

NO ANSWER TO CHARGES

Officials of the Quartermaster's Department Retient.

Captain Parsons and Chief Clerk Gibbs Will Not Discuss Allegations of Misappropriation of Property at St. Asaph—Text of Accusations Filed at the War Department.

In the matter of the affidavit lodged with the Secretary of War, alleging irregularities on the part of Capt. Elias H. Parsons, Assistant Quartermaster, who employed the quartermaster's depot at St. Asaph, Va.; Warner H. Gibbs, Chief Clerk, and B. B. Rhodes, Forage Master, those of the accused who were last night declined to make any comment other than to express confidence in their vindication by the usual military enquiry.

Captain Parsons said: "It would be unbecoming of an officer of the Army to discuss charges preferred against him in advance of action by the proper military authorities. The complainant will be investigated and the truth or falsity of the allegations will be determined in the manner prescribed by Army regulations."

Mr. Gibbs said: "I must decline to discuss the matter for purposes of publication. Nothing that I could say at this time would have any bearing upon the case. I have a confidential informant who charges have been made, but if this be so, the enquiry will be conducted in the usual and searching military way. I am satisfied that an investigation will determine the falsity and malice of the accusation."

In the affidavit which is in possession of the Secretary of War it is alleged that scrap iron and certain Government supplies have been disposed of without condemnation proceedings or advertisement and that no record of the disposal was duly made. It is further alleged that forage was sent to a private stable, and that men carried on the roll of the quartermaster's depot were employed in private work, such as the manufacture of household articles, repair of family carriages, and personal services.

The affidavits were signed by Nairn and S. E. Rabbitt, late employes at the quartermaster's depot, and who were recently dismissed because of lack of work. It is said in the War Department yesterday that an inspector would be detailed, probably on Monday, to visit St. Asaph and make an investigation. On the report of this officer the Department will determine whether further action should be taken. Should the report of the inspector be adverse to the accused a court-martial will be ordered.

A copy of the affidavits is in possession of the Secretary of War follows:

Washington, June 4, 1906. We the undersigned make the following charges against E. H. Parsons, Assistant Quartermaster, Captain Rhodes, and Chief Clerk Warner A. Gibbs, to wit: Misappropriation of funds, monies, and material while acting in an official capacity in charge of the supply depot, St. Asaph, Alexandria County, Va.

1. Samuel E. Rabbitt, swear that while I was employed as carpenter at St. Asaph Depot, Va., that two-thirds of the material taken up in working for and manufacturing other articles, the price of which was not paid, was sold at a profit to the detriment of the Government.

2. Heavy brass-bound clothes chests, with hat boxes and trays complete; set 25x31x18; value, \$25 each. 3. Folding bookcases, 5 rack shelves; value, \$15 each.

4. Typewriter table, quartered oak; value \$8. 5. Folding bed table, white pine; value \$5. 6. Sewing table, white pine; value \$4. 7. Nurses' tables, white pine; value \$2 each. 8. Washstand, white pine; value \$8. 9. Dining-room table, turned oak, white pine; value \$5.

10. Screen door, wire mesh, white pine; value \$5. 11. Screen door, panel, white pine; value \$5. 12. Shikoni coupe; value \$1.50 each. 13. Hat rack; value \$1. 14. Pair trunks and ironing board; value \$2.50. 15. Double pole and yoke straps; value \$15. 16. Further, that about the middle of May, 1906, ten or twelve men from the depot were sent to 2125 Clifton Street northwest, the home of Captain Parsons, to deliver and receive, paint, and repair the above house, and were so employed for about ten days, taking from the depot material to do the work, valued at 200 pounds of Lewis' white lead, 25 gallons of boiled oil, 15 gallons of spirits of turpentine, 3 gallons of Japanese drier, 50 pounds of Paris white, 10 pounds of golden ochre, 20 pounds Venetian red dye, 20 pounds of ultra-marine blue dye; also lumber, nails, etc., and all the property of the United States Government.

Further, that a mechanic and a laborer were employed at the chief clerk's house, and were each, during private work while the Government was footing the bill.

Further, that on the 17th day of May, 1906, one load of Government forage was taken from the corral to the chief clerk's private stable, Eighteenth and G Streets northwest, or thereabouts.

Further, that eight private baggage, carriers, etc., were retained and paid for, also that one private family carriage was repaired, upholstered, and glazed.

Further, that chairs, book cases, wardrobe, tables, desks, and Army cots were carried to the homes of private families.

Further, that about the latter part of April or the early part of May, 1906, 44,000 pounds of scrap iron were hauled to Alexandria, Va., that same was not condemned or advertised for sale and sold to one Druvin, a junk dealer of Alexandria, Va. Captain Parsons receiving the money therefor.

Further, that teams are constantly engaged in hauling material which is sold at \$1 and \$1.25 per load.

Further, that the saddles have been used in loading and unloading horses, bridles, harness, etc., for private parties and use, most of the material furnished by the Government.

Further, that men who are employed by the Government to work at the depot are engaged in private enterprises, namely, truck farming, caring for and milking cows not belonging to the Government, but which are maintained in the Government stables at the expense of the public.

Further, that for several months one man paid by the Government was detailed as butler in Captain Parsons' private family; also that Captain Parsons is using the building for his private residence, having three bedrooms employed—two at \$100 per month, one at \$75 and one at \$40, of whom do not receive pay per month, and the superintendent of the corral and chief property clerk from Salt Lake City.

Further, that teamsters are made to do mechanics' work at \$1.25 and \$1.33 per day. S. E. RABBITT, Notary Public.

Sworn to and subscribed before me this 4th day of June, A. D. 1906. SAMUEL A. MILLS, Notary Public.

Accompanying the affidavits is this statement: "The following list of witnesses know of these facts, and many others: Charles J. Nairn, saddler; James S. Signor, wheelwright; George W. Furness, laborer; Ridgeway J. R. Brown, painter; Darrell, packer; Edw. Skinner, Centre Marston; Thomas Downey, pecker; J. Stum, teamster; Frank Black, teamster; Newcomb, teamster; G. W. Wells, teamster, and E. Mills, teamster."

Captain Parsons was a civilian employe of the quartermaster department for many years prior to the Spanish-American war. Upon the outbreak of hostilities he was given a commission as captain of volunteers and assigned to duty in charge of the depot at St. Asaph, Va. He is a popular officer in the service and his superiors said of him yesterday that he had proved himself efficient and especially fitted for the performance of the duties to which he was assigned. The depot was inspected three months ago by Colonel Mills of the Inspector General's Department and his report contained no criticism of the conduct of affairs there.

It was said on high authority at the War Department that that part of the affidavit relating to the alleged improper disposal of scrap iron does not contain a serious charge, as that character of material, as a rule, is not subject to condemnation proceedings, not being carried on any roll. It is usual that this be sold without advertisement, the money being applied to the purchase of small articles not otherwise provided for. The value of the load of scrap iron, it is said, was probably very small. The remaining charges are admitted to be serious, if the evil-doing should be proved to have been as extensive as set forth in the affidavits. It was also said that many apparent irregularities were capable of satisfactory explanation.

CADETS IN THE SADDLE. West Pointers Give a Fine Exhibition of Horsemanship. WEST POINT, N. Y., June 9.—Comparatively few people ever get a chance to see the West Point cadets ride, except in their light artillery practice, which consists of little more than post mill galloping at a moderate and exciting speed. It would be a revelation to most people to know that they can ride with a dash and daring that would win the admiration of a cowboy.

Nobody who saw the exhibition of riding and dexterity in the riding hall yesterday afternoon will ever doubt that assertion of the military exhibition as is not seen elsewhere, and one which more than once tested the ability of the spectators to look on at dangerous feats of skill. The top of the riding hall in front of the main building was the scene of the men themselves to perform them.

There were sixteen cadets in the first squadron and sixteen in the second. They each had a floor at the riding hall in front, and which of the two did the best it is not for a layman to say, each was so remarkably good. But it was when the purely military maneuvers were over and the rough riding exploits took their place that the marvel of the thing took hold of the people.

At times the audience broke out into enthusiastic applause at some particularly long and graceful leap from a galloping horse to the ground and back again to the slighter seat, but for the most part this feature of the exhibition was altogether so thrilling and exciting that people forgot to applaud because they were too busy holding their breath. It was the end and climax of the week's Academy exhibition, and was voted by all who saw it the most surprising illustration of what cadet life means.

With the riding hall exhibition the graduation week exercises practically came to an end. The second and third classes were examined in philosophy and history this morning and afternoon, and that ended the examination. So far as they are concerned nothing remains but to save the announcement of the results, and a good proportion at least of the cadets will not draw quite a free breath until the Delphic Oracles at headquarters have had their say on this subject.

THE ADMIRAL IN DEBROT

Dewey Reviews a Naval Parade Given in His Honor.

The Michigan City Outdoes Itself in Its Tribute to the Victor of Manila Bay—Hundreds of Craft Greet His Vessel With Sizzling Whistles—A Large Civic Procession.

DETROIT, June 9.—Admiral and Mrs. Dewey started from the Russell House for the naval parade this morning with an escort of thousands of citizens, who crowded around the carriage. Recently, there was an official escort for the Deweys, but it was lost in the great crowd that accompanied them to the dock. The parade, looked like a great disorganized mob and the police were utterly incapable of controlling the thousands of people.

When the Admiral disappeared from view with Mrs. Dewey into the recesses of the huge steamer on which they were to review the naval parade, the cheers died away, but within a few minutes later he appeared on the bridge of the Tashmoo, they broke out afresh. The Admiral and Mrs. Dewey were on the bridge of the vessel. His four-starred flag was flung to the breeze at the top of the mast.

The Admiral stood facing his hat to the crowds on the wharves and steamboats. Everybody was cheering. The scene was a majestic one. As far as the eye could reach there was nothing but people. The streets leading down to the river were massed with humanity.

The wharves were crowded in the danger point. The tops of the river factories were black with people. Flags flew from every window, bunting streamed from every roof.

In midstream was anchored the U. S. S. Michigan, flags of England and America streaming from her bow, over the top of the masts to the stern. Lower down was anchored the United States cutter Passenden in gala dress. Still farther below were the steam yachts, all in holiday attire. The ferryboats were standing out in midstream, and the United States cutter Passenden in gala dress. Still farther below were the steam yachts, all in holiday attire. The ferryboats were standing out in midstream, and the United States cutter Passenden in gala dress.

When the Tashmoo moved majestically into the river every factory and steamboat whistle for miles up and down the eleven miles of Detroit's river front broke loose in a grand salute. The Admiral stood bareheaded as the vessel passed gradually to the head of the parade.

The boats were bound for the "Flats," a great delta thirty miles from Detroit, that boasts itself into Lake St. Clair and on which hundreds of thousands of dollars have been expended in clubhouses, hotels and cottages. The return has been made shortly before the Admiral's departure. The reception accorded Admiral Dewey this morning being repeated as he rode to his home.

The reception accorded the Admiral in the civic parade this afternoon was one continuous ovation. Mrs. Dewey came in for a share of the applause. The parade was marshaled by Brig. Gen. Henry D. Field. The procession comprised 5,000 persons and took one hour in passing the reviewing stand.

ARGUMENTS OF COUNSEL. The Martin Court-Martial Concluded at Fort Hamilton. NEW YORK, June 9.—The summing up of the testimony in the court-martial trial of Lieut. Edward S. Martin, of the Fifth Artillery, was finished at Fort Hamilton yesterday. The specific charges against the accused officer, the prosecution said, were based upon violations of sections 61 and 62 of the military code. The defendant is charged with having falsified the accounts while acting as treasurer of the post exchange and canteen at Fort Hancock. He had plenty of money, and was at all times able to discharge his obligations. Judge Advocate Payne summed up for the prosecution.

The court then went into executive session to review the evidence. Its judgments will be forwarded to the President, Brooke, commanding the Department of the East, and if the verdict is for dismissal of the defendant from the army they will afterward be sent to the President.

Lieutenant Martin was taken last night from Fort Hamilton to Fort Hancock, where he will remain until a decision in his case is reached.

A ROUGH RIDER DEAD. The Oklahoma Cowboy Expires in a Haverhill Hospital. HARRISBURG, Pa., June 9.—Edwin M. Hill, the Oklahoma cowboy, and one of Roosevelt's Rough Riders, died yesterday at the city hospital. His chum, Sergt. Guy M. Babcock, who spent ten years on the plains with him, and served with him in the Rough Riders, was with him at the city Thursday afternoon, and spent several hours with his friend before he died.

Babcock, after Hill's death, gave orders to his remains sent to Tecumseh, Okla., and they were embalmed by Undertaker Spicer, and were shipped West last night. The dead man was a member of the Mason. He was also the Democratic candidate for sheriff of Pattawatomie county.

BOTH JOHNS CLAIM IT. Two Men of the Same Name After a Fortune. YONKERS, N. Y., June 9.—Two John Johns, one of Washington, N. J., the other of Waterbury, N. Y., have appeared as claimants for the estate of William Johns, a seventy-four years old, who died in St. Joseph's Hospital here.

In the fifty rooms, littered with cigarette stumps and tobacco boxes, in which Bowers makes his home, the discoverer was made by Dr. James T. Gibson, appointed executor three weeks ago by Surrogate Silkman.

FISH DYING IN THE NILE. Authorities Fear That the Stream May Be Polluted. LONDON, June 9.—A despatch to the "Daily News" from Cairo says that a strange phenomenon is reported from Assouan. Numbers of fish were seen swimming unusually on the surface of the Nile above the first cataract, and during the next few days thousands of them were found dead.

The authorities are making an investigation, as disastrous results are possible if the river is found to be polluted.

College Fellowships Assigned. PRINCETON, N. J., June 9.—Prof. T. W. Hunt of the English department of Princeton University, announced this morning that the two fellowships of \$500 each in English have been assigned for next year to Hardin Craig of Ensor, Ky., a graduate of Centre College, and to D. L. Chambers, of Washington, D. C., a member of the graduating class of Princeton.

Paying Confederate Pensioners. RICHMOND, Va., June 9.—About 2,000 of the 3,500 Confederate pensioners on the old rolls of the State have been paid. Those passed by the new county boards organized under the Parker law have not yet had their cases passed upon at the auditor's office here. It is estimated that \$108,000 will have been paid out to veterans and widows of such before the pension board lists are reached. It is estimated that it will require \$125,000 this year to pay the old pensioners.

A True Maxim. "Whichever way you shall be also rejected. Let this be your maxim. If you call for 'dark' or 'light' beer and mean Heurich's, Marzen, Sauer, or a cheap, inferior beer, your taste is served you instead of Heurich's. Ask for Heurich's by the best malt and hops. Pure beer brewed of the best malt and hops. Phone 95, Arlington Bottling Co. for a case of pure beer."

DEADLY BOLT OF LIGHTNING.

A Young Girl Instantly Killed at Bradshaw, Md.

BALTIMORE, June 9.—The thunderstorm which passed over Baltimore yesterday afternoon killed a young girl at Bradshaw, about twenty miles from the city on the Philadelphia branch of the Baltimore and Ohio Railroad. Miss Della Taylor, daughter of Col. B. F. Taylor, member of the Board of Commissioners for Baltimore county, was struck dead by a bolt of lightning and her sister, Miss Carrie, was stunned.

In company with their mother and two cousins, daughters of E. F. Corner, of Baltimore, they were on the lawn in the rear of their home when the storm came up. The Misses Taylor becoming solicitous for the safety of a flock of young turkeys crowded around the carriage. When passing under a small Norway pine, which is within forty yards of the dwelling a bolt of lightning struck the tree about ten feet from the ground as they were directly under it.

The girls dropped to the ground. Members of the family ran to them. Both girls were killed. Miss Carrie, however, revived when carried into the house, but Miss Della was dead when picked up. The bolt of lightning had hit between the shoulders, leaving a burn there which is the only mark.

It struck Miss Carrie on the arm and ran down to her feet and into the ground, leaving in its path a burn upon her arm and others on the soles of her feet.

Colonel Taylor, the father of the young ladies, was in the carriage when the accident happened and did not reach home until 6:30 o'clock, several hours after. He had received no intimation of the tragedy. Lightning struck the steeple of the North Avenue Methodist Episcopal Church, North Avenue and Caroline Street, and slightly damaged it.

IMMIGRANTS HELD UP. Shipment of Italians May Not Be Allowed to Land. NEW YORK, June 9.—The Spanish steamship Gran Antilla, from Genoa and Naples, with 1,200 Italian immigrants on board, arrived last night and anchored in Quarantine. The immigration officials will not permit the passengers to land in the regular way, as they suspect that many of them are in the United States, and that the newcomers will be examined aboard ship by special inspectors, and none will be permitted to go to the Barge Office except those who prove that they are not likely to become a charge upon the community. All those who cannot produce at least \$5 in money, or show railroad tickets to distant points in New York or its neighborhood will be held up.

The Gran Antilla is not a liner, and that, it is said, is the chief reason why her passengers will be subjected to stricter scrutiny than those that come in the usual way. A regular liner may be required at any time within a year to take back to Europe any number of persons who may be in the United States, and who are unable to give bonds for their return. The owners or agents of tramp ships are required to give bonds for all immigrants who may become public charges. Emilio & Co., the agents of the Gran Antilla, say that they think they can arrange everything to the satisfaction of the Barge Office officials.

ACCUSED OF EMBEZZLEMENT. Former Pittsburgh Official Charged with Misappropriating \$32,000. PITTSBURGH, Pa., June 9.—A sub-committee of the city finance committee, charged with investigating the payrolls of Samuel T. Paisley, former superintendent of the Bureau of Highways and Sewers, made its report to the finance committee yesterday. The sub-committee finds that Paisley, by means of padded payrolls and pretended expenditures, embezzled \$32,000 of city funds in ten years, and that his superior, Director of Public Works E. M. Bigelow, carelessly, without investigation, swore to the correctness of Paisley's accounts.

Paisley left the city two weeks ago, although it has been determined that for three months that he was a defaulter. At the meeting of council on Monday an effort will be made to remove Bigelow from office. Bigelow is a cousin of State Senator Magee, the Republican leader.

THE DUPONT BADLY DAMAGED. An Enquiry Being Made Into the Cause of the Accident. NEWPORT, R. I., June 9.—The court of enquiry ordered to investigate the blame for the ramming of the torpedo boat Dupont finished its labors yesterday and the report will be submitted to the Navy Department. There seems to be a question whether Lieutenant Brown or Gunner Campbell is responsible. The latter has charge of the boat and whether he allowed Lieutenant Brown to take charge that day remains to be seen.

This afternoon the Dupont was speeded about the bay in her original condition to see if she was able to start a trip to a navy yard. It was found she made no water, and as the repairs will take a couple of months she will probably be ordered to the Cranston Navy Yard. The boat in her present condition is still seaworthy.

The cause of the accident, it appears, was the failure of the engines work, and that she had struck shoal water when reversed and there was no water for her to hold back on. Engine room forces and crew have been sent to Bath, Maine, to bring the Craven and Dahlgren here at once.

MISS GOULD IN LOUISVILLE. The Party to Leave Monday for the Mammoth Cave. LOUISVILLE, June 9.—Miss Helen Gould and her party arrived this morning from Cincinnati, and will remain in the city until Monday, when they will continue their trip to the Mammoth Cave. This is Miss Gould's first visit to Louisville. During her stay she will be at the Louisville Hotel, where a suite of six rooms and a parlor have been engaged.

The party was met at the depot on its arrival here by John H. Milliken, and escorted to the hotel. A drive over the city has been arranged for tomorrow, and Miss Gould will be shown much attention during her stay. The trip through the State is being made in the private car of Milton H. Smith, President of the Louisville and Nashville Railroad.

Threats to Lynch a Negro. CARDIFF, Md., June 9.—As Miss Carrie Jones, of Constitution, Pa., was returning from the village of Cambria to a friend's residence, a distance of about two miles, she was waylaid by a negro, who struck her on the head with a club and dragged her into a grove adjoining the public road, where an assault was attempted. The negro was killed. During the girl's screams, and frightened on the negro, Webster gave the alarm, which was promptly responded to by a number of citizens who pursued the man and surrounded his hiding place. They threaten to lynch him.

Beaten and Robbed by Tramps. CUMBERLAND, Md., June 9.—James Jefferson, of Richmond, Va., who had been working on the Greenbrier Railroad, came to Cumberland yesterday in a badly bruised and beaten condition. Thursday night when near Piedmont, W. Va., he was attacked by six tramps, who took \$15 from him, beat him, and left him for dead. He recovered consciousness later and came to Cumberland on a freight train.

Miner Killed by a Train. CUMBERLAND, Md., June 9.—Robert Outborton, of Lonaconing, was run over by a freight train and killed at Simpson, Va. Yesterday, he was one of the striking George's Creek miners who left home in search of work. He is survived by a widow and one child. The remains will be taken to Lonaconing for burial.

ADJUSTING PASSENGER RATES.

The Presidents of Western Railroads Confer in Chicago.

NEW YORK, June 9.—An important step toward general harmony in the railway passenger rate situation was officially announced at conclusion of yesterday's conference of Western presidents in this city. E. T. Jeffery, President of the Denver and Rio Grande road, and chairman of the conference, said that an understanding had been reached whereby the Canadian and Mexican roads would co-operate with the American railroads in maintaining uniform passenger rates.

The questions laid before the conference today were regarded as of sufficient importance to require the presence of the fifty representatives of the most influential of the Western railroads.

A special committee was appointed at the outset to report on the general conditions existing in passenger traffic. This committee submitted a report, and the different topics were apportioned among sub-committees with instructions to report remedial measures where needed. President Pelton, of the Alton, reported from the committee on abolition of passenger commissions that all the roads had subscribed to that agreement, and that the anti-commission policy was working well throughout the country.

The subject of cash-bond fares from Missouri River points was discussed, but no definite action was taken. Chairman Jeffery said that freight matters would probably be taken up tomorrow.

Asked about the Chicago reports that an agreement something in the nature of a pool, and providing for an equitable division of traffic among the railroads, might be adopted, Mr. Jeffery said that he did not think anything of that kind would be done.

IMMIGRANTS HELD UP. Shipment of Italians May Not Be Allowed to Land. NEW YORK, June 9.—The Spanish steamship Gran Antilla, from Genoa and Naples, with 1,200 Italian immigrants on board, arrived last night and anchored in Quarantine. The immigration officials will not permit the passengers to land in the regular way, as they suspect that many of them are in the United States, and that the newcomers will be examined aboard ship by special inspectors, and none will be permitted to go to the Barge Office except those who prove that they are not likely to become a charge upon the community. All those who cannot produce at least \$5 in money, or show railroad tickets to distant points in New York or its neighborhood will be held up.

The Gran Antilla is not a liner, and that, it is said, is the chief reason why her passengers will be subjected to stricter scrutiny than those that come in the usual way. A regular liner may be required at any time within a year to take back to Europe any number of persons who may be in the United States, and who are unable to give bonds for their return. The owners or agents of tramp ships are required to give bonds for all immigrants who may become public charges. Emilio & Co., the agents of the Gran Antilla, say that they think they can arrange everything to the satisfaction of the Barge Office officials.

ACCUSED OF EMBEZZLEMENT. Former Pittsburgh Official Charged with Misappropriating \$32,000. PITTSBURGH, Pa., June 9.—A sub-committee of the city finance committee, charged with investigating the payrolls of Samuel T. Paisley, former superintendent of the Bureau of Highways and Sewers, made its report to the finance committee yesterday. The sub-committee finds that Paisley, by means of padded payrolls and pretended expenditures, embezzled \$32,000 of city funds in ten years, and that his superior, Director of Public Works E. M. Bigelow, carelessly, without investigation, swore to the correctness of Paisley's accounts.

Paisley left the city two weeks ago, although it has been determined that for three months that he was a defaulter. At the meeting of council on Monday an effort will be made to remove Bigelow from office. Bigelow is a cousin of State Senator Magee, the Republican leader.

THE DUPONT BADLY DAMAGED. An Enquiry Being Made Into the Cause of the Accident. NEWPORT, R. I., June 9.—The court of enquiry ordered to investigate the blame for the ramming of the torpedo boat Dupont finished its labors yesterday and the report will be submitted to the Navy Department. There seems to be a question whether Lieutenant Brown or Gunner Campbell is responsible. The latter has charge of the boat and whether he allowed Lieutenant Brown to take charge that day remains to be seen.

This afternoon the Dupont was speeded about the bay in her original condition to see if she was able to start a trip to a navy yard. It was found she made no water, and as the repairs will take a couple of months she will probably be ordered to the Cranston Navy Yard. The boat in her present condition is still seaworthy.

The cause of the accident, it appears, was the failure of the engines work, and that she had struck shoal water when reversed and there was no water for her to hold back on. Engine room forces and crew have been sent to Bath, Maine, to bring the Craven and Dahlgren here at once.

MISS GOULD IN LOUISVILLE. The Party to Leave Monday for the Mammoth Cave. LOUISVILLE, June 9.—Miss Helen Gould and her party arrived this morning from Cincinnati, and will remain in the city until Monday, when they will continue their trip to the Mammoth Cave. This is Miss Gould's first visit to Louisville. During her stay she will be at the Louisville Hotel, where a suite of six rooms and a parlor have been engaged.

The party was met at the depot on its arrival here by John H. Milliken, and escorted to the hotel. A drive over the city has been arranged for tomorrow, and Miss Gould will be shown much attention during her stay. The trip through the State is being made in the private car of Milton H. Smith, President of the Louisville and Nashville Railroad.

Threats to Lynch a Negro. CARDIFF, Md., June 9.—As Miss Carrie Jones, of Constitution, Pa., was returning from the village of Cambria to a friend's residence, a distance of about two miles, she was waylaid by a negro, who struck her on the head with a club and dragged her into a grove adjoining the public road, where an assault was attempted. The negro was killed. During the girl's screams, and frightened on the negro, Webster gave the alarm, which was promptly responded to by a number of citizens who pursued the man and surrounded his hiding place. They threaten to lynch him.

Beaten and Robbed by Tramps. CUMBERLAND, Md., June 9.—James Jefferson, of Richmond, Va., who had been working on the Greenbrier Railroad, came to Cumberland yesterday in a badly bruised and beaten condition. Thursday night when near Piedmont, W. Va., he was attacked by six tramps, who took \$15 from him, beat him, and left him for dead. He recovered consciousness later and came to Cumberland on a freight train.

Miner Killed by a Train. CUMBERLAND, Md., June 9.—Robert Outborton, of Lonaconing, was run over by a freight train and killed at Simpson, Va. Yesterday, he was one of the striking George's Creek miners who left home in search of work. He is survived by a widow and one child. The remains will be taken to Lonaconing for burial.

DEADLY BOLT OF LIGHTNING.

A Young Girl Instantly Killed at Bradshaw, Md.

BALTIMORE, June 9.—The thunderstorm which passed over Baltimore yesterday afternoon killed a young girl at Bradshaw, about twenty miles from the city on the Philadelphia branch of the Baltimore and Ohio Railroad. Miss Della Taylor, daughter of Col. B. F. Taylor, member of the Board of Commissioners for Baltimore county, was struck dead by a bolt of lightning and her sister, Miss Carrie, was stunned.

In company with their mother and two cousins, daughters of E. F. Corner, of Baltimore, they were on the lawn in the rear of their home when the storm came up. The Misses Taylor becoming solicitous for the safety of a flock of young turkeys crowded around the carriage. When passing under a small Norway pine, which is within forty yards of the dwelling a bolt of lightning struck the tree about ten feet from the ground as they were directly under it.

The girls dropped to the ground. Members of the family ran to them. Both girls were killed. Miss Carrie, however, revived when carried into the house, but Miss Della was dead when picked up. The bolt of lightning had hit between the shoulders, leaving a burn there which is the only mark.

It struck Miss Carrie on the arm and ran down to her feet and into the ground, leaving in its path a burn upon her arm and others on the soles of her feet.

Colonel Taylor, the father of the young ladies, was in the carriage when the accident happened and did not reach home until 6:30 o'clock, several hours after. He had received no intimation of the tragedy. Lightning struck the steeple of the North Avenue Methodist Episcopal Church, North Avenue and Caroline Street, and slightly damaged it.

IMMIGRANTS HELD UP. Shipment of Italians May Not Be Allowed to Land. NEW YORK, June 9.—The Spanish steamship Gran Antilla, from Genoa and Naples, with 1,200 Italian immigrants on board, arrived last night and anchored in Quarantine. The immigration officials will not permit the passengers to land in the regular way, as they suspect that many of them are in the United States, and that the newcomers will be examined aboard ship by special inspectors, and none will be permitted to go to the Barge Office except those who prove that they are not likely to become a charge upon the community. All those who cannot produce at least \$5 in money, or show railroad tickets to distant points in New York or its neighborhood will be held up.

The Gran Antilla is not a liner, and that, it is said, is the chief reason why her passengers will be subjected to stricter scrutiny than those that come in the usual way. A regular liner may be required at any time within a year to take back to Europe any number of persons who may be in the United States, and who are unable to give bonds for their return. The owners or agents of tramp ships are required to give bonds for all immigrants who may become public charges. Emilio & Co., the agents of the Gran Antilla, say that they think they can arrange everything to the satisfaction of the Barge Office officials.

ACCUSED OF EMBEZZLEMENT. Former Pittsburgh Official Charged with Misappropriating \$32,000. PITTSBURGH, Pa., June 9.—A sub-committee of the city finance committee, charged with investigating the payrolls of Samuel T. Paisley, former superintendent of the Bureau of Highways and Sewers, made its report to the finance committee yesterday. The sub-committee finds that Paisley, by means of padded payrolls and pretended expenditures, embezzled \$32,000 of city funds in ten years, and that his superior, Director of Public Works E. M. Bigelow, carelessly, without investigation, swore to the correctness of Paisley's accounts.

Paisley left the city two weeks ago, although it has been determined that for three months that he was a defaulter. At the meeting of council on Monday an effort will be made to remove Bigelow from office. Bigelow is a cousin of State Senator Magee, the Republican leader.

THE DUPONT BADLY DAMAGED. An Enquiry Being Made Into the Cause of the Accident. NEWPORT, R. I., June 9.—The court of enquiry ordered to investigate the blame for the ramming of the torpedo boat Dupont finished its labors yesterday and the report will be submitted to the Navy Department. There seems to be a question whether Lieutenant Brown or Gunner Campbell is responsible. The latter has charge of the boat and whether he allowed Lieutenant Brown to take charge that day remains to be seen.

This afternoon the Dupont was speeded about the bay in her original condition to see if she was able to start a trip to a navy yard. It was found she made no water, and as the repairs will take a couple of months she will probably be ordered to the Cranston Navy Yard. The boat in her present condition is still seaworthy.

The cause of the accident, it appears, was the failure of the engines work, and that she had struck shoal water when reversed and there was no water for her to hold back on. Engine room forces and crew have been sent to Bath, Maine, to bring the Craven and Dahlgren here at once.

MISS GOULD IN LOUISVILLE. The Party to Leave Monday for the Mammoth Cave. LOUISVILLE, June 9.—Miss Helen Gould and her party arrived this morning from Cincinnati, and will remain in the city until Monday, when they will continue their trip to the Mammoth Cave. This is Miss Gould's first visit to Louisville. During her stay she will be at the Louisville Hotel, where a suite of six rooms and a parlor have been engaged.

The party was met at the depot on its arrival here by John H. Milliken, and escorted to the hotel. A drive over the city has been arranged for tomorrow, and Miss Gould will be shown much attention during her stay. The trip through the State is being made in the private car of Milton H. Smith, President of the Louisville and Nashville Railroad.

Threats to Lynch a Negro. CARDIFF, Md., June 9.—As Miss Carrie Jones, of Constitution, Pa., was returning from the village of Cambria to a friend's residence, a distance of about two miles, she was waylaid by a negro, who struck her on the head with a club and dragged her into a grove adjoining the public road, where an assault was attempted. The negro was killed. During the girl's screams, and frightened on the negro, Webster gave the alarm, which was promptly responded to by a number of citizens who pursued the man and surrounded his hiding place. They threaten to lynch him.

Beaten and Robbed by Tramps. CUMBERLAND, Md., June 9.—James Jefferson, of Richmond, Va., who had been working on the Greenbrier Railroad, came to Cumberland yesterday in a badly bruised and beaten condition. Thursday night when near Piedmont, W. Va., he was attacked by six tramps, who took \$15 from him, beat him, and left him for dead. He recovered consciousness later and came to Cumberland on a freight train.

Miner Killed by a Train. CUMBERLAND, Md., June 9.—Robert Outborton, of Lonaconing, was run over