

but with each one he has a different "parole."

The way in which it is worked is this. Leaving out the letter J, the alphabet is arranged as follows:

A	B	C	D	E	— 5
F	G	H	I	K	— 10
L	M	N	O	P	— 15
Q	R	S	T	U	— 20
V	W	X	Y	Z	— 25

Let us say that the "parole" agreed upon is the word "arc," and that one Nihilist desired to say to the other "Murder the czar." Then he would find his cipher in the following manner: He places the words, with the letters a r c as I shall describe, viz.:

murder the czar
a r c a r c a r c a r c

Then he finds that m is the twelfth letter and a the first, and adding both together he gets 13, and the thirteenth letter being n, he goes to the next. U is the twentieth letter and r the seventeenth, but there not being 37 letters in his alphabet, he deducts 25—the total number—and 12 being the result, he finds that m is the synonym for u. The next letter is r. This is the seventeenth, and the letter in the key (c) being third, he looks for the twentieth letter and finds it is u, and so on until the sentence "Murder the czar" would read in cipher, Nmuewu uxh urds.

When the recipient of the letter deciphers it he places arc underneath the above enigma in the same manner as did the sender, but subtracts the values of the arc from the cipher, instead of adding them to it.

And when, as would be the case in the example, the letter m of the matter to be translated is numerically less than the opposite letter, r, of the key, then you add 25 to the message letter, making 12 and 25—37, and deducting 17, which represents r, it leaves 20, the equivalent letter being u; and so on the wonderful cipher works.

If we substitute any other three letters as a key instead of a r c, the result will—must—be different. Take for instance, cat, and the reading in cipher of "Murder the czar" would be Pvlgh xiy xauw.

By this means it can be readily understood how they now hoodwink the officials of "his imperial majesty's own chancellerie."

No third Nihilist knows the key to the cipher of any other two. It is the policy of their working not to allow a third to know it. And, as it is a thing unheard of that a Nihilist has ever given away a secret of his order, it seems pretty certain that by the code they have adopted their secret correspondence will go on despite any and every effort of the czar to prevent it.

LOS ANGELES, Cal., May 13.—A telegram has been received at the office of the Santa Fe railroad in this city ordering another cut in rates to Chicago, to take effect on the 15th inst. The first class rate is reduced from \$65 to \$63, and second class from \$40 to 38.

THE RIO GRANDE ACCIDENT.

Colorado Springs, Colo., May 7.—Passenger train No. 7, known as the Trinidad express, was wrecked at Fountain, fifteen miles south of this city, about 3 o'clock this morning. The train was southbound and in charge of Conductor Noyes, Engineer D. O. Mack at the throttle and George Sipes fireman. The train was running on time, had the right of way and a clear track, but was advised that it would meet and pass a freight train on the side track at Fountain. The freight train, in charge of Conductor West, pulled into Fountain about fifteen minutes before the express was due, and the engineer signalled the front brakeman to open the switch, but the latter failed to respond, and the engineer got down and opened and locked the switch and pulled in onto the side track, supposing the rear brakeman would close the switch, but the whole crew in the caboose must have been fast asleep, for they knew nothing about where they were until the crash came and the passenger left the track.

The Rio Grande has no depot nor agent at Fountain, consequently no switch lights were on the switches, and the engineers have to go it blind in running the gauntlet of the numerous switches at this point. The engineer had no intimation of danger, as he supposed he had a clear track and, as no stop was made at Fountain, he was making about forty miles an hour.

He only saw the danger when the headlight of his engine flashed upon the open switch, only a few feet ahead of him. With a coolness and daring only possessed by his class of men, who face danger constantly, and thinking not of his own safety, but the precious load of human freight in his care, he applied the air brakes and reversed his engine, when the mighty monster, "Salida," No. 50, left the track and plunged headlong down a twenty-foot embankment, landing 100 feet from the track. Mr. Mack did not leave his post of duty voluntarily, but as the engine started down the embankment he was thrown across the cab and out of the fireman's window, over a wire fence thirty feet from the track. He arose and in a dazed condition made his way to the engine, where he found his faithful assistant, George Sipes, had met with a horrible death, having been caught between the engine and tender and crushed to death. The tender having been turned upside down and pinning poor Sipes' body to the ground. Death was instantaneous. The skull was crushed in and one leg and one arm were broken. In his hands clutched in death's grasp was the handle of his coal shovel.

The engine was completely turned upside down, the smokestack being broken and badly damaged generally. The baggage car followed the engine and tender down the embankment, and Messenger West was covered with boxes and trunks and the like to a very uncomfortable degree, but he was comparatively uninjured. The car was

left bottomside up. Next came the smoker, which was laid over on its side, while the first passenger coach was in nearly the same position. The front trucks of the second coach only left the rails, while the two Pullmans, in which were all but three or four of the forty passengers on the train, remained safely on the track. The officers of the road were at once notified and a wrecking train came up from Pueblo and went to work clearing the track and removing the body of the fireman from beneath the tender, but did not accomplish the latter task until 8 o'clock, owing to the distance the engine was thrown, the track and the spongy character of the soil. The body was taken to Pueblo. The *News* correspondent visited the scene of the wreck today, and from the manner in which the cars were hurled down the embankment, it seems miraculous that Messenger West and the few passengers in the derailed coaches escaped with such slight bruises. The engine was knocked to pieces and thoroughly demolished, the baggage car was badly used up, the smoker not being greatly injured. The track was somewhat torn up, but not badly, owing to the engine and cars leaving it entirely and plunging down the embankment.

The accident was clearly the result of gross carelessness on the part of the rear brakeman and the conductor. It is said by the citizens of Fountain that when the rear brakeman saw the horrible death his carelessness had caused, he at once made his escape across the railroad.

The man killed, George Sipes, lived in Denver, was married, and leaves a wife and two children. He was a worthy and industrious young fellow, well liked by the employees on the road.

All the passenger trains, including the Rock Island and Missouri Pacific, were delayed, all reaching this city in close succession at 10:45 this morning. The passengers on the wrecked train were transferred and continued on their way south at an early hour this morning. Coroner Marlow of this city and Assistant District Attorney Cochran, have taken up the matter and are investigating the lawfulness of the railway employees in removing the body of Sipes to Pueblo previous to an inquest being held in accordance with the law. They both claim that the action of the railway authorities is in direct violation of the statutes, and is being constantly repeated. The law requires an inquest to be held in the county in which the accident occurred, and the cause and responsibility for it ascertained.—*Denver News*.

BATON ROUGE, La., May 12.—The legislature convened today. The Governor's message, which was very lengthy, was principally devoted to opposition of a renewal of the lottery's charter. It suggests legislation to prevent a recurrence of defalcations like treasurer Burke's and endorse the levee system.