

GRIEF AND GLOOM.

Light Thrown on the Terrible Catastrophe in West Virginia.

Thirty-Nine Newburg Miners Sleep the Sleep of Death.

Words Too Weak to Picture the Agony of the Bereaved.

Two Brides of But a Few Weeks Among the Mourners.

Rescuing Parties Bally Engaged in Path-omizing the Depths.

By a Strange Fascination a Great Crowd Haunts the Awful Scene.

One Community's Sorrow.

NEWBURG, W. Va., Jan. 22.—This city stands in the shadow of a great grief, and her sorrow has invaded homes for fifty miles along the Baltimore & Ohio railroad, for many little communities are represented at the bottom of the pit. Cast your eye over the list of sleeping bodies, thirty-nine of them; note what a quota Newburg, herself, furnishes, and realize, if possible, what a rent this makes in a town of 800 inhabitants, which lives chiefly on its coal mines and coke ovens and a little country trading. I had but stepped off a belated train from Wheeling and turned towards the mines when I heard the voices of lamentation, women wailing and piercing the air with shrieks of agony. "Ah, that is a sad case," said a gentleman, with a melancholy "sad case." The cries you hear are from two young women, brides of scarcely a month. One of them was married on Christmas night. The strong arms they leaned upon, the men they loved, are now in the earth. The sleeping women were the wives of Adolph Wein and Clinton Albright, two industrious fellows who set up housekeeping under the same roof. The following is a correct list of the men in the mines.

- ALBERT W. BERRY, married, Newburg. MORGAN FREEMAN, married, Ironwood. HY LAMBERT, married, Newburg. ANDREW SCOTT, single, Scotch Hill. JOHN WEAVER, married, Independence. ARTHUR OGDEN, married, Newburg. E. FORTNEY, single, Clarksburg. ROSS KELLY, married, Newburg. WILLIAM LAMIRE, married, Independence. FRANK LAMIRE, single, Independence. M. KEANEY, single, Newburg. JOHN CARROLL, married, Newburg. ALBERT W. WILLIAMS, married, Newburg. JOHN HOHNBY, single, Newburg. JOHN MILLER, married, Newburg. BIRD MILLER, single, Newburg. ISAAC TIMMONS, married, Newburg. WILLIAM TIMMONS, single, Newburg. CHARLES BROWN, married, Newburg. PETER HOWLEY, single, Newburg. MICHAEL CLARKE, single, Newburg. NIEL MOORE, married, Newburg. WILLIAM STANBERRY, married, Independence. ALVEY FEANER, married, Independence. JAMES MCGOWAN, single, Newburg. JOHN CARROLL, married, Newburg. WILBUR SPENCER, single, Newburg. JOSEPH JOHNSON, married, Newburg. HENRY GUY, single, Newburg. JOHN GUY, single, Newburg. RICHARD RIETLEY, married, Newburg. JOHN BYERS, married, Newburg. JOHN ALBRIGHT, married, Newburg. JOHN EDWARDS, single, Newburg. ADOLPH HINE, married, Newburg. GEORGE HIGGINS, married, Scotch Hill. F. MOON, single, Scotch Hill.

The east-bound train brought a great number from Clarksville, near Granton and intermediate points and sympathizing friends came from as far east as Piedmont. They swelled the hopeless crowd that hung about the mouth of the pits. Men, women and children were gathered there, pale, trembling, waiting, starting at the shaft almost dumb with consternation. Few words were exchanged and those in low tones, for the people there knew that they stood above the tomb of thirty-nine men, who went down to death at 7 o'clock Monday morning. In the hour more they would have been out, so narrow was the margin between the sweet welcome of home and the appalling fate that overtook them. As I reached the spot men were still at work repairing the shattered timbers of the shaft. The bucket, which had been going down the black hole into the blacker deep below. Returning they brought no tidings from the anxious crowd, but soon the rumor spread that the search party had found at the bottom of the shaft Daniel Miller, the engineer's son, 15 years old, a driver, young Timmons, a trapper, and young Clark, a driver. One of the party was quoted as saying they found Kinney's mule blown sixty feet out of the stables with his halter on. The searchers themselves said nothing. It was thought better to keep

THE DREADFUL SECRETS that the lamps revealed until a wider search brought more definite knowledge. There could be no certainty as to the identity of the blackened remains. The bucket went down and up, the men repairing the breaks in the shaft, and the bucket going down the black hole into the blacker deep below. Returning they brought no tidings from the anxious crowd, but soon the rumor spread that the search party had found at the bottom of the shaft Daniel Miller, the engineer's son, 15 years old, a driver, young Timmons, a trapper, and young Clark, a driver. One of the party was quoted as saying they found Kinney's mule blown sixty feet out of the stables with his halter on. The searchers themselves said nothing. It was thought better to keep

LIFE AND DEATH. crowds of people from along the railroad and farmers for miles back in the country eager to do something and nothing for them to do. The origin of the disaster is variously determined by experts, who vary in their theories. The generally accepted theory, which is that of the company's representatives, is that Nick Williams, who was cutting a ditch through a brattis at the extreme end of the working to let water off, knocked down a door to give him a better chance at the work. The door fell with an important part in the system of ventilation, which was thus deranged. The foul gas collected in great volume and was fired by a miner's lamp. One of the last men to come out of the mine before the explosion says he heard Nick Williams say he was going to knock the door down, and as he came he heard a heavy pounding as though the door was being battered down. The state inspector of mines, on his recent visit here, recommended the company to put in a flue, but this did not do. There is much talk of an indefinite time about foul air in the mine, but I have not found a miner who does not say that the air was not good, though I have not been able to talk with all. McNeil, the company's manager, who came out from Westmore to-day, says they have never had trouble with foul air and have always kept ahead of water. One fear has been that the entombed men would be drowned, but fortunately the pumps have not stopped since the explosion. Mr.

BLIZZARD BLOCKED.

An Arctic Wave of Unusual Severity Extending from Bismarck to Detroit.

The Mercury as Low as Forty Degrees Below Zero in Dakota and Minnesota Towns.

Trains Delayed in Several States and in Some Cases They are Entirely Abandoned.

Suffering Reported from Iowa—Warmer Weather Predicted for To-morrow.

At the Signal Office.

"This cold snap will continue until Sunday morning," said Sergt. Lyons last evening. "I received orders at 1 o'clock this morning to hoist the cold wave signal and it was stated in the dispatch to look out for a drop of twenty degrees in the temperature. The drop has come and all day the thermometer has registered away down below zero. The observer said that at 4 o'clock yesterday afternoon it was 30° below zero, the coldest point on that latitude, which would seem to indicate that the crest of the wave is located at about that point. At Bismarck, Helena and other points the temperature is rising, so that the force of the wave will probably be spent by to-morrow. Sergt. Lyons predicted that the mercury would be from 30° to 40° below zero before this morning."

ALONG THE RAILROADS.

Nearly All Trains Entering St. Paul Delayed or Abandoned.

The weather of yesterday was the coldest of this season. It was not local, but extended over a large tract of country. It prevailed over Minnesota, Dakota, Montana, Manitoba, Wisconsin, Illinois, Iowa and Nebraska, and caused serious delays to the running of railway trains to and from St. Paul, both passenger and freight. A strong wind, blowing from the northwest, drifted over again as soon as the snow to drift and pack so firmly that it was a very difficult task to remove the impediment. The Omaha train from Chicago, due at 6:30 a. m., was on time, while the Chicago train, due at 7:30 a. m., was late. This is the only train from the other Chicago lines. No matter how intensely cold the weather is, this company manages to get its trains through on time or nearly so. The Milwaukee & St. Paul train from Chicago, due at 6:30, arrived in some time last night. At 11 p. m. the train was to arrive some time to-day. There was a report during the day that a wreck occurred on the Milwaukee & St. Paul, and that the delay of trains was caused on that account, but it transpired later on that a freight train was stuck in a snow drift near Wabasha and could not get out and no trains could pass. The last mail was said to be abandoned. This is the worst storm the Milwaukee & St. Paul ever experienced, but it was useless to labor against it, as the track was high over the snow and cleared. Trains on the Iowa and Minnesota division of the Milwaukee & St. Paul were abandoned. On the Minnesota & Northwestern no through trains were running, as the Illinois Central and Chicago & St. Louis roads were reported clear, but the portion making the through line to Chicago. A train was sent out in the afternoon to local points on the line, but it was not known whether it would get to Mona, the end of the line, or not. The Minneapolis & St. Louis road was reported clear on the Western division, but trains from Chicago were half a day late, while St. Louis trains were not sent out. Wisconsin Central trains were very late.

THE WESTERN ROADS.

fared much better than the Eastern ones, with the exception of the Omaha, being nearly on time. The weather was even more severe, but it was not drifting. At St. Vincent the thermometer fell to 57° below, and all along the line the temperature was from 35 to 50 degrees below zero. To avoid accidents last night only passenger trains were allowed to run. The Minnesota, with the temperature at 40° or 50° below zero, the rails are liable to break when heavy freight trains pass over them, and the precautions taken by officials of the Manitoba are commendable. The Northern Division: Clear between North Wisconsin Junction and Mason; north of there a heavy snow drift; strong northwest wind; snow drifting 25 to 30 below. St. Paul & Sioux City Division: Clear; strong northwest wind; snow drifting badly; snow on Lake from 8 p. m. till 1:30 p. m.; 25 to 40 below. Nebraska Division: Partly cloudy, strong northwest wind; snow drifting badly; 20 to 25 below. Manitoba: The Pierre train on the Chicago & Northwestern road was abandoned. Railway superintendents anticipate a change to-morrow, and a few days mild weather will prevail.

Throughout the Country.

At DES MOINES. Des Moines, Ia., Jan. 22.—The blizzard last night has rendered worse than useless the vast amount of snow which has been piled up on the various railroads of this center throughout the past week. The cuts had been cleared and snow piled very high on the banks and last night's storm filled them with closely packed snow, which can only be removed by pick and shovel and hauled away. The wind was so strong that the snow was swept to the steel bed foundation. The narrow-gauge roads will not attempt to open until the weather abates sufficiently to render their efforts of some avail, but the larger roads have strong forces of men at work, and the Central west of here to Sioux City was moving to-day. The snow blizzard and blockade, particularly on the western half of the road beyond Fort Dodge, were the most severe ever experienced. The passenger train which left Sioux City Thursday evening was caught near Bemis in a drift 3,000 feet long and twenty feet deep. Its engines are "dead" and no provisions for those on board the train are obtainable. The thermometer in that portion of the state is 35° to 36° below. Superintendent Gillease says it will take from three to four days to get the road on the Chicago, Milwaukee & St. Paul a north-bound passenger train and three freights are in the snow near Winona. Trains from the North are moving, but not in the Central west of here to Sioux City and everything is at a standstill. Two passenger trains are blocked at Calmar. A negro minstrel company is snowed in near Marcus, and are giving performances

Inspection at Nanticoke.

WILKESBARRE, Pa., Jan. 22.—Mine Inspectors J. E. Roderick of the Fourth and Hugh McDonald of the Second district and Patrick Blewitt of the Lackawanna district, visited the scene of the disaster and enter the mine as far as they can to learn the true state of affairs regarding the entombed men. Having done this they will make a report to Mine Inspector Williams of this district, who has been seriously injured and held for some months past. General inspection will be thoroughly made.

Minor Mishaps.

William Barry, James Broderick and William Carson, ranging in age from 16 to 18 years, were coasting in Pittsburgh, when they collided with a heavy wagon. Barry and Carson received fatal injuries and Carson was painfully injured. A coal train collided with a freight train on the Baltimore & Ohio road near Layton's Station yesterday morning. A number of cars were wrecked and three employes killed seriously injured. A furnace in course of erection at the London Steel works, Pittsburgh, caved in, instantly killing a Polisher named Wisniski and injuring William Johnson, badly. He died.

The board of supervising inspectors of steam vessels voted to repeal the rule relating to the use of upright tubular boilers adopted at the last annual meeting.

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Too Much Married.

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WINONA, Minn., Jan. 22.—Another severe blizzard prevails, with the mercury about 20° below of the zero, and the wind blew furious gale from the Northwest. The railroads managed to get their trains to the stations, but to-day no wheel has turned on the whole of the Iowa division of the Illinois Central or the Diamond. The Burlington, Cedar Rapids & Northern sent out a train north from Cedar Rapids at noon, and it reached here pulled by three engines at 5 this evening. It went to Cedar Falls and returned, and has gone South. At 3 p. m. the thermometer was 20° below of the zero, and snowing at sheltered points it was 10° to 20° below. The wind is not blowing with the velocity it had at noon.

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AT JAMESTOWN. Special to the Globe.

JAMESTOWN, Dak., Jan. 22.—The severe cold wave is again upon us, and the thermometer has been 46° below during the past twenty-four hours. We have plenty of snow.

AT ROCHESTER. Special to the Globe.

ROCHESTER, Minn., Jan. 22.—During the past twelve hours a high gale from the north has prevailed and the railroads are blocked. No attempt has been made by the Winona & St. Paul to get a train since 10 o'clock. The Chicago & St. Paul will move for the next twenty-four hours, as the storm still continues. The thermometer is 20° below zero.

AT HURON. Special to the Globe.

HURON, Dak., Jan. 22.—Last night's storm was the worst this winter. The north wind, which was blowing from the northwest, was so blinding that all trains were suspended. The mercury fell from 9° above at noon to 10° below at 6 in the evening. This morning it was 28° below at 8 o'clock and 25° below at noon. There are no signs of the storm clearing. The storm is less severe west of here, but the cold is equally intense. Reports give the storm as general in Central and South-eastern Dakota.

AT WASECA. Special to the Globe.

WASECA, Minn., Jan. 22.—A very hard wind is blowing from the northwest, a perfect blizzard. The train on the Northwestern railroad is suspended. On the Minneapolis & St. Louis the 11 o'clock train from Chicago, due at 11:30, arrived at 12:30 p. m. There are no signs of a let-up at 3 p. m. There are no teams on the street nor any one moving, if they can help it.

AT MILWAUKEE. Special to the Globe.

MILWAUKEE, Wis., Jan. 22.—A severe blizzard made its appearance in this section early to-day, and at a late hour to-night gives little indication of abatement. Specials from various parts of the state show the temperature to range from 15° to 30° below zero. Drifting snow has caused the delay of trains. The Chicago & St. Paul passenger trains are fast in drifts at various points on the lines entering this city. No effort is being made to run freight trains, those out having been side-tracked and all others abandoned. Preparations have been made for the night, and for the night, and large gangs of shovelers as soon as the high wind goes down.

AT MARSHALLTOWN. Special to the Globe.

MARSHALLTOWN, Ia., Jan. 22.—A blizzard struck this section at 2 o'clock this morning and everything is snowed in, with the thermometer at 20° below zero. At 6 a. m. it was 20° below zero. On the railroads the cuts are filled and the snow packed hard and solid. No trains can reach here certainly for twenty-four and likely for forty-eight hours.

AT DETROIT. Special to the Globe.

DETROIT, Mich., Jan. 22.—A regular blizzard struck this section this afternoon, and to-night the wind is howling in frozen gale. At 9:30 the mercury recorded 5° above zero, and it is still on the down grade. Reports from different parts of the peninsula indicate that the storm has been general in its severity.

AT CHICAGO. Special to the Globe.

CHICAGO, Ill., Jan. 22.—Although no snow fell in the vicinity of Chicago to-day, the drifting of very fine snow was such as to make railroading very hard and to delay trains. The same state of affairs, from dispatches received by railroads, exist in Iowa, Wisconsin and Minnesota, and the signal office predicts that to-morrow will be a day of heavy snow.

AT KANSAS CITY. Special to the Globe.

KANSAS CITY, Mo., Jan. 22.—All through trains west are again abandoned, and business is at a standstill on the Santa Fe, Kansas Pacific and Burlington & Missouri River roads. Except for local trains the Missouri Pacific to Omaha is also reported blocked above Atchison. The present experience is the worst western roads have known in many years. The Santa Fe route has been cleared five times during the month and as often blocked again, partly from additional snows, but chiefly by high winds, which fill up cuts after the snow has been cleared. The mercury is falling here to-night.

AT SAN FRANCISCO. Special to the Globe.

SAN FRANCISCO, Jan. 22.—General Traffic Manager Stubbs of the Southern Pacific company reports the company's line between New Orleans and Los Angeles, and the cities running on time to-day. Repairs between Los Angeles and Mojave are progressing favorably. Telegraph wires are working at nearly all points.

AT LOS ANGELES. Special to the Globe.

SAN FRANCISCO, Jan. 22.—The steamer Orizaba, which arrived to-day from Los Angeles, brings details of devastation produced by the storm in that city and vicinity. The rains of Sunday, Monday and Tuesday were reinforced by a cloud-burst in the San Fernando valley on the last-named day and Los Angeles river, almost without warning, became a raging torrent and soon flooded the southern part of the center of the town. Water also covered over two thousand acres of orchards and vineyards and a total of two feet higher than the flood of February, 1884. Over fifty houses were washed away or completely wrecked. Every bridge across the Los Angeles river was swept away and also hundreds of feet of the track of the Southern Pacific and local railroads. Telegraph poles were included in the general destruction, and for three days the city was cut off from telegraphic and railroad communication with the rest of the world. Mrs. Kate Suttle and Miss Theodore Whitney were drowned while being rescued from partially wrecked houses. A number of other lives are believed to have been saved. A large quantity of stock perished. The damage to property in the city and county of Los Angeles is estimated at \$500,000.

NEW YORK, Jan. 22.—The business failures during the last seven days, as reported to R. G. Dur & Co., number for the week 329, against 332 last week and 336 the week previous. More than two-thirds of the number are reported from the Southern, Western and Pacific states.

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NORRISTOWN, Penn., Jan. 22.—A gentleman of good address and fine appearance, aged 55, came to Conshohocken and passed himself off as Col. Robert Bates of the late Confederate army. He was engaged in the building business and employed by a large firm in the city of Philadelphia. He was in good style. All went well till yesterday, when a strange, matronly-looking woman made her appearance in Conshohocken and inquired for the residence of Col. Bates. The colored heart of the new arrival, and hurriedly left town. The strange lady claimed she was the colonel's first and lawful wife, that there had been no divorce, and that five children had been born unto them. Wife No. 2 was overcome with grief and mortification, and her sisters came and took her to their home, thus leaving their newly-furnished house entirely unoccupied. Wife No. 1 says she has been looking for the colonel for a year, for about which time, she alleges, she has been deserted. The colonel's first wife, she says, was a Philadelphia, although she was invited to locate permanently in the house occupied by Wife No. 2, and remain there in full possession until the colonel returned, but the offer was respectfully declined.

MURDER AND SUICIDE.

A Wealthy Chicagoan Kills His Mistress and Then Himself.

CHICAGO, Jan. 22.—Charles A. Clowes, a wealthy young married man, shot and killed Blanche Grey, an inmate of a respectable house, at 412 South Clark street, and then killed himself. Clowes' father died at Springfield about a year ago, and left him a fortune estimated at \$100,000. Clowes had been in the city of Chicago, and made many acquaintances, spending money freely. He was a very handsome man, of strong build, fine eyes and rich dark hair and mustache. His mother now lives in Hyde Park with her son, and the girl whom he married only three months ago. The girl, who he had shot had been an inmate of the house two years. She was very pretty with a wealth of black hair and large, lustrous eyes. She had a petite form and an unusual good taste, and is described as having been a very beautiful girl. Clowes had lived with Blanche nearly six years. About three months ago he was married in New York, and since then he and his mistress have had frequent quarrels. The girl was known only under the name of Blanche Grey, and very few knew of her previous history. A reporter called at Clowes' late home at 3 o'clock this morning, where he awakened the young wife, or rather widow, of Clowes, a petite, dark-haired woman with handsome features, now in a state of great excitement. She informed her that her husband had some trouble with a woman. Soon afterward Mrs. Clowes, accompanied by her uncle, a middle-aged gentleman, drove to the Central police station, where the exact facts of the case were being investigated. They were driven quickly away. A showing the relations existing between Clowes and his mistress, it is cited that in her room a LIFE-SIZE PORTRAIT of herself and Clowes hung upon one of the walls, and upon the table and dressing-case stood bits of costly bric-a-brac which he had bought her. She had taken place in the corpse on the bed were magnificent earrings, and the fingers were loaded with rings studded with gems, all of them presents from the man who had just sent both of their souls into eternity. The woman of the house had scarcely realized what had happened before a lieutenant with a squad of army police arrived with two patrol wagons. The room was cleared and the bodies laid on stretchers and carried out past the group of awe-stricken women who stood in the hallway. The remains of Clowes and his mistress were taken to the morgue, where they will remain till after the inquest. Immediately after Clowes' body was removed a hack arrived at the house containing five young men, friends of Clowes, who were in "the drug" saloon when they were notified of the affair, a resort which had been frequented by Clowes and men of his class.

MRS. CLOWES. A beautiful young woman of 19 and highly educated, the young man named Nellie Kelsey, and she was born in Theresa, N. Y. She married her husband March 30 last in New York city, and was devotedly attached to him. When the coroner's jury took to Clowes' late residence to view the body, they found his wife supporting his body on her breast, her arms tightly-clasped about it. She was finally induced to leave the room, but she could give her testimony, which was very brief, and the only point of interest in it was that she met her husband in New York when they were both stopping in a hotel. He was sick and she nursed him. It was in this manner they became acquainted. The jury found that Clowes killed his mistress and then himself.

PARDONED OUT OF THE PENITENTIARY.

Special to the Globe.

NEW ORLEANS, Jan. 22.—Gov. McEnery to-day pardoned Rev. Ben Jenkins of De Soto, who was serving a life term in the penitentiary for the murder of Rev. L. Lane Borden of the Mansfield female college. The murder, which was committed about three years ago, was a very sensational one. Both the murderer and his victim were ministers and very near and dear friends, Borden having persuaded Jenkins to join the church, and having ordained him a minister. Borden was principal of one of the largest colleges in Louisiana. Jenkins claimed that one of the young ladies in that college, who was engaged to him, confessed to having seduced Borden, and she brought up her lover that he attacked Borden in the public streets of Mansfield and killed him. He was wholly unable to prove this on trial, the young lady declaring she had never made this confession, and had never been engaged to Jenkins, and that she had been seduced by him. His pardon is granted on the recommendation of the penitentiary physician that he has pulmonary consumption, and

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WABASH, Ind., Jan. 22.—Puckerbrush, a small village four miles south-west of this, is reveling in the sensation of a spiritual visitation. Every night at precisely 12 o'clock, it is alleged that the shapes of a man and woman, both attired in black, appear in a lonely spot on the outskirts of the town, which form of their earthly habitation. Dr. Watson, practicing physician, Jefferson Brown, a farmer, and several other persons of the neighborhood claim to have witnessed the spectacle and retreated from the vicinity with considerable precipitation. Strange noises have also been heard by passers-by similar to those caused by the followers of Hendrick Hudson as they played ten-pins in the Catskills. The village is excited and a committee, composed of the following gentlemen, has been appointed to keep vigil and give the unwelcome guests such a reception as will discourage future pilgrimages.

HER MIND AFFECTED.

NEW YORK, Jan. 22.—Interviews are published with Steele Mackaye, with his son Arthur, who is Maude's husband, and with Mrs. Frank Leslie in regard to Miss Miller's statement that the marriage was not clandestine. The elder Mackaye reasserts that her marriage with his son was clandestine and her husband declares that when she pawned her wedding ring it was through a mere freak, as she had money in her pocket. Mrs. Leslie asserted that Maude had been kindly treated by her father and showed a letter from the elder Mackaye, denying the truth of the story as at first published. She also exhibited a letter from Joaquin Miller, in which he declares that the published charges as to his daughter are malicious. Mr. Mackaye and Mrs. Leslie expressed the opinion that Maude's mind is unbalanced, and that she has an insane craving for notoriety. It is understood that a number of variety troupes are in quest of her with offers of engagements.

SHOT HIS FATHER-IN-LAW.

Special to the Globe.

CHATTANOOGA, Tenn., Jan. 22.—Seven months since Richard Vandergriff, a swain of 18 summers, eloped with the pretty fourteen-year-old daughter of Jesse Evans of Lookout, Tenn. Vandergriff and his bride came to live with the groom's mother, near this city, but were so bothered by Evans' entreaties for his daughter's return they separated a month later, notwithstanding they had clandestine meetings in the woods between a week. Evans suspected this intimacy, and this morning, after a long talk to the trusting place, where he upbraided her, whereupon Vandergriff shot the old man through the right jaw. Evans was so horrified at his son-in-law drawing a bead on him that he opened his mouth, and the ball passed over his forehead, without breaking a tooth, merely grazing the lips. Evans ran, and the young couple took to the mountains. Up to a late hour they had not been arrested.

LEFT HER SABLE HUSBAND.

CLEVELAND, O., Jan. 22.—This morning Gus Barber, the colored hair-cutter of Painesville, who eloped with Ida Norton of this city Jan. 7, applied in police court for help to recover his wife. A day or two since his white wife received a telegram stating her mother was sick. Mrs. Barber came to Cleveland, and, not hearing from her husband, she went to see about it, but was refused admission to his wife's former home, and now there is blood on the moon. Barber claims his wife is being detained against her will, and he will attempt her recovery by a writ of habeas corpus.

WILL CARDIFF ACCEPT?

I challenge Patsy Cardiff of Minneapolis to meet me in a four-round contest for \$100 a side and the entire gate receipts, Cardiff to stop me in four rounds or lose all. As he is in a former challenge of a recent date offered to stop me in two rounds or forfeit \$100, I am sure he can't reject this challenge. I am ready to meet Cardiff at any time. Cardiff is ready to meet Smith at any time. Burke says he means business, and will post a forfeit within twenty-four hours after Smith's or any other man's acceptance with the editor of the New York Clipper or Chicago Tribune, the editor selected to appoint the final stakeholder and referee.

PHILADELPHIA, Pa., Jan. 22.—Jack Burke, the pugilist, who is now in this city, has issued a challenge to fight any man living, barring John L. Sullivan, the fight to be six or eight rounds or to a finish for \$100,000 to \$100,000. In this challenge Burke calls attention to the fact that he is a former champion of a recent date offered to stop me in two rounds or forfeit \$100, I am sure he can't reject this challenge. I am ready to meet Cardiff at any time. Cardiff is ready to meet Smith at any time. Burke says he means business, and will post a forfeit within twenty-four hours after Smith's or any other man's acceptance with the editor of the New York Clipper or Chicago Tribune, the editor selected to appoint the final stakeholder and referee.

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