

TRAIN ROBBERS HOLD UP EXPRESS

Baggage Car Dynamited by Four Men

Train Crew Terrorized by Bandits and Passengers Subdued by Pistol Shots—No One Hurt.

CHICAGO, Ill., Aug. 1.—Four masked men held up the New York and Chicago express train on the Baltimore and Ohio railroad at Calumet Heights at 8 o'clock last night. They secured no cash. They blew open one of the baggage cars, thinking it the express car, terrorized the trainmen and passengers by shooting, and escaped in the scrub oak to the west, going toward Tracy, Ind.

A special train bearing policemen under command of Captain Shippy left South Chicago at 1 o'clock this morning for the scene of the robbery.

The attempt at train robbery is one of the boldest on record. There is little doubt it would have been successful had there been a safe in the baggage car, as the robbers expected. The train was brought to a stop by the swinging of a red light across the tracks. It was a lonely place with open prairie studded here and there with scrub oak. None of the trainmen made any resistance to the robbers, the shooting kept up by the bandits effectually preventing them from making a fight or following the men.

As soon as the train came to a standstill two of the robbers mounted the engine, and, placing revolvers at Engineer J. W. Collins' and Fireman F. S. Deveny's heads, told them to get down, and waste no time. The robbers followed, and while one stood guard over the engineer the other walked the fireman to the rear of the baggage car, which was the second car back of the engine, and compelled him to uncouple the two cars from the train. Then they returned to the engine, and the engineer was ordered to go ahead about 200 feet.

As soon as this was done one of the robbers produced a bunch of dynamite sticks, and, placing one at the door of the baggage car, lighted the fuse and told the engineer and fireman to stand back. The explosion did not blow open the door, but loosened it, and the man with the dynamite then lighted another stick and threw it into the car through a wide crack that had been made. This explosion blew a big hole in the side of the car and in the floor. The robbers then compelled the engineer and fireman to get up into the car with them, and a quick search was made for the safe.

All the time the bandits were operating with the baggage car, they kept up a constant firing to keep the crew in subjection, and to compel the passengers to remain inside the coaches. The passengers were not otherwise disturbed.

Not finding what they sought, one of the robbers said:

"What will we do now?"

The other said: "Let's get out of this."

Both leaping to the ground, they ran to the side of the track, climbed the fence and were lost in the darkness.

While this was going on in the front part of the train the other masked bandits were keeping watch over the train standing on the track. They fired frequently, but no one was hurt, the passengers remaining in the coaches and the crew making no sign. Just before the robbers who were with the engineer quit the spot, one of them wrenched the engineer's watch from the chain. This was all the property that was taken.

The dynamited car was badly wrecked on one side, and the second explosion threw one wheel off the rail. After the disappearance of the robbers the crew assisted in getting the car on the track again, and the damaged car was brought to Chicago. The men left forty-six sticks of dynamite tied together in a bundle in the baggage car.

To insure the stopping of the train, three or four bags of sand and two short rails were placed across the track. The red light seen by the engineer was waved about 300 feet from this obstruction.

Engineer Collins said last night that he had no suspicion of train robbers when he saw the light.

"I heard some shooting," said the conductor, "and looked out to see what was the matter. I saw the engineer and fireman running down the track, followed by three men. I had no time to look at more than that, for I saw two flashes of flame close to the car and a bullet went by my head, as one of them called out: 'Keep your head in there if you don't want it blown off.' Certainly, I said, and I pulled it in as quickly as I knew how. I saw that the men were making a mistake in getting the wrong cars, so when I heard them go off up the track, I expected to hear them come back again in a few minutes, which they did. However, they had no better luck than that time on the first trip, and it was not a robbery of much profit to them. I think there were more than three men engaged in the robbery, for I saw two other men standing beside the track just at the time the engineer pulled out with the two cars. They evidently saw that their companions had made a mistake and judged that delays were dangerous, for after shouting to the men who were with the engineer and fireman, they were transferred to McReynolds & Co.

The suspension is attributed by Mr. Phillips to several causes, chief among which are the confusion of his books, which permitted overpayments to customers to the extent of some \$100,000, and individual speculation by members of the firm, customers, and clerks to the amount of \$200,000. These conditions, Phillips states, have not affected the financial standing of the firm, which, he says, is solvent, there being no creditors other than customers, and he says there is money enough to pay them.

The career of George H. Phillips on the board has been meteoric. He is about 35 years old and in the few years he has been an operator he has been unusually fortunate. He first came into prominence in the trade during the 20-cent advance in wheat in June last year. He made about \$25,000 in his individual speculations at that time and sold out around the top when older speculators were beginning to get "long."

This was followed by the corn deal of last November, which profited the firm \$150,000 and made Phillips more notorious than any broker in Chicago. "I had no idea of what I was going to do," said Applegate, "except that I had made up my mind that there was going to be a fight, and that I was going to do the best I could." Local express officers refused to say how much money there was in the car.

INEFFECTIVE SEARCH

Train Robbers Seem to Have Made a Clean Escape From Pursuers.

CHICAGO, Aug. 2.—Detectives engaged in hunting for the men who held up the B. & O. limited thirty-one miles from Chicago, but secured nothing but the engineer's watch, at an early hour yesterday arrested three men in the woods east of Miller's station, Ind. They were hovering around a bonfire when seen, and all declared that they were sailors.

At Albion, Ind., four other men were taken in charge by officers as suspects.

The hold-up occurred between Miller's station and Edgemoor, Ind., and the country for miles around was scoured by squads of officers.

A launch was put on Lake Michigan in the hope that the robbers might have attempted to escape by water. Half a dozen bloodhounds, secured from a pool-room, were led to the place of the wrecking of the mail car and put on the scent.

A reward of \$500 has been offered by the superintendent of the road for any information that will lead to the arrest of the bandits and it is thought that a greater amount will be offered for their capture.

Suicide Suspected.

TERRE HAUTE, Ind., Aug. 2.—Dr. C. F. Askren, aged 40, was found dead in the alley back of his room yesterday. Suicide is suspected, owing to a morose letter he wrote to his divorced wife, living at French Lick Springs, Ind. He was drinking heavily and visited several roadhouses, being brought home by a hackman. He either fell or jumped out of his window.

The best physic—Chamberlain's Stomach and Liver Tablets. Easy to take. Pleasant in effect. For sale by J. W. Hess.

THE KING IS BROKE

Phenomenal Phillips Suspends Payments in Chicago

Says the Business of His Firm Increased so Rapidly that Accounts Became Muddled and Overpayments Ensued but Claims to be Solvent and able to Protect all of his Customers.

CHICAGO, Aug. 2.—George H. Phillips, the board of trade speculator who is known as the "corn king," who is the chief spirit in the George H. Phillips company, with offices in the Rialto building, announced yesterday that for a short time the business of the corporation would be suspended, and their trades were transferred to McReynolds & Co.

The suspension is attributed by Mr. Phillips to several causes, chief among which are the confusion of his books, which permitted overpayments to customers to the extent of some \$100,000, and individual speculation by members of the firm, customers, and clerks to the amount of \$200,000. These conditions, Phillips states, have not affected the financial standing of the firm, which, he says, is solvent, there being no creditors other than customers, and he says there is money enough to pay them.

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flesh that ever wore iron, and the great all-conquering hero did not disappoint them, for a game exhibition against the watch was never made, as the time, 2:02, would at least have been one second faster only for the head-on wind he had to face coming up the home stretch.

The game horse's now equally famous owner, driver, and trainer, George Ketcham, appeared on the track with Cresceus a little before 3 o'clock. The horse and driver were royally received, and met with a tremendous ovation as he passed the stand. The champion jogged three miles slower than three minutes, and one in 2:22. An hour later he came out again, and after scorning several times, stepped a mile in 2:25. At half past four he worked out for the last time in 2:15. He evidently had great power in reserve, and the vast throng waited patiently for the great test.

It was evident that the wind would not decrease before dark, and consequently at 5:40 the stallion was brought out for the final test.

Tim Murnan was ready to accompany him with a runner, and Dan Laho waited at the half-mile pole to take him on from there with another galloper.

On the fifth score Ketcham nodded for the word, but Cresceus was not going to suit him, and he pulled up at the first turn to try it again. Down to the wire he rushed, the runner two lengths behind, and this time it was a go. Gamely facing the breeze, the champion started on his journey. The runner caught him at the quarter, and a suppressed cheer went up, a quarter of a second less than thirty. Now the wind was at his back, and realizing the advantage, Ketcham kept him at his great clip.

The half mile pole was passed in 59 seconds, a record never before attained by a trotter in a public trial, and here the second runner caught him up.

The three-quarter pole was reached and passed in the wonderful time of 1:304.

Then came the great trial, for as Cresceus turned into the stretch, the bitter wind beat him in the face, and held him back by force. For the fraction of a second he seemed to falter, but his driver's voice was in his ears and on he came. With that indomitable courage which makes him what he is, he plunged in toward the finish with unweakened stride, and in spite of weariness, and the buffeting of the breeze, flashed under the wire a winner against man and horse's greatest adversary—time.

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The best citizens of the county, among whom were W. F. Stephens, W. S. Hill, district attorney; Senator A. B. George, and L. W. Southworth, labored with the mob all day to induce it to allow the law to take its course, but without avail.

BLACKMAILERS BURN MILL

Finding Buggy Washers Instead of Money They Apply Match.

ORLEANS, Ind., Aug. 2.—E. Heise & Sons' big flouring mill at Saltillo, about nine miles east of here, was destroyed by fire last night. Several days ago the proprietors of the mill found a note in the keyhole, informing them that unless they put a certain amount of money in a sack and left it at a certain cross roads their mill would be burned.

One of the firm filled a sack with buggy washers and drove out to the appointed place. The other members of the firm were near armed with shotguns, and guarded the place nearly all night, and no one bothered the sack, but a few minutes after they left the sack disappeared. Last night the mill was burned to the ground.

Too Much Uncle Tom.

ST. PAUL, Minn., Aug. 3.—Thomas Malloy, an old-time actor, who had for years played in "Uncle Tom's Cabin," was yesterday committed to the Rochester insane asylum. Malloy had so much of "Uncle Tom" that it affected his brain and now he imagines that "Simon Legree" is constantly pursuing him with bloodhounds.

The pool contained 250 members, and it was a great surprise to the trade that so young and inexperienced a man as Phillips could hold together so many country speculators so long a time. There has always been a great deal of complaint among the country members of the pool over their inability to learn at what price they were sold out, as they had an idea that they could be put in at the bottom and out at the top without regard to market conditions.

CRESCEUS MAKES NEW

MARK OF 2:02

COLUMBUS, Ohio, Aug. 3.—If ever a meeting wound up in the stereotyped blaze of glory this, the third of the Grand Circuit, did. Nearly 15,000 people journeyed out to the track, drawn thither by the announcement of an exhibition by Cresceus, the greatest piece of harness-horse

I wish to truthfully state to you and the readers of these few lines that your Kodol Dyspepsia Cure is without question, the best and only cure for dyspepsia that I have ever come in contact with and I have used many other preparations. John Beau, West Middlesex, Pa. No preparations equals Kodol Dyspepsia Cure as it contains all the natural digestants. It will digest all kinds of food and can't help but do you good. J. W. Hess.

WHOLESALE LYNCHING

Negress, Daughter and Son Hung and Shot

Were in Prison Accused of Murdering a White Man and his Wife in Missouri. Mob Forced the Jail and one Prisoner Confessed—All Three Were Hanged to a Tree and Riddled with Bullets—Others are Implicated.

CARROLLTON, Miss., Aug. 2.

The murder of Mr. and Mrs. Taliaferro on the night of July 30 led last evening at 5 o'clock to the lynching of Betsie McCray, her son, Belfield McCray, and daughter, Ida McCray, all negroes.

The mob was composed of 500 white citizens of Carroll county, who marched to the jail, got the keys from jailor Duke, went to the cells of the negroes, bound them by the neck and hands, and carried them to the corporate limits of the town, where they hung them to a tree by the public roadside and riddled their bodies with bullets.

The mob disregarded the earnest advice of Judge W. F. Stephens and W. S. Hill, who stood on the steps of the jail and appealed to the mob in the name of law and order. The two men even followed the mob to the cell doors with their arms around the necks of the leaders, pleading with them to let the law take its course, but without effect.

Ida McCray confessed to knowledge of the murders and stated that her mother, Betsie, and her brother Belfield, helped commit the crimes. She implicated others, who will probably meet a like fate. Betsie McCray refused to make any statement.

Governor A. H. Longino arrived on the scene by special train from Jackson a few minutes after the lynching. He addressed a large and attentive audience at the court house, impressing upon his hearers the duty of their citizenship and obedience to law and order.

The best citizens of the county, among whom were W. F. Stephens, W. S. Hill, district attorney; Senator A. B. George, and L. W. Southworth, labored with the mob all day to induce it to allow the law to take its course, but without avail.

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