

this juncture, and now Mrs. Harris has supplied the missing links.

"Mary was a mother at 15," said she. "The father of the child was the son of a Scotch baronet. After that she was married to Samuel Calne, a half blind mason. She left him and saved her money. She had £400 when she left Scotland, and a gold watch and chain and some jewelry."

Mrs. Harris said the murderer—for there were two concerned in the crime—were relatives of her own by marriage. One of the two men, who were brothers, lived in this country, although at the same time his wife was in Scotland. The other brother came over on the same ship with Mary. According to Mrs. Harris, John McMillan, a countryman of the girl's, recognized her on shipboard, but she denied that she was Mary Dorman.

"These men," said Mrs. Harris, "got hold of Mary. The one who was here and who lived in Jersey City told her he would take her to her sister Agnes, Mrs. Space, at Deckertown, N. J. The three got into the Ralway train and they took her out and murdered her and took her money, watch and chain and jewelry."

ST. LOUIS, Mo., July 7.—Herbert T. Cornwall was shot and killed by his brother, Dr. Richard Cornwall, today at the Tonic beer depot of their father, Dr. John C. Cornwall. It appears that Herbert was dissolute and his father chided them. Thereupon Herbert assaulted his father who is old and feeble. Dr. Richard Cornwall interfered and a fight ensued in which Herbert was shot five times and one his head and face badly mangled by being beaten with a heavy stone jar. He died in a very few moments.

ST. CLOUD, Minn., July 7.—Last night's storm came so suddenly and raged so fiercely that many trains ran into washouts without having any intimation of danger.

There was a bad wreck on the Great Northern, eight miles west of here, where an extra freight was derailed. Coas. Washburn of this city was instantly killed and Engineer Pfeiffer injured. Washburn was riding in a box car with eleven other men returning from Fergus Falls. So far only eight have been accounted for. It is feared that the other three have been killed. The Great Northern flyer was held all night between two washouts and a work train brought the passengers back to St. Cloud.

PITTSBURG, Pa., July 7.—A through freight train enroute to Cleveland on the Pittsburg & Lake Erie railroad was derailed at Fauston, Pa., this morning and ten cars were precipitated over an embankment into the Beaver river. Forty tramps were on the train and some were caught in the wreck. One unknown dead man and three injured have been taken out so far and six others are missing.

LONDON, July 6.—In the House of Lords today the marquis of Salisbury, replying to Lord Conesmore, said the delay in the settlement of the peace terms between Turkey and Greece was entirely the fault of the former power. There was no delay so far as the concerted powers were concerned, but Turkey had carried deliberation and circumsppection to such an excess that the delay was not without danger, though the danger was not im-

mediate. They were apparently at present no nearer a solution of the question than at the beginning. Having alluded to the situation in 1888, pointing out that when a Russian army was at the gates of Constantinople, the marquis of Salisbury remarked that, as proportioned to the circumstances, the year 1897 became analogous with the year 1878, so his hopes of a satisfactory result increase.

SAN FRANCISCO, July 10.—With the arrival of the last of the Christian Endeavor trains at Oakland this afternoon, there was completed one of the most remarkable movements, perhaps, ever accomplished on a single track line as difficult to operate as that of the Central Pacific.

Nearly 25,000 people were transferred from Ogden to San Francisco, a distance of over 800 miles with but comparatively slight delay, and without a solitary accident to mar the progress of the Christian host.

The movement of excursionists was first felt on July 1, when the regular overland trains delivered by the Union Pacific and Rio Grande Western at Ogden were run in several sections. These carried the advance guard of the movement, the main army of which reached the Central Pacific lines on the evening of July 4th, pouring through in an almost uninterrupted stream until the evening of July 8th. Including regular trains, there were moved out of Ogden from the 1st to the 8th, 74 trains, of which 69 were special or sections of the regular trains; the total number of cars moved was 838, or an average of nearly 12 cars per train; the total number of passengers 23,800, or 310 per train. The distance from Ogden to San Francisco is 833 miles, over the first part of the railroad the trains had to be lifted a total height of 9,339 feet or nearly two miles vertically, and within a distance of 111 miles, had to be dropped down a mountain grade with a vertical fall of 7,000 feet, or nearly a mile and a half.

The question of obtaining sufficient water for the locomotives gave the officers more concern than any other question connected with the movement, but when it is considered that for almost the entire distance across Utah and Nevada the country is practically a desert, the difficulty will be better understood. Many of the water stations are supplied by gravity lines from springs in the mountains; extra watchmen were detailed to go to the heads of these lines to prevent leaves, chips or obstructions of any character from getting into the pipes.

At the stations where the water was procured from streams, springs or wells, extra pumps were put on with instructions to keep the pumps going night and day. At some stations where the supply obtained from springs and wells was short, water cars moved from other parts of the line, were stationed to increase the supply, the water being hauled from such stations up and down the line where the supply was ample.

The most serious problem, after that of watering the locomotives, was that of feeding the people, but the railroad officials arranged with citizens at Terrace, Elko, Carlin, Humboldt, Battle Mountain, Wadsworth,

Truckee, Summit, Blue Canon and Auburn to furnish lunches outside of the regular eating houses. The company's carpenter forces were detailed to erect long counters or tables in the open air, at which the meals could be dispensed.

Up to a time within ten days of the 4th of July it was thought that the regular locomotives of the Central Pacific would be able to handle all of the trains offered, but, as the 4th approached and reports were received from the East of the magnitude of the movement it was determined to prepare for a movement larger than the company was warranted in expecting from any of the reports received. Ten locomotives were leased, and a sufficient number were taken from other divisions of the system to concentrate thirty-six locomotives and crews in Ogden on the morning of July 4th. Six locomotives and crews were concentrated at each terminal west of Ogden at the same time, so that, as the procession of trains reached the first terminal the locomotives were cut off and locomotives kept in relay were attached, whilst the crews of the relieved locomotives and crews took the necessary rest and nourishment. As soon as they had done this the relieved locomotives were started eastward light to take their places again among those awaiting incoming trains at Ogden.

The arrangements were so perfectly made that there would have been no difficulty in handling 50 per cent more trains than the company received. The first train came through without patronizing the eating stations to any extent, but the last ones availed themselves of the facilities offered, and their slower movement can be attributed almost wholly to the delay in feeding the large crowds.

It was first intended to keep the trains thirty minutes in time apart, but, in reviewing the plan offered by the officers to move these trains, the time limit was overruled and a space limit substituted. An order was issued blocking the Central Pacific road absolutely at 12:01 a. m. of July 4th, and forbidding any operator clearing his semaphore signal to allow a train to pass his office until he had received word from the next telegraph station west of him that the last train in advance had passed him and left the track clear.

The entire traffic was handled without the slightest accident, although some of the last trains were delayed about five hours at Truckee through a fire that was discovered at about 5:50 p. m. of the 6th in the snow shed west of Truckee in Cold Stream canyon.

The officers immediately in charge of the movement were Mr. Fillmore, head of the transportation department of the Pacific system, Mr. Richardson, his assistant, and Superintendent Alger of the Salt Lake division, Brigat of the Sacramento division and Wiler of the western division of the Southern Pacific company.

CHICAGO, July 10.—Three more deaths were reported today as a result of the heat. All three were prostrated yesterday. The weather today though several degrees cooler than yesterday, is still very hot and prostrations are numerous.