

# A TRAIN BREAKS.

SIX KILLED AND SEVENTEEN SERIOUSLY WOUNDED.

**A Baby Taken From Its Dead Mother's Arms—Death Robs a Groom of His Bride—Distressing Scenes—The Story of the Wreck on the Lake Shore.**

Telegrams Saturday morning from Buffalo, N. Y., say: Train 12 on the Lake Shore from the west, due there Thursday night, and running very fast to make up lost time, broke in two near Hamburg at about 8:50 p. m. The front part of the train, consisting of engine, tender, smoker, and two day coaches, was quickly brought to a standstill. The rear half, composed of heavy Pullmans, came down the grade and crashed into the second day coach.

The Pullman, being the heavier, lifted the day coach into the air, both having telescoped the day coach. Both the day coaches and the Pullman were full of passengers, and the number of killed and injured is probably very large. Ten are reported killed outright.

A wrecking train, with a relief party of surgeons, soon left for the scene of the accident. The railroad authorities and employes refused any information whatever to the press. The Associated Press reporter went on the train as a surgeon's assistant. No reporters were allowed to go if known to be such. The following is the latest dispatch from Buffalo:

**BUFFALO, N. Y., March 7.**—Distressing scenes were witnessed here when the victims of last night's disaster were brought in.

The wrecked express train, drawn by the regular engine, but minus the shattered sleeping car Salina and the wrecked coach, started from the scene of the crash at about 2:40 o'clock this morning and arrived at the Central Depot at 3:30 o'clock.

The sleeper Auburn was filled with injured passengers, and contained one corpse, Mrs. J. D. Baucus, of Saratoga. There were four dead bodies in the baggage car which came in at 4:10 o'clock with the second section of the wrecked train—those of the colored porters, Swan, Mr. and Mrs. Stewart and an unknown Italian. In the sleeper Auburn the physicians were busy alleviating the sufferings of the injured, and at times the groans of the wounded were heartrending. In the coaches the passengers were badly frightened and not a few were nursing slight injuries and all were recounting their experiences.

On the arrival of the train it was with the utmost difficulty that the surgeons persuaded Mr. Baucus to leave the dead body of his wife. When at last they succeeded he was put in a carriage and taken to the Fifth Hospital, and the remains of his wife were taken to the baggage room. One after another the mangled corpses were taken out, laid on the trucks and wheeled away to the baggage room, where they were temporarily placed.

The second body to be taken out was that of Mrs. Stewart, of Rochester. She wore a seakling sash and lay with her hands folded and a ring showing upon one of them. Finally there were five trucks containing dead standing side by side in the baggage room. Then the sad work was over for the time, and the crowd who had been watching the scenes dispersed.

The wreck occurred at a spot where there is quite a down grade, and as the train was running at a good rate of speed, it is remarkable that the collision was not more disastrous and that more of the cars were not derailed. The scene around the wreck was a terrible one. The telescoped cars were a mass of twisted iron and broken timbers, and along the track were strewn pieces of iron, splintered doors and window frames. When the reporter reached the scene several men were hard at work trying to get bodies out of the mass of timber. Through a large hole in the side of the sleeping car could be seen the head, shoulders and one arm of a dead man. Apparently he had been sitting in his seat when the day coach fell on him, crushing him to death. It was nearly an hour and a half before all the bodies were taken out.

**THE PULLMAN CONDUCTOR'S STORY.**  
The following graphic account of the wreck was obtained from Pullman Conductor Lewis Fest: "The train was made up of a through St. Louis car to New York, another bound from Cleveland to New York, and the car back was a second-class excursion from Cincinnati. There were four sleepers; the Salina, Auburn, Buffalo and Malone, and there was also a dining car named the Cleveland. There were also three passenger coaches and two baggage cars. I was the Conductor of the four sleepers. The Salina was from St. Louis and it had twelve passengers."

"The steam coupling broke in pulling out of Dunkirk. The air didn't seem to work, and it was a sudden lurch that caused the break. It may have been a defect in the coupling that pulled it apart, and in that way the steam pipes were broken, and we were without steam. At some point near West Hamburg I was on the first platform and looking ahead, I made the startling discovery that the train was broken. I immediately pulled the airbrake cord and found that it would not work. I ran back into the rear car and pulled the cord there, but it like the other, would not work. I then ran back to the third car and found the airbrake there also useless. I was just turning the breaks when the crash came. The first section had, on finding that there had been a split, stopped, and we, going down

grade, crashed into it. "The collision jammed the Salina right under the passenger coach in the rear, which was thrown on top of it. Of those in the Salina two were killed, nine injured, and one unknown man escaped. One man was killed in the passenger coach, an Italian, name unknown. J. Swan, the negro porter of the Salina, was thrown thirty feet into a ditch and killed. Both legs and arms were broken, and his chest stove in and his head smashed. Porter Waldron, of the Auburn, and myself, got out the axes and went to work to free the imprisoned passengers. As fast as we got them out we put them in the Auburn. The Salina was split into kindling wood, and nothing remains of it except the trucks and one side. The wreck started to take fire, but Porter Waldron extinguished the flames."

**SOME OF THE SAD INCIDENTS.**  
One of the saddest incidents of the accident was that which befell Joseph D. Baucus, a bright young lawyer of Saratoga Springs. A week ago Mr. Baucus was married to a handsome young lady of Rome, New York. The happy couple had spent their honeymoon in the West, and were returning home on the Salina. When the accident occurred the lady was pinioned in the wreck. Her body was horribly bruised, and her skull badly crushed. Her husband was injured about the legs and head.

Mrs. Baucus was brought into a sleeper and the surgeons set about mending her wounds. Portions of the skull had to be taken out. The bridegroom was stretched out on another seat, two doctors working over him. Every few minutes he jumped up to get a look at his wife. The doctors restrained him by keeping him constantly informed of her condition, but the suspense was too much for him. He jumped up, and, brushing the doctors aside, folded his arms about the dying woman's form. "She's cold," he cried in despair, and he glanced up for a look of disapproval from the physicians who stood by. "No," she's living yet," answered one of the doctors. The devotion of the broken-hearted husband was touching in the extreme. He refused to be led away, and clung to the side of his unconscious wife, kissing her bleeding lips and urging the doctors on to further efforts. But medical skill proved unavailing. The wife died at 2:50 o'clock as the train was slowly rolling into Buffalo. Mr. Baucus is completely prostrated. His injuries are not serious, although his face is badly cut and bruised, and his legs are somewhat sprained.

The most pathetic incident of the disaster was the miraculous escape of Baby Stewart, the eighteen months old daughter of Mr. and Mrs. E. E. Stewart, of Rochester. Mr. Stewart and wife were in the telescoped passenger coach, with the baby clasped in its mother's arms, when the two sections came together. Mother and father were instantly killed, being discovered on the floor of the car, covered with debris, and crushed almost beyond recognition. In the arms of the mother the baby was found, prattling and crying "Mamma, mamma," but the mother was cold in death, and strong men wept while the little thing was lifted from the embrace of the dead mother. The bodies of Mr. and Mrs. Stewart were removed to the baggage car, and the ladies tenderly cared for the little orphan. Soon the baby tired of calling for its mother, and fell asleep. Mr. Frank Conger, Vice President of the Greeton Bridge and Manufacturing Company, of Greeton, N. Y., took charge of the babe, and on arriving in Buffalo went to the Continental Hotel, where he will keep possession of her till she is claimed by relatives. The kind-hearted people on the train took up a collection for the baby's benefit, and \$30 was realized.

The action of the railroad officials in refusing to permit reporters to go to the wreck on the physicians train is severely condemned. The man in charge of the special train stated that "the officials of the road had given orders to allow no one but the surgeons to go out," and two reporters were forced to leave the car. The reporters were obliged to drive along the hilly and desolate Lake Shore road, with the thermometer down near zero, and did not reach the scene of the accident until after night.

**THE KILLED AND INJURED.**  
Following is a list of the killed:  
MRS. J. D. BAUCUS, of Saratoga Springs.  
MRS. E. E. STEWART, of Rochester, N. Y.  
MR. E. E. STEWART, of Rochester, N. Y.  
JOHN W. FLYNN, traveling agent, of Canton, O.  
JOHN T. POWER, traveling agent, of Pittsfield, Mass.  
J. SWAN, Pullman car porter.  
The names of the seriously injured are:

Henry Bubrich, of Rochester, injury to knee; George E. Martin, of Boise City, Idaho, chest bruised; Rev. Johnson Myers, Cincinnati, cut in head and leg; L. H. Fisher, Boston, right ankle dislocated, head cut; F. A. Coombs, 878 North Twenty-fifth street, Philadelphia, side and head cut. Julia Healy, Boston; head injured and collar bone and right arm fractured. J. C. Armstrong, 136 Fulton avenue, Rochester; head cut and leg injured. W. W. Branch, Charlestown, West Va.; left arm broken. Charles Branch, New York City; left ankle sprained. H. T. Jeger, 161 South Goodman street, Rochester, ankle sprained. L. F. Haupt, 264 Summer street, Buffalo, badly cut. Geo. E. Allen, General Northern Passenger Agent of Lake Shore Railroad, leg fractured; Henry Ulrich, Rochester, knee sprained; J. D.

Baucus, Saratoga Springs, face and leg cut; Julius Siegel, New York City, left arm broken; George S. Thompson, ankle sprained by jumping from the train; J. E. Minnick, Philadelphia, arm crushed. The hero of the affair was Waldron, one of the colored porters. He was the first man to rush into the wrecked car, and seized the lamp which was burning in the debris, and threw it from the window, thus preventing a terrible holocaust. Conductor Fest also distinguished himself for bravery and presence of mind.

**A CLOSE CALL.**  
Arthur Evans, of Sheridan, Gets a Foot Badly Crushed, and Narrowly Escapes Death.  
Arthur Evans, whose home is at Sheridan station, had a foot badly crushed on the Southwest Penn. near Huff station, Friday morning about 2 o'clock. The unfortunate young man was brought to Greensburg, where the member was dressed by a physician. From there he was brought to the residence of his uncle, Dr. C. Sheridan, at Sheridan station, yesterday morning on Atlantic Express.

When the accident happened Evans was in the act of coupling some cars belonging to the train on which he was brakeman. To enable him to make some adjustment about the coupling he stepped upon the rail. It being frosty, he slipped, his foot catching in a frog. In his efforts to extricate himself to get out of the way of the car that was being shoved up, he fell inward over the track, but caught the bumper and he'd fast, his foot being at the same time fast in the frog. The car wheel came upon his foot, the flange tearing the shoe to pieces and badly crushing the foot, but liberating Evans, who thus narrowly escaped a horrible death. Had he fallen outward he would have lost a foot, and had he not caught to the bumper he would have been crushed underneath the cars.

Evans's father is dead, and his mother is in Trenton, N. J. They formerly lived at Sheridan station. His father is a brother of Mrs. Dr. C. Sheridan. He was resting well yesterday, and there is hope at his foot may be saved to him.

**A Condition of Things That Needs Correction.**  
The bridge across the river connecting Cambria and Millville boroughs is in a very dilapidated condition, and it is very apparent that a better condition of things is urgent. Besides being unsafe the structure is lop-sided and two or three heavy grades occur near the Cambria side. In order to make it safe for the passage of teams over the slippery planks, most of the surface was covered with cinders yesterday. This was no doubt the best thing that could be done under the circumstances, but it is not right that this work should be done at the expense of teamsters. The job yesterday was paid for by the owners of the "bus" line running to Morrellville, permission having been given by Street Commissioner Culliton. There is a new bridge needed at this site badly, and it is needed now.

**Lost and Found.**  
Carrolltown News.  
About two years ago, Miss Ressie Strittmatter lost a gold dollar which her father, Mr. Andrew Strittmatter of Carroll township had presented to her as a Christmas gift. In December last Ressie's brother Andrew saw a hawk kill a chicken and shot at it with a rifle, but missed it and the body of the chicken was left undisturbed. On Saturday while engaged in playing ball, the ball rolled to the spot where the carcass of the fowl had decayed, and there, laying in the midst of the bones and feathers, Andrew saw his sister's lost Christmas gift. The dollar piece had evidently been in the chicken's craw when the hawk killed it. Miss Strittmatter is an inmate of St. Mary's Convent, at Pittsburgh.

**THE KING OF FRANCE.**  
The King of France marched up the hill, And then marched down again— He thought it better far than kill So many thousand men; And all the women wept for joy To greet them home again; So dance and sing the merry King And all his merry men.

They spread the banquet tables high, The music sounded shrill, As there beneath the summer sky They ate and drank their fill; And though they bore no trophies red, As they came down the hill, A loving heart was Henry's part, And that was better still. —T. J. C.

**One of the Johnstown Sufferers.**  
Lancaster Intelligencer.  
Rev. W. H. Bates, of St. John's Reformed church, Johnstown, arrived in Lancaster on Wednesday evening. He lived in Johnstown at the time of the flood and his church was destroyed. Fortunately his family was saved. He is on a lecturing tour and will deliver a lecture at Sellersville on Saturday evening.

**To Add to the Other Blanks.**  
Norristown Herald.  
The Louisiana lottery clears \$3,000,000 a year. Many a man in the north whose salary is not over \$7 a week helps to contribute to this enormous sum. The information is enough to give them a "blank" look of amazement.

**Good Ice News.**  
Oil City Derrick.  
Ice seven inches thick is being harvested on Chautauqua Lake. A few days more of cold weather and Oil City men will be able to cut a bountiful supply.

**RICHARD R. QUAY,** son of the junior Senator from Pennsylvania, is said to be willing to represent Beaver county in the State House of Representatives.

**CAMBRIA BOROUGH COUNCIL.**  
Proceedings of the Regular Meeting of Council on Saturday Evening.  
Council met Saturday evening, March 8th, in regular monthly session, and was called to order by the President at the usual hour. At roll call Messrs. Bridges, Ream, Stein, and Scheffauer, answered to their names. Mr. Buser, appeared subsequently, and Mr. Ellsworth, was absent. The minutes of the last regular and the special meetings were read and approved.

A petition of Anthony Preston, asking privilege to tap branch of Third avenue sewer was then read. Mr. George Blimmell, also asked Council to extend sewer on Fourth avenue far enough, to give him an opportunity to tap the same, from his property on Broad street.

On motion of Mr. Scheffauer, all petitions relating to sewers were laid on the table for the present.

A petition was then read from the Cambria Fire Company, asking Council to sell to the said Company, a piece of ground twenty-two by sixty feet for the purpose of erecting an engine house. No action was taken on the same.

The Burgess reported to have received \$32.32 for fines and costs in the month of February. On motion of Mr. Stein, the report was received and filed.

Mr. Buser, from the Finance Committee, stated that the said Committee had renewed the loan of Patrick Kelly, of \$600 for a period of six months, as instructed at the last meeting.

Mr. Scheffauer, from the Committee on Streets and Alleys, stated that the Johnstown Electric Light Company, were placing the poles at some places where the fire plugs would be placed, and the same should be changed. The Street Commissioner was instructed to have the proper changes made.

Mr. Bridges from the same Committee, stated there were some places on the streets that yet needed filling, but it would be a question if the borough could do very much more, as the time is too short to have the same done. Also if there was any extension of sewers to be made it should be done at once.

Bills amounting to \$385.51 were then read and ordered to be paid.

The Street Commissioner reported that the cost of opening branch of Third avenue sewer, amounted to \$7.50, and that he found the obstruction in the Y leading to the property of John McColgan.

On motion of Mr. Buser, the Street Commissioner was instructed to present to John McColgan a bill of \$7.50 for opening the said obstruction.

Petitions asking for tappage to sewers were then called up, and the following petitions were then read, or stated verbally: P. J. McLaughlin and John Grady, to tap sewer on Second avenue, Frank Devlin, Anthony Preston, Michael Curley, and John McGahan, to tap branch of Third avenue sewer in Bradley alley, Robert Bridges, branch of Third avenue sewer in Schnell alley, and August Meir to tap Eighth avenue sewer.

On motion of Mr. Buser, all the above parties were given privilege to tap providing they pay the frontage imposed by the ordinance for tapping.

The petition of George Blimmell, to extend Fourth avenue sewer was not granted as the distance was too great, and the time too short to complete the same.

On motion of Mr. Buser, the Street Commissioner was instructed to contract for the extension of the following sewers: Sewer on Second avenue, branch of Third avenue sewer in Bradley alley, and lay a branch of Eighth avenue sewer in Kurtz alley, all the said extensions to be made as far as necessary to give parties that have applied and been granted privilege to take an opportunity to tap the same, providing they pay the proper frontage for tapping before work has commenced on the said sewers.

On motion of Mr. Stein, the time for the tax collector to present the list of exonerations from taxes was again extended to March 22d.

On motion of Mr. Ream, Council adjourned. J. J. P.

**For Conference.**  
Rev. M. L. Weaver, of the Evangelical Association Church, will depart on Monday for Greensburg, Ohio, to attend Conference. He has been conducting in his church on Morris street, for some time a very successful revival. There have been about fifty accessions to the church, and the meetings have been largely attended. Rev. Weaver is an entertaining and able minister, and not only the members of his congregation but our people generally would like to hear of his being returned to this charge.

**A STRANGE SPECTACLE.**  
Buffalo Bill, His Cowboys and Indians in the Hall of the Vatican—The Only Indian Who Did Not Go Dies Suddenly.  
The following vivid description of the visit of Buffalo Bill and his Indians to the Vatican is taken from a dispatch from Rome on Tuesday: One of the strangest spectacles ever seen within the venerable walls of the Vatican was the dramatic entry of Buffalo Bill at the head of his Indians and cowboys yesterday morning, when the ecclesiastical, secular, and military Court of the Papacy assembled to witness the Twelfth Annual Thanksgiving of Leo XIII. for his coronation. In the midst of a scene of supreme splendor, crowded with old Roman aristocracy, and surrounded with walls immortalized by Michael Angelo and Raffaelo, there suddenly appeared a host of savages in paint, feathers, and blankets, carrying tomahawks and knives.

A vast multitude surged into the great square before St. Peter's early in the morning to witness the arrival of the Americans. Before 9:30 o'clock the Ducal Hall, Royal Hall, and Sistine Chapel were packed. Through the middle of the three audiences was a pathway bordered with the brilliant uniforms of Swiss Guards, Palatine Guards, Papal gendarmes, and private chamberlains. The sunlight fell upon lines of glittering steel, nodding plumes, golden chains, shimmering robes of silk and all the brilliant emblems of Pontifical power and glory.

Suddenly a tall chivalrous figure appeared at the entrance, and all eyes were turned toward him. It was Buffalo Bill. With a sweep of his great sombrero he saluted the chamberlains, and then strode between the guards with his partner, Nate Salsbury.

Next came Buck Taylor, who towered hugely above the tallest man in the palace, his long hair tied back on his shoulders. Then came Broncho Bill, in buckskin, and after him trooped the cowboys, splashed with mud and picturesque beyond description. Rocky Bear lead the Sioux warriors in the rear. They were painted in every color imagination could devise. Every one carried something to present to the Medicine Man sent by the Great Spirit. Rocky Bear rolled his eyes and folded his hands on his breast as he stepped on tiptoe through the glowing sea of color, and his braves furtively eyed the halberds and two-handed swords of the Swiss Guards.

The Indians and cowboys were ranged in the south corners of the Ducal Hall. Buffalo Bill and Salsbury were escorted to the Sistine Chapel by the chamberlains, and were greeted by General Sherman's daughter. A princess invited Col. Cody to a place in the tribune of the Roman Nobles. He stood facing the gorgeous diplomatic corps, surrounded by princes, nobles and ancient families of the city. When the Pope appeared, carried above the heads of his guards, preceded by Knights of Malta and a procession of Cardinals and Archbishops, the cowboys bowed, and so did the Indians. Rocky Bear knelt and made the sign of the cross. The Pontiff leaned yearningly toward the rule groups and blessed them. He seemed to be touched by the sight. As the train swept on the Indians became excited, and a squaw fainting. They had been warned not to utter a sound, and were with difficulty refrained from whooping. The Pope looked at Colonel Cody intently as he passed, and the great scout bent low, as he received the benediction. After the thanksgiving mass, with its great choral accompaniment, who now and then the Pope's powerful voice heard ringing through the Sistine Chapel, the great audience poured out of the Vatican.

When the Indians went back to camp, within sight of the grim castle of St. Angelo, they found the only warrior who did not go to the Vatican dead in his blanket. Rocky Bear told his followers that the Great Spirit had done it.

**That Pennsylvania Railroad Safe.**  
The safe which was in the ticket office at East Conemaugh, and which was washed away by the great flood, has been found lately. It was a small iron safe, and while fire-proof, it did not prove to be water-proof, though all of its contents were not completely destroyed. Efforts to discover this safe have been constant since last July, but it was not found until three days ago in the bed of the river not many feet from where the station stood. It has been shipped to Philadelphia and the contents examined by the auditor of passenger receipts. The tickets were reduced to a state of pulp. There were \$47 in money, silver and paper. The silver is blackened by contact with the water. Of the paper money there is one note only that is damaged beyond redemption and even this may possibly be accepted by the treasury. This note is of the \$1-denomination. Mr. Riebenack and his assistant, Mr. Gillingham, are besieged with requests for this money, to be returned as souvenirs, the applicants being willing to pay a premium. The company, of course, refuses to entertain such propositions. Conductor Isreal Frosha, of the Pennsylvania Railroad, on last Friday found a \$5 greenback that had evidently gone through the great flood. The bill was hanging on a willow twig on the river bank about four and one-half miles from Johnstown. It is badly bilched and torn. The number of the bill is 216,571-674.

**First Class in Geography.—Stand Up!**  
Teacher.—What can you say of the United States?  
Pupil.—It is a great country.  
Teacher.—What are the principal occupations of the people?  
Pupil.—The principal occupations of the people are paying taxes and drawing pensions.  
Teacher.—Right.

The single happiness in the world that men are often anxious to cut themselves off from is that of being bachelors.

**GOLDEN BRICKS.**  
Brick Pomeroy's Advance Thought.  
The less a man knows the greater his prejudice.  
Every good act man does is shaking hands with God.  
Life is the best school, and conscience the best guide.  
Nine-tenths of man's ills come only as they are invited.  
The man who is always sober is always on the right road.  
Persons who have dirty back yards leave dirty memories.  
Our best friends are not those who always come with taffy.  
Never ask a man for his advice unless you are willing to accept it.  
Retailing scandal and injurious reports of others is like drinking swill.  
One sure way to bring unhappiness is to quarrel with what you have.  
No man should expect more of good will from others than he has for them.  
To neglect to train a girl to active usefulness is to land her in future misery.  
The sturdiest and tallest trees grow in the field of indifference to public opinion.  
The man whose wife does not know how to keep house neatly is net fully benefited by marriage.  
When persons marry they should cease trying to offend each other with words intended to sting.  
Never accept the advice or rely on the judgment of a man who is not posted on what he talks about.  
The preaching of others will never get us to Heaven, as every person must make the climb for himself.  
Many a man has cured himself of sickness by going to work and ceasing to sit on a nest full of worry eggs.  
The dirtiest robber of all is the person who detracts from another's good name and thus robs his betters.  
Some wives are never happy till they have said something to make their husbands feel sore and miserable.  
The woman who really loves a man will never lay in wait with words that burn or that are intended to humiliate.  
The less you have to do with any person whose talk is about his neighbors, the better off and the happier you will be.  
Man's principal wealth is he starts in the next life will be his education and what he has learned that is useful to others in this.  
Place no reliance on the love of a woman whose great desire is property, or on the love of a man who loves only physical beauty.  
What a helper is death when it takes children from parents who abuse and neglect them, and old people away from children who feel that old age is burdensome.  
Every man who is a man stands at the head of his family procession, not to club and abuse, but to help educate, even though he be an invalid to some extent.

**MARRIAGE LICENSES.**  
The Following Have Been Granted Since Our Last Report.  
Albert Roberts ..... Johnstown  
Mary Bean ..... Johnstown  
Thomas Mayer ..... Centre Co.  
Lutina Post ..... Fallen Timber  
Ella DeWilder ..... Stonycreek  
Emma Harrison ..... Stonycreek  
Wm. G. Wilson ..... East Taylor  
Amada Oaks ..... East Taylor  
Otto Kubast ..... Portage  
Josephine Guenye ..... Portage  
Robert Stewart ..... Johnstown  
Katie Murray ..... Prospect  
George Stibben ..... Cambria City  
Elizabeth Fleck ..... Morrellville

**Sweet-Looking Girls.**  
Atlanta Constitution.  
Three sweet-looking girls got on an electric car yesterday bound for West Peachtree street. They sat and giggled pleasantly until the conductor came through the car to collect the fares. Then with equal promptness each of the girls reached for her purse, and the following conversation ensued:  
All three at once—Oh, let me pay.  
May—No, it's my turn; I insist on paying.  
Clara—Girl's it's really my turn to pay, and I want to do it.  
Fannie—I proposed riding home; so I think I ought to pay.  
Then the three purses were simultaneously opened and the three pretty faces grew scarlet. Two cents and a postage stamp was the wealth of the crowd.

Without heeding the offers of financial aid, which came from several gentlemen, the three girls hurried out of the car, and as it rolled away they were standing on the next corner explaining to each other how it happened that they were all broke.

**Retires From Business.**  
It will be noticed in our advertising columns to-day that Mr. C. J. Mayer, the well-known contracting painter, after almost twenty years of successful business, has sold his establishment and retires. The cause of his retirement from painting is by the advice of his physician, who has repeatedly warned him that it is injurious to his health. We are sorry to lose Mr. Mayer as a painter and decorator, who for years past has conducted the leading and largest painting business in this city. When an important or difficult piece of work was to be done, or a fine building to be painted in an artistic way, he was generally called upon for his advice and experienced services.

**Six Years of Harrison too Much.**  
Pittsburgh Press, Hep.  
We have already had a year of Harrison's administration, and it is probable the country can stand three more. But he is a hard blow to the advocates of a six year term.

The report that the baby King of Spain has suffered a relapse is officially contradicted.