

FROM FAR AND NEAR.

Unusual Occurrences in Various Parts of the Country.

The President Lays the Corner Stone of a Veteran's Monument.

A dispatch from Indianapolis, Ind., says: A crowd of 50,000 visitors surged into the Hoosier capital, the occasion being the dedication of the Soldiers' and Sailors' Monument of Indiana. Such a jam of curious, pushing and hungry people had never been known before in this quiet city.

Gay hunting, flags and streamers lent a true holiday aspect to the scene. The public buildings and the downtown business blocks were arrayed from roof to sidewalk in fantastic colors.

The parade was the finest ever witnessed in the city. The column began to move at one o'clock and was composed of members of the Grand Army of the Republic and local military organizations. About five thousand men were in line. One of the most imposing features was the cavalry escort of 1000 men. The procession was very compact, taking just forty-five minutes in making the circuit. Thousands thronged the line of march. They waited patiently, however, until the hacks bearing the Presidential party and State officials came in sight.

In the carriage was seated the Chief Executive, accompanied by Governor Hovey and Mayor Denny. The President occupied the rear seat alone.

Behind the President came a carriage bearing Secretary of War, Attorney-General Miller, Private Secretary Halford and Mr. William B. Roberts, the Governor's private secretary.

It was nearly three o'clock when the head of the procession reached the monument. After addresses by the President of the Monument Association and others, several volumes of war history and reports and divers medals were deposited in the corner-stone, and patriotic hymns were sung.

Governor Hovey, presiding officer of the occasion, made a brief address, and he was followed by General M. D. Manson, of Crawfordsville, and General John Coburn, of Indianapolis. At the conclusion of the latter's address, President Harrison was introduced to the assemblage, and after the applause which greeted him had ended he made a brief response.

At the conclusion of the President's speech General Rust, Attorney-General Miller, and Private Secretary Halford spoke briefly.

The monument will be built of light gray volcanic limestone from the Steinsville, Ind., quarries. When completed it will be 268 feet high. On the north and south sides will be the most magnificent and imposing structures of the kind in America.

The President held a reception at the Denison Hotel next morning, and shook hands with fully 5000 people.

The Presidential party left for Deer Park on the next afternoon. President Harrison's old regiment, the Seventh Indiana, gave him a reception in the morning.

Opening the Chippewa Reservation.

It is learned upon inquiry at the Interior Department in Washington that the success of the Chippewa Indian Commission, which has just been announced, will result in the opening to settlement of about three million acres of land in Minnesota. The Indians having signed the agreement accepting the terms of the act of January 14, 1889, cede to the United States all the lands comprised within the following named reservations, containing in all 724,924 acres: Leech Lake, 94,460 acres; Lake Winnibagoish, 320,000 acres; Mille Lac, 61,014 acres; Fond du Lac, 100,132 acres; Grand Portage, 51,840 acres, and Bois Fort, 107,559 acres.

In addition to the reservations named, the commission is empowered to secure relinquishment of such parts of Red Lake and White Earth reservations as may not be needed in apportioning to the Indians their several allotments—estimated at 2,250,000 acres—and to acquire land owned by the Indians must first be approved by the President before it becomes operative, and when so approved the lands may be opened to settlement by Executive proclamation under such terms and conditions as are prescribed in the act of January 14, 1889.

Death Pilots the First Train.

The rear coach of the special excursion train, the first run over the road, conveying the city officials and invited guests over the Knoxville, Cumberland Gap and Louisville Railroad, jumped the track during the morning at Flat Gap Creek, Tenn., causing an accident in which three persons were killed, two fatally and several others seriously injured. The coach went over a trestle twenty-five feet in height.

Those killed were: George Andrews, ex-Judge Supreme Court; S. T. Powers, merchant; Alexander Rogers, ex-sheriff.

The rear coach jumped the track on a road crossing fifty yards from the trestle and ran over the ties to the middle, where it turned over and fell to the bottom of the creek, twenty-five feet.

The scene was horrible. Country people and physicians did all they could to alleviate the suffering, as well as those of the party who were not injured.

The dead and wounded arrived in Knoxville, Tenn., at seven P. M., and were conveyed to their respective homes.

Met Death in a Tunnel.

A terrible accident was reported from Buckley's Mills, Russell County, Va., a railroad tunnel is being carried through a big hill at that point and a large number of men are employed. On this fatal day a blast containing eight pounds of giant powder was fired, but the charge failed to explode. A gang of men went back to the blast and started to drill the tamping out, in order to insert a new fuse. While thus engaged the charge exploded and an eighteen-foot drill was hurled through the skull of one of the men, killing him instantly. The dead were: Michael Dance, head blower off of Joseph Moore, right side and shoulder torn away by rock.

The injured, two of whom were likely to die, are: William Kunz, terribly lacerated by flying rocks; Andrew Martin, leg broken off at the knee; John Ramsey, lost both hands.

Mrs. Maybrick's Sentence Commuted.

It is officially announced that the sentence of Mrs. Maybrick, the American lady who was sentenced to be hanged at Liverpool, England, for poisoning her husband, has been commuted to penal servitude for life.

The Home Secretary's decision is based on the conflict of the medical testimony given at the trial upon the point whether the quantity of poison administered by the prisoner to her husband was sufficient to kill. The lawyers and the judge whom Mr. Matthews consulted were unanimous in the opinion that it was Mrs. Maybrick's intention to commit murder.

A Mine Disaster.

A terrible explosion of gas, which had accumulated after a recent cave-in in the Olympian mine at Scranton, Penn., was heard early in the morning. General Mine Superintendent Andrew Nicol, Jr., of the Delaware and Hudson Canal Company and four

THE NATIONAL GAME.

PITTSBURG has already tried nine pitchers The Cleveland play nervously these days CONNOR'S batting percentage is still rising RYAN, of Chicago, leads the League in run getting. CHICAGO'S stone wall infield is once more complete.

LOUISVILLE has purchased Ray's release from Boston.

BURDICK, of Hartford, is to take a nine Some into pitchers are blooming out this year with great success.

SIX of the Pittsburgh players were recently fined for drinking.

St. Louis has made forty-two home runs in ninety-nine games.

HOOPER is doing about all the catching for Kansas City just now.

McGURE is considered the greatest pitcher in the International League.

DURBYE, of Cincinnati, is still the king American Association pitcher.

Big Jim Whitney is putting up a good game in the International League.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

The Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

THE Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

The Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

THE Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

The Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

THE Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

The Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

THE Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

The Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

THE Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

The Chicagoans have played with more confidence since Williamson returned to his old place at short stop.

No baseball organization has had more ups and downs since its organization than the Pittsburgh Club.

DEAF-MUTE HOY is the only Washingtonian who has played in every game and Connor the only New Yorker.

LAST season Clarkson won only one game of the three against Pittsburgh. This year he has made it seven straight.

The New Yorks have as a team, up to late date, made thirty-three home runs, fifty-two batters and 132 doubles.

CAPTAIN IRWIN has introduced discipline into the Washington Club, a quantity heretofore unknown among the Senators.

JOHN M. WARD, of New York, is as great a favorite with baseball players as ever.

LONGEST FAST ON RECORD.

Robert Marvel Dies after Abstaining From Food Sixty-seven Days.

Robert Marvel, the Marion County (Ind.) fasting wonder, died after sixty-seven days of abstinence from food or drink. He was nearly eighty-five years old. His case has been the marvel of the medical world. Thousands flocked to see him from all parts of the State. When his friends attempted to give him food he would make strange sounds.

During the entire fast he partook of only about a quart of liquid nourishment. His looks remained wholly torpid and inactive. He became terribly emaciated, and the walls of the abdominal cavity became withered and shrunken to the extent that when lying on his back the articulation of the backbone could plainly be seen. He kept well, his respiration being regular and even. His pulse was irregular. The cause of his condition was paralysis. The disease completely destroyed his hearing, but his eyesight remained excellent to the last. It is believed him of his speech and nothing intelligible could be gotten from him. He died without a murmur.

His trouble began with apoplexy and paralysis. He was born in Sussex County, Del., October 7, 1865. When a young man he was a sailor for seven years. He was irregular.

His fast is the longest on record, so far as known. The most prominent case of voluntary fasting was Tanner's, and it will be recalled that he ate nothing and drank only water during forty days.

AN OPERATOR'S BLUNDER.

Three Men Instantly Killed and Four Fatally Injured.

The accommodation train, due at Parkersburg, W. Va., at 11:10 A. M., collided with a special east-bound train, carrying Baltimore and Ohio officials, at a point between Petroleum and Silver Run, twenty-five miles from there, on the main line of the Baltimore and Ohio Railroad. The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

The accident was caused by wrong orders being given to the engineers.

The special train was ordered to pass the accommodation at Petroleum, the farther point east, and the accommodation to pass the special train at Silver Run, and further point west. At the time of the collision both trains were moving thirty-five miles an hour. They met on a sharp curve, and without a moment's warning dashed into each other, wrecking both engines and a baggage car, instantly killing Engineer Layman, fatally injuring Engineer George Rowland, and instantly killing the two firemen, James Fletcher and John Bailey.

One of the officials, named Hunter, was fatally injured. A Mrs. Manley, of Central, W. Va., was badly injured. Councilman Robert Malley was cut and bruised. Baggage-master Rose was cut. A colored porter on the special was thrown through a glass door and probably fatally injured. There were some marvelous escapes.

NEWS AND NOTES FOR WOMEN.

Wichita, Kan., has forty-two women's clubs.

Doufle cashmere is again a favorite for dress frocks.

Colorado is said to have 1000 women stock growers.

Sandal shoes are worn with Empire and Directoire gowns.

Light gowns are decorated with a garniture of ball fringe.

Boxing schools for women are among the latest developments.

A novel sun umbrella has a flat place in the handle for a Japanese fan.

Queen Victoria has been made a Colonel of a German dragon regiment.

Black lace overdresses continue to be popular for half-dress occasions.

The Order of the King's Daughters now number 37,000 active members.

There are twenty workers in the Chicago Methodist Deaconess Home.

Light weight felt hats are in favor for mountain wear, also for yachting.

Sailor maidens are now wearing a scarf pin in the shape of a Neptune's trident.

Chenille embroideries are used as a border on dresses made of cotton crepe.

The best black satens for mourning have a dull finish like that of Henrietta cloth.

Mary E. Farnband, of New Orleans, has been granted a patent for a car-starter.

A wonderful dressing-case, costing \$25,000, was among Princess Louise's wedding presents.

Dinner gowns are made with short skirts that escape the floor or with narrow falling demi-trains.

Fans of long ostrich feathers or curled tips are still considered the most elegant for full dress receptions.

Miss Mary Redmond, the sculptress, who is to execute a portrait bust of Gladstone, is a native of Dublin.

Wings and cock's feathers constitute popular millinery garniture for yachting hats and hats for country wear.

Miss Susan B. Anthony is nearly seventy, but her figure is straighter than that of many a girl of seventeen.

Some indomitable statistician has figured out that 10,000 books have been written by women in the United States.

Empire green bids fair to continue in popularity for some time. It harmonizes well with pink, red, cream, and even gray.

The Duchess of Marlborough performed the ceremony of crowning the "Rose Queen" at the Alexandria Palace recently.

The combination of plain or striped materials with figured is carried out in cambrics and liner lawns, the same as in all other fabrics.

The young women of Cornell University, though far outnumbered by the men, have gained fully one-half of this year's scholarships.

The fashionable London wedding-ring has