

ITALIANS DEFEATED

Lost Game to Woodstock at Woodstock Saturday

SCORE WAS SEVEN TO TWO

I. A. C. Couldn't Bat Pugsley's Pitching Very Effectively, While Home Team Landed on Gabelloni for Ten Safeties.

Woodstock, Aug. 23.—Woodstock beat the Italian A. C. of Barre Saturday afternoon. Fitzmorris made a sensational catch in left. Cella and Scampini did fine work for the Italians. Davis was the hitter of the occasion. The score:

Ryan, c	2	4	3
Crapo, 1 b	1	1	0
Davis, 1 b	3	9	0
O'Neil, 3 b	1	2	1
Walker, c f	0	0	0
Fitzmorris, 1 f	0	0	0
Shaw, c f	0	0	0
Hayden, c	0	0	0
Pugsley, p	1	1	2
Totals	10	27	12

Nicola, c f	0	3	0
Scampini, 1 f	1	1	0
Comelli, c	0	7	1
Gabelloni, p	1	0	3
Cella, c	2	1	1
Decidi, 3 b	1	0	0
Malherini, 2 b	0	1	0
Chiaradonna, 1 f	0	1	0
Calogari, 1 b	0	0	0
*Colombo	0	0	0
Totals	6	24	11

Innings: 1 2 3 4 5 6 7 8 9
Woodstock: 2 0 0 2 0 0 2 1 x-7
Italian A. C.: 0 1 0 0 1 0 0 0 0-2

Rims made by Ryan, Davis, O'Neil, Walker, Fitzmorris, 2 Hayden, Scampini, Cella; two base hits, Ryan, Davis, 2 Fitzmorris, Shaw, 2 Gabelloni, Comelli, Davidi; base on balls, off Pugsley 3, off Gabelloni 3; struck out, by Pugsley 5, by Gabelloni 1; sacrifice hit, Shaw; double plays, O'Neil to Davis, Crapo to Ryan to Davis; Ryan to Crapo to Davis; hit by pitched ball, Ryan; umpire, Fish; time, 1h, 47 m.

*Batted for Chiaradonna in ninth.

Other Vermont Games Saturday.

- At Bellows Falls, Bellows Falls 12, Claremont 4.
- At Rutland, Hoosick Falls 3, Prepost 1.
- At Windsor, Windsor 5, Springfield A. A. 4.
- At Rutland, Rutland 13, Burlington 2.
- At Bennington, Bennington 8, Mechanicville 0.
- At Chelsea, Chelsea 8, Vershire 7.
- At Woodville, N. H., Woodville Y. M. C. A. 16, Hanover 3.

RUSTY STOVES STOVE PIPES
MADE NEW
Gives a Rustless Iron Finish
25 CENTS
SO EASILY APPLIED
If you have a rusty stove, call on REYNOLDS & SON, N. D. PHELPS CO. C. W. AVERILL & CO.

Grand Outing Excursion and Boat Ride

Ausable Chasm

AND RETURN
Tuesday, Aug. 24,
From Barre, Montpelier, Waterbury, Richmond, Williston, Essex Junction, Winooski and all intermediate stations.

For the last Grand Excursion and Boat Ride of the season to Ausable Chasm Tuesday, August 24, via the Central Vermont Ry., Burlington, Champlain Transportation Company's steamer "Chateaugay" to Port Kent, thence the K. A. C. and L. C. R. R. to Ausable Chasm, the Central Vermont Ry. is offering the following very low fares: From Barre and Montpelier \$1.75; from Middlesex, Waterbury, North Duxbury, Bolton, Jonesville, Richmond and Williston, \$1.50; from Essex Junction, \$1.25; from Winooski, \$1.15. Special trains will run as follows: Leave Barre at 8.40 A. M., Montpelier 9.00, Middlesex 9.22, Waterbury 9.32, No Duxbury 9.40, Bolton 9.45, Jonesville 9.53, Richmond 9.58, Williston 10.10, Essex Jct. 10.20, Winooski 10.27, arrive Burlington 10.35 A. M., Port Kent 11.25, Ausable Chasm 12.05 P. M. Returning special train will leave Ausable Chasm at 4.30 P. M., Port Kent 4.55, leave Burlington at 6 P. M. for Barre and intermediate stations.

Tickets good only for continuous passage and will be good only on special trains named above August 24, 1909.
C. J. JONES, General Manager.
J. W. HARRIS, General Passenger Agent.

Sarsatabs

Cholesterol-lowering agent for all humors and eruptions, stored in liver and kidneys, loss of appetite, that tired feeling. They are a solid extract of Hood's Sarsaparilla, having all its wonderful medicinal power retained, to take and immediately experience its great satisfaction, especially to people suffering from blood impurities. Hood's Sarsaparilla is made by Hood's Sarsaparilla Co., Lowell, Mass.

Saturday's National League Scores.

At Boston, (first game) Chicago 8, Boston 3; (second game) Chicago 3, Boston 2.
At New York, New York 1, Cincinnati 0.
At Philadelphia, Philadelphia 6, Pittsburgh 3 (12 innings).
At Brooklyn, (first game) Brooklyn 1, St. Louis 6 (13 innings); second game, Brooklyn 6, St. Louis 3.

National League Standing.

Team	Won	Lost	Pct.
Pittsburgh	78	30	.722
Chicago	73	35	.676
New York	63	40	.619
Cincinnati	64	53	.545
Philadelphia	49	50	.494
St. Louis	44	63	.411
Brooklyn	39	68	.364
Boston	28	82	.253

Yesterday's American League Scores.

At St. Louis, Boston 9, St. Louis 2.
At Detroit, Detroit 3, Washington 1.
At New York, New York 6, Chicago 5.

Saturday's American League Scores.

At St. Louis, Boston 9, St. Louis 0.
At Cleveland, Philadelphia 10, Cleveland 6.
At Detroit, Detroit 9, Washington 7.
At Chicago, New York 5, Chicago 4 (13 innings).

American League Standing.

Team	Won	Lost	Pct.
Philadelphia	70	42	.625
Detroit	69	43	.617
Boston	60	48	.556
Cleveland	57	57	.500
Chicago	54	57	.488
New York	52	59	.468
St. Louis	45	64	.412
Washington	32	80	.285

MC GUIRE SUCCEEDS LAJOIE

Was Formerly Manager of Boston Americans.

James McGuire has been appointed manager of the Cleveland baseball team, to succeed Napoleon Lajoie, who recently resigned. McGuire formerly was manager of the Boston Americans. For the past year he has been doing scout duty for the Cleveland team.

BUSINESS BASE BALL

The advent of Gate Receipts in the National Game.

The professional baseball player, as such, was unknown before the civil war. One finds, indeed, signs in the newspapers of the period that our "sporting men" drew no very sharp line between the amateur and the occasional professional. That perhaps was only natural. Athletics were a new thing to us. We had yet to learn the dangers and the finer ethics of sport. For example, the first convention of amateur clubs, held in 1859, felt called upon to pass a rule against paying players. There was no money in the game as yet, only glory, but certain rich nonplaying members of the fashionable clubs had begun to lure stars from other clubs by offers of money or "jobs."

The foundation stone of professional baseball, however, was laid when the Atlantic, the Eckfords, the Mutuals and the other crack teams of Brooklyn began playing on the old Union grounds. This arena was a fenced basin used in winter as a skating rink. In 1862 the owners decided to make it continuously profitable by turning it into a summer baseball park. Experimentally they charged a regular ten cent fee at the gate. They found that spectators were willing to pay even when they raised the price to 25 cents. Half of these fees went to the ground owners and half to the clubs. So came the appetite for gate receipts, and "business" had entered the game.—Collier's Weekly.

Blackburn Natural Athlete.
Russell A. Blackburn, the new shortstop of the Chicago Americans, is one of that natural type of athletes who break into the game now and then and make famous names for themselves. Blackburn is naturally adapted to baseball, football and basket ball and is a strong player at the latter game. He was one of the stars in the big professional league in the east. He did not play last year, being unable to come to terms with the club to which he was assigned. He is as good a pitcher as he is a shortstop. Fast, hitting infielders of class are so rare there is little chance of his being called on to pitch. It is as an infielder that Colmsky wants him in his effort to build up a fast young team.

WILL BE BUSY WEEK ON LINKS

Annual Tournament of Men and Women to be Held

LAST THREE DAYS OF WEEK

William Smith Won Last Regular Weekly Tournament and Capt. Frank Dalgarno's Team Defeated Capt. Matthews' Team.

The present week will be a busy one on the links of the Barre Golf club, as the annual tournaments of the men and also of the ladies will be played on Thursday, Friday and Saturday. The men's handicap tournament will be played Thursday, also the qualifying round for the championship. The semifinals and final will be played Saturday. The ladies' tournament will be played Friday.

In addition to the regular weekly tournament last Saturday, a match was played between teams captained by O. J. L. Matthews and Frank Dalgarno. The latter's team was the winner by the score of 23 to 19, Nassau system of scoring. On account of the annual tournament this week the regular weekly tournament will be omitted.

William Smith was the winner last week with a net score of 69, and there were three tied for second place, with a net score of 73. The scores were as follows:

Team	Gross	Hdp.	Net
Wm. Smith	90	21	69
W. W. Russell	90	17	73
J. E. Walsh	91	18	73
Wm. Marr	91	18	73
John Reid	84	10	74
Joe Reid	85	11	74
Robt. Davis	89	15	74
Geo. Tilden	81	15	76
A. M. Milne	86	9	77
W. Halverson	99	22	77
J. A. Smith	99	22	77
John Daniels	85	7	78
Jas. Rhind	92	14	78
L. R. Hutchinson	87	8	78 1/2
D. W. Smith	95	17	78 1/2
J. Leida	96	17	79
H. Brown	95	15	80
E. Keach	102	22	80
J. Averill	89	8 1/2	80 1/2
H. E. Nuter	100	15	85
J. S. Palmer	100	14	86
H. Gordon	112	25	87
Geo. Booth	102	18	88
A. Milne	118	25	93
Geo. Bond	127	35	102

Ladies' weekly tournament scores:

Team	Gross	Hdp.	Net
Mrs. Tilden	59	2	57
Mrs. Matheson	59	0	59
Mrs. Gall	60	0	60
Mrs. Bartlett	71	11	60
Mrs. Dodge	63	2	61
Mrs. Holden	63	1 1/2	61 1/2
Mrs. Woodruff	68	0	68
Mrs. Bailey	83	5 1/2	77 1/2

Aug. 19.

Team	Gross	Hdp.	Net
Mrs. Bailey	62	5 1/2	66 1/2
Mrs. Holden	60	1 1/2	58 1/2
Mrs. Tilden	61	0 1/2	60 1/2
Mrs. Dodge	62	2	60 1/2
Mrs. Gall	61	0	61
Mrs. Woodruff	61	0	61
Mrs. Bartlett	72	11	61
Mrs. Matheson	67	0	67
Mrs. Carleton	86	18	68

WRIGHTS WIN ALL PRIZES IN SATURDAY'S CONTESTS

Carried off All the Honors in Yesterday's Contests—Six Miles in Nine Minutes.

Rheims, France, Aug. 23.—The Wright flying machines carried off all the honors in yesterday's contests, in the national airship meet. In the contest to select French entrants for the great international cup, Lefebvre in a Wright machine made the best showing. In the speed contests, the Wright flying machines won first, second and third places. In the once around the track race (six miles), the Wright's machines took not only the three honors, but the winner, Lefebvre, broke the world's record, doing the distance in 8:48.45.

Glenn Curtiss, the American, did not take up his machine for the speed race, as he is anxious to take no risks before the big contest for the international cup. The crowd on the grand stand yesterday included as many Americans and English, as French spectators, but the tribunes contained only a sprinkling of people in the morning and were less than half full in the afternoon. There are thirty machines at the meeting, including seven Voisins, five Bleriot's, five Wrights and four Farman's.

"NEXT YEAR," SAYS WELLMAN.
Flew 40 Miles North, However—Damaged Balloon Towed Back.

Copenhagen, Aug. 23.—The Norwegian ship Herald, which arrived at Hammerfest yesterday afternoon from Spitzbergen reports that Walter Wellman ascended in his balloon on August 5 in an attempt to reach the North Pole, but was forced to descend after a flight of forty miles northward owing to the loss of the trailing ropes. The balloon was damaged in the descent and was towed to Vigby by the expedition steamer Fram and burned in a shed. Further flight is impossible at present and Mr. Wellman will return to Norway next week. He has given up the idea of a further attempt to reach the Pole till next year.

RAN INTO OPEN SWITCH

Deliberate Attempt at Brattleboro to Destroy Train

CROWDED WITH TOURISTS

Result Is a Collision with Freight on Siding—No One Killed and No Passengers Seriously Hurt—Second Attempt at Wrecking.

Brattleboro, Aug. 23.—A deliberate attempt to wreck the White Mountain Limited train, which left New York at 9 o'clock Friday night crowded with passengers bound for the White mountains, resulted at 3 o'clock Saturday morning in a head-on collision with a Central Vermont freight.

Fortunately no one was killed and no passengers were seriously hurt. "Chick" Austin, a fireman on the White Mountain express, has a crushed hand and, probably, internal injuries and J. G. Hawkins of Manchester, N. H., a railway mail clerk, is in Brattleboro Memorial hospital with two broken ribs.

No more dastardly attempt at train wrecking is on record in New England. A locked switch in the yard here was thrown open and the signal light at the switch extinguished. The fact that the express train, which was a double-header, was running only ten miles an hour as it entered the yard, prevented a more serious accident.

The train ran from New York to Springfield over the New York, New Haven and Hartford line. At Springfield a Boston and Maine crew took charge and an extra locomotive was added.

About 1:30 o'clock Saturday morning a Central Vermont freight train passed over the switch in safety. This was followed at 2:25 by the southbound White Mountain express, at which time the switch light was burning and the switch turned correctly. Between 2:25 and 2:40 the light was extinguished and the switch opened against the approach of the northbound express train.

The White Mountain train, Conductor James Griffin of Springfield, was made up of two engines, with Joseph Teooy and W. A. Cassidy, both of Springfield, engineers, and a dozen cars, mostly sleepers. The extra New London freight, Conductor John L. Dewey and Engineer Henry Powers, both of New London, was waiting on the siding for the express to pass. When the first engine of the express took the open switch the engineer whistled for brakes. Engineer Powers of the freight heard the signal, reversed the engine and put on steam to back the freight, surmising the danger, but before the freight began to move the heavy engines of the express crashed into it.

The locomotive of the Central Vermont train was badly wrecked, and the second car in the freight, a box car loaded with lumber, was demolished. The pilot of one express engine was broken, the boiler beams smashed and the head-work demolished. The second express locomotive was wrecked beyond repair. The heavily constructed sleeping cars withstood the shock, but the passengers were thrown about in their berths and considerably injured.

Fireman Austin was caught between the tender and his engine as he was in the act of jumping. Postal Clerk Hawkins was thrown against a track on the side of his car. Men in bath robes and women in kimonos were soon in evidence after the collision, but it was an orderly though obviously excited crowd of passengers. Traffic was blocked two and a half hours. It was learned Saturday afternoon that an unsuccessful attempt at train wrecking was made at the same switch earlier in the week, and it is understood that detectives have since been working on the case.

PLUMP FOLKS AND THIN FOLKS

Samose Will Make People Fat—"Money Back if It Fails," Says D. F. Davis.

The line of beauty is a curve. Women may be thin and graceful, but not thin and beautiful. There is a vast number of thin, scrawny people who are all brains and nerves, but without the strength and health that accompanies the standard weight. Good flesh and perfect health go together. A true flesh-forming food like Samose is absolutely necessary to many people.

No one can use this wonderful flesh-forming food for 30 days without a noticeable gain in flesh and strength. Carefully kept statistics show that out of every hundred people who begin the use of Samose 98 per cent. increase in weight and their health and strength are restored. D. F. Davis has so much confidence in this remarkable flesh-forming food and health restorer that he is willing and glad to allow any customer to deposit 50c with him and take home a box of Samose with the understanding that if it does not give a marked increase in good firm flesh the money will be returned without any questions. Sent postpaid on receipt of price, 50c.

LIVES OF THREE MEN PRICE OF BROKEN RECORD

Racing Car Plunges Into Crowd on Auto Speedway—Mechanics and Two Spectators are Killed.

Indianapolis, Ind., Aug. 23.—Three more lives were sacrificed Saturday in the mad speed carnival which has inaugurated the great Indianapolis motor speedway. One mechanic and two spectators paid the penalty of their lives to satisfy the extreme desire for speed. The fatal accident came when a National car, driven by Charles Merz in the 300-mile race, lost a tire and crashed through a fence into a group of spectators, spreading its death and destruction in the wake of its wild plunge.

The Dead. Claude Kellum of Indianapolis, mechanic in the National car, Ora Joliffe of Trafalgar, Ind. An unidentified man. Besides the three deaths two serious injuries resulted during the day. Henry Tapping of Indianapolis was seriously injured in the wreck of Merz's car, sustaining a compound fracture of his right arm, a broken nose and several scalp wounds. Bruce Keston, driver of a Marmon car in the same race crashed into a post soon after Merz's accident and was badly cut about the neck and head. After the second accident the officials decided to call off the 300-mile race. At that time the leading car was a Jackson, with Lee Lynch at the wheel and it had covered 50 miles. Ralph De Palma in a Fiat was second, and Scullman in a Marmon was third. The race will be declared no contest, and the great Indianapolis motor speedway trophy will be raced for again.

By a strange freak of fortune Merz escaped from the terrible wreck with hardly a scratch. He fell under the car when it turned a somersault through the air and down into a gully near the side of the track. He was in imminent danger of being burned to death, but by extraordinary luck he was able to shut off the engine and save himself. Kellum was hurled into a gully some distance away.

The three deaths yesterday raises the toll of the speedway to seven lives this week. Wilfrid A. Bourque and his mechanic, Henry Hoseney of the Knox racing team were killed in an accident in the 50-mile race Thursday. Cliff Litteral, a Stoddard-Dayton mechanic, was killed by being hit by a big racing-machine while on the way out to the speedway. On Thursday Elmer Grampton, a six-year-old boy, was killed by the automobile of Dr. Clark E. Day of Indianapolis while the latter was on his way to the speedway for the first day's race. Last night a pall of grief hung over Indianapolis, and the more reckless automobilists drove more carefully through the streets than they did earlier in the week. The frightful penalty paid for a few broken records is greater than was bargained for when Indianapolis threw open the gates of its "greatest speedway in the world."

IVERNIA'S EXCEPTIONAL TRIP.

Cunard Line Steamship Had Excellent Weather and Not a Person Was Ill. Boston, Aug. 23.—After one of the most exceptional trips it has had in some time, so far as weather and health of passengers and crew were concerned, the Cunard line steamer Ivernia, Captain Thomas Potter, from Liverpool, docked at East Boston at seven o'clock Wednesday morning.

It is announced that the Ivernia is to be placed in the Mediterranean service, running from New York, and that she will be replaced here by the Lucania of the New York fleet. The Lucania is a much more speedy craft than the Ivernia, being able to make twenty-one knots an hour. In the Ivernia's 14 1/2 knots. There is, however, a difference of about one thousand tons in the capacity of the two steamers, the Lucania being that much smaller, but on the other hand, the Lucania is built on more modern lines.

SENATOR LODGE'S SON DEAD.

George Cabot Lodge Expires Suddenly with Heart Failure. Boston, Aug. 23.—George Cabot Lodge, the oldest son of United States Senator Henry Cabot Lodge of Massachusetts, died suddenly Saturday night at Tucker, Mass., where he had been for nearly two weeks with his father, Heart failure following an attack of acute indigestion was announced as the cause of death. The body was conveyed to Boston on a special train Sunday forenoon. The young man was 35 years of age and for some years had been the private secretary for his father, residing in Washington the greater part of the time. He was born in Boston on October 14, 1873, and was married in Boston in 1900 to Miss Matilda E. F. Davis, who, with three children, survives him. During the Spanish-American war, Lodge served in the navy with rank of ensign. He had a natural taste for literary work and wrote considerable verse for leading magazines, as well as a drama and several books of fiction.

CABINET MEETS AT BEVERLY

Taft Confers on Amending the Anti-Trust Laws

PRESIDENT ENTERTAINS

Wickersham, MacVeagh, Meyer, in Near Cabinet Meeting at Beverly, Also Discuss Tariff Board—Latter to Clean Information.

Beverly, Mass., Aug. 23.—Fun was passed up by the president Saturday at Burgess Point and he settled down for his hardest day's work since he began his vacation. For four hours and a half he counseled with Attorney General Wickersham, Secretary of the Treasury MacVeagh and Secretary of the Navy Meyer. The near cabinet meeting began in the Taft library at 3 o'clock and it was 7:30 before the president dismissed his guests and went to dinner.

Golf was the only recreation the chief executive had during the day and his motor drive in the evening was abandoned. At the conclusion of the meeting it was announced that nothing had been definitely decided upon but that several important matters had been threshed out. Secretary Meyer participated in the conference in an advisory capacity. He helped the president sift through a score of names which Secretary MacVeagh proposed as his choice of men to serve on the so-called tariff commission. The Payne tariff law authorized an expenditure of \$75,000 for the assistance of the president in deciding upon the operation of the maximum and minimum tariff principle. The president construes this law liberally and intends to use the tariff experts for the collection of information which will be illuminating to him and to the entire country as well.

Mr. MacVeagh has gone through the treasury and other departments of Washington with a fine tooth comb to discover men to fill the requirements of these berths. Not only men in the government service have been considered, but other citizens as well. The appointments will be made by the president before he leaves Beverly, on Sept. 14. He has not even decided on the personnel of the commission yet. It may have three men or more. Another conference with Secretary MacVeagh and the other cabinet officers will be held today and the president will make his selection at his leisure before his departure. Mr. Wickersham's call to get the president's views to be laid before the "law commission" in New York on Sept. 30, took up most of the time of the day. This commission, consisting of Secretary Nagle of the department of commerce and labor, Secretary Ballinger, department of the interior, attorney general Wickersham, Interstate Commerce Commissioners Prouty and Knapp, Solicitor Bowers of the department of justice, and Representative Charles E. Townsend of Michigan, will formulate the proposed amendments to the Sherman anti-trust law, to the interstate commerce commission act and to the laws regulating the activities of the bureau of corporations of the department of commerce and labor.

The amendments, which will co-ordinate the different law branches of the government, are practically worked out and will be drafted with comparative ease. The provision to prevent the over-issue of stocks and bonds of corporations is also a simple matter, the lawyers believe. The amendments to the Sherman anti-trust law are matters more difficult. The president does not believe that combinations of capital are all necessarily bad but holds that restrictive laws should be aimed at illegal combinations in restraint of trade. The lawyers who will meet in New York have the confidence of the president, and as he has talked with each of them a number of times and as they are all conversant with his views as enunciated in his speeches during the campaign the work of recommending a revision of these laws will go steadily on during his absence on his big western speechmaking tour. Attorney General Wickersham also informed the president of the appointment of Special Deputy Attorney General Lloyd.

The president had as a caller during the afternoon Charles R. Crane of Chicago, the newly appointed minister to China. Mr. Crane got from Mr. Taft his views on the Chinese situation. The president told him that he had not changed his mind since the speech he made in Shanghai, China. He said that he believes that the United States should preserve the open door in China and give the Chinese a square deal as well. Mr. Crane will sail for China on Oct. 6.

Next week the president will have a chance to talk English politics with Ambassador Whitelaw Reid, who will be a house guest of William J. Borahman. At the same time there may be some talk about the post of ambassador to the court of St. James. It is announced that Mr. Reid will remain at the post for a year, but no hint of his successor has been given. In fact, the president asked some of his callers a few days ago to suggest a man to him.

For half an hour Saturday, President Taft conversed with Ettore Ximenes, an Italian sculptor of New York, who came to Beverly to present to him a statuette of himself done in bronze. The president was greatly pleased with the gift.

The Latest Shirts

The new Fall styles of Shirts are in and they're the best in every way we've ever seen. The quality is right up to our high standard, the styles are fine and the patterns are most attractive ever. You'll surely be pleased with the assortment and it's none too early now to wear these Fall styles.

The Lyon brand and Bates Street Shirts, at \$1, \$1.50 and \$2.

The Giant at 50c.

Moore & Owens
122 No. Main Street, Corra, Vermont.

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STRIKEBREAKERS POISONED.

Four Victims Taken to Hospital at McKees Rocks.

Pittsburg, Aug. 23.—Many strikebreakers inside the McKees' stockade have eaten poisoned food and the widest excitement prevailed last night. Four men have been taken to the Ohio Valley hospital in a most serious condition, while two score men inside the works are very ill. While it is asserted that the sickness comes from canned food—that it is ptomaine poisoning—it is noticeable that the American Pressed Steel Car company is making a most rapid investigation on all sides, it being hinted in some directions that certain strikers who have been most vicious, may have gotten access to the store and poisoned the food. At the Ohio Valley hospital the utmost secrecy is maintained, it being admitted only under direct questioning that four men were brought from the stockade into the hospital late yesterday, "suffering from ptomaine poisoning."

The names of the men are not given out. The past eighteen hours have seen fearful rioting and trouble at the McKees Rocks plant. There has not been an hour since midnight when sheriff, deputies and state constabulary have not been engaged in bloody warfare with the strikers. An effort was made early yesterday morning to blow up the entire plant of the Pressed Steel Car company and would have succeeded but for a