is Shot By Highwaymen and the Treasure Box is Stolen With Twenty Thousand Dollars in It--The Same Men Who Stopped the Stage Last Week. A Desperate Fight with the Men.

REDDING, CAL., May 15.—A stage robbery and murder occurred near here about 6 o'clock last evening. The Redding and Shasta stage had reached the top of the long grade five miles above Redding on the river road, when it was stopped by the same two highwaymen who stopped it Tuesday evening last. John Boyce was driving, with a man named C. J. Suhr on the box beside him. Buck Montgomery, the messenger, was on the back seat inside. A man armed with a shotgun and wearing a red bandana mask ordered the stage to stop and the passenger on the box to throw up his hands, then ordered the box to be thrown out. The driver complied, but the messenger inside fired upon the highwayman, who dropped on his knees, and then with his partner hid in the bush and returned the fire with rifles.

The messenger was shot in the back and several more bullets were lodged in the seat. The passenger received three buckshot in the right leg and the driver got five buckshot near the right knee. The robbers then disappeared with the boxes. The team started to run, but Suhr held the lines. Dr. Stevenson and wife, who were going to Shasta, met the stage. The passenger was kneeling down in the boot driving. The driver was operating the brakes, while the messenger lay in blood inside. Stevenson took charge of the team and drove two miles to Middle Creek, while his wife drove to Redding for Dr. Lowrey. A reporter visited the scene and found Montgomery in a dying condition at the hotel at Middle Creek with his wife beside him.

The driver and Suhr were not seriously hurt. The Wells Fargo boxes are supposed to contain rich treasures, some placing the estimate as high as \$20,000. The messenger died about 10 o'clock tonight. The highwaymen are supposed to be old convicts. A large posse is out searching for them. One of them was undoubtedly wounded.

A Train Held Up.

ST. LOUIS, Mo., May 15.—Late last night two men wearing masks and rubber coats boarded the out-going Frisco passenger train at Cheltenham and tried to rob it, but not succeeding, fled. They got on the front end of a sleeping car and attempted to get inside, ordering a passenger to hold up his hands. He responded by drawing a revolver, and several shots were exchanged and one robber is supposed to be hit in the leg.

Jefferson County Primaries.

Special Dispatch to the Intelligencer.

STREUVILLE, O., May 15.—Incomplete reports from all sections of the county show that Richards has forty-four out of forty-seven Jefferson county delegates to the Congressional convention. Hollingsworth went into Mt. Pleasant township and defeated Richards by ten votes, capturing three delegates. Hollingsworth came near carrying Smithfield with two delegates. Hollingsworth is, according to the vote, second choice in all the precincts in the county, Col. Poorman's name not appearing on the ticket. A strong fight was made for county commissioner by three strong farmer candidates, Allen Boyd, of Wayne, Joseph McCullough, of Cross Creek, and Cass M. Brown, of Mt. Pleasant, a one armed soldier, which fact made him a strong factor in the canvass. As it is with fifteen precincts in it will take all the votes to determine who is commissioner. Richards carries this city by 932 majority. Hollingsworth getting 101 and Poorman sixteen. The balance of the county ticket nominated is auditor, Alfred C. Blackburn; probate judge, William McD. Miller; infirmary director, Eli Felow. A light vote was cast everywhere.

Hung Himself to Jail.

Special Dispatch to the Intelligencer.

FAIRMONT, W. VA., May 15.—George Reeves, the son of Harvey Reeves, a well to do farmer of Winfield district, was brought here and confined in jail several days ago. As he had made several attempts to hang himself, being insane, everything was taken from him and he was confined in a cage to make him secure. Yesterday morning he tore the linings out of his pants and hanged himself. He was about twenty-six years old, married and had several children.

CONDENSED TELEGRAMS.

The will of Deeming, the condemned murderer, bequeaths his goods and his biography to his counsel, Mr. Lyle, excepting one-tenth of the proceeds, which goes to Miss Rounsowell, to whom Deeming was engaged when arrested.

H. Webster, a wealthy quarry owner and large paving contractor, has signed his paving cutters' bill of prices to May 1, 1893. The cutters say that Webster's action is a victory for them and others will follow his example.

Superintendent Bradley, of the farm school at Thompson's Island, Mass., reports the finding of the bodies of five boys drowned April 10. All the bodies were floating in the water off City Point.

All arrangements have been completed and everything is in readiness for the banquet of the Republican college clubs at Ann Arbor, Mich., next Tuesday evening. Over 800 colleges will be laid.

The next annual reunion of the Army of the Cumberland, to be held at Chicamauga, has been finally fixed for September 15 and 16.

Jonathan Blocharl, president of Wheaton College, died very suddenly at his home at Wheaton, Ill., last night from grip.

STRYCHNIA PILLS.

Given to Two Young Women in London--A Sensational Murder.

LONDON, May 15.—Just a month ago Alice Marsh and Emma Shrivell, two young women of decent family and loose morals, were found dying in their lodgings in Stamford street, Blackfriars.

They lived just long enough to state that a mysterious person, whom they knew as George Clifton, gave them "three long pills," and that they became ill immediately after taking them. A post mortem examination proved that each pill contained three grains of strychnine, so that the girls actually swallowed, between them, nine grains of deadly poison, or sufficient to kill at least seven or eight persons.

There is no room for doubt that these young women were foully and deliberately murdered, and a mass of circumstantial evidence points to the conclusion that George Clifton was the murderer; but although this man, who is in apparently good social position, was seen in the girls' company upon more than one occasion and by quite half a dozen persons, and although the police have in their possession a letter written by him to Miss Marsh, dated from the hotel at Chatham, he is still at large.

ACCUSED OF ANOTHER MURDER.

The probabilities are that he will never be arrested, except possibly in connection with some fresh crime. It is believed that he murdered a girl named Ellen Donworth, who was found dying in a tavern near Stamford street, last October, from strychnine and morphia given to her in a glass of wine by a casual acquaintance answering the description.

London newspapers have reported in perfumery fashion a frequently adjourned inquest on the Stamford street victims, but they have quite failed to grasp the fact that there is at this moment in large in this big city another atrocious criminal, differing from the Whitechapel fiend only in his methods of work. London newspapers seem to require blood and mutilation to stimulate them into appreciation of a great crime.

FROM A MEDICAL POINT OF VIEW.

The British Medical Journal to-day, commenting on the case from a medical point of view, says: It has been suggested that the pills were really capsules, a supposition not improbable. If so, they must surely have been either prepared by the person himself or by some pharmaceutical chemist. If by a chemist, he would probably have been told that the strychnine was to poison a horse or some animal. Should a chemist have received such an order, it is his bounden duty to come forward and assist in the discovery of the criminal. Capsules are difficult to prepare by amateurs. It takes a knowledge of pharmacy and some little skill. But whether the long pills were ready capsules, or whether they were bulky pills prepared by hands unaccustomed to pill making and therefore deviating considerably from ordinary pills in shape, he who prepared them had a considerable store of strychnine and a knowledge of its effect. Such a knowledge argues no special medical education, for arsenic, phosphorus, laudanum, carbolic acid, oxalic acid and strychnine are known by every one to be poison. The very largeness—the unnecessary largeness of the dose, indeed—rather argues against the doctor theory. A doctor knows very well that a dose of over a grain is fatal, and would not be likely to give nine times that amount.

SUNDAY BASE BALL.

Games Played by League Clubs at Various Points.

MILWAUKEE, Wis., May 15.—To-day's game was a pitched battle, Omaha winning. Attendance 3,200. Score: Omaha.....0 0 0 1 1 0 0 0—2 Milwaukee.....0 0 0 0 0 0 0 0—0 Pitchers, Burrell and Vickery. Hits, Milwaukee, 7; Omaha, 7. Errors, Milwaukee, 4; Omaha, 1. Umpire, Corcoran.

COLUMBUS, O., May 15.—Columbus outplayed Minneapolis and won as she pleased. Attendance 2,500. Score: Columbus.....1 0 0 0 3 0 0—4 Minneapolis.....1 0 0 0 0 0 0—1 Pitchers, Stephens and Swartzel. Hits, 6 each. Errors, Columbus 3, Minneapolis 6. Umpire, Snyder.

ST. LOUIS, Mo., May 15.—Cincinnati won the game to-day by Umpire Emalie making a rank decision in the seventh inning. Score: Cincinnati.....0 2 1 0 0 0 1 0—4 St. Louis.....0 0 0 0 0 3 0 2—5 Earned runs, St. Louis 2; Cincinnati 2. Pitchers, Gleason and Mullane. Hits, St. Louis 6; Cincinnati 9. Errors, St. Louis 3; Cincinnati 1. Attendance 600. Umpire Emalie.

TOLEDO, O., May 15.—The two St. Paul-Toledo games scheduled for to-day were postponed on account of wet grounds.

Grave Charge Against Government Employes.

New York, May 15.—Over two hundred steamer passengers on the French steamer La Gascoigne have been detained on suspicion of being contract laborers. It is alleged that a number of government employes at Ellis Island, together with employes of the various steamship lines, are working in collusion to defeat the operation of the contract labor law.

Steamship News.

New York, May 15.—Arrived—Steamer La Gascoigne, from Havre.

HAVRE, May 15.—Arrived—La Champagne, from New York.

The office of college president seems to go a-begging nowadays. Seventeen colleges have just closed out a full year with the head chaf vacant.

Ocean Travels.

The steamship lines are preparing for the coming season, travelers for the trip to Europe. Seasickness can be avoided by using Dr. Miles' Restorative Nerve before and on the voyage. Sample free at Druggists.

Weather Forecast for To-day.

For West Virginia, Western Pennsylvania and Ohio, fair Monday, preceded by showers on