

It is, in my opinion, a strained construction of a highly penal statute to hold that a man can be guilty, under that statute, without the accompaniment of actual sexual connection. I know of no instance in which the word cohabitation has been used to describe a criminal offense where it did not imply sexual intercourse.

Mr. Justice FIELD concurs with me. True copy.

Test
Clerk Supreme Court U. S.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

St. Louis, 7.—John Egger, proprietor of the Helm's hall and saloon, is the victim of a boycott instituted against him by the Knights of Labor, and unless he can prevail upon the Knights to withdraw the boycotting order, he will have to withdraw from business. Egger can get no one to rent his hall, can get but few to patronize his bar, and can get nobody to sell over his counter, even if he had customers to consume it. Egger refused to let the St. Louis street car drivers have his hall for a ball just after the dynamite floods tried to blow up several street cars loaded with women and children. As some of the dynamites were on the ball committee, Egger thought the ball not deserving of patronage.

WASHINGTON, 7.—The Senate committee on postoffices and postroads has been considering the nominations of postmasters that have been made to fill the vacancies caused by the death, resignation and expiration of terms, and have decided to report favorably on a large number of them against whom no objections have been raised. The following have been favorably passed upon: W. C. Browe, Salt Lake City; John L. Street, Park City, Utah.

Invitations have been sent to Postmaster General Vilas in each of the 360 cases in which postmasters have been suspended, and other members of the Cabinet have received notices from the several Senate committees before which the nominations of those who have been appointed to succeed offensive partisans are pending, to state the reasons for ousting the persons holding office.

Among the measures introduced in the Senate to-day were the following: By Ingalls—To increase the rate of the pension for the total disability of persons who held the rank of orderly, sergeant or first sergeant in the late war, from \$8 to \$20 a month, and that for increased disability to the rate now allowed second lieutenants.

By Cockrell—To extend the provisions of the act for the relief of purchasers of swamp lands.

Senator Dolph presented a memorial of the Columbia Water Way Convention held at the Dalles, Oregon, praying for an appropriation for the improvement of the Columbia River and that the lands adjacent to the river necessary for its permanent improvement at the places where obstructions exist be reserved from settlement and Senator McMillan introduced a bill relating to the transportation of combustible and explosive materials upon passenger steamboats. It prescribes the conditions which must be observed in the preparation of such articles for transportation.

Among the bills introduced in the House one by Mr. Lafron, of Kentucky, to amend the civil service act by limiting the examinations to only matters which may fairly test the applicant's fitness for the position to which he seeks an appointment. It also provides that all offices in the classified service filled by appointment prior to January 16, 1884, the date of the approval of the civil service act, shall be declared vacant and shall be filled according to the provisions of the act. A person dismissed under the above amended section may, however, be reappointed on passing a satisfactory examination.

Anderson of Kansas introduced a bill similar to that introduced by him at the last session of Congress to amend the Thurman Sinking Fund Act.

Voorhees of Washington Territory introduced a bill to punish by a fine of not less than \$500 nor more than \$1,000, an officer who issues free passes to any employee of the United States, including the President, Vice-President, Cabinet officers, Senators, Representatives and judges. Also a bill to restore to the public domain lands of the United States heretofore withdrawn for railroad indemnity purposes.

Toole of Montana introduced a bill to facilitate the collection of taxes upon certain railroad land grants. He also introduced a bill limiting Territorial appointments to residents of the Territories.

PHILADELPHIA, 7.—A fire occurred this morning in the third story of 715 Sanson Street and the adjoining house. A boy four years old, son of the janitress, perished in the flames. The financial loss is slight.

BUFFALO, N. Y., 8.—The St. James Hotel, Batavia, was entirely destroyed by fire early this morning. There were many narrow escapes. Two men jumped from the fourth story and were severely injured. Loss about \$50,000; insurance \$25,000.

New York, 8.—The Woman's Suffrage Committee, at its meeting last evening, passed resolutions denouncing the pending bill to take suffrage from the women of Utah, calling on New York senators and representa-

tives to oppose it, and declaring that woman's suffrage was the true cure for polygamy. The request was telegraphed to Senators Everts and Miller at Washington.

WASHINGTON, 8.—Senator Wilson of Iowa to-day reported favorably from the committee on postoffices and postroads the bill introduced by him to prohibit the mailing of newspapers and other publications containing lottery advertisements.

Lieutenant-General Sheridan, in conversation with a representative of the Associated Press to-day, remarked with reference to his recent official visit to Arizona and the latest news concerning the Apaches: "I have reason to believe General Crook's operations will result in the destruction of Geronimo's band and the restoration of quiet in the region of the Apache depredations, but the work cannot be accomplished in a day. Now that General Crook has full sway, his tact and fearless energy will I doubt not, bring about good results. He has all the troops he wants, and they are placed in the most advantageous positions. Detachments guard all the watering places, and patrols and scouting parties cover the entire area of 30,000 square miles over which the savages have been operating. Every route which is practicable to the white men is thus guarded. The failure to exterminate the band long ago is due to the wily instincts of an enemy so small in numbers that the methods of actual warfare cannot be employed with effect, and to the nature of the country. When I visited Gen. Crook, five or six weeks ago, eleven warriors had been killed and thirty-one women and children captured. Twenty warriors and all the remaining women and children were in Mexico, and only ten warriors were north of the border. These ten have committed all the recent murders."

The Utah bill, as it passed the Senate to-day, is substantially as reported from the committee, and published in the morning papers of December 22d. The only change of any consequence is the addition of a section providing that the marriage between persons within the fourth degree of consanguinity, but not including that degree, shall be deemed incest and punished as such. It is rumored in army circles that the President will shortly recommend to Congress the passage of a bill authorizing him to fill the office of Judge Advocate General of the Army. General Swaim, who formerly filled that office, was sentenced by court-martial to suspension for twelve years, at the end of which period he will be placed on the retired list. It is said the President desires to fill the office, but is uncertain as to his power in the premises. A plan has been suggested that he nominate a person for the office and let the Senate pass on the legal question at issue.

The St. Paul, Minneapolis & Manitoba railway company has taken the position that the road does not come within the spirit of the language of the act of June 9, 1878, which requires a system of reports from the so-called land grant roads, for the reason that the government made its grant of land in this case through the State or Territorial government. Mr. Montgomery, Assistant Attorney General for the Interior Department, has decided that without doubt the statute applies to all companies, corporations or individuals which are owners of railroads that have been built in whole or part upon the credit or by the aid of subsidies, in either bonds or lands of the United States, whether such credit was loaned by such subsidies given directly to the builders, or the first proprietors, or such roads, or to their predecessors in interest.

LINCOLN, Neb., 8.—Another storm began last night and prevailed all day, putting a complete stop to traffic and trains. Not a great deal of snow has fallen, but it is as fine as dust and drifts badly. The temperature is below zero and is falling, with no signs of abatement.

Port Deposit, Md., 8.—The Susquehanna river has been falling steadily all day and is now but four or five feet above the low water mark. All apprehensions of danger are over. The reports from up the river indicate a general subsiding at all points.

Denver, Colo., 8.—The blizzards east of Colorado, in Kansas and Nebraska, which subsided Wednesday, and allowed the snow blockade to be raised, was renewed late Wednesday night with great vigor, demolishing the telegraph wires for miles, and refilling the cuts on the Santa Fe, Burlington, Union and Kansas Pacific roads with snow and sand to such an extent that all travel has been compelled to suspend. Not a single train left Omaha or Kansas City for Denver yesterday. No trains have arrived from the east or have departed from here since Wednesday night, when the temperature in Colorado fell 14 degrees between midnight and 5 o'clock. Very little snow has fallen during the storm. Immense numbers of cattle have been driven from the north by the wind drifting the snow, towards the Arkansas river, where they will have to stop, as the river is not frozen so they can cross. No great loss is expected unless the cold continues two or three weeks. Plenty of grass is uncovered to keep them alive. To-day has been warm and the snow is melting. It is thought the storm has reached its end.

Chicago, 8.—The blizzard raging at present throughout Illinois, Iowa, Kansas, Nebraska, Dakota and Minnesota is declared to be of the widest extent and more fierce in character than any known before in years. All the Western trains are behind time. Many have

been snowed in and abandoned and very little can be learned concerning them or of the effect of the storm owing to the blowing down of telegraph poles and wires and the stoppage of telegraphic communication. The temperature throughout Dakota, it is stated, is 20 to 40 degrees below, with a blizzard blowing. A telegram from Fargo says the thermometer registered 27 degrees below at noon. Yesterday was described as the roughest experience that the city has yet had in the way of boisterous weather. Bismarck reported high wind, with the thermometer 35 degrees below.

A high wind is prevailing. At Sioux City, Iowa, the temperature is 20 degrees below. Omaha registered 20 degrees below. Telegraph communication with Omaha has been cut off nearly all day.

California telegrams were being sent by the way of St. Paul and the Northern Pacific with only one wire working. A telegram from Des Moines, Iowa, says the cold wave continues there with high wind and drifting snow. All through trains west of there are blocked and the branch roads are snowed under. The Chicago & Burlington trains are stuck fast in the drifts about fifteen miles south of Des Moines. The Wash road south from that city is badly drifted. Fort Dodge and the narrow-gauge roads have been abandoned. A snow storm prevailed throughout Illinois all day. The weather has not been very severe so far but it has been growing colder to-night. All the roads to Omaha are reported practically blocked in Central Iowa.

Louisville, Ky., 8.—This afternoon, during a heavy snow storm, the front and middle part of the four-story warehouse occupied by Forwood & Co., Traub & Co., and Balmforth & Co., all cotton and commission merchants, fell suddenly and, overturning the stove, started a disastrous fire. The building was filled with cotton, tobacco, molasses and dry goods, and the flames spread all over the place instantly. There were eleven persons in the building when it fell. Pete Perkins, a porter heard the crash and gave the warning to seven men on the second floor, who escaped by jumping from a back window on to a shed. Charles Stamford, the colored porter, gave the alarm on the first floor and started for the front door. It is thought he was killed by a falling wall. M. H. Wright, manager of the place, and J. P. Balmforth, one of the proprietors, were in the office on the first floor and started for the door, but it is believed they were caught in the wreck.

Shenandoah, Pa., 8.—The excitement at Boston Run, where the block of miners' houses was swallowed by a mine breach, was renewed this afternoon, when another large area of surface, upon which is located eight blocks of houses, began to settle. The people fled from their houses in terror, leaving all their effects behind. The ground has settled about four feet and the houses are twisted out of all shape and are expected to go down any moment. The bridge between Boston Run and the village on the opposite side of the valley has been swept away by the flood and it is only by a long circuitous route that the homeless people can convey their household goods to where they can find shelter. About 24 families have been driven out of their homes by the cave-in.

BATTLE CREEK, Mich., 8.—The neighbors noticing the absence of persons around Dr. Martin White's residence in this city, broke into the house this afternoon and found the entire family with their throats cut from ear to ear. White and his wife were lying on the floor and the two children were in bed. It is thought they had been dead since Sunday night, as they had not been seen since then. White is believed to have become insane and murdered his family. The rooms show evidence of a terrible struggle between husband and wife. No other cause is known. The Coroner's jury is now in session.

PLATTSBURG, N. Y., 8.—The hearing in the case of Miller, the Montreal tailor charged with smuggling clothing into this country, has been set for February 2d. A number of New York brokers and prominent ladies of Fifth Avenue who have bought clothing and riding habits from him have been subpoenaed. The Federal official claim to have traced \$25,000 worth of smuggled goods to him.

TAMAQUA, Pa., 8.—The dam across Wabash Creek at Reevesdale burst this morning. The passenger train from Pottsville was just opposite when it broke. The back water struck the cars and ran into the heaters under them, causing a vast volume of steam to arise and envelop the entire train. The passengers were much frightened. The engine, however, escaped the flood and pulled the train safely through the water. The tracks of the Pennsylvania and Reading were much washed and completely inundated, delaying all the trains. The burst was caused by the breaking of an old tunnel in the abandoned Reevesdale colliery.

SHENANDOAH, Pa., 8.—A cave-in occurred at Boston Run, near Mahoney City yesterday, and a block of houses went down out of sight. The families living in the houses made a narrow escape. The surface is still caving and five more blocks are expected to go down.

CLEVELAND, 9.—There were scenes of the wildest excitement in Oberlin College at one o'clock this morning. At that hour flames burst from the third story of the ladies' hall, a brick structure connected with the College and in which 150 female and 100 male students were accommodated. The girls were sound asleep when the

alarm was raised, and when they awakened they rushed from their rooms into the street clad simply in their night garments. The weather was intensely cold and it was difficult to get water into the building. The hall was completely destroyed. The loss on the structure and contents is placed at \$50,000. Students on the upper floors lost all their effects. So far as can be learned nobody has been injured.

GALVESTON, 9.—The cold wave extends over a vast area, and will result in immense damage to stock of all kinds. Telegraphic communication is greatly impeded. Austin reports a temperature 10 degrees above zero. Hundreds of water pipes are frozen. At Laredo the temperature is eight degrees below the freezing point.

At Palestine the mercury touched zero, the coldest weather experienced in 40 years. The waterworks street plugs were all frozen and cracked.

At Corpus Christi the mercury fell 64 degrees in 12 hours.

WASHINGTON, 9.—A storm of great severity is now central on the New Jersey coast. The cold wave extends from the Mississippi Valley to the South Atlantic States. It will slowly advance over the Middle Atlantic States and will reduce the temperature to zero. Severe frosts will occur on Sunday morning in Florida as far south as Tampa Bay.

WILMINGTON, Del., 9.—Last night's snow storm caused a most serious block on the railroad tracks here, suspending travel. This morning the Wilmington and northern train, which leaves at 8 o'clock, collided with two shifting engines that had been sent out from the station with snow sweepers to clear tracks. The snow was so blinding that the engines crashed into the train at full speed. Three men on the shifting engines were killed outright, and to add to the horror of the scene the passenger train took fire and burned. The passengers escaped, however, with few injuries.

CHICAGO, 9.—The magnitude and character of the present storm cannot be fully told or understood for some days. Telegraphic communication with the great sections of the south and west have been completely cut off for periods of from ten to twenty hours. No trains have been able to work through to Omaha for three days, and railroad traffic in Iowa is practically abandoned. The telegraph companies have been more seriously hampered than before for ten years. The storm area extends east to Maine and south to the Gulf of Mexico.

ATLANTIC CITY, N. J., 9.—The storm here is one of the worst for many years. Houses were unroofed and the high tide did great damage along the sea front. The surf is strewn with sulphur, presumably from a wrecked vessel, which is not in sight. At Portland much damage has been done to shipping by the storm. Tugs are kept busy saving the vessels in this harbor. Various sensational reports are in circulation, but all that is definitely known is that a large number of vessels were outside last night, and that there is wreckage afloat.

Des Moines, 8.—Henri Teri, a teamster, frozen badly yesterday at Creston, died this morning. John Shipley and William Curtiss, near Bedford were so badly frozen yesterday that the former died and the latter is in a critical condition. Wm. Cook and team were found frozen to death near Grimes, Polk County.

Mobile, Ala., 9.—The weather here this morning was the coldest since 1852, the mercury marking 11 above zero. The cold destroyed the largest cotton crop ever known. Plants out and under cover were killed. The loss will aggregate \$250,000.

Galveston, 9.—The cold practically ended in Texas to-day. The loss of stock in the vicinity of Eagle Pass is considerable. Reports from other portions of the State say that there is much suffering among the stock, but the loss will not be as serious as was first believed, as the cold snap fortunately was brief. No snow is reported as having fallen in Texas, save a little flurry north of Dallas.

Boston, 9.—The schooner Juliet struck on rocks between Deer Island and Winthrop Head during the gale to-day. She had six persons on board, three of whom lost their lives, Captain Leach, Charles Tourgel, mate, and Jas. Dunn, steward.

Spring Lake, N. J., 9.—The schooner Mary G. Farr, of Philadelphia, from Baltimore for Providence, is ashore on the outer bar, and will be a total wreck. All hands were lost.

Boston, 9.—The schooner Juliet, of Ellsworth, Maine, was driven on the rocks near Deer Island last night, and the captain, mate and cook were drowned.

Philadelphia, 9.—The loss of the schooner Mary C. Farr, with every soul on board, is perhaps the saddest disaster of the gale. The ill-fated vessel was driven ashore and caught fire, and not one of those on board escaped to tell the story.

A dispatch from Spring Lake, N. J., says that late on Friday night a bright light was seen off the life-saving station. Twice the boom of the signal gun rang across the water and the life-saving rope was sent toward the vessel, but in vain. The crew of the burned vessel launched a boat, but in a moment it went to pieces and the occupants were drowned. Later the vessel drifted ashore and she is at low water. Female apparel washed ashore indicates that the captain's wife or other women were on board. The

schooner was commanded by John D. Connell, of Milton, Delaware, and Joseph Emmons was the mate. The crew had been shipped from Baltimore and was not known in this city.

Philadelphia, 9.—The tug-boat Cynthio, of this city, arrived at the breakwater to-day and reported that she was compelled to leave the ship Undaunted which she was towing and make for the harbor. The Undaunted had nine men on board and was very light with ballast. The storm was then at its height. Nothing was heard of the ship to-day, and it is thought she will be blown back as far as Bermuda by the storm. She was coming to this city to load for San Francisco.

Salisbury, Md., 9.—A heavy rain, accompanied by a northeast gale, has backed the waters of Wicomic's River up into this town, until the entire business portion was flooded. Business is entirely suspended. The river is several inches higher than it has ever been, and many schooners and a steamer are ashore.

The actual damage cannot be estimated, but it will be heavy. The piers and bridges are washed away and considerable lumber is lost. The water is slowly receding to-night.

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KANSAS CITY, 9.—The sun shone bright to-day, and the blizzard is ended. Eastern trains arrive without serious delay, and the eastern trains are expected to be moving on time tomorrow.

New York, 9.—A snowstorm which raged all last night, with unabated fury, continued during to-day. It was accompanied by a very high wind, which caused drifts in sheltered places. It also had the effect of delaying travel in the city to a great extent. The storm seriously interfered with the prompt arrival of the mails. A number of vessels parted their hawsers and went floating at the mercy of the wind and tide. At least two are missing and have probably gone out to sea.

Newburyport, Mass., 8.—The severest storm for many years has been raging here for the past twelve hours. The schooner George Freeman, Captain Thurston, with a crew of five men, went out of this port yesterday afternoon, and nothing has yet been heard from her.

BIRMINGHAM, Ala., 9.—A fearful accident occurred on the Louisville & Nashville Railroad at a bridge over Flint River near Wilhites Station, Morgan County, to-day. Two sections of the northbound freight train telescoped. Part of the first section broke loose and remained on the bridge and was run into by the second section. The shock caused a collapse of the bridge, 100 feet of which was undergoing repairs. Five cars of the first section and the whole of the second section, consisting of the locomotive and 17 cars, went down with the bridge. The wreck caught fire and 18 cars were burned. John Johnston, fireman of the second section, fell under his engine and was drowned. Henry Boteler, brakeman, was caught under a car and burned to death. Engineer W. D. Johnston, a brother of the dead fireman, was fatally burned. Conductor George Young and a negro named Thos. McCreary, were seriously burned. The freight consisted mostly of pig iron, which will be saved. Conductor L. A. Harris, of the first section, swam across the almost frozen river to flag the northbound passenger train which was to come along in a few minutes.

JACKSONVILLE, Fla., 10.—The weather here is clear and cold. On Saturday night the thermometer recorded 21 degrees at the signal office. Oranges remaining on the trees are frozen and their loss will probably be complete, but the treasso far are not much injured. It is slightly warmer to-night.

LOUISVILLE, 10.—The dead body of an unknown man, aged about 40 years, was found in the woods near this city to-day. His clothing was burned off him and his flesh partially cooked. At his side was the remains of a fire. It is supposed his clothing caught fire while he was asleep. There was nothing to identify him by.

PITTSBURGH, 11.—About 8.30 this morning the West Newton accommodation train on the Baltimore & Ohio Railroad ran into the rear of the McKeesport train standing at Salt Works station, seven miles east of this city. The West Newton train was going at a high rate of speed and the engine crashed through the smoker of the McKeesport accommodation, filling it with steam. Fortunately passengers in the smoking car were notified of their danger before the trains came together and by jumping from the car escaped serious injuries. A number, however, were slightly cut and bruised.

ANXIOUS MOTHER.—Your fear as to cough mixtures containing opiates is natural, but Prof. Williams, ex-State Chemist of Delaware, who analyzed Red Star Cough Cure, states that it contains neither morphia nor opium, and is wonderfully efficacious. Give it to your children, by all means. Only 25 cents.