names of only eighteen passengres are known, and it is admitted by Second Officer Morris that fifteen colored women, all of whom are now dead, were in the swamped lifeboat.

The crew of the Saginaw numbered twenty-six, all told.

From the offices of the Clyde Company here the following list of passengers was obtained:

E. B. Cole, Philadelphia.
J. Trevor, Philadelphia.
R. B. Younghead, Chester, Pa.
George B. Hood, Philadelphia.
H. F. Winters, Camden, N. J., all white.
Ryan Sanderson, Windsor, N. C.
Morris Payner, Northwest, Va.
John Reese, Norfolk.
Miller Pennell, Norfolk.
Judson Sevill, Berkley, Va.
David Roland, Newport News, Va.
Mary Robertson, Florence Newby, Edna Ward, M. E. Jones, P. L. Pendleton, A. Gilmore, S. Jerelean, all colored.

THOSE LOST.

Those known to be lost are:

Passengers:
A. GILLMORE.
P. L. PENDLETON.
FLORENCE NEWBY.
EDNA WARD.
M. E. JONES.
MARY ROBERTSON.

Crew:
EDWARD GOSLEE, first mate.
WILLIAM BITTES, first assistant engineer.
MARY ANDERSON, stewardess.
COOK.
WILLIAM MORRIS, steward.
UNKNOWN COLORED WAITER.

Peter Swanson, a lame member of the crew, is among the missing.

Just how many of the above passengers were included in the fifteen that were lost in the swamped life-boat cannot be determined as yet. A number of the passengers left Richmond Sunday on the Saginaw, and until the list of these is secured it will be impossible to secure an accurate estimate of the dead:

The known saved from the Saginaw are:

Captain J. S. Tonnell, badly injured about the head and internally; also two ribs broken.

Chief Engineer Seltzer.

Second Assistant Engineer Murgoy.

Second Mate W. L. Morris, several colored deck hands, firemen and coal passers.

The passengers saved are:

E. B. Cole, of Philadelphia, who lost a purse containing $700 and a large diamond stud.
J. Trevor, of Philadelphia.
R. B. Younghead, of Chester, Pa.
George B. Hood, of Philadelphia.
Harry F. Winters, of Camden, N. J.
Mary A. Sanderson, Windsor, N. C.
Norris Payner, Jr., Northwest Va.
John Rees, Norfolk.
Miller Pennel, Norfolk.
Judson Sevils, Berkley.
David Rowland, of Newport News.

The Saginaw was in charge of First Officer Goslee when the collision occurred, and the first officer of the Old Dominion ship was also at the wheel of his vessel.

AT REDUCED SPEED.

From all accounts obtainable the denseness of the fog made high speed perilous, and both ships were going at reduced rates. Their fog whistles were kept blowing regularly, and were distinctly heard by each other before the crash.

Passengers and most of the crew on both ships were asleep below when the disaster happened, and when the terrible shock and grinding noise awakened them a panic-stricken rush for safety took place.

The discipline of the crews was admirable, and "women first" was the initial command to Captain Tonnell after the life-boats had been prepared for lowering. The frightened colored women piled into the first boat of the Saginaw, and all lost their lives.

The first two boats from the Hamilton first made a brief survey of that vessel's condition, and seeing that no serious injury had been sustained hastened to the Saginaw.

CAPTAIN'S STATEMENT.

The following statement was made to the press representatives by Captain Boaz, of the Hamilton, this afternoon:

"It was clear when we left New York yesterday afternoon, but we ran into a fog bank four miles north of Egg Harbor, the fog lasting until we reached Cape Charles this morning. It was about 4:40 this morning, and we were creeping at about nine knots an hour. We had been under reduced speed since encountering the fog. We could not see a ship's length ahead, when we heard a whistle on the starboard bow two points ahead. I stopped the Hamilton, and then I heard another whistle. Suddenly the Saginaw loomed up three points on the port and the Saginaw attempted to run across of the Hampton's bow. We backed at full speed, but struck the Saginaw on the port quarter. In a very short time she went down. When the Hamilton backed off she was settling. We lowered two boats, but meanwhile the Saginaw had lowered their boats and a raft. I picked up two of these boats and a raft. The third was probably sunk."

Purser McCormick, of the Hamilton, estimates that the Saginaw sank within ten minutes after the collision, though there are others who say that the time was probably longer. The purser stated that life-boats were lowered from both vessels immediately after they struck. One of these, from the Saginaw, filled with passengers, was overturned in the suction and all hands were thrown into the water. The passengers and crew of the Saginaw were rescued in all ways. Some were taken from the water and others from the boat just before she went down.

WAS BADLY INJURED.

Captain J. S. Tonnell, of the Saginaw, did not leave his vessel until the last minute. He was finally taken from the rigging of the sinking ship, and when gotten aboard the Hamilton was found to be badly injured. At this writing he is now on the Hamilton, under the care of a physician. His injuries are serious, but not fatal.

Engineer Seltzer, of the Saginaw, reported to the Clyde officials here this afternoon that the Saginaw lies in fifteen fathoms of water. First Mate Goslee, of the Saginaw, is among those missing. The Clyde estimate of the missing is six of the crew and nine passengers. This

Spring Medicine

There is no other season when good medicine is so much needed as in the Spring.

The blood is impure, weak and impoverished—a condition indicated by pimples and other eruptions on the face and body, by deficient vitality, loss of appetite, lack of strength, and want of animation.

Hood's Sarsaparilla and Pills

Make the blood pure, vigorous and rich, create appetite, give vitality, strength and animation, and cure all eruptions. Have the whole family begin to take them today.

"Hood's Sarsaparilla has been used in our family for some time, and always with good results. Last spring I was all run down and got a bottle of it, and as usual received great benefit." MISS BEULAH SORG, Stowe, Vt.

Hood's Sarsaparilla promises to cure and keeps the promise.

Did you ever know a tailor to have a suit finished on time?

Did you ever know a tailor to have a suit all right the first time it was put on?

Our Ready-to-wear Suits are all ready — and when alterations are necessary we make them quicker.

$10.00 to $22.00.

Know our $3.50 Low-Quarter Shoes?

O. H. Berry & Co.
MEN'S & BOYS' OUTFITTERS

is the report that the Clyde officials sent their home office in Philadelphia.

The Hamilton was in command of Captain R. B. Boaz. No one on the Old Dominion boat was hurt and the vessel was only damaged about the bow. This damage is comparatively small, when all things are considered. C. K. Berwin, of New York, who is stopping at the Monticello Hotel, was one of the passengers on the steamer Hamilton, which was in the collision. His account of the wreck is most graphic. Said he:

"Fog settled down like a pall on the ocean about 7 o'clock last night. Suddenly when we were two hours late this morning, six bells rang and I knew something was wrong. The crash came next, and a grinding which made the ship shiver. Nothing had happened to our ship below. But then came the terrible sight. As I stood there gazing out to sea, the Saginaw appeared with twenty feet of her stern torn completey away. So plainly was this part cut off that I could look right into the steamer. At that time she was still afloat, but she quickly disappeared in the dense fog and sunk just nineteen minutes after the crash. The first thought was for our own safety and our own boats were lowered and the hull examined. When it was found that she was not injured, then the captain and his crew turned towards the other boat, hoping to save some lives. When the Hamilton circled, and we again saw the steamer through the fog and mist, only her two masts were showing as she had settled and was resting quietly on the bottom. It was providential that the sea was quiet. Our boats brought off sixteen people, four of whom were white. The captain was lashed to the mast with one white passenger, but two of his ribs were broken. So great was the confusion that one man put life preservers on his feet, and when seen later drowned floating feet up."

E. B. Cole, of Philadelphia, who was saved from the Saginaw had just sold out his business in Newport News, and was en route home. He placed $700 and a diamond pin beneath his pillow before retiring. When the crash came all thoughts of valuables was forgotten, and he sought safety on deck. Then he remembered his money and started back, but was driven back by teh waters. Describing teh collision, Mr. Cole declared it was so suddenly that one could scarcely realize at first what had happened. The Saginaw quickly began to settle, and her entire stern was torn away. Through this opening tons of water rushed, and the bow began to rise rapidly from the surface. The incoming waters burst open the decks, and freight of all description was hurled from the hold. Mr. Cole grasped a piece of wreckage and managed to reach one of the topmasts of the sunken ship, from which he was taken by a boat from the Hamilton. The Saginaw was formerly a British tramp ship, and came in here some years ago with her bow stove in, having been in collision with another vessel off the Virginia Capes. She was loaded with sugar at the time. She lay at Portsmouth for some time repairing. She was subsequently bought by the Clydes. She was of 2,500 tons.

PASSENGERS' STORIES

Newspaper Man on the Hamilton Gives Graphic Account of Collision.

(Special to The Times-Dispatch.)

NEWPORT NEWS, VA., May 5.—The steamship Hamilton of the Old Dominion Line, which left New York yesterday afternoon at 3 o'clock for Old Point, Norfolk and Newport News, collided with and sunk the Clyde Line steamship Saginaw, which left Norfolk last night at 6 o'clock for Philadelphia, this morning at 4:20 o'clock off Winter Quarter Light, in a dense fog.

At least twenty persons of the Saginaw's passengers and crew were lost almost without warning and before any assistance could be rendered. Twenty-nine were rescued by boats from the Hamilton, including Captain Tonnell, of the Saginaw, who was injured and was taken from the top of his ship's mast, where he had climbed. He is not expected to live, and is now under treatment at a hospital in Norfolk. The dead body of the laundress was picked up, and two of the rescued passengers died on the Hamilton while en route to Hampton Roads.

From what can be learned, the collision could not have been avoided, as officers, crew and passengers on the Hamilton declare that the fog was so thick that it was impossible to see twenty feet from the deck rail on either side of the ship. Both vessels were blowing their sirens and endeavoring to keep out of each other's way, when the crash came. The Hamilton struck the Saginaw about twenty feet forward of the stern, carrying away the after part of the other steamer, which rapidly began to fill, and in fifteen minutes had sunk in twenty fathoms of water.

The Hamilton had a hole torn in her bow by the collision about four feet long and three feet above the water line. She will make repairs at Norfolk, and it will not be necessary for her to come to the shipyard to be docked. No one on the Hamilton was injured.

WORK OF RESCUE.

The passengers on the Hamilton and the rescued crew and passengers from the Saginaw speak in high terms of the excellent work rendered by Captain Boaz and his crew in the work of the rescue. The Hamilton's boats were quickly lowered and manned, and no time was lost by the crews in feeling their way around in the fog for the victims. The most horrible scene was witnessed just after the Saginaw sank, the suction carrying to the bottom a life-boat containing twelve or thirteen women and one man before the man at the oars could pull away. Passengers on the Hamilton say that had the boat been properly manned it might have been placed beyond reach of danger. At the same time they praise these officers and crew and the men aboard the Saginaw for letting the women leave the sinking ship first in the only boat then available.

R. O. Rafter, city editor of the Evening Times, of Scranton, Pa., was a passenger on the Hamilton, and gave probably the best statement of what happened immediately after the collision. Being a newspaper man, he went on deck immediately after the crash and sought the details. He landed at Old Point when the Hamilton arrived there, bringing the first news of the disaster, and is now at the Sherwood Hotel with his bride. To your correspondent Mr. Rafter gave the following sutlement:

ON THE HAMILTON.

"I was married in Scranton and went to New York, leaving there yesterday afternoon on the Hamilton for Old Point Comfort. On the trip down the coast my wife was seasick, and I was up with her all night. When the collision occurred I was fully dressed. I felt the shock of the crash and heard some one scream: 'Man the boats; we are sinking.' I immediately ran out on the forward deck and took in the situation at a glance. I saw that we were safe and did not become alarmed. The Saginaw was sinking then. I looked at my watch the minute after the crash occurred, and it was exactly 4:30 o'clock. In fifteen minutes the other ship had gone to the bottom in twenty fathoms of water, and only her mast-heads were visible.

"When I first went on deck it was impossible to see farther than thirty feet away from our ship. I occupied a position on the Hamilton's deck near the stern of the Saginaw, which was carried away. Immediately before the vessel disappeared under the water I witnessed a horrible scene—the swallowing up by the sea of a boat containing either twelve or thirteen women and one man, as I estimated them. The officers and men on the Saginaw evidently had given away to the women, and they started off in the open boat manned by one man. Before the small boat was well clear of the steamer the latter went down, the suction dragging the little craft and its human freight down with it. The Hamilton remained near the spot for two hours searching for survivors.

"The Hamilton's officers lost no time after the collision in getting out the boats, and the crews worked with excellent results. But for their prompt response to orders more lives would have been lost. Among those rescued was Captain Tonnell, who had climbed to one of the mast-heads and clung to it until taken off unconscious. He did not recover consciousness on the way down, and it was the general opinion of the officers that he would not survive. Two rescued passengers died, but the officers withheld their names from me. None of the officers would talk. From what I could learn, the collision was totally unavoidable, occurring in a dense fog, with both vessels blowing their sirens and trying to avoid a crash. When the Saginaw was struck, Captain Tonnell headed her for the shore, but it happened too quickly. The Hamilton was proceeding under half speed. Captain Boaz was in the pilot house. He handled the situation admirably."

ON THE SAGINAW.

The collision caught the passengers on the Saginaw asleep and some of them knew nothing of what had happened until picked up by the Hamilton's boats. E. D. Cole, of Philadelphia, a survivor, made this statement: "I was asleep in my stateroom, and the first I knew of the disaster was when I found myself in the water. I managed to keep afloat, and in a few minutes was rescued by a life-boat. I was rendered unconscious in some way, my room being aft. I cannot understand why I was not drowned."

S. L. Swicegood, of Salisbury, N. C., who was a passenger on the Hamilton, came here from Old Point and made this statement: "The Saginaw loomed up ahead of us suddenly, and before we could back away the Hamilton had struck her stern. The captain of the Saginaw did not think his ship was badly hurt, and he immediately put her nose towards the shore, hoping to get near the beach, where he could run ashore in case of emergency. She had not gone far before we heard cries aboard, and then the boat began to settle. We rescued a great number of people, but several of these died after we got them ashore. One woman drifted near us, clinging to a stick of wood. She became unconscious and drowned before help could reach her. Those we rescued were brought on board in their night clothes, having lost everything they had. One man said he had $250 lying under his pillow when he went to bed. He escaped in his night shirt."

STORY OF AN EYE-WITNESS

Saw the Fate of the Saginaw from the Deck of the Hamilton.

Enveloped in an impenetrable fog, which successfully obscured the vision on every hand, the two steamships, the Hamilton and the Saginaw, unconsciously approaching each other in opposite directions, ploughed through the waters of the Atlantic, just off the coast of Accomac yesterday morning and met in a disastrous collision immediately after which the Clyde Line steamer went down, carrying with her some twenty or thirty persons, including some of the crew.

Daylight was just breaking as the ominous crash fell upon the ears of the startled sleepers and the darkness and the fog together made the terror more complete. A scene of indescribable confusion at once prevailed. The Hamilton with her steel-ribbed bow dug into the stern of the other boat and like a knife cut some fifteen feet of it away, experiencing the while but slight injury herself. Boxes, bales of cotton, twine, clothing, articles of all sizes, shapes, and description bestrewed the sea, which fortunately, was calm and unbroken. Above all the turmoil arose the piercing shrieks of terrified women and men, who read their death warrant in the gurgle of the water as it surged through the injured boat.

ACCOUNT BY ONE OF THOSE THERE.

"It was somewhere about 4:45 o'clock in the morning," last night, said in effect, a gentleman who was a passenger on the Hamilton and who came straight to Richmond as soon as he landed in Norfolk, about 2 o'clock yesterday afternoon. "Since 9 o'clock the night before a dense fog had enveloped everything like a shroud. Every half minute the Hamilton blew her whistles and every now and then she would lay by and wait until the situation of approaching ships could be clearly made out, a difficult thing to do under the circumstances. It was, of course, slow work but we were making pretty good time when the accident happened.

"I was in the stateroom and asleep when suddenly a grinding crash which I knew only too well, shook the sleep out of me. The first thing I did when I jumped up was to look at my watch. It was 4:45 o'clock. The day was just beginning to break. When I stuck my head out of the stateroom window I saw floating by me boxes, bales and other stuff which told plainer than words of the disaster. A short time saw me dressed and on deck and then I could grasp the situation more plainly.

"The Hamilton was gradually stopping and wheeling around. She had a three or four foot hole in her bow above the water line, but with the exception of the wrecked condition of some of the plates was unhurt. The Saginaw was feebly tossing about somewhere back, covered up in the fog. Fifteen feet of her stern was cut square off, and I could hear the sound as we ground our bow into the sunken portion. Propeller and wheel were gone, and of course she came to a standstill, all the while rapidly filling with water. As she kept going for a while however, it was thought at first that she escaped unscathed, and from the distance we heard the cry, 'All right!' But soon the screams of women floated to our ears out of the fog, and with them came the second cry, 'For God's sake man the boats; we are sinking!'

BOAT FULL OF WOMEN SINKS.

"When we knew what to expect, it took an unusually long time to get the lifeboats out, but at last two of them were on the water. One returned with four persons, and the other with three. Two Saginaw boats were also gotten out. In one of them fourteen of the crew came to us. The other set out with one oar and was filled with fifteen women, all colored, I believe, and two of the crew. With the one oar it was attempted to push away from the sinking ship, but the gradual, relentless suction drew it down. When the Saginaw sank with a swirl the suction caught the end of the lifeboat and drew it down. The fifteen women were lost. The two men clung to the boat when it came up and were saved.

"Between the time of the collision and the sinking of the Saginaw about fifteen minutes elapsed. Water poured into the fated ship, and the first officer, Ed. S. Goslee, lost his life bravely at his post, trying to stem the tide. He went down with the steamer. Five others of the crew—the first assistant engineer, the steward, the stewardess, the cook and the waiter—were also lost. The stewardess was Sarah Elam, a negro woman, who lived in Richmond.

CLIMBED THE MASTS.

"Captain Tunnell was saved, but he was badly hurt on the head and breast. The steamer sunk in about ten fathoms of water, and only her masts were visible. To one of them clung the injured captain, who had climbed there out of reach of the water. He was saved in this manner. One other man also, whose name I do not know, was taken from the masts. Bodies of men and women, drowned and dead, were floating about, but were not rescued. The Hamilton stayed around until she could do no more, and then, with those she had saved, who were taken aboard and given clothes and food, she set out for Norfolk, which point she reached at 2 o'clock in the afternoon. She was due there at 10 o'clock in the morning.

"If we had been a minute, or even a half minute, further on our way, the Saginaw would have struck us, and the disaster would have been even more terrible. On board the Hamilton were 250 persons, including many white women and men. Not one was lost or injured. The boat even was not badly hurt. It is hard to say whether the accident was unavoidable or not. The fog was so dense and covered everything so completely that I know from my own experience it was impossible to see twenty feet ahead."

THE TWO BOATS.

The Saginaw was a Clyde Line steamer, plying between Richmond, Philadelphia and Norfolk. On Saturday afternoon last she reached Richmond on a regular trip and on Sunday morning she pulled out again. On the steamer were three round trip passengers of Philadelphia, who had come down just for the trip. They did not land and their names were not learned. Not a single passenger got aboard her, and the steamer, with a light cargo of general merchandise, went on to Norfolk, where she took on more cargo and a number of passengers. Monday afternoon she left Norfolk for Philadelphia, and was en route for that point when, between Hog Island and Cape Charles, off the coast of the Eastern Shore of Virginia she came into contact with the other boat.

The Hamilton is an Old Dominion steamer, and works between New York and Old Point, Norfolk and Newport News. She left New York Monday afternoon and was running down the coast about three-quarter time, when, just off Winter Quarter, she crashed into the Saginaw. The Saginaw carried a cargo of freight and about 250 passengers.

Both the boats were of iron. The Saginaw was constructed originally for a tramp ship, and though sometimes taking passengers, was mainly engaged in carrying freight. She was built in 1888 in England and was of 1,835 gross tonnage; 1,429 net. She was 238 feet long, 34.3 beam and 17.1 depth. The Hamilton was built in 1890 in Chester, Pa. She was elegantly furnished and was engaged in a passenger and freight service. She is of 3,100 tons displacement.

Miss Evans Weds.

Miss Virginia Evans, youngest daughter of Rear Admiral and Mrs. Robley D. Evans, United States navy, was married last week in the English Cathedral at Tokio, Japan, to Mr. Harold Ingalls Sewell, of Boston. The couple will reside in the latter city. The bride is a great favorite in this city—her home—where she has so many relatives and friends.—Washington Star.

Senator Martin Here.

Senator and Mrs. Martin, and Mrs. C. Fenton Day, mother of Mrs. Martin, left for Scottsville yesterday. While here many of the Senator's friends, personal and political, called on him.

AMOUNTS TO SLAVERY

Rev. Mr. Morrison Tells of the Conditions in Congo State.

(By Associated Press.)

LONDON, May 5.—Rev. William Morrison, of Lexington, Va., a member of the American Presbyterian Mission, who is here on his way home, after six years' work along the Kassai River, about 1,200 miles in the interior of the Congo State, fully confirms the stories of the abuses in the Congo administration. He has furnished an exhaustive report on the situation to the Congo State authorities, to the American and British ministers at Brussels, and to Foreign Secretary Lansdowne, detailing the results of his personal investigation and showing that the situation is daily growing worse, as a result of the rubber monopoly's introduction of forced labor, virtually amounting to slavery.

On his way to the coast Rev. Mr. Morrison covered eight hundred miles of the Kassai River, formerly thickly dotted with villages, and he says there are now less than a dozen villages there, the people having fled into the forests to escape the tyranny of the whites. The missionary declares it is impossible for the natives to get any redress from the Congo State officials for the flagrant abuses and cruelties to which they are subjected.

Rev. Mr. Morrison sails for New York on the Cunard Line steamer Etruria, leaving Liverpool May 9th, and will furnish the State Department at Washington with further evidence on the subject of Congo State abuses.

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THE DAY ON THE DIAMOND

Took Brooklyn Ten Innings to Defeat Phillies.

PITTSBURG WON EASILY

Defeated Chicago by Score of Eight to Three—Cincinnati Won from St. Louis—New York-Boston Game Stopped by the Rain.

Scores Yesterday.

Brooklyn 5, Philadelphia 2.
Pittsburg 8, Chicago 3.
Cincinnati 4, St. Louis 1.
Boston-New York (called; rain).

Schedule for To-Day.

New York at Brooklyn.
Chicago at Pittsburg.

Standing of the Clubs.

	Won.	Lost.	P.C.
Pittsburg	12	5	.706
New York	9	4	.693
Boston	8	7	.533
Brooklyn	8	7	.533
Chicago	8	8	.500
Cincinnati	7	9	.444
St. Louis	6	11	.353
Philadelphia	5	12	.291

NATIONAL LEAGUE GAMES YESTERDAY

At Philadelphia.—Brooklyn tied the score in the ninth to-day through Brashear's fumble of Flood's hit. Four singles and a base on balls in the tenth netted the visitors three runs and the game.

Score: R. H. E.
Brooklyn .....0 0 0 1 0 0 0 0 1 3—5 9 1
Philadelphia ....0 0 2 0 0 0 0 0 0 0—2 8 3
Batteries: Jones, Evans and Ritter; Sparks and Zimmer. Time, 2:15. Umpire, O'Day. Attendance, 1,475.

At Pittsburg.—Pittsburg won first place to-day by defeating Chicago. Wicker looked like a winner up to the fifth inning, Pittsburg not having made a hit.

Score: R. H. E.
Pittsburg .....0 0 0 0 4 0 4 0 *—8 10 0
Chicago .....1 0 0 0 0 0 1 0 0—3 11 3
Batteries: Leever and Smith; Wicker and Kling. Time, 2 hours. Umpires, Emslie and Holliday. Attendance, 3,034.

At Cincinnati.—Cincinnati made it four straight from St. Louis by winning today. Hahn was in fine form and allowed but five scattered hits.

Score: R. H. E.
Cincinnati .....0 2 0 0 0 0 0 0 2 *—4 9 1
St. Louis .....0 0 0 0 0 0 0 0 1—1 5 2
Batteries: Hahn and Bergen; Hackett and Ryan. Time, 1:45. Umpire, Johnstone. Attendance, 4,000.

AMERICAN LEAGUE GAMES YESTERDAY

Scores Yesterday.

New York 11, Philadelphia 3.
Chicago 8, Detroit 1.
St. Louis-Cleveland (wet grounds).
Washington 3, Boston 0 (one inning).

Schedule for To-Day.

Washington at Boston.
Philadelphia at New York.
Cleveland at St. Louis.
Detroit at Chicago.

Standing of the Clubs.

	Won.	Lost.	P.C.
Chicago	8	3	.727
New York	7	5	.583
Boston	6	5	.544
Philadelphia	7	7	.500
Boston	6	7	.462
Washington	5	6	.455
St. Louis	4	5	.444
Cleveland	2	7	.222

At New York.—Wretched fielding on the part of the Philadelphia Athletics caused their downfall at American League Park to-day. A clever triple play, with three men on bases, for Philadelphia, executed in the ninth inning, by Ganzel and Long, ended the game.

Score: R. H. E.
New York .....0 3 5 1 0 0 0 2 *—11 10 0
Philadelphia .....1 0 1 0 1 0 0 0 0—3 10 5
Batteries: Tannehill, Wiltse, O'Connor and Bevile; Henley and Schreckengost. Time, 1:45. Attendance, 1,950. Umpire, Connolly.

At Chicago.—Patterson was in rare form, and with perfect support, easily won to-day's game. Hallman's fielding was the feature of the game.

Score: R. H. E.
Chicago .....2 1 0 0 3 0 2 0 *—8 13 0
Detroit .....0 0 0 0 0 0 0 0 1—1 7 3
Batteries: Patterson and McFarland; Kissinger and McAllister. Time, 1:25. Umpire, Sheridan. Attendance, 2,850.

SOUTHERN LEAGUE GAMES YESTERDAY

At Atlanta.—With the score tied, with men out in the latter half of the ninth inning, Winters hit for three bases to left field, scoring Gruebner and winning the game for Atlanta. Keenan and Weyhing both did good work in the box.

Score: R. H. E.
Atlanta .....1 0 1 0 0 0 0 0 1—3 11 2
Birmingham .....1 0 0 0 0 0 1 0 0—2 8 1
Batteries: Weyhing and Matthews; Keenan and Brown. Attendance, 1,500.

At Montgomery.—Hopkins was never in trouble to-day. Montgomery went after Baily in the first inning and then and there won the game. A running catch of a foul fly by Clark was a feature.

Score: R. H. E.
Montgomery .....3 0 1 0 2 0 0 0 0—6 10 3
Nashville .....0 0 0 0 0 0 2 0 0—2 6 4
Batteries: Hopkins and Clark; Baily and Fisher.

At Little Rock.—Persons celebrated his debut with the Little Rock team this afternoon by winning from Memphis 8 to 3. The features of the game were the sensational catch by McCann in right field, which saved the game for his team, and the batting of Delehanty.

Score: R. H. E.
Little Rock .....1 0 3 0 0 0 0 2 *—8 10 1
Memphis .....1 0 0 0 0 2 0 0 0—3 8 2

Fourqurean, Temple & Co. Fourqurean, Temple & Co.

Real Castile Soap

Made of Genuine Spanish Olive Oil.

The soap our grandmothers held in highest esteem and the most reliable and efficient soap known to-day for medicinal and general purposes. It is the only soap of absolute purity made and it has sustained its long continued prestige, through sheer strength of merit, to the present time.

We offer a case of this real good old-fashioned article. Comes in big green

Four-pound Bars at 40c a bar.
Pound Pieces for 12c each.

Fourqurean, Temple & Co.
429 East Broad and Annex.

Batteries: Persons and Lynch; McIntyre and Accorsini. Attendance, 3,000.

At Shreveport.—To-day's game was highly unsatisfactory because of the failure of Umpire McDermott to appear and the necessity to resort to the double umpire system. C. Smith was hit freely and Fisher was an enigma to the visitors.

Score: R. H. E.
Shreveport .....4 1 1 1 0 1 1 0 *—9 14 1
New Orleans .....2 0 0 0 0 0 0 0 1—3 6 1
Batteries: Fisher and Graffius; C. Smith and Hurley.

LED ALL THE WAY AND WON HANDICAP

Saccharometer Proves Easy Winner at Jamaica—Race King Takes the Stakes.

(By Associated Press.)

NEW YORK, May 5.—Saccharometer, at 1 to 3, won the Williamsburg handicap at Jamaica to-day. He was in front practically from the start to finish. Race King captured the Elmhurst stakes for two-year-olds. Five favorites won. Summary:

First race—six furlongs, selling—Orloff (11 to 5 and even) first, Star and Garter (10 to 1) second, Northbrook (12 to 1) third. Time, 1:14 2-5.

Second race—six furlongs.—Futurita (7 to 1) first, Sweet Alice (3 to 1) second, Ascension (40 to 1) third. Time, 1:14.

Third race—the Elmhurst stakes, five furlongs—Race King (11 to 10) first, Miss Shylock (10 to 1) second, Wizard (6 to 1) third. Time, 1:01 1-5.

Fourth race—the Williamsburg handicap, six furlongs—Saccharometer (1 to 3) first, The Guardsman (4 to 1) second, Toscan (6 to 1) third. Time, 1:13 1-5.

Fifth race—five furlongs—Lowcut (5 to 1) first, Heritage (5 to 1) second, Australian (11 to 5) third. Time, 1:02 3-5.

Sixth race—handicap, one mile and seventy yards—Himself (11 to 5) first, Wild Pirate (7 to 1) second, Circus (12 to 1) third. Time, 1:46.

FAVORITE FAILED ON CHURCHILL DOWNS

(By Associated Press.)

LOUISVILLE, KY., May 5.—Perfect weather, a fast track and a large attendance were the conditions of the racing at Churchill Downs to-day. It was a bad day for players of favorites. Monsieur Beaucaire proved the surprise of the day. Summary:

First race—two-year-olds, purse $400, four and a half furlongs—Esherson (6 to 1) first, Walnut Hill (7 to 1) second, Play Ball (20 to 1) third. Time, :55 1-2.

Second race—purse $400, six furlongs—Monsieur Beaucaire (8 to 1) first, Bummer II. (8 to 1) second, Hargis (8 to 1) third. Time, 1:15.

Third race—selling, purse $400, one and a sixteenth miles—Bean (5 to 1) first, Lombre (6 to 1) second, Caxton (12 to 1) third. Time, 1:50 1-2.

Fourth race—maiden two-year-olds, purse $400, four furlongs—Shawana (1 1-2 to 1) first, Phelan (2 1-2 to 1) second, Cardona (5 to 1) third. Time, :49.

Fifth race—selling, purse $400, mile—Lules Fonso (4 to 1) first, Pepper Dick (10 to 1) second, Boomerang (7 to 1) third. Time, 1:43 3-4.

Sixth race—selling, purse $400, mile—Aimless (2 1-2 to 1) first, Emir (2 to 1) second, Winesap (10 to 1) third. Time, 1:43 1-2.

Racing at Chicago.

(By Associated Press.)

CHICAGO, ILL., May 5.—Results at Worth:

First race—six furlongs—Marlin (7 to 1) first, Full Back (12 to 1) second, Harry Beck (5 to 1) third. Time, 1:14 3-5.

Second race—four furlongs—Lady Freeknight (7 to 5) first, Miss Hillesdiman (7 to 1) second, Belle Juan (30 to 1) third. Time, :49.

Third race—six and a half furlongs—Beau Ormde (9 to 1) first, Lavonius (1 to 5) second, Soothsayer third. Time, 1:20.

Fourth race—mile and a quarter—Gregor K. (12 to 1) first, Nitrate (6 to 5) second, Voongage third. Time, 1:44 3-5.

Fifth race—six furlongs—Silver Fizz (20 to 1) first, Mrs. Hume (8 to 5) second, Our Bessie third. Time, 1:33.

Sixth race—mile and an eighth—Bonnie Lissak (5 to 2) first, Omduman (5 to 2) second, John A. Clark (4 1-2 to 1) third. Time, 1:54.

Hart Had Best of It.

(By Associated Press.)

PHILADELPHIA, PA., May 5.—Marvin Hart, of Louisville, had the better of the six-round fight with "Philadelphia" Jack O'Brien to-night at the Penn Athletic Club. O'Brien put up a wonderful fight against Hart, who was twenty-four pounds heavier than O'Brien.

Kid Carter Knocked Out.

(By Associated Press.)

LOS ANGELES, CAL., May 5.—Sam McVey knocked out Kid Carter in the eleventh round.

THE INSURANCE WORLD

Interesting Statistics—Some Big Policies Recently Settled.

The Insurance Press, of New York, in its issue to-day, gives a number of interesting statistics. In its estimate of the amount of insurance in force in leading cities, Richmond is credited with $78,000,000. In this city in 1902 the life insurance payments reached the amount of $796,638. The amount of claims paid in Virginia in 1902 was $3,307,563. In the leading cities the amounts were as follows: Richmond, $796,638; Norfolk, $240,389; Petersburg, $169,079; Danville, $169,636; Alexandria, $69,919; Lynchburg, $164,557; Staunton, $46,031.

Some notable payments reported in the State were these:

Alexandria—Anthony W. Armstrong, $10,000.

Danville—James E. Schoolfield, $21,543.

Houston—John R. Edmunds, $10,000.

Lynchburg—Theodore M. Carson, $10,056; Walter S. Fore, $12,000; J. E. Hughes, $10,000; Peter J. Otey, $10,294.

Newberne—Henry D. Forsythe, $15,000.

Petersburg—William Cameron, $10,000; David Dunlop, $51,298.

Richmond—Richard B. Chaffin, $60,018; Pascal Davis, $10,751; Robert A. Lancaster, $18,713; S. B. Rosenbaum, $12,500; Charles B. Stringfellow, $58,000.

Staunton—J. M. Miller, Jr., $18,737.

AMUSEMENTS.

BIJOU — TO-NIGHT A Ruined Life. Souvenir Matinee Thursday. — Next Week A Little Outcast.

BOSTOCK'S GREAT ANIMAL ARENA
DAILY AT 3:30 AND 8:30.
Season Really Closes May 18.

The Valentine Museum
ELEVENTH AND CLAY STREETS.
OPEN 10 A. M. TO 5 P. M.
ADMISION, 25C.
FREE ON SATURDAYS.

THE CONFEDERATE MUSEUM
TWELFTH AND CLAY STREETS.
Opens daily from 9 A. M. to 5 P. M.
Admission, 25 cents. Free on Saturdays.

BASE-BALL.

BASEBALL.
Chicago Stars—Bloomer Girls
vs.
Richmond League Team,
Tuesday and Wednesday, May 5th and 6th.
Game Called 4 P. M.

Fulton News.

After two years of delay, the Chesapeake and Ohio have commenced to comply with the ordinance regarding them to turf the mud embankments and place a concrete gutter and iron fence at the bottom of the embankments. Work was begun on the contract yesterday, and also on the opening of Third Street which has been closed for years.

The bazaar of the Ladies' Auxiliary Society, which is being held at the corner of State and Fulton Streets, is attracting a large crowd every night, and last night the sales were exceedingly good. An excellent programme of amusements is well rendered every night. The feature to-night will be the one act comedy, "The Haunted Hotel." "The Doctor's Appentice" was well rendered last night. The proceeds of the bazaar are for the benefit of the parsonage building fund.

The Builders' League of Denny-Street M. E. Church will meet this afternoon with Mrs. Charles H. Schmidt, of Denny Street.

Miss Bertha Taylor, of Waterbury, Conn., who has been the guest of her cousin, Miss Martha Black, left yesterday for New York, where she will visit friends before returning home.

Captain James Dunford continues ill at his residence on lower Louisiana Street.

William M. Mitchell, of Engine Company No. 8, has been elected to stationman at Engine Company No. 7. Albert Samuels was elected substitute to fill the vacancy.

A number of young people are arranging for a fishing party for Thursday. The party will include a number of ladies. They will be the guests of Mr. and Mrs. Herbert A. Burke.

NEW TRILBY TRIPS To the SEA-SHORE EVERY SUNDAY

NORFOLK OCEAN VIEW
Round Trip $1.00 Round Trip

VIRGINIA BEACH CAPE HENRY
Round Trip $1.25 Round Trip

Fast Vestibuled Train
VIA
NORFOLK AND WESTERN RY.
Leaves Richmond (Byrd-Street Station) EVERY SUNDAY at 8:25 A. M., Petersburg 9:05 A. M., arrive Norfolk 11 A. M., with through coaches to Virginia Beach, and connecting at Norfolk with SPECIAL CARS for OCEAN VIEW. Returning, leave Ocean View 6:00 P. M., Cape Henry 6:15 P. M., Virginia Beach 6:30 P. M., Norfolk 7:15 P. M., arriving Richmond 10 P. M.

Vestibuled Coaches, Quickest, Gas and "Only All-Rail Route"
NO CHANGE OF CARS BETWEEN
Richmond, Norfolk and Va. Beach
R. T. ADAMS, Manager.