PENSION BILL PASSED

PICKLER'S SWEEPING MEASURE ADOPTED BY A VOTE OF 187 TO 54.

Most of the Opposition Directed Against the Clause That Qualifies Certain Ex-Confederates.

DEBATE IN THE SENATE

REPUBLICANS SCORED BY GORMAN FOR THINGS THEY COULD NOT DO.

Vigorous Replies by Sherman, Hale and Chandler—Responsibility for the Lack of Revenue.

WASHINGTON, April 28.—The House today passed the Pickler general pension bill by a vote of 187 to 54. The Republicans and Populists voted solidly in favor of the measure and the Democrats, with six exceptions, solidly against it. The section to which the bulk of the opposition was directed provides that pensioners otherwise entitled to pensions shall not be disqualified on account of prior service in the Confederate army, provided they joined the Union forces ninety days before Lee's surrender. The six Democrats who voted for the measure were Fitzgerald of Massachusetts, Sorg of Ohio, Cummings of New York, Walsh of New York, Downing of Illinois and Layton of Ohio.

There was great pressure for unanimous consent legislation after the announcement of the vote, and quite a number of minor bills were passed before the regular order was demanded, among them a bill to restore the lands embraced in the Fort Lewis military reservation, Colorado, to the public domain.

The bill to authorize the President to retire John M. Quackenbush as a commander of the navy was passed by a vote of 161 to 49.

Mr. Henderson then, from the committee on rules, reported a special order, which was adopted without division, for consideration of the bankruptcy bill, debate to run until 4 o'clock on Saturday, when a final vote shall be taken. The House accordingly went into committee of the whole and entered on consideration of the bill. It was arranged that Mr. Henderson should control the time in favor of the bill; Mr. Bailey, who favors a voluntary bankruptcy bill, one-fourth, and Mr. Broderick, who opposed the enactment of any law on the subject, the remaining one-fourth. Mr. Henderson took the floor and submitted an extended argument in favor of the bill as reported by the judiciary committee. The bill before the House, he said, had for its basis the Torrey bill, which had been urged on Congress unsuccessfully for a number of years. It had been stripped of the harsh features criticised in former bills and could not be objected to by any honest debtor. At 4:10 p. m., on the conclusion of Mr. Henderson's speech, the House adjourned.

The Pickler pension bill passed to-day amends the existing pension laws in some very important respects. It creates a presumption of the death of an enlisted man after seven years' absence, fixes the maximum income of a widow entitled to a pension under the act of 1890 at $300, provides that no pension shall be suspended or discontinued except for fraud or recovery from disability, makes discontinued pensions reallowed date from their discontinuance, and provides that desertion or dishonorable discharge shall not be a bar to a pension under the act of 1890 if the enlisted man has served ninety days subsequent to such discharge.

POLITICS AND FINANCES.

Heated Debate in the Senate Precipitated by Mr. Gorman.

WASHINGTON, April 28.—The Senate was plunged into an exciting financial debate today after several weeks of serene and formal procedure on appropriation bills. The naval appropriation bill was under consideration, and the item of four battle ships, to cost an aggregate of $15,000,000, served as a text for a speech by Mr. Gorman, pointing out that the revenues of the government are less than the receipts. Mr. Gorman's statements brought on an animated controversy, in which Mr. Sherman, Mr. Hale and Mr. Chandler joined issues with the Maryland Senator as to the responsibility for the failure of tariff legislation in the present Congress. Mr. Gorman's speech and the heated colloquies it developed attracted great interest, crowds filling the galleries for the first time since the Cuban debate and many members of the House coming over to listen to the proceedings. The battle ship item was not completed when the Senate adjourned.

The pending question when the Senate convened was on the amendment offered by Mr. Chandler making it unlawful for retired naval officers to enter the service of contractors furnishing naval material to the government. Before proceeding with this amendment Mr. Bacon reported an important new amendment from the committee on naval affairs. It provides as a condition to the building of four battle ships, as provided by the bill, that in case the Secretary of the Navy makes separate contracts for armor or armor plate, he shall not accept bids exceeding $350 per ton for such armor, and in case the Secretary cannot make contracts within such limits, he shall delay action and report the facts to the next session of Congress.

The Chandler amendment was agreed to—45 to 11. As adopted the prohibition against naval officers serving naval contractors goes into effect June 30, 1897.

This brought the Senate to the most important feature of the bill, the appropriation for four battle ships, to cost $3,750,000 each, three thirty-knot torpedo boats at $800,000, and ten torpedo boats at $500,000. Mr. Gorman moved an amendment to fix the number of battle ships at two instead of four and Mr. Quay an amendment fixing the number at six.

Mr. Gorman then addressed the Senate in support of his amendment. The whole country, he said, had been stirred up by the message of the executive, and responsive to this the public and the press had been in a state of excitement as to our relations with other nations. When Congress assembled it was informed by the executive that the financial conditions of the country were of the first moment; that the condition of the treasury demanded economy, or else the country would be confronted with either an increase of taxation or else the sale of bonds. But when the war scare took possession of us more vessels were demanded, appropriations greater than those of war times were proposed, and the Secretary of the Navy revised his recommendation of two battle ships by proposing from four to six battle ships. "This from a Cabinet officer," proceeded Mr. Gorman, "was considered a justification for these enormous appropriations in time of peace, in face of the fact, known to every Senator, that there was not revenue enough to pay the ordinary expenses of the government; that there had been, is and will be, a deficit in the treasury; that there has not been for four years sufficient revenue to meet the appropriations of Congress." The Senator added that of the amounts paid for pensions and ships $152,000,000 came from the sale of bonds. This presented the question, is it wise, in time of peace, to make these great appropriations? It was evident that there would be no legislation in this Congress for the relief of the treasury.

Mr. Gorman had been speaking with much earnestness and it was evident that a debate of more than passing interest had opened. The galleries quickly filled and the rear and side areas were crowded with Representatives who came over from the House. During Mr. Gorman's last statement Mr. Sherman rose hastily for an interruption. "I am very glad the Senator has confessed the sin, the great sin, of the Democratic party," said Mr. Sherman. "The Republican House of Representatives had framed a bill increasing the revenues of the government fifty millions and that bill was sent to the Senate. Here it was defeated by the votes of the other side of the chamber, so that the only measure offered to this Congress to raise more revenue was defeated by Democratic votes."

This precipitated a question of who controlled the Senate, Mr. Gorman declaring Republican control of the committees settled the point. "We warned you," he said, "that you had not the power to relieve the country and asked you to join us in a nonpartisan measure of relief. But our offer was rejected. You assumed the task alone. You also knew you were without the power unless you got your forces together. You knew there could be no action, and in my judgment this proposal to relieve the treasury was intended as a failure."

"I most emphatically deny that," again interposed Mr. Sherman as he proceeded to show that the revenue bill was nonpartisan in character and a relief measure, pure and simple. "And I say it is a disgrace to the Congress of the United States, particularly to the Senate," proceeded Mr. Sherman, with great earnestness, "that when it was known that the receipts of the government did not meet the expenditures no action was taken and the proposed bill was defeated. In every month since the administration began the receipts have been less than the expenditures, and yet the party of this administration refuses to aid in a measure of relief."

Mr. Gorman responded that the Ohio Senator knew no agreement could be reached on a measure such as had been brought in.

Mr. Sherman, interrupting, said it was one of the remarkable incidents of this Congress that there were as many Democrats as Republicans on many of the Senate committees. This was the case in the finance committee, which passed on the revenue bill.

Mr. Hale next interrupted and asked Mr. Gorman when there was a tender on his part of Democratic co-operation in framing a revenue bill. "When was this dicker proposed?" asked Mr. Hale. "I never heard of it before."

Mr. Gorman replied that no dicker had been proposed, but he had suggested when the Republicans were about to take control of the committees that both sides come together on a general policy.

"I now recall," proceeded Mr. Hale, "that the Senator suggested that the best thoughts of the Senate should come together and reach an understanding as to organization. But I never supposed the Senator meant to come together on the great question of tariff and finance."

Mr. Sherman at this point called attention to the fact that the tariff bill had been defeated in the finance committee with a silver bill, for which all the Democrats had voted, but Mr. Gorman refused to be diverted to the silver question and reasserted that the Republicans were in control of the finance committee and responsible for legislation.

"How do you make that out?" asked Senators Sherman and Hale in chorus.

"Let us read the list," answered Mr. Gorman, picking up a congressional directory. He read: "Morrill, Sherman, Jones, of Nevada." Several Republican Senators were on their feet, but Mr. Gorman yielded to Mr. Sherman, who said it is well known that that Senator had taken his position with the third party.

"Yes," said Mr. Gorman, "but he was put on the committee as a Republican. He has not a Democratic hair in his head on finance. Every Senator named was elected as a Republican and was placed on the committee as a Republican." After further parleying on this point, Mr. Gorman, resuming his speech, charged that the scheme was to provide greater appropriations than the revenues could meet and thus prepare the way for a higher tariff. The Senator then argued that our revenue difficulties were due to the McKinley law and extravagant Republican expenditures. He read a statement of the Secretary of the Treasury, saying that while the situation might not require more revenue it was such as to require the strictest economy. "Yet in the face of that statement," he said, "we will have a bill appropriating $51,000,000 for the navy in time of peace. The expenditures next year would be $320,000,000, the revenue but $374,000,000. But in addition to this enormous discrepancy between the revenues and expenditures, the House had authorized contracts by the War, Navy and Treasury Departments to the amount of eighty-four and one-half millions." The appropriation on the river and harbor bill, with all its defects, he regarded as much more important to the people than the appropriations for the navy. He indorsed Carlisle's action in using proceeds of bonds to meet this deficiency and declared that it would have been criminal "not to have done so." In closing his speech, the Senator, with great earnestness, referred to the Secretary of the Navy and his ambition to build up, man and equip a "splendid navy. Our great Secretary of the Navy," said he—then, after a pause, "that is to say our Secretary of the Navy, who is not great, who went into the Cabinet because of the success of Democratic ideas as we supposed, asked for more ships and more men." He described the demand of the Secretary with unfeigned contempt and attributed much of his inspiration to association with naval officers who were anxious for ships to command. He ended with an appeal to the Senate to limit expenditures if the revenues could not be increased.

Mr. Stewart followed with a financial speech and then, at 5:35 p. m., the Senate adjourned.

ARMOR-PLATE INQUIRY.

Testimony Taken by the Senate Committee Made Public.

WASHINGTON, April 28.—The Senate committee on naval affairs to-day made public the testimony taken in the armor plate investigations. This investigation was directed largely at Commander Folger, who had accepted a position with the Harvey company after his retirement from the office of chief of the Bureau of Ordnance of the navy department. In his testimony, Mr. Folger said that he had felt a deep interest in Mr. Harvey's discovery from the beginning, but that he did not agree with the Harvey company to enter its employ until after he had resigned as chief of ordnance. He had, however, received a proposition to accept a place with the company about eighteen months before he left the bureau, but he had declined to consider it; nor was any offer of shares of stock made to him then. His resignation took effect in January, 1893, and he became general manager of the Harvey company in March. He says that he did not go to Europe to arrange contracts with foreign governments as stated in the Senate resolution, but to settle a controversy with the foreign agent of the company. Referring to the charges of J. R. Davies as developed in that gentleman's suit against the company for $10,000 for having introduced Harvey to him, Mr. Folger quoted a letter he had written in which he said: "I did not make Mr. Davies's acquaintance until after I became chief of ordnance, and then in no manner connected with the Harvey process. I only recollect Mr. Davies in connection with an extraordinary remark he once made to me as to his intimacy with General Tracy, then Secretary of the Navy. I do not think I saw Mr. Davies three times during the developments of the Harvey plate, a period extending over four years. Mr. Harvey once asked me if it would facilitate matters if he had an agent in Washington to urge the sale of tool steel and mentioned Mr. Davies's name. I replied, and your letter recalls this circumstance, which I had forgotten, that such an agent would be a disadvantage to him, as I preferred to talk with the principals on technical matters."

Mr. Folger admitted asking that Harvey's application for patent be expedited, but said this was done because of the novelty and importance to the department of his invention. He said that while with the department he was not influenced in his dealings with the Harvey company by the possibility that he might enter the employment of the company. In reply to a question as to the cost of manufacturing armor plate and the price paid by the government, he said he believed the cost to be from $250 to $300 per ton, while the price paid is $550. "I think," he continued, "that cost should not be taken alone as a measure of the price that we should pay. There is a certain risk that manufacturers may have armor plate thrown back on their hands through failure to pass contract tests and that enhances the price somewhat."

Secretary Herbert explained in his testimony many points under investigation, among others the reason why Secretary Tracy provided a fund of 2 cents per pound on armor plate by the Carnegie company in addition to the price paid, saying it was to indemnify the company against a claim of the Schneider company, of Creusat, France, for infringement of patent. He said the money thus provided had never been paid, and that its payment had been resisted. He said it had been desirable at the time the contract was made to have competition in the construction of armor plate, the Bethlehem company, the only institution capable of making it at that time, and he thought this concern would have sufficient to justify the offer of 2 cents additional if competition could not otherwise be secured.

Mr. Herbert said that up to date $5,522,264 had been paid to the Bethlehem company, and $4,637,331 to Carnegie for armor plate. Existing contracts call for $800,000 more. He said the manufacturers had agreed to reduce the price on future contracts to $450 per ton, but the plate at that price was not to be Harveyized. Mr. Herbert said that Commander Folger had approached him on behalf of the Harvey company, but not until after he had resigned his position as chief of ordnance; he was still, however, an officer of the navy. Referring to the question of patents, the Secretary said that Captain Sampson, present chief of the Bureau of Ordnance, recommended to him to disregard the Harvey process, and said that in future contracts the Department would not be governed by it, giving the opinion himself that Senator Chandler has given, that the Harvey patent was invalid, and would be so decided. He, therefore, decided not to pay any more on that account. He said he understood that ex-Secretary Tracy's firm was counsel for the defense of the Harvey patent.

Mr. Andrew Carnegie, in giving his statement that Secretary Tracy and President Harrison had been responsible for forcing him into the making of armor, said: "If it had not been for a telegram received when I was abroad stating that Secretary Tracy had requested us to do our duty to help the United States government out of its difficulties when its ships were standing in the stocks and it could not get armor you would never have found the Carnegie Company engaged in the manufacture of armor. The Bethlehem company was too sanguine. They did not know so much about armor making as I think I did. I had often visited the European works and nothing could have induced me to go into the manufacture of armor plate as a money making business. If we had put the money we have in the armor plate plant to-day and the time and skill into our regular business we could have made much more money than we have made and we would have had no trouble." Mr. Blaine had also urged him, saying it was feared that not a ship would be finished in President Harrison's administration. He said he entered upon the work as a matter of patriotism. "Had we," he said, "done what we did for a European government a peerage or the Legion of Honor would have been offered us." Mr. Carnegie said there was $3,000,000 invested in his armor plant, and the reason the business did not pay was because there were contracts for only three thousand tons a year. The plant often stops for six months, but interest and expenses go on. He said the price received was exactly the English price, and he had been amazed that the Bethlehem company had agreed to accept such a price, because of the difference in the cost of labor. He said the government could not attempt to make armor without going into the steel business also. He thought the government could not establish a plant for less than $5,000,000, as it would have to include a steel plant, and more than another million would be necessary for stock.

Chief Constructor Hichborn, of the navy, gave the opinion in his statement that an armor plant could be established for $2,000,000. "So far," he said, "from believing a government armor plant necessary or desirable, I am of the opinion that the present direct relations between the department and private armor plants are undesirable, and that equally good armor, at much cheaper rates, would be be obtained if the ship builder purchased his armor from the manufacturer as he now purchases his structural steel."

CLEVELAND GUARDED.

He Has Twenty-Seven Detectives to Watch Over His Safety.

WASHINGTON, April 28.—President Cleveland, since the removal of his family from the White House to his country home, seems to have become affected with the fear that somebody will try to do him harm, and as a result detectives accompany him to and from his country home. This was done last year, but when the President first moved out to Woodley Lane this year he drove out unaccompanied by detectives. Since the accident the other night he has ordered the policemen to resume duty beside the carriage in citizens' clothes. The President now has twenty-seven policemen and detectives on duty to watch over his safety, and for some reason seems to be greatly scared lest injuries should happen to him.

Patents Granted Indianians.

Special to the Indianapolis Journal.

WASHINGTON, April 28.—Patents have been granted to the following residents of Indiana: George E. Blake, Greencastle, vehicle wheel rim; Ovid Crepeau, South Bend, feeder for clover hullers, thrashers, etc.; Wilber Dennis, Indianapolis, governor for engine; James W. Laughlin, New Haven, fountain pen; Leonidas Norris, South Bend, pneumatic stacker; George M. Poe and W. C. Slatts, Indianapolis, bicycle lock; William H. Spence, Fairmount, music leaf holder and turner.

Designs—Frank B. Hart, Lafayette, advertising sign.

Trade marks—Schnull & Co., Indianapolis, canned fruits, beans, peas, tomatoes, corn, salmon, oysters, olives, pickles and olive oil.

Declared Fraudulent.

WASHINGTON, April 28.—The Postmaster-general has issued fraud orders against the Central Novelty Company, of Chicago, and the following concern operating under various names in Chattanooga, Avondale and Sherman Heights, Tenn.: Prof. Godfrey, alias Prof. Winters, alias medium, alias druggist, alias Southern Supply Company, alias Chattanooga Co-operative Company, alias astrologer. The establishment has been under investigation by the Postoffice Department, and Godfrey has been arrested through Inspector Whiteside and held under bonds for using the mails to defraud.

General Notes.

WASHINGTON, April 28.—The treasury to-day lost $163,600 in gold coin and $5,100 in bars, making the gold reserve $125,549,592.

The Controller of the Currency has authorized the organization of the Commercial National Bank, of St. Louis. Capital, $1,500,000.

The House committee on judiciary to-day decided to report adversely the Terry cigarette bill, which would have subjected cigarettes transported into a State to the laws in force there, and waived the exemption applying to original packages.

DITCHED AND TELESCOPED.

Illinois Central Train Wrecked and Fourteen People Injured.

CEDAR RAPIDS, Ia., April 28.—An incoming Illinois Central train, with visitors to the State G. A. R. encampment, was ditched to-day by a washout just east of Raymond. The train was running at a high speed. Several cars were telescoped. Fourteen people were injured, but none seriously. The worst injured are: Mrs. Charles Baldwin, Waterloo, Ia.; F. G. Vail, Waterloo; Mrs. D. Wagner, Dubuque, Ia., Miss Minnie Wagner, Dubuque, Ia.; Mrs. E. Barney, Sheffield, Ia.; Mrs. Mary Hamming, Darlington, Wis.; Mrs. R. B. Rutledge, Williams, Ia.; Mattie Nailer, Williams, Ia.

BENJAMIN HARRISON.

His Statesmanlike Equipment and Unimpeachable Record.

Manchester (N. H.) Mirror.

Benjamin Harrison is by all odds the best equipped man for the presidency in the United States. He is not a popular man. His manner is not pleasing. There is no magnetism in his make-up. He makes enemies when another more suave and adroit would make friends. It is a question whether he can command as many votes as a new candidate. But in ability to discharge the duties of the presidency, in loyalty to his country and his party, in integrity and faithfulness, in wisdom to plan and capacity to execute, his peer cannot be found. His administration was as honorable and as successful as any in our history. He showed himself competent to manage any and every department of the government as judiciously and skillfully as any of the great men whom he called about him. When Blaine was incapacitated by a protracted illness Harrison was Secretary of State. When the Secretary of the Treasury died Harrison showed his ability as a successor could be found. When any Cabinet officer was disabled Harrison did his work. When the two branches of Congress could not agree upon a tariff bill it was the hand of Harrison that shaped a wise and satisfactory compromise. He never said a foolish thing. He never did what needed to be apologized for. He was a great President in every sense of the term, and this has been made so apparent and has come to be so well understood, not only by the study of his record but by the contrast with that of his successor, that a great majority of the people would delight to know that he was to return to the White House. The country appreciates Benjamin Harrison and knows it would be safe in his hands. We wish we were certain that the national convention would not go further and do worse.

Rich Mocha is good to the taste. If it hurts the liver, use Postum, the grain coffee.

Awarded
Highest Honors—World's Fair,
DR. PRICE'S CREAM BAKING POWDER
MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.

Scrofula
Infests the blood of humanity. It appears in varied forms, but is forced to yield to Hood's Sarsaparilla, which purifies and vitalizes the blood and cures all such diseases. Read this: "In September, 1894, I made a misstep and injured my ankle. Very soon afterwards,
A Sore
two inches across formed and in walking to favor it I sprained my ankle. The sore became worse; I could not put my boot on and I thought I should have to give up at every step. I could not get any relief and had to stop work. I read of a cure of a similar case by Hood's Sarsaparilla and concluded to try it. Before I had taken all of two bottles the sore had healed and the swelling had gone down. My
Foot
is now well and I have been greatly benefited otherwise. I have increased in weight and am in better health. I cannot say enough in praise of Hood's Sarsaparilla." MRS. H. BLAKE, So. Berwick, Me.
This and other similar cures prove that
Hood's Sarsaparilla
Is the One True Blood Purifier. All druggists. $1. Prepared only by C. I. Hood & Co., Lowell, Mass.
Hood's Pills the best family cathartic and liver stimulant. 25c.

STRUCK A WAR SHIP

STEAMER WYANOKE IN COLLISION WITH THE CRUISER COLUMBIA.

Sunk in Fifteen Minutes in Sixty Feet of Water—Two Firemen Scalded—The Cruiser Damaged.

WASHINGTON, April 28.—The officials of the Navy Department were very much disquieted this morning by the receipt of a dispatch stating that the United States steamer Columbia had been in collision at Newport News last night. The telegram came from Admiral Bunce, commanding the North Atlantic squadron, to which the Columbia is attached. The message reads:

"Sands reports that the Old Dominion steamer Wyanoke last night fouled the Columbia, anchored at Newport News, and sunk under her forefoot. The passengers were all saved. Several of the crew, including two firemen, were scalded and are being attended by the Columbia's surgeons. The damage to the Columbia is: One hole two feet in diameter on port side, ten feet above the water line; heavy indentations two feet above the water line on the same side, and indentation of one plate on the starboard side opposite the hole, opening a seam for about six feet; temporary loss of one anchor and forty-five fathoms of chain. I shall send her to the Norfolk navy yard as soon as the requirements of paragraph 400, naval regulations, are complied with."

The regulation referred to by Admiral Bunce is that requiring a survey to be made by a special board of officers immediately after an accident, to ascertain the extent of the injuries sustained by the naval vessel, and what repairs are necessary. It is believed that in this case there can be little doubt that the blame must rest on the officers of the Wyanoke, unless it can be shown that the Columbia was anchored in a dangerous position and failed to exhibit the lights indicating that she lay at anchor. The naval vessel was undoubtedly very lucky in coming out of the collision as well as she did. She is a triple screw cruiser of 7,375 tons burden, and, next to the Minneapolis, her sister ship, the fleetest cruiser in the United States navy, or, indeed, in the world, and as it was necessary to construct her hull very lightly in order to accommodate the weight of her tremndous machinery of 18,000 horse-power, her frames are not as heavy as is usual in all vessels of her tonnage. Fortunately for her, the Columbia is fitted with a big steel ram, and the additional strength given to her bow by this, it is thought, undoubtedly saved the vessel from more serious and perhaps vital injury. It is not yet clear whether or not the force of the blow dealt by the Wyanoke was received on the steel ram, but even if the upper portion of the Columbia's bow received the impact by reason of the overhang of the Wyanoke's side, the stiffening of the cruiser's bow by the addition of the ram must have assisted greatly in the resistance to the blow.

From the hasty account of the Columbia's injuries furnished by Admiral Bunce in his telegram, it is apparent that the ship has not suffered severely and a couple of weeks at the navy yard would suffice to make all needed repairs. The Admiral refers to the loss of the anchor and chain as temporary, by which he means that the anchor which held the Columbia and was carried away in the collision now lies with its cable at the bottom of the harbor, where it may be easily recovered by dragging. This account, coming so soon after the serious injury of a merchant steamer which ran into the United States steamer Monterey in Puget sound and the damaging of another American merchantman by running into the United States steamer Alert in the Colombian report, all happening when the naval vessels were under the disadvantage of lying at anchor, causes naval officials to remark that it is not as safe now to ram naval vessels as it was in the time of the old Tallapoosa.

Another dispatch states that the Wyanoke sank in about a quarter of an hour in sixty feet of water. There were on board the Wyanoke 107 passengers and the crew numbering 42. Of the 77 steerage passengers some may have been drowned. All the baggage and cargo went down. The passengers warmly praise the conduct of the officers during the excitement. Captain Jenny and purser Burdette were the last to leave the sinking vessel and were compelled to jump overboard in order to prevent being carried down with the wreckage. The commander of the Columbia has appointed a board of investigation to determine how far the naval officers are responsible for the accident. The Columbia was anchored very near the pier and was not seen from the Wyanoke on account of the brilliancy of the electric lights on the pier.

SCHOOL CHILDREN HURT.

Twenty-Five Knocked Down by a Runaway and Some Badly Injured.

MILWAUKEE, April 28.—A runaway team attached to a hack dashed into a crowd of children who were emerging from St. Anthony Church School this afternoon. Twenty-five of the little ones were prostrated, seven were badly injured and two of them will probably die.

The victims are: Frank Schudl, No. 627 First avenue, leg broken at thigh and injured internally, recovery doubtful; Annie Holden, three ribs broken and injured internally, may not recover; Maggie Brodke, badly bruised; Emil Nau, arm injured; Julius Kafke, shoulder dislocated and badly bruised; Joseph Fischer, several ribs broken and injured internally; Joseph Kress, shoulder dislocated and collar bone probably broken.

Profound Truth.

Boston Transcript.

Christianity is a thing that cannot be cornered by one sect of Christian people.

Have You Eaten Too Much?
Take Horsford's Acid Phosphate.
People impose on the stomach sometimes, giving it more than it can do. Horsford's helps to digest the food, and puts the stomach into a strong and healthy condition.

THE MODEL CLOTHING COMPANY
HONEST VALUES
INDIANAPOLIS, INDIANA

Trustee Sale

TO THE PUBLIC: As trustee for the present owners (formerly mortgagees) of the stock of the

Model Clothing Co.

I am required to sell this fine stock as rapidly as possible, regardless of cost or profits.

TO-DAY (Wednesday) the store will be closed for the purpose of marking down the entire stock. Thursday morning, at 10 o'clock, the doors will be opened and the goods offered at prices which should bring people to the store from every part of the State.

This excellent stock, the largest and finest in Indiana, is well known and needs no description in this community, and the opportunity that will be afforded is such as is not likely to occur again. ☞Prices will be announced in to-morrow's papers.

LEW WALLACE, JR., Trustee.

Additional experienced salesmen wanted in every department.

FIRST THIS SEASON

AN AMERICAN HORSE WINS A RUNNING RACE IN ENGLAND.

Pierre Lorillard's Berzak Takes the Two-Year-Old Stake at Newmarket—Results of Other Races.

LONDON, April 28.—At the Haymarket spring meeting to-day the selling plate of 103 sovereigns, the winner to be sold at auction for 100 sovereigns, was won by Shemer. There were seven horses started in the race, among them being Mr. Lorillard's King of Bohemia, who secured third place. The course was five furlongs.

Thirteen horses started in the race for the two-year-old selling plate of 103 sovereigns, winner to be sold at auction for 300 sovereigns; distance, five furlongs. Prince Soltykoff's Pastoral won, Pierre Lorillard's Sandia second by a half length and Lord Ellesmere's Lonely Isle third.

Eleven horses ran in the race for the first spring two-year-old stakes of 10 sovereigns each, with 200 sovereigns added; distance, five furlongs. Pierre Lorillard's Berzak won, L. De Rothschild's Brigg second and Sir H. Farquhar's Astoya third. The betting stood 100 to 12 against Astoya, 2 to 1 on Fatalice, 11 to 2 against Brigg and 100 to 7 against the other horses. Dalken made the running, ascending the hill, where Brigg came up and took the lead, but was quickly challenged by Berzak and Astoya, between whom a great race was run, Berzak finishing a neck in front of Brigg. Two lengths separated second and third horses. Berzak was ridden by Finlay and was cordially received as he finished first, it being the first win Lorillard has scored this year. The day was bright and warm and many notable people were present, among them the Prince of Wales, Leopold De Rothschild, J. W. Lowther, Duke of Portland, Charles D. Rose.

In the race for the maiden plate, 103 sovereigns, there were fourteen starters; distance, five furlongs. R. Marsh's Acting Wave won, Pierre Lorillard's Draco was second and M. Dawson's Barabbas third.

Among the starters for the visitors' welter-plate handicap was P. Lorillard's Anisette II, which was not placed.

The race for 150 sovereigns added to a sweepstakes of 5 sovereigns each for starters, five furlongs and 140 yards on the flat, was won by E. Hobson's The Tup, L. De Rothschild's Little Bob second, Mr. Dobell's Hindley third.

Lexington Results.

LEXINGTON, Ky., April 28.—Taree favorites, a second choice and a well-backed outsider won to-day. The feature was the Melbourne stakes, which was won by Ornament in a gallop. Dunois was cut down at the post. Summaries:

First race—Six furlongs. Lady Pepper, 98 (A. Isom), 5 to 1, won, ridden out; Uncle Henry, 98 (F. Williams), 30 to 1, second; Half Mine, 104 (Brilliant), 7 to 1, third. Time, 1:16¾. Cuticle, Letcher, Robinson, Timberland, Myrtelle, Porter and Fidette also ran.

Second—Six furlongs—Caesarian, 105 (Perkins), 3 to 10, won, pulling up; Elizbert, 101 (Corner), 30 to 1, second; Oracle, 98 (Walker), 6 to 1, third. Time, 1:15¼. Helena Belle, Fannie M. and Cashier also ran.

Third—Melbourne stud stakes; five furlongs. Ornament, 118 (Bunn), 5 to 2, won in a gallop by five lengths; Treopla, 118 (Tabor), second; Dunois, 118 (Ross), third. Time, 1:03½. Meadow Thorpe, Cainero, Devil to Pay and Sir Econy also ran.

Fourth—Nine-sixteenths of a mile. Goshen, 118 (Tabor), 4 to 5, won, ridden out, by a length; Sharon, 118 (Perkins), 4 to 1, second; Farmer Leigh, 118 (Ross), third. Time, .55¾. Daisy Gordon, Dulcenia, Julius Marks, Slance, McFarland, Orion, Rosendyke and Harpenden also ran.

Fifth—Five furlongs. Ethel Lee, 100 (Walker), 7 to 5, won, ridden out; Galllee, 92 (Bayless), 7 to 5, second; Woodbird, 88 (Higgins), 12 to 1, third. Time, 1:03½. Seelbach, Tern, Fugaroe, Walter and Ambush also ran.

Events at Nashville.

NASHVILLE, Tenn., April 28.—Summaries of to-day's races:

First Race—Five and a half furlongs. Tarrier, 97 lbs (T. Murphy), 3 to 1, won; Spokena, 90 (A. Barrett), 6 to 1, second; Springboard, 97 (Schorr), 8 to 1, third. Time, 1:10¼. Lizzie Mack, Thornbush, Tom Harris, Trilby and Nels Morris also ran. Spokena, 2 to 1, place.

Second—Seven-eighths of a mile. Minerva, 93 (A. Barrett), 8 to 1, won; Old Dominion, 105 (T. Murphy), 2 to 1, second; Mopsy, 102 (Schorr), 5 to 1, third. Time, 1:32½. Lady Doleful, Maxima, Deficit, Clinton and Raffle Boy also ran. Old Dominion, 7 to 10, place.

Third—Nicholson House stake; for two-year-old fillies; worth $1,000; half-mile. Manzanita, 115 (Scherrer), 8 to 5, won; Izeyl, 115 (T. Murphy), 3½ to 1, second; Full Hand, 115 (R. Williams), 3 to 1, third. Time, .50¾. Wathan Rosinante, Marie C. and Satallilo also ran. Izeyl, even, place.

Fourth—One mile. Sauteur, 100 (A. Barrett), 6 to 5, won; Ella, 100 (T. Murphy), 7 to 10, second; Wold Arab, 101 (Aker), 20 to 1, third. Time, 1:46. Tom Kelly and Rossmore also ran.

Fifth—Three-quarters of a mile. Momus, 102 (A. Barrett), 10 to 1, won; Albert Sidney, 108 (Corder), 7 to 1, second; Tuthilis, 101 (Scherrer), 2 to 1, third. Time, 1:17. Adam Johnson, B. O. Reed, Curious and J. W. Cook also ran. Albert Sidney, 2 to 1, place.

Watchman, 20 to 1, Wins.

WASHINGTON, April 28. — Everything was in favor of good sport at Bennings to-day, and a good-sized crowd enjoyed some of the best races of the meeting. Fields were of the right size, the weather delightful and the track fast. Lithos and Halton were the only successful favorites, but Sue Kitty and Joe Hayman were both heavily backed. A moderate start was effected with the Clarke machine in the last race, and Clarke's own horse, Watchman, a 20-to-1 shot, led all the way and won by a head. The Congressional stakes of $900, for two-year-olds, was the feature, and Littlefield threw the race away with the Morris colt, Prompt, allowing Joe Hayman to beat him a head in the last jump. Winners' odds: Halton, 8 to 5; Lithos, 2 to 5; Joe Hayman, 7 to 5; Sue Kittie, 11 to 5; Watchman, 20 to 1.

Ben Brush's Work.

LOUISVILLE, April 28.—Ben Brush was sent a mile and a quarter for the first time in his Derby work this morning. He had Willie Simms up and his owner, Mike Dwyer, stood on the track and watched the performance. His work, while not fast, was impressive, as he finished strong and well in hand. The first furlong was made in :13⅘; the quarter in :27; the three furlongs in :39⅘; the half in :53; the three-quarters in 1:18⅘; mile in 1:44¾; mile and one-eighth in 1:57⅘, and mile and a quarter in 2:11¼. First Mate, Loki and Sir Vassar were also given slow work. Mr. Dwyer says he is well satisfied with his horse, and while admitting that Ben Brush will have a hard race, says he thinks he will win the Derby.

"Touched" for $6,000.

LEXINGTON, Ky., April 28.—Tom Mead, the well-known bookmaker, of Cincinnati, was touched for $6,000 in the grand stand before the second race. The police think they know the man and expect to capture the thief. Mead is one of the best known sporting men in the country.

William Rue Dead.

DANVILLE, Ky., April 28.—William Rue, the well-known horseman, died this morning at 11 o'clock of blood poisoning, resulting from cellular inflammation of the left hand, which had been amputated. Deceased was fifty years of age and leaves a widow and one grown son.

Forsythe Results.

FORSYTHE, Ind., April 28.—To-day's winners and their odds follow: Rubberneck, 6 to 1; Bansach, 50 to 1; East Queen, 3 to 1; Redskin, 1 to 2; Roy Lochiel, 1 to 2; Running Bird, 2 to 1.

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