

STORM AND FLOOD.

GREAT DESTRUCTION OF PROPERTY IN TEXAS.

FOUR LIVES REPORTED LOST.

FORT WORTH, Texas, July 4.—Several inches of rain fell in this part of the State yesterday and great damage has resulted. Reports from the west show heavy rains for 200 miles. The Brazos and the Trinity rivers are booming. At Benbrook, 12 miles west, the bridge of the Texas and Pacific and 550 feet of the track are washed away. The St. Louis, Arkansas and Texas for two miles out is submerged. The Missouri, Kansas and Texas and the Fort Worth and Denver have abandoned their tracks north. The Texas and Pacific has abandoned trains both east and west.

At Fort Worth the bottom lands to the north for two miles and to the east for a mile and a half are submerged and truck farms are gone. The Trinity rose four and a half feet in one hour, and the dwellers on the lowlands barely escaped. City Marshall Farmer Sheriff Richardson and their entire force for the time became a rescuing corps, and manned the boats which brought the people to the city, where they are quartered in large warehouses. There are 200 men, women and children thus cared for.

H. Plume and sister are said to have been washed away, and Mrs. H. S. Bentley and Patrick, her son, who lived on the Trinity, are missing and said to be drowned. Their house was carried away. The river there is two miles wide, and all the cabins and tents are gone. The St. Louis, Arkansas and Texas operator last night received a message that the west fork of the Trinity was coming down with an eight foot rise. Six inches more of water and the water works will have to be abandoned. Wheat, oats, fruit and cotton are badly damaged.

The loss can hardly be computed, but conservative estimates place it as high as \$2,000,000. There is some fear for the little villages along the Trinity, above Fort Worth, but there is no telegraphic communication and nothing definite can be learned. At one o'clock this morning it was still raining heavily.

A TRAIN WRECKED AND TWO MEN KILLED.

CHARLESTON, Va., July 4.—The vestibule train east bound on the Chesapeake and Ohio Railroad was wrecked by a slide near Ona this morning. There had been a very severe rain which caused the slide. George W. Walsh, the oldest engineer on the road, and his fireman, whose name cannot be learned, were killed. It was an unavoidable accident. No passengers were injured.

BODIES WASHED DOWN AT JOHNSTOWN.

JOHNSTOWN, Pa., July 4.—The recent rains filled the streams to overflowing, and in consequence much of the rubbish in the creeks was disturbed and a great deal of it floated down stream. It is also thought that a number of bodies were carried down stream, as several were found along the banks at Cambria City. Eight bodies were brought to the Morgue to-day. It is thought that when the waters fall a number of other bodies that have been dislodged by the swift current of to-day will be found.

THUNDERSTORM IN NORTHERN OHIO.

CLEVELAND, Ohio, July 4.—A terrific thunderstorm passed over sections of Northern Ohio yesterday afternoon. The rain fell in torrents, and lightning did considerable damage to property. At Mogadore, Summit county, David S. Wise was instantly killed while driving along a country road. At Shreve, Wayne county, John Bartram was killed while lying on the floor of a room in his house.

MORE FLOODS.

A "WATERSPOUT" AT ALTOONA.—THE KITTANNING POINT RESERVOIR IN DANGER.

ALTOONA, Pa., July 2.—A waterspout broke over this city about 10 o'clock to-night doing great damage. The rain is now coming down in torrents, overflowing the streets and bursting the sewers.

Reports from South Fork state that the great viaduct is in danger, and no tidings from the West have come in since 6 o'clock. The Juniata is rising between bounds at Tyrone, and if the storm continues middle division trains will be annulled till morning.

Kittanning Point reservoir, this city's water supply, is expected to break. The water is pouring over its banks like a small Niagara. Should it go the city will lose \$100,000.

Mrs. H. L. Nicholson, wife of the Pennsylvania ticket agent, was struck by lightning and is not expected to recover. The Pennsylvania agent at Hollidaysburg, A. M. Hyle, wife and child, were found unconscious in their home from the effect of a stroke. The damage by the waterspout is widespread, and cannot be estimated at this hour (midnight).

H. D. Olsson, who lived with his son-in-law on a farm near Clifton, Texas, was abusing his daughter on the evening of the 27th ult., when her husband ordered the quarrel stopped. The old man procured a shotgun and chased the family out of the house, and then set fire to the premises. He kept the neighbors out of the house with his gun until it was almost destroyed, when he leaped into the flames and was burned to death. The body of a well-known man, about 23 years of age, was found on the morning of the 29th ult., at Spring Garden, Maryland, and besides it was a half emptied box of rat poison. He had a sandy moustache and a full face and was clothed in a gray striped suit. His pocketbook contained a certificate stating that A. S. Biggs had been appointed a school teacher at West Liberty, Ohio county, West Virginia. A letter addressed to A. S. Biggs, 1708 Mary street, Pittsburg, South Side, Pa., was also taken from his pocketbook. The letter was signed "Ida," and was from West Liberty, West Virginia. The writer was evidently his sister.

WRECKED BY A WASHOUT.

A TRAIN ON THE NORFOLK AND WESTERN THROWN INTO A DITCH.

OVER 25 PERSONS THOUGHT TO HAVE BEEN KILLED—NEARLY ONE HUNDRED INJURED.

LYNCHBURG, Va., July 2.—A fearful accident, by which many lives were lost and a large number of people injured, occurred on the Norfolk and Western Railroad at 2.30 o'clock this morning, one mile above Flaxton's Switch and 31 miles above the city. Rain had been falling almost continuously, and at times very heavily, for 24 hours, swelling the mountain streams greatly beyond their normal state. Several trains had passed over the road during the night, and it was thought that the line was safe for traffic, notwithstanding the rains, and that no danger need be apprehended.

At the place of the accident, however, the water has undermined the roadbed and caused a washout about 100 feet long and 50 feet wide. The water at this point was eight or ten feet deep. Into this watery gulch the engine made a fearful leap while running at the rate of 30 miles an hour, carrying with it the tender and eight cars. As the engine struck bottom the rushing of the water in the locomotive exploded the boiler. This fact greatly augmented the catastrophe. Debris was thrown in every direction by the force of the explosion, injuring some of those on the train by the flying fragments and scattering fire-brands, which ignited the woodwork and destroyed a large amount of mail and express matter, besides spreading panic among the already terror-stricken passengers. It is supposed that some of the passengers were unable to extricate themselves from the wreck and were consumed in the flames, but it is difficult to get accurate information, as the employees of the Norfolk and Western Railroad refuse to give any information to the public. It is impossible to state the number of persons killed, but at the most reliable estimate places it at between 25 and 30. The number of wounded will be far in excess of the number killed. Thirty of the wounded have been taken to Roanoke, 13 to Buifordville and 50 to Liberty.

A special despatch which was received about 11 o'clock from the scene of the wreck, by the way of Liberty, says: Six dead bodies have been recovered. The bodies of P. Donovan, engineer, and Postal Clerk Rose, were recognized. The others are not known. Superintendent Cassell, although badly hurt, is on the ground and doing everything possible for the wounded. The railroad company has taken a large corps of physicians to the scene of the wreck from Roanoke, Liberty and other points. It is thought a large number of bodies were burned in the conflagration.

Major J. C. Cassell, Superintendent of the Lynchburg Division of the Norfolk and Western, was on the train and was seriously injured, as were also Baggagemaster Ford and Captain Roseland Johnston, who was in charge of the train. It was thought that Captain Johnston was fatally wounded, but a later report says that the condition of him and Baggagemaster Ford is somewhat improved. L. B. Summers, a postal clerk, of Abingdon, Va., was badly bruised, but, fortunately, escaped the fate of his running mate, Rose.

THE KILLED.

The names of the killed, as far as positively ascertained, are: Patrick Donovan, Lynchburg, Va.; Charles Bruce, Roanoke, Va., fireman; L. B. Summers, Abingdon, Va., mail agent; A. S. Francis, Marion, Va., mail agent; Nathan Cohen, merchant, Roanoke, Va., en route to Germany to visit his parents; W. C. Stead, Cleveland, Tenn., en route to England; J. W. Beal, Cleveland, Tenn., en route to Paris; A. M. James, Roanoke, Va., traveling engineer of the road; J. W. Linsay, Roanoke, Va., train despatcher; John Kirkpatrick, Lynchburg, Va.; Dennis Melon, Roanoke, janitor of the general offices of the Norfolk and Western Railroad, who was en route to New York to be married; A. L. Little, of Staunton, Va.

It is believed that 15 or 20 others perished, as there were nearly 70 persons on the train, and between 15 and 20 are unaccounted for. The dead were horribly cremated.

THE INJURED.

The injured are: Bishop Alpheus W. Wilson, of Baltimore, wrist cut and body slightly bruised. He is at the Hotel Roanoke here, and will be able to leave for Baltimore in a few days. The Bishop lost his gold watch, all his clothing and \$300.

M. F. Temple, Pottsville, Pa., head and limbs burned; P. T. Dexter, Beverly, Mass., severely bruised on the head and body; J. B. Yeung, Radford, Va., arm mashed; Mrs. Judge Thompson, Staunton, Va., bruised and deranged with grief over the death of her little niece; Roland Johnson, Roanoke, Va., conductor, frightfully cut on the head and face; E. C. Dubarry, superintendent, bruised severely; W. C. Glass, Roanoke, baggage arm broken; W. H. Hayward, Pullman conductor, shoulder hurt; J. D. Tanner, Lynchburg, Va., badly bruised; Joseph Goldberg, New York, leg and shoulder bruised and hand hurt; Miss Inez Jackson, Texas, bruised; R. B. Goodfellow, Roanoke, hand and foot injured; J. C. Cassell, Roanoke, Superintendent, arm hurt; H. W. Martin, Chattanooga, Tenn., cut and bruised; M. D. Temple, Chicago, back injured; Mrs. R. B. Young, Marshall, Texas, badly bruised.

On the body of Mr. W. C. Stead, of Cleveland, Tenn., was found the sum of \$14,000. He was on his summer vacation and was going to England.

NEWS OF THE WEEK.

—John Bromwell, a bricklayer, was run over and killed on the afternoon of the 1st, by a locomotive in Baltimore. Mrs. Morris Rubens and her infant were found dead in bed, in Albany, on the morning of the 1st. The cause of the death is unknown. The largest ferry, the St. Lawrence ferry, the William Armstrong, of Ogdensburg, New York, sank on the afternoon of the 1st, while carrying three railroad cars loaded with coal from Morrisstown to Brockville, Ontario. As far as known no lives were lost. The boat was valued at about \$20,000.

—A man who has arrived at Los Cruces, New Mexico, from the mining camp of Hermosa, reports that a cloud-burst flooded and washed away over half of that prosperous settlement. No lives were lost. Hermosa is 60 miles from a railroad, and no details have been received. A very heavy rain storm visited Washington, D. C., on the 1st, and the sewers became choked. The lower end of the city along the Centre Market and the city along Pennsylvania avenue suffered most. In some places the water was three feet deep. The Pennsylvania Railroad Station on Sixth street was again surrounded by water, which came up almost to the main story of the building. A heavy rain storm on the evening of the 1st washed a big rock out in a cut on the Pan Handle track near Hanover, Ohio. A gravel train backed on it, throwing 11 cars off the track and causing a wreck which blocked the road both ways.

—The steamer City of Rio de Janeiro has arrived at San Francisco from Hong Kong and Yokohama. A destructive rain storm occurred at Hong Kong on May 29 and 30. The total rainfall for 33 hours was 29½ inches. An estimate is not given of the loss to private property, but the loss to public property is placed at \$200,000. Fifteen lives were lost.

—William Schletz and Charles Schroeder, boys, were drowned on the 30th ult., while boating on the picnic grounds, at Riverside, near Chicago. By the explosion of a boiler in the works of the Asphalt Paving Company, in Wilkesbarre, Pa., on the 1st, John Boyle, the engineer was killed. John Boyle, fireman in the stone crushing works of the Barbour Asphalt Company, at Wilkesbarre, was on the 1st blown through the roof of the fire house by the bursting of a valve, and fatally injured.

—Sixty cases of typhoid fever are reported in Wilkesbarre, and an epidemic is feared.

—The public debt statement issued on the 1st shows a reduction of \$16,255,929 during June. Total cash in the Treasury, \$643,113,172.

—There is another flood in the ill-fated Conemaugh valley, the result of heavy rains on the 23 and 24. In Cambria City several houses were inundated on the 24, and communication with Johnstown proper cut off. One of the heaviest thunder storms known at Hollidaysburg, Penna., for years, visited that place on the evening of the 24, causing a great flood. The Juniata river rose to nearly the height of the flood May 21, and the lower streets were covered with from 3 to 5 feet of water. Many people had to leave their dwellings. Damage was also done at Duncansville, where the main street was destroyed, and at Williamsburg, where the temporary bridge was swept away. Great damage was done at Franklin, Venango county, Penna., on the 21, by a terrible storm of wind and rain. Two "cloud bursts" on the evening of the 21 caused an overflow of Church Run, which divides Titusville, Penna., and much damage to property resulted. The losses are estimated at \$15,000.

—Howard Nicholson, aged 16, was killed, and his younger brother, Harold, was slightly injured by being struck by a train while driving across a railroad crossing in Altoona, on the evening of the 31. Deceased was a son of H. L. Nicholson, Pennsylvania Railroad ticket agent at Altoona. A singular coincidence was that Mr. Nicholson had been receiving sympathetic telegrams all day from all over the State on account of a despatch published in the morning reporting a cloud-burst, in which his wife figured as having been struck by lightning, which was not true. A passenger train from Macon to Columbus, Georgia, was thrown from the track and into a ditch on the 31, while rounding a curve, near Geneva. Eight passengers were injured, including J. L. Block and N. C. Nickelton, of Pennsylvania. It is not thought that any of the injured will die.

—During a heavy rain storm at Dubuque, Iowa, on the afternoon of the 24, two boys named Corbett and Bennett sought shelter in a barn and were killed by lightning. David S. Wise, a farmer, aged 50 years, was struck by lightning while riding on a hay rack near Magador, Ohio, at noon, on the 31. The sun was shining at the time and the lightning came from a very small cloud. Two sons of Mr. Wise riding on the rack with him were knocked insensible, as was also a woman in a horse near by. The horse was killed by the same bolt. Heavy rains during the past two days have partially inundated the City of Mexico. The heavy pumps, which it was thought would secure to the city at least partial drainage, are growing practically useless.

—A terrible thunder storm passed over Northern Ohio on the afternoon of the 31. Two men were killed by lightning, David S. Wise, in Summit county, and John Bartram, in Wayne county. A vestibule train on the Chesapeake and Ohio Railroad was wrecked by a slide, near Ona, West Virginia. The slide was caused by a heavy rain. Two train hands were killed.

—A steam bleacher in the mill of the Lyons Paper Company, near Clinton, Iowa, exploded on the evening of the 21, wrecking half of the large brick building and killing Alexander Hart and Thomas McBride, workmen. A man named Callahan was badly scalded.

—Two hundred persons were injured, about half of them severely, and a child was killed by the fall of a grand stand during races at Oklahoma, Indian Territory, on the 4th. Nellie Burton, aged 18; years; May Royal, aged 16; Ida Cassidy, aged 22; Fannie McCourt, aged 18; and Bert Freeman, aged 20, were drowned by the upsetting of a barge near Allegheny City, Penna., on the afternoon of the 4th. Two unknown men were instantly killed at Baltimore on the evening of the 4th, by the Chicago express on the Baltimore and Ohio Railroad. Elwyn Latham, a young drug clerk of West Washington, was drowned in the upsetting of a boat. A 4th, by the upsetting of a boat. A young man named Andrew Gregory, was drowned while fishing at Staunton, Virginia, on the 4th.

School Girls.

School girls are often enough like the Japanese trio, made of laughter, and thinking life a joke that is just begun; but this is only one type. The unconscious school-girl beauty is another, and that is a veritable vision of delight. There are schools where coquetry is learned side by side with grammar, and where the passions of grown-up people begin to spoil the happy air of childhood. It is a sad mistake. The little beauty we admire has not the slightest idea of her gift—for the chatter of the class on this point is generally misdirected, and the pretty ones singled out are not those that should be shosen by experienced eyes. This little maiden is just at the meeting of the brook and the river. Her fingers are inked, but her face would serve for one of Reynolds' angels, or else for the very youngest Virgin of delicate pure features that Perugino ever painted. Three or four summers more and the pair of blue eyes will find out their power. At present she will thank you for an apple; and when she smiles, it would be profanation to tell her of her loveliness. In a little while she will have to be sought on bended knee, and won in the zenith of her glory amid the heart-burnings of women and the struggle of strong men.

Another type of school-girl is the little mother. Something of a motherly instinct is irrepresible in this girl's heart. She makes favorites of the smallest among her companions, and the distant home is still enumbered with the old dolls on which she lavished her love in nursery days. With the thought of this type, a garden comes to mind, with summer trees and level grass, and with a group of orphan children allowed by kindness a country holiday in the garden of the richer sisters. When the memory-picture begins to move, one nobly-born girl, as handsome as a young gypsy, is proud to carry the youngest of the poor little visitors enthroned against her shoulder. She leans strongly backward, and the fine arm encircles her little burden naturally, as if she had been used to carry small orphan children all her life. One has great faith in the good and happy future of this simple tender type of school-girl.

The studious girl is generally highly nervous and sensitive, and works from an instinctive earnestness of character. It is well to persuade her that the bright Yum-yum is also to be admired; for the studious little maiden wants and deserves twice as much recreation as her lazy companions. The lazy member of the class is the very opposite to the earnest nature, and is born with the instinct of trying to do well. With a recollection of a vanished Eden of bright windows and polished floors, sunny garden, and merry faces, there comes back the picture of a Saxon Edith, who was always laughing except when she was crying. She was a fair and round-faced little maid, who could make a rosebud out of her cheek by encircling a pinch of it with a dainty thumb and finger. She would violently dispute some trifling matter, perhaps whether her mother was related to the Duchess of Portland; and after vowing never to speak to her best friend again, the fair eyebrows would readily relent, the handkerchief would be made into a comfortable ball, and the rosy round face would pillow itself and enjoy a luxurious cry—until the laughter and the sunshine burst out more vigorously than ever. This soft and careless girl developed rapidly into a staid and serious matron; while the quietest and most studious of her friends grew up into a bright and radiant character, brimful of the secret of the possible gains in this; that the one child's nature, though bubbling over with mirth, was shallow; the other did with her whole heart whatever she turned to, and as childhood changed to womanhood she evidently discovered that it is worth while to laugh with one's whole heart as well as to work, and the strong nervous character had the energy to act upon the discovery.

Taken as a whole, a cluster of school-girls—say, as in the famous "School Revisited," under the trees of their own garden—are a most pathetic sight and a wonderful mystery. Their sorrows are all before them, and their romance too. Soon they are to scatter out of their happy world to go through the real novel that is not measured by three volumes. There are two things that surely we should never forget in thinking of these weak and thoughtless little girls: first, that it is unfair to the girl ever to expect education to give her the mind of a boy, for the nature of her mind is as different as a young willow wand from a sapling oak; and secondly, that she is the woman of the future, and her worth to the world will not be measured by the amount of her learning, which, because of few years and lack of that character, which is capable of development to a breadth and depth and height beyond our mortal reckoning.

—B. C. Holly will have a couple of world-beats in the pacing events next through the California circuits next fall in Yolo Maid, 2:14, and San Diego, 2:21. The former reduced the world's 2:21. The former set record last year and Johnny Goldsmith says she is the fastest side-wheeler that lives.

—Of the 343 swans on the Thames 178 along to the Crown, 94 to the Vintners' Company and 71 to the Dyer's Company. There is a regular keeper

Be Cheerful.

A well-known philanthropist in New York, whose time was given to the help of the criminal and pauper classes, had upon his library table a Turkish figure of a laughing donkey. The beast was so convulsed with merriment that no one could look at it without a smile.

"Why do you keep that absurd figure there?" a friend asked him. "It seems to jeer at the gravest subject which we discuss."

"Simply to remind me that the gravest subject has its cheerful, laughable side," he answered. "I find it a wholesome warning in the midst of so much misery."

"Many an American needs to be daily reminded in some way that life has its amusing, happy side. An hour's rest, a cheerful book, a talk with a friend would serve the purpose better than a laughing donkey. We are a nervous, anxious people, and many of us have inherited from Puritan ancestors a belief that amusements and mirth are sinful."

A Southern woman, lately visiting her friends in New England, exclaimed one day, "This is the best year of my life! My husband and children are in good health, and free from financial worry; my sons are honorable, Christian men; we have many good, pleasant friends. God has heaped blessings on me. I am perfectly happy!"

An ominous silence followed these words, and melancholy shakes of the head.

"It makes me tremble to hear you," one of them said at last, "when I think how soon all this may be changed, and how you may be dead before long."

"And shall I not thank God while I am yet in the land of the living?" replied her friend.

This world, no matter how poor or ill or solitary we may be, is not for any of us altogether a vale of tears. It has its sunshine and pleasures, its cheerful heights, which may be climbed by all of us, if we have but courage and faith. The man who will not yield to disaster and disease, who makes the best of his poverty, who finds something to laugh at in all his misfortunes, will not only draw more friends to his side than his melancholy brother, but actually live longer.

Colonel Sellers had found the true philosophy of life when he lighted a candle in his empty stove "to make believe there was a fire," and praised the "rare flavor" of the raw turnip and cold water which made his scanty meal.

The man whose religion makes him gloomy, austere and hopeless falsifies Christ's teaching. Who should be happy if not the Christian? Who should make light of the troubles of this short life, if not he who believes in an unending life of happiness at its end.

"In everything give thanks," cried the apostle, after he had been scourged, flogged with whips at Ephesus, he calls from his prison cell to the weak and unhappy in all ages:

"Rejoice in the Lord always; and again I say, Rejoice!"

Our Fashion Letter.

There have been many pretty things this season but each week brings more of greater beauty and elegance. The straight dress without "tournures" is the one to which preference is given. One sees Empire dresses even in silk and foulard which are elegant indeed. The skirt is cylindrical in form in the front with a bias apron pointed on one side. Behind the gathers fall straight to the ground. The corsage is either crossed or draped, with a round waist. A *moire* or *faulle* ribbon surrounds the waist and falls behind in two long ends and two long loops. However this dress which is so charming for a home or dinner dress does not appear to us to be quite proper for walking, yet it is seen often in the street.

The skirt of a pretty grey wool dress was embroidered on the bottom with a broad band of passementerie of a deeper grey. With this dress is worn a jacket in black cloth with revers in black *faulle*, under the fronts of this jacket is a vest of white cloth buttoned closely and embroidered in silver of fine arabesque design. This jacket may be worn open or closed. The vest follows the outline of the jacket to which it is attached.

The little "Figaro" of 3½ yards worn by Mlle Darland in the first act of "Belle-maman," has become a great favorite with elegant ladies. Every one does not wear it in the same manner, it is fashioned in divers ways. We have seen it in black passementerie, made of a black cord lined with ordinary braid. In front it is a jacket, a sort of little vest, then the embroidery goes to the back surrounding the armbolts from the bottom of the waist to the shoulder, the allowing only about three inches of the center of the corsage to be seen. A very pretty dress of mohair was made in this way. The skirt was draped behind. The corsage a little vest of mohair open upon a plastron of mohair with a belt of black velvet. The fronts of this little vest were covered with a fine embroidery of black braid. The back was princess-shaped and the embroidery of the fronts extended to the back. The sleeves were very large, and embroidered with two bands of braid, one passed around the elbow and the other around the arm between the wrist and elbow. Many outside garments in red *Spahi* trimmed with black embroidery are seen. The "Carrick" with several capes is a garment of great elegance. It is made in cloth or faille. Slender young women delight in these numerous pelerines.

The hats are charming. We like for little girls the *tricot* hat that is of colored straw, the edges are turned up on either side without lining, for the straw has no wrong side. In front the brim extends well over the face, for trimming there is a garland of flowers, primroses, for gettinots and cornflowers.

Flowers were never so much worn as now, they take the place of all other ornaments, indeed no trimming can compare with them in freshness and beauty. Black straw hats with straight brims and crowns, are they not lovely and coquettish, with their garlands of verdure and flowers? Beautiful ribbons also play a great part in the ornamentation of hats, and "Toque" hats are placed in large flies on the fronts. For this arrangement a large bow of two loops is arranged upon the front of the hat the cross-piece of the bow resembles

the body of a large fly and the loops well spread form the wings. The *Mercutio* is also a pretty shape, it is of fine tobacco colored straw, pointed in front and lined on the sides and in the back, for trimming it has short plumes and bows of en-agrette are placed upon the front.

B. F. H.

HORSE NOTES.

—Noah Armstrong values Spokane at \$50,000.

—Six Dixon has not been seen in public since last fall.

—It is said that Terra Cotta is not the horse he was last fall.

—In Miss Alice, 2:27, Alcantara has another 2:30 performer.

—The b. g. Jessie has been sold to parties in Virginia for \$200.

—Spokane's gross earnings for his three wins and one second this season foot up \$24,420.

—Jockey Britton was seriously hurt at Chicago recently, caused by Entry's saddle-girth breaking.

—Molly, by Mambrino Pilot, Jr., dam of Joe Davis, 2:17, died near Paris, Ill., the last week in June.

—J. Sharpe's black mare by Baron Luff had her foal by Sir Walter killed by lightning at Freehold, N. J., recently.

—Barnes has left the Tucker stable by mutual consent. He is just now unengaged, but Mr. Haggin wants him.

—The Dwyer Brothers have changed their methods with Hanover. He is given few hard trials and more slow work.

—William Trimble, of Elkton, Md., has named his stud colt Blossom. The colt is thriving nicely and is much admired.

—C. P. Doble is busy handling the colts at the Dreamland farm and says he has a few St. Gothards that can go fast.

—The bay mare Electoneer Maid, by Electioneer, died at F. G. Babcock's farm near Hornersville, N. Y., recently.

—Hickok has seventeen head in training; the flower of the flock being Alfred S. He will make another 2:20 candidate, and recently worked three miles in 2:24, 2:27, 2:29.

—Fitzpatrick, who rode Proctor Knott in the American Derby, says that the horse quit badly because he did not have it in him to continue.

—George Patridge, of Buffalo, has purchased the ch. g. Willie Wilkes, brother to Balsora Wilkes, 2:17, and will use him as a road horse.

—Harry Goodin, of the Bingham House, has one of the handsomest cob teams in Philadelphia. And still he has a hankering for the trotter again.

—Sam Bryant is not at all backward in asserting that some scoundrel dosed Proctor Knott the night before the Clark stakes was run at Louisville.

—Only one of twenty-eight horses in Charles Zimmerman's stable at Johnstown, Pa., was saved from the flood when his horses and stables were swept away.

—George J. Fuller, Randolph, O., has bought of General R. A. Alger, Detroit, Mich., the bay mare Maud T., 2:26. She will be bred to Brown Wilkes, 2:21, and then given a chance to reduce her record.

—While it is reported that Budd Doble may have Clingstone and Guy this year Millard Saunders is still busy training them at Cleveland, and gave Guy a mile in 2:17 and Clingstone one in 2:19, recently.

—John Murphy has made a marked change for the better since he was taken over to Hiram Howe's, on the Coney Island Boulevard. He is now able to sit up for a short time every day, and has a good appetite.

The ch. g. Garnet, record 2:19, by Young Jim, brought \$3950 at the J. G. Coster sale. He will remain in Trimble's stable for the balance of the season, however, his new owner being C. F. Coster.

—The San Francisco *Chronicle* is responsible for the statement that McDonnell drove the 4-year-old pacing filly Gold Leaf a half mile over the Pleasant Farm track in 1 m. finishing the first quarter in 29s.

—Allen Maid and David L. are unquestionably the miniature harness performers of the turf. The former has a pacing record of 2:16, while the latter finished his mile at Hartford in 2:18. Both of these little wonders are blacks.

—Harry Wilkes is moving very fast on the Sir Bro's track at Morrisstown. His let-up for two years has done him a world of good, and if he ever meets Belle Hamlin she may beat him one mile, but the second might possibly be in the Wilkes gelding's favor.

—The pacer Lumber Boy, who won a race recently from Billy F., 2:20, turns out to be a ringer. He is G. T. Pilot, an old-timer well-known in Western circuits. He made a record of 2:24 at Chicago in 1878, and has a pacing record of 2:19. He was sired by McDonough, and was foaled in 1868.

—The running horse Hubbard died at the farm of Mr. Richardson at Fresno, Cal., on June 12, of heart disease. He was bred by Colonel McDaniel in 1860, and was a son of Planet and Minnie Mansfield, by Imp. Glencoe.

—A. G. McCampbell has been offered \$12,000 for his track two-year old filly Flyaway, by George Kinney out of Sunbeam, and has refused to sell her. She won the Clipseita stake at Lonia and the Real Estate stake at St. Louis. Recently she was beaten at Chicago by Daisy F.

—It is stated on good authority that the North Hudson Driving Park Association, of Guttenberg, intends to give a trotting meeting in September. The track by that time will be a mile circuit, and that most surely be ready by September 1. The contract as made reads that the association will give the contractor a bonus of \$100 for every day gained before the above date, but he is to forfeit the same amount for each day after that period.