third boat, at the last moment, when the water was up to the promenade deck, the vessel sinking under their feet and two minutes later she diappeared, there crowded nineteen men, the women and children having rushed to the other side owing, it is said, to the command that they should get into the boats there. This third boat pulled away from the ship and in so doing shortly afterwards passed a lady passenger, Miss Anna Boecker, who was clinging to the gunwale or side of the life boat. Some time elapsed before she could be pulled into the boat. The twenty survivors drifted about until 11:10 a. m. the heavy seas repeatedly washing over the small craft, which was in constant danger of being swamped, and drenching its occupants, who had not a morsel of food to eat. Miss Boecker lay in the bottom of the boat half drowned and in a semi-conscious condition. The lights of many vessels were seen all around but not one approached, though after daylight a steamer and two fishing vessels passed. Their crews did not notice the signals of the life boat, however. Finally, the waving of a shirt from the boat attracted the attention of the crew of the fishing smack Wildflower, which rescued the survivors with extreme difficulty. After the collision an unknown steamer passed under the stern of the Elbe and proceeded on her course without paying any heed to the cries of the people on board the sinking steamer."

It seems that neither of the two pilots was on the bridge of the Elbe at the time of the collision. The Weser, or German, pilot ceased his duty when the Elbe cleared from the Weser, and the turn of duty of the Trinity, or English, pilot did not commence until the steamship entered the waters of the Isle of Wight, and the surviving officers of the Elbe refused to say who was in charge of the steamer when the collision occurred, but it is supposed to have been the third officer, Stollberg, who was one of the survivors. Stollberg is understood to have asserted that the steamer which sank the Elbe was out of her course, and he is said to have admitted that he saw a green light on the port bow of the Elbe shortly before the collision occurred. He describes the third lifeboat lowered, and which is still thought may have escaped, to be about twenty feet long. She cleared the Elbe all right, and a number of people inside of her. Stollberg, however, does not believe it possible for her to have lived for any length of time in the heavy sea which was running at the time of the accident.

Chief Engineer Nuessell said that the stem of the Crathie struck the Elbe about 150 feet forward of the rudder, or just abaft the engine room. The engines were not damaged by the collision, but the water poured in, and, although the steam pumps were put to work, in about three minutes' time it became useless, and the engine rooms were soon deserted for the upper deck.

PILOT GREENHAM'S STATEMENT.

At the request of the agents of the North German Lloyd Steamship Company, Greenham, Trinity pilot, made the following statement: "When I came on deck with some of the passengers Captain Von Gossel was in charge. The first order given was to swing the boats out, but not to lower them until further orders. The next order was for everybody to come on deck and for the crew to go to their stations. Then followed the order for the women and children to go to the starboard boats, in which it was proposed to save them. The first of these orders were given by Captain Von Gossel and repeated by Chief Officer Wilhelms. The Captain was on the bridge, and I believe he went down with his ship. The next order which I heard given was to lower the boats. There was no confusion whatever, nor was there a panic. Every order was executed with the greatest calmness and promptitude. At the time of the collision there was a high sea running, and a strong wind was blowing from east southeast. It was bitterly cold, and there had been nineteen degrees of frost, Celsius, on the morning before the day of the collision. The lanyards and bow grips and falls were frozen, and the lanyards securing the falls had to be chopped in order to save time, but that would have been done in any case in the event of a collision. The Elbe went down about two minutes after we left her side."

The explanation given by the surviving officers of the Elbe as to the proportion of the crew saved to the number of passengers saved is that the following orders were given by the officers of the Elbe: The children were to be saved first, and then the women, and they were to be placed in boats on the starboard side, where the women and children were told to gather. But almost immediately after these orders had been obeyed the Elbe listed heavily to starboard and the seas swept up to the promenade deck, so the starboard boats were rendered useless. The boat which brought the survivors away from the Elbe was one of the port boats, and was the last to leave the ship. Acting upon the orders of Captain Von Gossel, Third Officer Stollberg and the paymaster, who were in charge of this boat, took their seats inside of her, and then, when the water was creeping over the deck, it was a rush for the boat, and anybody who could get into it did so. The Trinity pilot, Greenham, who, as already stated by himself, rushed on deck immediately after the collision, assisted the crew of the Elbe in firing the rockets which signaled the vessel's distress. It is understood that Greenham has been heard to express the opinion that the steamer which collided with the Elbe was distinctly at fault, as she attempted to cross the bows of the Elbe.

The rescued seamen showed little trace to-day of having so barely escaped losing their lives in the disaster. When the correspondent entered the room which had been placed at their disposal at the Sailors' Home he found them busily engaged in stitching up their tattered clothing, which was all they managed to save. They were laughing and joking all the while, as if engaged in their daily work, and were exceedingly loathe to converse on the subject of the disaster. But when informed that the German consul and the Trinity pilot had made statements, a few questions in German put to them elicited ready responses. The sailors said they were all asleep when the collision took place. The strange steamer, they added, did not crash into the engine room, but into the mail room further aft. It was impossible to reach the forward boats, as the bows of the steamer had risen high out of the water. The seamen went aft and escaped in the manner already described. The rescued seamen steadily denied that there had been any panic on board the Elbe after the collision, but the excited manner in which they replied to the questions put to them on this point showed that great confusion had prevailed.

"Could we," they said, "stand there on the sinking ship and not spring into the boats below?"

"I cannot swim at all," said one seaman, "and the distance between the boat and the ship's side was increasing."

"Did the captain give no orders?" asked the correspondent.

"Only one," was the reply. "And that was that all the women and children were to go to the starboard side. We were on the port side and remained there to give the women and children a chance, and, of course, we could not help them."

"Did none of the passengers endeavor to leap into the boats?"

"They could not," said the seaman addressed, "so high had the vessel raised out of the water, and they were afraid to jump."

"What?" interjected one man. "Did not one of the passengers jump and nearly swamp the boat? A big, stout man," and here the speaker, with a scowl on his face made a gesture to represent a person of exceeding corpulence. "Nineteen men in a boat only able to hold fourteen," he continued. "We could not take any more on board. Besides," and he again made use of a dramatic gesture, depicting the eddying of the whirlpool caused by a ship fast going down, "we would have been sucked into the vortex."

When questioned as to the action of the the captain after the collision the seaman said that he might have given more orders, but, they added, in the noise and confusion which followed the disaster it was impossible to hear orders, even if they had been given at such a distance from the bridge.

WORK OF RESCUERS.

Survivors Well Treated by the Trawler That Succored Them.

LOWESTOFT, Jan. 31.—The Wildflower is not distinguishable from the thousand smacks belonging to the herring fleet, of which she is No. 557. She has the usual two masts of the North sea trawlers, carries immense nets and has a steam engine with which to haul them in. Her tiny cabin, in which the rescued passengers of the Elbe were cared for, is only about four feet long by four broad. The Wildflower's cook was the first person to sight the mast of the Elbe's boat, and he called the attention of the smack's skipper to it. When the Wildflower rose on the crest of the next wave the boat was clearly seen about a mile away. The skipper of the Wildflower immediately ordered the nets to be hauled up and hot cocoa to be prepared, as he had no doubt the boat contained shipwrecked people. He could see that the life boat's head was being kept to sea in such a manner that the Wildflower would be able to save those on board her. This handling, which undoubtedly saved the lives of all those who were taken from the Elbe, was due to the fact that the English Trinity pilot was on board of her, and it is added that no one but such a man, accustomed to handling a small boat in heavy weather, could have enabled her to live through such a sea. When the Wildflower got alongside of the lifeboat four men were dragged on board the smack, leaving Miss Anna Bueckner and some others still in the boat. Skipper Wright, of the Wildflower, seeing Miss Bueckner lying at the bottom of the boat, partly covered with water, shouted to the Trinity pilot: "You are an Englishman; help the woman out." This was then done, and the others followed. The occupants of the Elbe's lifeboat were evidently in the last extremity, and were hardly able to control the small craft, as they were stiff with cold.

Some idea of the weather experienced by the shipwrecked people may be gathered when it is added that salt water had frozen as it sprayed on board, and there was a foot of ice on the weather gunwale. The trawler Flora has returned to Yarmouth from the fishing grounds, but saw no signs of the missing boat of the Elbe. One of the fishermen of the Flora who was on deck early yesterday morning said that he saw rockets fired and feared that something had happened. Later the Flora was spoken by another trawler, whose skipper said he had seen two steamers running so close together that a man could have tossed a biscuit from the deck of one of the vessels to the other. The Flora then left for Yarmouth. The other trawler will not return to port for six or seven weeks. When one of the crew of the Flora was asked what the crew of the trawler would do if they picked up dead bodies at sea he replied they would throw them over again.

The rescued officers of the Elbe started for London this evening. Before they started the correspondent showed them the statement of Captain Gordon, of the steamer Crathie. Third officer Stollberg promptly denied that no signals of distress were made from the Elbe. He added that red, white and blue rockets were fired after the collision, and that they shot up so high in the air that it was impossible for the Crathie not to see or understand them.

A dispatch from Ramsgate this afternoon announces that the missing lifeboat of that place has returned, after having been fifteen hours at sea searching for survivors of the Elbe. But no trace of either the missing lifeboat or wreckage was found, and here people believe that the rockets seen by the Ramsgate life savers were those thrown up by the Elbe. The Broadstairs lifeboat also returned to her station this morning, and was nearly wrecked while working through the surf. She was overturned, and her crew was severely buffeted, several of them being injured.

MR. HOFFMAN'S STORY.

How a German-American Escaped and Was Rescued by Fishermen.

LOWESTOFT, England, Jan. 31.—Carl Hoffman, one of the cabin passengers of the Elbe, who was rescued, lives in Grand Island, Neb. Last night he gave a brief story of the disaster and this morning he gave additional particulars. He says that had the vessel which collided with the Elbe stood by the latter steamer the majority of the passengers and crew might have been saved for, he says, the Elbe remained perfectly steady for many minutes after the collision before the volume of water poured into her and caused her to lurch. Then all be came confusion. When the survivors were informed that the Crathie was supposed to be the vessed which sunk the Elbe they strongly denounced her crew for their apparent inhumanity in not making an effort to assist the disabled vessel or to rescue her crew.

Mr. Hoffman this morning, speaking of the disaster, said: "Those who were drowned suffered less than we who were saved." Sobs shook the strong frame of this man as he made the statement. He is a German-American, about thirty-five years of age, of the type common in the western part of the United States. His face was seamed with tears which had wet his sleepless pillow all night. Continuing, Mr. Hoffman said: "There was no confusion among the passengers. They behaved well and the only confusion was with the crew, who tried to save themselves. Out of the small number of lives saved there are fifteen members of the crew.

"Yes, many of the passengers had life belts but they were useless. The noise of the collision sounded no louder in my stateroom than the single beat of a big drum. But when I rushed on deck I found the passengers crowding about the boats and the crew running here and there and cutting the ropes about the tackles with which they are lowered. They were too proud on that ship—they painted ropes which should have been oiled, then they would have been more limber. I saw no other vessel and no other light except the Elbe's lights.

"When I entered the boat they took my boy from me—my seven-year-old darling. Sir, had I known it was not the captain who ordered the women and children to the starboard side of the ship they would have never taken my wife and boy from me. But, you see, I have been a military man and I obey orders."

"Where did you serve?" Mr. Hoffman.

"In the Fifteenth Prussian Uhlans, for three years."

"Were you married in Germany?"

"No. In America. My wife was only twenty-seven years old. She was a good woman, sir. She was born in Nebraska of German parents. Her mother is now at Grand Island. There was a young fellow from Berlin, who was going to Mobile, Ala., in order to buy cotton-seed oil. He was comical—sang songs and told funny stories in the saloon.

"When the boat got away, with a great deal of trouble, the Elbe being right on top of us at first, we had hardly got a hundred yards from the ship when I saw a woman floating in the water. I tried to throw something to her, but somebody shouted: 'No; save ourselves.' I could not do that, sir. Finally, they got the boat up to her, and, with the help of another man, I drew her into the boat, which was an ordinary ship's boat, about fifteen feet long. I afterwards found out that her name was Anna Bueckner. Poor girl. She was almost dead with fright and cold. We put her in the bottom of the boat and did all we could to help her. We were all wet from the water, which was pouring in at our collars and descending into our boots. We first tried to row, but found we made no headway, and, therefore, rigged up a sort of mast, and with a small sail tried to keep the bow of the boat to the wind and seas. After a while we saw a smack, and did all we could to signal her, although we failed to attract her attention. We had cut a piece of canvas and made a small flag, which we used for signaling, and soon after we had failed to let the smack know of our distress this flag blew away and the smack sailed off, causing us to despair."

Here a fresh paroxysm of grief overtook the unhappy man, and he bewailed the loss of his wife and child; his utterances were almost choked with grief. Some minutes elapsed before Mr. Hoffman was able to resume his story, and then he said: "We made a new flag with our handkerchiefs and an undershirt which somebody pulled off. I held them up against the mast, and we eventually sighted the Wildflower. But a full, long, terrible hour elapsed before we were taken aboard. She had her nets out, and it was difficult to approach her on account of the heavy seas. After five of the persons in our boat had been transferred to the smack, the lifeboat seemed to slide back into the water, and it appeared as if the others might be lost. But a rope was thrown to us, and we were gradually hauled up and all of us were transferred to the Wildflower. When I reached her deck I fell down down exhausted and offered up a prayer to God for my dead darlings and thanked Him for having saved me. Oh, sir, they were so kind to us on that smack, although they were only fishermen. They soon had some hot tea ready, and covered us up with everything warm they could lay hands upon. Why, one of those poor fishermen actually gave me the only shirt he had, and I have it on now. God bless him. As for poor Miss Bueckner, I have tended her as a mother might have done."

Mr. Hoffman concluded by asking whether anything had been heard of the other boat, his eyes shooting a piteous, appealing glance at the reporter as ever the latter beheld, and the poor man sank back upon his pillow, exclaiming: "Oh, for some telegrams. But she is dead. And so is my darling boy, and I cannot go to their graves."

Miss Anna Bueckner, the only lady survivor of the Elbe, is the heroine of the hour. She is besieged with visitors anxious to provide her with money and clothing. In conversation with the correspondent this afternoon Miss Bueckner said:

"I can't remember feeling afraid after the collision. What I felt when I came on deck was the terrible cold. I and another lady kept on the port side of the ship, which was the lee side. The majority of the passengers crowded to the starboard side, however. I do not know who ordered them there. I did not hear the captain give any order. But the officers did their best to reassure us, saying that there was plenty of room for every one in the boats."

THE COMPANY'S FIGURES.

Total of 314 People Unaccounted For —Scenes at the New York Office.

NEW YORK, Jan. 31.—The officials of the North German Lloyd steamship line have given for publication the following figures as the total number of persons on board the Elbe: Fifteen first cabin, 31 second cabin, two going from Bremen to Southampton; 137 steerage and 149 crew, of which twenty are known to be saved, making a total of 314 lost.

Just before the office of Oelrichs & Co. was closed this afternoon, an affecting incident was witnessed. L. Leidel, a tailor living in East Fourth street, this city, asked for information of his wife and child who were on board the Elbe and are believed to be drowned. He was much overcome with emotion and cried and gesticulated wildly when informed that there had been no word received of the safety of his family. He said that four years ago he came to this country from Munich. He has prospered, and four weeks ago wrote to his wife, Louise, telling her that he had prepared a home for her and that she must start at once for this country with her child. She sold her small property and her business, which realized two thousand marks. With this she bought her ticket for this country and embarked with her little nest egg and her child on the ill-fated Elbe. Leidel sent a cablegram to Bremen seeking information concerning his family. This was done at the expense of the steamship company. He said he would probably return to Munich, as he does not care to live in New York, now that all he cares for is lost to him. James H. McGill, of Washington, appeared at the offices of the company to settle a mistake in the passenger list. He called on behalf of Mrs. Anton Fischer, of Washington, whose husband's name instead of hers should appear among the lost.

James Carter, of this city, to-day made inquiries about his sister, Mrs. Milton C. Connors, whose name appears on the cabin passenger list of the Elbe. She was with her husband, and as his name does not appear, Mr. Carter believes that some mistake has been made, as it was impossible that Mrs. Connors would travel without her husband. Mr. and Mrs. Connors left New York Dec. 11. The former was in poor health and went to Carlsbad. Two weeks ago Mr. Carter received word that Mr. Connors was much better and he would soon return to this country.

The Elbe was valued at $350,000, which loss will fall almost entirely on the steamship company, which insured a large portion of its own ships.

STEERAGE PASSENGERS.

List Furnished by the Home Office of the Steamship Company.

NEW YORK, Jan. 31.—All night long the office of the North German Lloyd Steamship Company, at Bowling Green, was open, and the staff of clerks was there eager to learn any news of the lost steamer Elbe. About midnight a cablegram was sent to the home office of the company requesting that a complete list of the steerage passengers be forwarded at once. It was received at 7:30 o'clock this morning. The list follows:

Susanna Balin and children, Fannie Drucker, Maria Skoez, Janos Lucaks, Ella Truatz, Hans Wesslein, Otto Faust, Louise Eliebel and children, Max Lill, A. Wurtzlhofer and wife, Anna Wurtzrofer, Paul Kaempffer, Maria Blesko and children, Charles Kugler, Wilhelm Warnka, Emil Eeneca, Jorn Cerny and children, Hedley A. Laker and wife, Elias B. Michelsohn, Dietrich Spreckels, Kive Adelson, Diedrich Barrick, Antoni Wanat, J. M. Brunson, Ida Brunsen, Henry Hurke, Gottlieb Bokelmann, Rudolph Graf, Fried Aug. Reichspfarr, Fried Buchheister, Louise Buchheister, Francis Moeller, Bertha Klockzin, Franz Brunhauser and family, Victoria Habesreiter, Rosa Rothmayer, Adolph Groll, Helene Brarriek, Heinrich Bade, Friedrich Sapper, Gabriel Herz, Anton Zeller, Henry Freinscht, Vaelav Holeecek, Josef Rumplik, Anton Nosek, Franc Kral, Barbara Svojse, Franc Cervenk, Vojtech Straka, Antonio Vevara, Bertha Koepke, Heinrich Hoedeker, Maria Wanat, Maik Trubach, George Henne, Apolonia Bojarska and children, Josef Menda, Heinr Stamle, Moses Leisten, Marcus Gutwirth, Julius Starck, Johann Conrad Wiederholt, August Zink, Henry A. Mitschky, Cecim L. Herman, Marianna Frank, Christine Lorenzen, Anna Gura, Helene Gura, Raphael Mendel, Anna Zeidgin, Karl Roth, Jan Gura, Apolinia Gera, Jan Zabora, Josef Hudak, Marie Borsznek, Marie Rogue and children, Marie Sluva, Amelo Sluva, Karolina Dzialo, Paul Janowski, Stefan Lesiak, Michael Kubat, Apolinia Bigda, Stanisl Kielbasa, Ludwiska Gurcenska, Maryanna Strychasz, Miter Kolaszlo, Janos Zoos, Andras Szcbo, Mihaly Doduar, Janos Franyo, Jany Szuchy, Pal Szuchy, Jan Chaste, Matyas Vanszas, Gyoergy Antonyi, Janos Flanosky, Janos Esizmar, Gyorgy Vlosak Solar, Georg Koyacs, Michael Barth, Angel Barth, Angel Prekup, Jan Kacza, Gustav Hemke, Meri Babos and children, Mihaly Gaidos, Jan Kowal, Martin Eapierez, Jan Ghazsdonik, Julia Thauvemii Kegel, Jacob Dahm, Philipp Mischler, Heinr Peters.

LOST AMERICANS.

Henry Castle Was a Brother of the Hawaiian Commissioner.

WASHINGTON, Jan. 31.—Senator Kyle, who was acquainted with Henry Castle, of Hawaii, who was among the passengers that lost their lives on the Elbe, says Mr. Castle was a brother of the commissioner, and not the commissioner himself, as has been reported. He also states that instead of being a royalist, Mr. Castle was a strong supporter of the present administration of Hawaii and an advocate of annexation, in which interest his older brother came to this country in 1892. He was the editor of the Honolulu Gazette. Senator Kyle also contradicts the statement that it was Mr. Castle's wife who was drowned with him, but says it was his four-year-old daughter instead.

DALLAS, Tex., Jan. 31.—Miss Grace L. Wing, who is visiting the family of Captain A. F. Hardie, on Greenwood street, is among the bereaved by the loss of the Elbe. Miss Wing's brother-in-law, Henry M. Castle, and her young niece, Dorothy Castle were among the passengers who started on the Elbe from Bremen to return to this country. Their home is in Honolulu, Sandwich islands. Miss Wing is international secretary of the Young Women's Christian Association and is visiting the colleges throughout Texas. Her sister, Mrs. Castle, is in an infirmary in Philadelphia. Mr. Castle expected to sail from San Francisco Feb. 15 for Honolulu.

Doubly Bereft.

PUEBLO, Col., Jan. 31.—Miss Sophie Rhodes, reported drowned by the sinking of the Elbe, was a sister-in-law of Mrs. M. H. Fitch, of this place. Her nephew, Eugene, who was also drowned, was here last summer as a guest of Mrs. Fitch. He was on his way home from Heidelberg University, and expected to stop at Southampton and go through Italy. Oliver Rhodes, brother of Mrs. Rhodes, died suddenly in a hospital in Washington, and the news of the death of her brother and the drowning of her sister-in-law and nephew reached Mrs. Fitch simultaneously and she is prostrated with grief.

A dispatch from Batavia, O., says: Mrs. Sophia Rhodes and son Eugene, mentioned among the missing of the Elbe, are from this place. In the fall of 1891 the Rhodes family moved to Washington, where Eugene received an appointment as clerk in the coast and geodetic survey office. While in Washington he also attended law school and graduated with high honors last spring. He and his mother left last spring for Heidelberg, Germany, where Eugene intended to take a post-graduate course in law.

A Jersey Preacher's Plan.

NEWARK, N. J., Jan. 31.—One of the consequences of the wreck of the Elbe will be the appearance in the near future of Rev. S. Edward Young, pastor of the Central Presbyterian Church, this city, before a congressional committee with the plan for the establishment of an international committee of awards. Mr. Young says that he has given considerable thought to the matter, and he is convinced that too often captains of ocean steamships will not stop at sea to search for a vessel or aid one in distress. The reason for this, he says, is found in the fact that their cargoes are perishable and they are held responsible by the companies. The plan of Mr. Young will call for the protection of all captains who are aiding a ship in distress from suffering financial loss. All awards are to be made by the international committee, whose duty it shall be to assess the damages which shall be paid by the nation under whose flag the wrecked vessel sailed.

Former Resident of Rochester.

ROCHESTER, N. Y., Jan. 31.—Among the passengers on the Elbe was Mrs. Carl Klipfel, of Brandenburg, Germany, sister of Park Commissioner Frank W. Elwood, of this city, and herself a former resident of Rochester. She was married to Carl Klipfel, a German army officer, at Bar Harbor, Me., Oct. 7, 1890. A dispatch received in this city a few weeks ago from Mrs. Klipfel stated her intention to sail on the 22d on the Ems, and her family still cling to the hope that she is on that steamer. The North German Lloyd officers say, however, that she was a passenger on the Elbe.

Possible Victims.

CLEVELAND, O., Jan. 31.—It is feared that three or four Cleveland people besides Commissioner Vevera were aboard the ill-fated Elbe. In the list of people who were drowned are the names of Joseph Rumplick, Anton Nozek and Franz Hall. Three persons of those names were in the party which sailed with Mr. Vevera, and they may have started back with him. H. W. Holecek, a saloon keeper, was in Europe, and there are fears that he also started back by the Elbe.

Insured Himself in Time.

LONDON, Feb. 1.—A Berlin dispatch to the Daily News says that Herr Schweitzer, one of the residents of Berlin who went down with the ill-fated Elbe, insured his life for a large sum the day before starting on the voyage. The passenger Nussbaum, who was also drowned, was a boy of ten years, who was being educated in Berlin. He was returning to his mother in Washington.

A dispatch to the Standard from Berlin says that Herr Baumann, who was drowned by the sinking of the Elbe, was going to New York to manage Walter Damrosch's German orchestra. His company has not started yet. Herr Baumann leaves a family in Breslau in straitened circumstances.

Two Newburg Young Men.

NEWBURG, N. Y., Jan. 31.—Selin S. Herman, the twenty-one-year-old son of Almshouse Commissioner Fred Herman, and Henry M. Nitschky, both of this city, are probably among the lost by the Elbe disaster. The names of Celin L. Herman and Henry A. Nitchky are on the Elbe's list of steerage passengers cabled from Bremen and are believed to be incorrectly given. Nitschky and Herman went to Germany on a visit early in December.

Postal Clerks and Mail Lost.

WASHINGTON, Jan. 31.—Mr. Brooks, superintendent of the foreign mail division of the Postoffice Department to-day received a cablegram from Mr. Fritch, the Director-general of Posts of Germany, saying that nothing has been heard of the two postal clerks on the Elbe, P. J. Holtzman and P. H. Hall. Both were Americans. Holtzman had been in the sea postal service since 1891 and Hall four years. The vessel carried 220 sacks of mail matter mostly for America.

SOFTENED BY ELECTRICITY.

Cramps Discover a New Method of Drilling Holes in Armor Plate.

PHILADELPHIA, Pa., Jan. 31.—The construction department at the Cramps' ship yards have been conducting a series of experiment to overcome the difficulties attending the manipulation of hardened armor. Heretofore there has been untold difficulty in drilling the big Harveyized plates, which are placed on the ships of war. Tools used in boring holes would break and there were fears that they would have to be abandoned. Experts began tests with electricity and now it has been discovered that the vexatious problem is solved. An electrical current is introduced into the armor at the spot where it is desired to bore the plate. This current is about five hundred or six hundred volts. At the ship yards this afternoon it was stated that the experiment has been a success. The electric current will leave a small circle which can be drilled and bolts can be fitted tightly. It was also said that this new method was less expensive than the other method, which was so unsatisfactory. The experiment will be continued.

TELEGRAPHIC BREVITIES.

The Avalanche, a morning paper started at Memphis three months ago by W. A. Collier, M. W. Connolly and Nathan Greely, has suspended publication.

Safe robbers rifled the safes in Place, Peterson & Co.'s jewelry factory, on Friendship street, Providence, R. I., Thursday night and secured $10,000 worth of gold rings, diamonds, etc.

The Aetna Standard Iron and Steel Company, of Martins Ferry, O., and the Licking Rolling Mill Company, of Covington, Ky., have accepted the compromise tin scale, and will start up at once.

The jury in the case of Ambrose Smith, the well-known New Orleans attorney, charged with embezzling $1,000 which he had collected from one of his clients, returned a verdict of guilty.

Mike Norton and Eddie Conners, who went to Xenia, O., to give a twenty-round glove contest, were placed in jail because they could not give a thousand-dollar bond to keep the peace for a year.

The Association of American Watch Jobbers, which three years ago entered into a combination with the Association of Case and Movement Manufacturers for the control of prices, met at New York yesterday and dissolved.

In a ten-round heavy weight glove fight before the Twentythird Ward Athletic Club, of Cincinnati, last night, between Charles Elsey and Jim Doherty, the latter quit after the seventh round, alleging that he had a broken bone in his hand.

Cherokee Bill was arraigned at Fort Smith yesterday and pleaded guilty. He was charged with the Red Fork robbery. He looked haggard, but had nerve enough to abuse his betrayers viciously when he saw them in the court room.

Dr. G. Hammel was found dead in his room at Los Angeles, Cal., yesterday, from an overdose of morphine, whether taken with suicidal intent has not yet been determined. Hammel was an eye and ear specialist. His former home was Philadelphia.

Governor Altgeld has cancelled the warrant issued Sunday for the surrender of F. X. Schoonmaker to the authorities at Waterbury, Conn., on charge of obtaining money on false pretenses. The Governor is convinced that Schoonmaker is wanted for a debt incurred by another.

Motor Keely's Backer.

New York Mail and Express.

In the "New Science Review" and other periodicals there have recently appeared several noteworthy articles on scientific subjects by Mrs. Bloomfield Moore. This lady, although an American, has lived abroad many years, and is much better known there than here. She is an interesting example of woman's pluck, generosity and consistency in the advocacy of an idea or a cause which she believes to be right, nearly the whole world to the contrary notwithstanding.

Mrs. Moore is the widow of a Philadelphian who made some millions in the manufacture of paper at a time when paper making was a sure road to wealth. She became interested in the Keely motor and its inventor, who had been a musician in the orchestra of a Philadelphia theater. Believing alike in Keely and his discovery, invention, or whatever it may be, she has clung to his cause through thick and thin, and has expended hundreds of thousands of dollars in supplying him with means to continue his experiments, to maintain him in his warfare, and to carry on a Keely propaganda at home and abroad. Meanwhile she has been a munificent patron of literature and art, and has become an honored friend of the leading scientific men of Europe.

Keely, whether genius or quack, keeps at work in his dingy workshop in Philadelphia year after year, but if Mrs. Moore were not at his back he would have quit and gone back to the orchestra long ago.

Proposed Memorial at Gettysburg.

Philadelphia Record.

A fitting feature of the Gettysburg National Park bill is the provision for the erection upon that heroic battlefield of a bronze tablet bearing a medallion likeness of Abraham Lincoln and the address which he delivered at the dedication of the National Cemetery on Nov. 19, 1863. That address was worthy of the field. It was a sudden flash of inspiration, struck like a spark from the battlefields of the war. It summed up in its terse, vascular sentences, like the heart throbs of the people, the faith, the aspiration of the nation. It matters not that its most famous phrase was a borrowing. That passage was a jewel not until then placed in its right setting. It has become for all Americans since that memorable day the crystallized faith of their Republic; and no higher or so imperishable an ideal could be engraven upon any monument than that of "a government of the people for the people and by the people."

Suicide of a Lawyer.

LOUISVILLE, Ky., Jan. 31.—James McGrain, forty-three years old, a well-known lawyer, committed suicide to-night by shooting himself at his home, No. 1141 Seventh street. He had long been a sufferer from hip disease, which of late had become much worse, and he had become despondent. McGrain told his mother and sister good-bye and then went to his room where he locked himself in, and fired the fatal shot. He was unmarried.

Pullman Memorial Church Dedicated.

ALBION, N. Y., Jan. 31.—The dedication ceremonies of the Pullman Memorial Church were celebrated to-day. Rev. Royal H. Pullman, of Baltimore, delivered the dedicatory sermon. The keys and deeds of the church were presented to the president of the church society by George M. Pullman in person. This afternoon the new pastor, Rev. Dr. Charles Fluhrer, of Grand Rapids, Mich., was installed. Guests were present from Chicago, New York and Buffalo.

Won $5,000 Playing Cinch.

GREEN BAY, Wis., Jan. 31.—Dr. H. A. McChesney, a young society man, gave a stag and progressive cinch party last night on a lavish scale. Henry Rahr, a wealthy brewer, winner of the first prize, received a deed of one hundred and twenty acres of land valued at $5,000.

Movements of Steamers.

LIVERPOOL, Jan. 31.—Arrived: Rossmore, from Baltimore.

LONDON, Jan. 31.—Arrived: Mohawk, from New York.

NEW YORK, Jan. 31.—Arrived: Weimar, from Bremen.

ATE POISONED PORK

AUGUST NOARK AND THREE CHILDREN AT THE POINT OF DEATH.

Legislators Visit the State Normal—Corpse Found on a Fence Near Marion Identified.

Special to the Indianapolis Journal.

JEFFERSONVILLE, Ind., Jan. 31.—Members of the family of August Noark, a prominent German, of this city, are at the point of death as the result of poisoning by eating pork. Shortly after supper they were attacked by excruciating pain, and the condition of all is thought hopeless. Those critically ill are the father, August Noark, aged forty-seven, and three daughters, Emma, eight years, Josie four and Bertie three. The father is in convulsions and unconscious. The daughters are in an almost equally dangerous condition. As soon as the poison manifested itself medical aid was summoned, but it is thought that two at least will die. The matter has been placed in the hands of a meat inspector for a thorough investigation.

A GREAT HOG CASE.

Two Trials and Several Hundred Dollars' Costs for a Seven-Dollar Pig.

Special to the Indianapolis Journal.

GREENCASTLE, Ind., Jan. 31.—A legal case was decided here to-day that has some funny features. William R. Crowder sued William Fisher for the possession of one hog valued at $7. The porker was injudicious enough to stray, and Fisher claimed it, as did Crowder. Crowder brought suit to replevein, and the case was tried last week in 'Squire Ashton's court. The jury failed to agree, two of them holding that the hog was the best witness in the case, as it walked to a pen on Fisher's farm, where it appeared to be at ease. The two jurors hung the case on that ground, and the case was called for another trial this week. There were three attorneys, six jurymen and a score or more of witnesses on the first trial, but the second one, which came to a close to-day, was a larger one. There were four lawyers, the same number of jurymen, half a hundred witnesses, and a three days' battle, with the sky for a limit on argument. The jury returned a verdict for Crowder in twenty minutes, awarding him the hog and one cent damages. The costs in the case run into the hundreds.

GREENBACKS IN RIBBONS.

County Clerk and Constable Have a Scuffle Over $600 in Bills.

Special to the Indianapolis Journal.

WABASH, Ind., Jan. 31.—An exciting scrimmage occurred this morning in the county clerk's office between County Clerk Levi Patterson and Constable E. B. Forgy. An order had been issued to the administrator of the estate of Mary Schetzle to pay $600 into court and the administrator came to the clerk's office and paid the money. While Clerk Patterson was counting the currency Constable Forgy entered and proceeded to read papers in an attachment case for $23 and while Mr. Patterson's head was turned the constable grabbed the pile of bills to secure his claim. The clerk was as quick as he and grasped the end of the bills while both men danced over the floor to the intense amusement of the on-lookers. Finally Patterson wrenched the money from the constable and when he examined the roll found that a $50 bill had been torn in two while several tens and twenties were in rags. The constable did not get a cent.

MURDERER IN A TRAP.

Is Hiding in a Mine, and Citizens Guard the Exits.

Special to the Indianapolis Journal.

SHELBURN, Ind., Jan. 31.—A joint meeting of the citizens and miners of Jackson Hill was held to-day, to take action in regard to the capture of John Easer, the slayer of John Finkerstine last Wednesday night. Several parties have seen Easer go in the old mines, and since that time a close watch has been kept on him, and every avenue of escape is closely guarded. George Prude, a miner here, who is familiar with every nook and corner of the old mines, was offered $300 to go in and capture Easer, but declined. Should no other means be provided for the capture of Easer, the starving process will be applied. Sheriff Mills was at the hill to-day.

INDIANA DEATHS.

Dr. Jasper H. Grove, an Army Surgeon, Dies at Tipton.

Special to the Indianapolis Journal.

TIPTON, Ind., Jan. 31.—Dr. Jasper M. Grove, a pioneer of this county, died last evening, after a lingering illness, aged seventy-one. He was one of the first practicing physicians in central Indiana, and was prominent in public affairs. He was a surgeon in the Seventh Indiana Cavalry during the late war, and was sent by Gov. Morton on a special mission to care for the wounded at Murfreesboro after that bloody battle.

City Treasurer E. A. Thatcher died this morning, after a brief illness, of brain fever. He was a popular young man, and ran far ahead of the regular ticket in the recent city campaign. He leaves a wife.

Banker Tormohlen Falls Dead.

Special to the Indianapolis Journal.

BROWNSTOWN, Ind., Jan. 31.—Frederick Tormohlen, vice president of the People's State Bank, dropped dead this morning while building a fire. He was sixty-eight years old, and one of the wealthiest citizens of this county. Heart trouble was the cause of his death.

Other Deaths in the State.

SEYMOUR, Ind., Jan. 31.—John Reno died about 6 o'clock this morning of paralysis, with which he was striken on Jan. 19, since which time he has been unconscious. He has been a resident of Seymour the greater part of his life and was fifty-six years old.

Frederick Turmail, residing near Vallona, was striken with apoplexy this morning and died. He was an esteemed citizen and one of the wealthiest men in Driftwood township. His age was fifty-five.

Henry Deputy, residing at Paris Crossing, died suddenly Tuesday morning of heart disease, aged fifty-two. This morning his wife, who has been sick for two years with dropsy, died unexpectedly, aged forty-six.

MUNCIE, Ind., Jan. 31.—William K. Thomas, and old soldier, died last night of chronic troubles contracted during the war. He was sixty-five years old, and was a member of Williams Post, G. A. R., which will have charge of the funeral services, which will occur next Saturday afternoon. He had been confined to his bed for six months. He was a private in Company B, Thirty-sixth Indiana.

CRAWFORDSVILLE, Ind., Jan. 31.—Joseph Stit, an old resident of Crawfordsville, died Wednesday night. He was born in Boone county seventy-five years ago, and came to Crawfordville when an infant.

CORONER REMARKABLY ASTUTE.

Explains How a Man Got Tangled on a Fence and Thus Died.

Special to the Indianapolis Journal.

MARION, Ind., Jan. 31.—The man whose body was found hanging on a fence near the city yesterday proves to be that of Henry Ronalder, a German tailor. The coroner's investigation, and other evidence, lead to the conclusion that the unfortunate man had attempted to climb the fence when he slipped and fell, striking his head on a rail, which rendered him unconscious. The mishap is supposed to have occurred on Friday evening of last week. The left leg was bent back under the body, while the right was lapped about one of the boards in the fence and the head was hanging in the snow. A gash was cut in the left cheek from which the blood had flowed profusely and frozen in the snow. There was also a gash in the right leg and one hand was crushed. The body was greatly swollen. On his person was found a gold watch, $30 in money and other articles. Among the papers found is a letter from Helen Dupp at Philadelphia.

AT THE STATE NORMAL.

Legislators Attended the Twenty-Fifth Anniversary Yesterday.

Special to the Indianapolis Journal.

TERRE HAUTE, Ind., Jan. 31.—The celebration of the twenty-fifth anniversary of the opening of the State Normal School was made coincident to-day with the visit of members of the education committees of the two houses of the Legislature and a number of other legislators. In the morning the visitors were shown through the school while the students were at their studies or in the recitation rooms. After dinner exercises were held in the assembly hall at the school. Col. R. W. Thompson and Judge Mack spoke for Terre Haute, after which members of the Legislature were called on. All speeches were in regard to the appropriation asked by the school. Nearly all the speakers promised to give what has been asked, and the others said they are in favor of fair and liberal support of the State educational institutions. President Parsons, who was one of the twenty students when the school opened on Jan. 6, 1870, spoke of the growth of the school until last year, when there were over 1,400 students. President Briggs, of the board of trustees, also spoke. Statistics kept since the opening of the school in 1870 show that over 75 per cent. of the pupils are the children of farmers. Mr. Briggs said: "While I would not detract from the meritorious claims of other institutions, yet I submit that the masses of Indiana are more inerested in the turning out of well-qualified teachers than in having lawyers, engineers or politicians furnished by the universities."

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

One of the Robbers Caught.

Special to the Indianapolis Journal.

BLOOMINGTON, Ind., Jan. 31.—Charles Deckard was arrested and placed in jail to-day on the charge of shooting and attempting to rob John Hellenburg. A few nights ago Hellenburg, who is a prominent farmer south of town, was awakened by a heavy knock at his door. He refused to let the intruders in, and two masked men broke down the door and rushed in the room. One drew a revolver and shot Hellenburg in the side. Two of his sons appeared with corn knives, and a desperate struggle ensued. The robbers were driven away, but not before one of them had been wounded in the scuffle. Another of them lost a part of his mask, and the result was that Deckard was arrested to-day as the one. An examination revealed two cuts on his head and one on his side that he cannot explain. He is a young man and has already served a term in the penitentiary. He knew the old people well, and robbery was doubtless the cause for the assault, as it was known that there was money about the house. It is stated that an associate of Deckard will also be arrested.

Conductor Killed in a Wreck.

Special to the Indianapolis Journal.

NORTH JUDSON, Ind., Jan. 31.—A fatal railway accident occurred here at 5 o'clock this morning on the Indiana, Illinois & Iowa railway. The through freight train westbound was taking coal, when the second section ran into the first. In an attempt to escape conductor William Vincent was crushed to death between the caboose and the car ahead. Brakeman Pangburn jumped into a pile of ties and received a severe rupture, besides several minor external bruises. Coal heaver John Lain was thrown from the top of the cab of the engine and was badly scarred up. He will recover, as will also the brakeman. Trainmaster Maynard blames engineer William Medicus, in charge of the colliding engine. Conductor Vincent was thirty-eight years old, and leaves a wife and two children, in Streator, Ill.

Oldest Odd Fellow in Indiana.

Special to the Indianapolis Journal.

JEFFERSONVILLE, Ind., Jan. 31.—In attendance at the anniversary of Tabor Lodge, I. O. O. F., in this city, there were present several distinguished Odd Fellows, among them being Col. Hamilton Robinson, eighty-five years old, who was initiated into the mysteries of Odd Fellowship in 1837. Colonel Robinson's friends claim he is the oldest Odd Fellow in the State, and one of the oldest in the Union. Despite his extreme age, he is hale and hearty, and drove three miles through the cold from his country residence to attend the anniversary.

Owen Was Knocked Twenty Feet.

Special to the Indianapolis Journal.

MARION, Ind., Jan. 31.—Superintendent Owen, of the county infirmary, went out last evening to inspect a pump supplying the building with water and driven by natural gas. The pump had been out of repair for some time. He carried a lantern, the flame of which ignited the gas and an explosion followed. When the superintendent recovered consciousness he found himself twenty feet from the scene of the accident. He was not seriously injured, but the building inclosing the pump was destroyed.

Frank Cieffer Frozen.

Special to the Indianapolis Journal.

SHELBYVILLE, Ind., Jan. 31.—Last evening Frank Cieffer, an aged German, alighted from the west-bound passenger and started up town. He could not understand English and, being without money and exhausted from hunger, he sat down on the steps of school building No. 1. Charles Ford found him unconscious and the "Prayer Band" took him to a hotel and are providing for his wants. His lower limbs are badly frozen and his recovery is doubtful.

Challenge from a Marion Wrestler.

Special to the Indianapolis Journal.

MARION, Ind., Jan. 31.—At an athletic entertainment in this city to-night Eddie Ross, of this city, threw Frank Gehle, of Cincinnati, two best in three, for a purse of $75. Ross will now wrestle any man in the world at 145 pounds for any money. Jack Davis, of Memphis, and Dan O'Donald, of Pittsburg, fought a draw of twenty-one rounds. Davis is the best man, but he broke his left hand in the fifth and could not force the fight.

Two Children Disfigured for Life.

Special to the Indianapolis Journal.

SHELBYVILLE, Ind., Jan. 31.—Two children, aged four and six, of Samuel Branson, in the absence of the family this morning, secured his powder flask and threw it into the stove. The explosion was heard, and when Mrs. Branson went into the room both children were lying on the floor almost dead. The stove had been blown to pieces, and some of the fragments left marks which will disfigure them for life.

A Call for Rev. P. O. Duncan.

Special to the Indianapolis Journal.

LOGANSPORT, Ind., Jan. 31.—The First Baptist Church, of this city, has extended a unanimous call to Rev. P. O. Duncan, of Franklin. His acceptance is confidently expected. Mr. Duncan is one of the brightest young ministers of the Baptist Church in Indiana. He has recently returned from a tour of Europe and Palestine, which he took in company with President W. T. Stott, of Franklin College.

Ice Gorge 125 Miles Long.

Special to the Indianapolis Journal.

JEFFERSONVILLE, Ind., Jan. 31.—The ice gorge has reached this city, and the river is an almost solid block of ice. Because of the high water it is hoped that it will run off. If not, there is danger of an ice gorge similar to that of two years ago, when the river was frozen over so that wagons were driven over it. In places the ice was piled up forty feet high. The gorge is now 125 miles long.

Had His Skull Caved In.

Special to the Indianapolis Journal.

ELWOOD, Ind., Jan. 31.—Morton Lyne, an old cobbler of Elwood, was found lying on the pavement in front of a saloon last night. His head was crushed in and he is expected to die. The suspicious circumstances surrounding the affair resulted in the arrest of bartender Massourd to-day, and he was placed under $500 bond.

Company G Reorganizes.

Special to the Indianapolis Journal.

MUNCIE, Ind., Jan. 31.—Company G, Fourth Regiment, which recently disbanded, has been reorganized. William Wagner, of Springfield, O., has been elected captain. Wagner was formerly captain of the Springfield Rifles. The merchants and business men of the city are pushing the organization.

Killed by a Falling Limb.

Special to the Indianapolis Journal.

KOKOMO, Ind., Jan. 31.—Burgess Armstrong, a prominent Taylor township farmer, was killed this afternoon by a falling limb. The aged father of the victim, standing near, was warned of the danger by the son and escaped, but before the latter could get away he was crushed to the earth.

Indiana Notes.

The residence of Timothy Casey, north of Crawfordsville, was discovered afire at 4 o'clock this morning, the family barely escaping. Loss, $2,000; insurance, $800, in the Royal.

The price of bread has been placed at three loaves for 5 cents at Crawfordsville, or sixty loaves for a dollar.

Rev. W. L. McCallister, of Ellettsville, held a twenty-eight-day revival in the M. E. Church there, closing this week.

Judge Gillett, of Lake county, was in town yesterday. He is interested in the proposed extension of the courts of his county.

At the auction sale of the assets of the Arnold Mill Company and the bank of James Arnold & Co., at South Whitley, Receiver Galbreath, of the defunct concerns, realized only $2,900. The face value of the assets exceeded $60,000.

A Grand Army post was organized at Jerome, Howard county, Wednesday night, with a good membership. Captain Garrigus, of Kokomo, was master of ceremonies and installed the officers. A woman's relief corps will be organized in a few days.

The committee on rights and privileges earned the approbation of the Speaker last night by the slaughter of thirteen bills committed to its charge for report. The principal ones related to schemes for the propagation or protection of fish and game.

CONGRESSIONAL APPORTIONMENT.

Hon. Joseph B. Cheadle Submits a Plan for Districting the State.

To the Editor of the Indianapolis Journal:

I have read the apportionment bill of Senator LaFollette, and respectfully call attention to its inequalities. Based upon the enumeration of 1889, five of the districts have less than 40,000 voters, while one, the Eighth, in this bill, has 51,952 votes. If based upon the vote of 1894, one district, the Second, polled 39,832 votes; the Twelfth, 39,628 votes, while the Eighth district cast 52,218 votes. I suggest that a Republican Legislature cannot afford to enact an apportionment law with such glaring inequalities of representation. The difference between 39,832 votes cast in 1894 and 52,218 votes is so great that no one can justify such a measure. I know I voice the sentiment of ninety-nine out of every hundred Republicans when I say that if the Republican Legislature apportions the State for congressional purposes the districts must be made as nearly equal in population as it is possible to make them. The following is the vote of the districts in Senator LaFollette's bill:

Districts.	Enumerated Vote of 1889.	Vote of 1894.
First	45,711	45,753
Second	40,634	39,832
Third	42,539	40,166
Fourth	43,507	43,803
Fifth	45,451	46,416
Sixth	37,554	41,240
Seventh	38,958	45,092
Eighth	51,952	52,218
Ninth	39,788	41,898
Tenth	38,095	41,187
Eleventh	39,013	41,877
Twelfth	41,394	39,628
Thirteenth	45,452	45,310

I submit for the consideration of the Legislature the following division of the State for congressional purposes:

First District—Posey, Vanderburg, Gibson, Pike, Warrick, Spencer, Perry.

Second—Knox, Daviess, Martin, Dubois, Crawford, Orange, Lawrence, Greene, Sullivan.

Third—Harrison, Floyd, Scott, Washington, Jackson, Brown, Bartholomew, Morgan, Johnson.

Fourth—Clark, Jefferson, Jennings, Switzerland, Ohio, Dearborn, Ripley, Decatur, Shelby.

Fifth—Franklin, Union, Fayette, Rush, Hancock, Henry, Wayne, Randolph.

Sixth—Marion.

Seventh—Monroe, Owen, Clay, Vigo, Parke, Vermillion, Fountain.

Eighth—Warren, Benton, White, Pulaski, Fulton, Cass, Carroll, Howard, Miami.

Ninth—Tippecanoe, Montgomery, Putnam, Hendricks, Boone, Clinton.

Tenth—Tipton, Hamilton, Madison, Grant, Delaware.

Eleventh—Blackford, Jay, Wells, Adams, Allen, DeKalb, Steuben.

Twelfth—Lagrange, Noble, Whitley, Huntington, Wabash, Kosciusko, Elkhart.

Thirteenth—St. Joseph, Marshall, Starke, LaPorte, Porter, Lake, Jasper, Newton.

This would give the following results:

Districts.	Enumerated Vote of 1889.	Vote of 1894.
First	43,051	43,101
Second	41,962	41,742
Third	41,667	42,346
Fourth	45,515	43,712
Fifth	43,598	41,725
Sixth	37,554	41,240
Seventh	42,820	43,310
Eighth	43,423	44,519
Ninth	43,606	42,085
Tenth	33,380	44,042
Eleventh	44,723	44,712
Twelfth	46,529	44,787
Thirteenth	43,020	44,968

The average number of voters in a district under the enumeration of 1889 would be 42,387; the average under the vote of 1894 would be 43,417. Based upon the enumerated vote of 1889, Marion county had only 37,554 votes, yet the growth of the capital city is such that there were cast 41,240 votes, or within 2,177 of the average, which is 43,417. The Tenth district enumerated in 1889 only 33,380 votes, yet so rapid is the growth of the natural-gas belt that it cast in 1894 44,042 votes, and is now within less than a thousand votes of the largest district in the State, and on the enumeration of this year will be as large as any in the State. If this apportionment could be made Indiana would have the nearest equal apportionment of any State in the Union. It would be an apportionment of which any party could be proud. J. B. CHEADLE.

Frankfort, Ind., Jan. 28.

Definitions.

Harper's Bazar.

"Pa," asked Johnnie Wilkins, "what is a pathologist?" "He's a man who lays out paths in parks and elsewhere, my boy. Now don't bother papa any more. He's busy." "Well, I only want to know one more thing, papa," said Johnnie. "Well, what is it?" "What's a 'mancipated woman?" "Why don't you reason it out yourself?" asked the father. "What does m-a-n spell?" "Man," said Johnnie. "Well, then, a man-cipated woman is a woman that thinks she's a man. Now, run away."

Lumber Men in Town.

The Union Association of Lumber Dealers of Ohio, Western Pennsylvania and Indiana, who left here about a week ago to make a trip through the timber country of the Southwest, left St. Louis late last night on their return trip, and arrived in this city on an early morning train. They will remain here to-day and leave for their homes to-night.

Coroner Castor yesterday made an examination of the cause of a death at the Insane Hospital. G. W. Adams was a sufferer from epileptic fits and the marks which the hospital physicians found on his body were caused, so the coroner said, by Adams falling in a fit. Adams was once a member of the police force.

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