



NO TIDINGS

Of the French Line Steamer La Gascoigne.

THE UMBRIA ARRIVES AT NEW YORK

Having on Board a Party of the Elbe Survivors.

FOURTEEN FRENCH SAILORS SAVED

From the Bark Jean Baptiste—The Blizzard is Moderating and Railroads are Gradually Recovering From the Blockade—Elbe Survivors May Bring Suit Against the North German Lloyd Steamship Company. The Mail and Telegraph Service in Ireland is Prostrated by Storms.

New York, Feb. 11.—The French steamer La Gascoigne, so far as all sources of information go, has failed to reach harbor. The three steamers which arrived at this port today have seen or heard nothing of her. But the fact that vessels not nearly so staunch as the French liner have weathered the gales that have swept the Atlantic for the past week or more has given heart and hope to those who can view the chances of the big steamer from an impartial standpoint.

La Gascoigne is now eight days overdue. Dispatches reached here to-night from Halifax, N. S., with the report that La Gascoigne had been sighted in the vicinity of Sable Island. No official verification of this was to be had, owing to the impossibility of getting communication with the island. All efforts on the part of the company to get explicit information in that connection were without avail.

The men in the office of the French line do not worry much, as they are used to the delays of vessels and past experience has taught them that frequent impediments to travel on the water, especially in stormy weather, are met with. None of them believe La Gascoigne to be lost. It is the friends and relatives of passengers, those who have loved ones on board, that are fearful of the worst.

At 12:50 a. m. a French line steamer anchored off Sandy Hook and it is believed that she is the La Normandie, a sister ship of the La Gascoigne. La Normandie sailed from Havre February 2, and coming over the same course as the La Gascoigne, it was confidently expected that she would have tidings of the other. No signals to that effect, however, were displayed and now the officials of the line fix their hope on La Touraine, which sailed for Havre on Wednesday last with instructions to keep the strictest outlook for La Gascoigne and if necessary to spend extra time in making a detour from the regular course. Just what news the La Normandie may bring is doubtful, but they have given no indication up to the present time of having spoken to the missing ship.

THE UMBRIA ARRIVES

With Three of the Elbe Survivors Abroad. A Crew Rescued.

New York, Feb. 10.—The Cunard steamer Umbria, Captain Duane, which sailed from Liverpool February 2, via Queenstown, February 3, reached quarantine at 11:42 this morning. She brings no word of La Gascoigne.

Shortly before noon yesterday the monster ocean greyhound steamed past quarantine, her shrouds and part of her hull encrusted in ice, and glistening like myriads of diamonds. Huge icicles hung from her shrouds, both fore and aft.

From the topmost edge of the bridge to the deck was one mass of glittering ice and the lifeboats, davits and masts were covered with it. It was during the only spell of good weather on the vessel's voyage that she was enabled to rescue fourteen persons who were adrift in a water logged, helpless bark.

Speaking of the rescue, Captain Dutton said to-day:

"We had a fairly good voyage after leaving Queenstown, until we struck the blizzard outside the Hook yesterday. Of course the weather was bad and we had heavy seas, but I have had far worse voyages."

FOURTEEN MEN RESCUED

"It was at 12:15 a. m. on February 6, that we picked up the captain and crew of the French bark Jean Baptiste. It was by a curious circumstance that we sighted the vessel at all, and so were enabled to rescue her crew. It was about 11 o'clock at night when the report was made to me that a White Star line freighter, supposed to be the Civic, had been sighted. The captain of the Civic is an old friend of mine and I had signals sent up to let him know who we were. The Civic was off our port side. The signals we sent up were seen by the French bark, which was over our starboard side about five miles away."

"The distressed crew was displaying red lights to show that the vessel was out of control, and as we went toward her three men went up into the mizzen rigging with torches. The bark was water-logged. A boat with five men, in command of Second Officer Hogz, was lowered. When our boat reached the distressed vessel the men found that the crew had launched two boats and were loading all their effects. Captain Lebot and his son were the last to leave the Jean Baptiste. They came away in our boat. The rest of the crew came to us in their own boats and said they had brought all their personal effects with them."

WITHOUT PARTICULAR INCIDENT

The Jean Baptiste belonged to Havre, and was from Halifax to Cork, London with deals. Captain Dutton described the rest of the voyage as follows: "After making the addition to our passenger list by taking on the Frenchmen, our voyage was without particular incident until we encountered the rough blizzard and heavy seas outside the Hook yesterday afternoon."

"At 5 o'clock yesterday afternoon, during the height of the storm and while passing the Georgia shoals, 200

miles east of Sandy Hook, we sighted a four-masted schooner at anchor, riding very heavily. We laid to half an hour waiting for some signals, but got none. We left them riding at anchor in a heavy sea in a very unusual place for a schooner of that character—right in the course of the ocean steamer.

"Then we came on to harbor and experienced the worst weather of the whole trip, getting most of the ice that is now on the decks from that time on. We had to come very slowly to avoid getting more than we did and keep in working condition, as the spray was very heavy when we made good headway. We passed the lightship at 9:55 a. m. and reached quarantine before noon to-day."

Captain Dutton was not worn out by any means, but he had been constantly awake and alert since 2:15 o'clock yesterday morning. He had not heard of the fact that La Gascoigne was so much overdue and when asked for an opinion as to her fate, said he thought she has broken down somewhere and that she will probably turn up.

ELBE SURVIVORS

On board the Umbria were three survivors of the steamship Elbe. Eugene Schlegel, of Furst, Germany, on his way to this country for the first time with his sister, Emma, who was lost with the ship; Jan Veyera, of Cleveland, Ohio, and Carl Hoffman, of Grand Island, Neb., whose wife and child were among the lost.

A representative of the Associated Press boarded the Umbria at quarantine from the revenue cutter and found Messrs. Hoffman and Veyera in the main saloon reading letters from their relatives in the west, which had been handed them at quarantine. Mr. Veyera, after he had looked over his letters, made the following statement to the representative of the Associated Press concerning his experience at the time the Elbe was lost:

MR. VEYERA'S STORY.

"As near as I can reckon, it was about twenty minutes of six when I felt a slight shock, accompanied by a crashing sound that seemed to me to come from the engine room. The shock was very slight and not at all like what I should have expected from such a collision. I immediately ran forward toward the engine room and in the passage met the mail clerk whom I asked what was the matter. 'Nothing,' he said. Then I met three of the crew running along and on asking them the same question, received a similar reply. Just then the timbers and partitions of the ship by the postoffice began to crack and bulge inward."

"On going on deck, however, the ship had lifted over to port to such an extent that there was so much confusion and noise that I have very little idea of anything except to getting into the boat from which I was picked up by the Wildflower. I saw nothing of the steamer that collided with us. But the sight the Elbe presented as she rolled back from port to starboard and then slowly began to settle down by the stern is one that I will never forget. It could not have been more than twenty-five minutes from the time the collision occurred until the ship sank from sight."

Mr. Hoffman refused, while on the Umbria, to make any statement for publication. Since the Elbe disaster he has been in an excitable state of mind. He declared himself that he had not slept for four nights, and that he intended to get some rest before he did anything else. He said in addition that he intended to confer with the North German Lloyd line officials here at as early a date as possible.

On the arrival of the Umbria at the pier, Mr. Hoffmann entered a carriage and drove to the Broadway Central Hotel. After lunch he told his story to the reporter. His statement was made in a very disconnected fashion, and was liberally interspersed with threats of prosecuting the North German Lloyd and frequent outbursts of tears.

SHIP MASTERS HOPEFUL

That La Gascoigne is Only Delayed by an Accident.

St. Johns, N. F., Feb. 10.—A snow storm has been raging here since yesterday and the atmosphere is very hazy. It is impossible for vessels of any kind to enter port or to approach the coast sufficiently near to be recognized. Ship masters think there is a reasonable chance of La Gascoigne making this port. Her not reaching Halifax before this increases the probability of her getting here. La Gascoigne has perhaps broken her shaft, and is driving helplessly toward this port.

Unknown Schooner Identified.

FIRE ISLAND, Feb. 10.—The unknown schooner at Point Woods station, proves to be the schooner Louis V. Place, Captain Squires, from Baltimore to New York, coal laden, eight in crew, taken off alive at midnight last night. Names of the saved are J. Nelson, of Denmark and William Stevenson, of Germany. The lost are Captain Squires, Mate Jay, Engineer Charles Allen, Sailors August Fullerton, Fritz Aukvein and another unknown.

No Wreckage Sighted.

QUARANTINE, N. Y., Feb. 10.—The Atlantic transport line steamer Manitoba, from London, and the Red Star line steamer Rhynland, from Antwerp, both of which reached quarantine shortly after 8 o'clock this morning, reported having seen nothing of the overdue steamer La Gascoigne. Neither did either of these ships sight any wreckage during the voyage.

Another Schooner Lost.

HALIFAX, N. S., Feb. 10.—One of the late arrivals at this port to-day announced the loss on Friday of the Gloucester fishing schooner Clara F. Friend, with all on board. The Friend left Gloucester two weeks ago bound for the Georges on a fishing trip and carried a crew of fifteen men.

Arrivals at Boston.

BOSTON, MASS., Feb. 10.—The steamers Kolpino, from Hull, January 23, the Sachem, from Liverpool, January 31, and the Boston, from Yarmouth, N. S., February 9, arrived here to-day. The captains of the trans-Atlantic steamers report heavy weather and intense cold, but no tidings of La Gascoigne.

Another Victim Found.

LONGEVITY, Feb. 10.—A fishing smack has landed here the body of another of the victims of the Elbe disaster. On the body was found an American certi-

ficate of naturalization made out in the name of Paul Swichy, a native of Austria.

FROZE THE SNAKES.

Terrific Snow Storm Playing Havoc With Mail and Telegraph Lines in Ireland.

DUBLIN, Feb. 10.—A terrific snow storm prevailed in Ireland Saturday night and to-day. The snow lies three feet deep on the level, and in some places is drifted to the depth of from eight to ten feet. The mail service has stopped throughout the north of Ireland. In Cork and elsewhere the running of trains has been stopped. A message received in Cork by a railway company, states that the storm is so violent at Queenstown that all the telegraph lines have suspended business. The temperature is the lowest recorded for forty years. An unusually high tide flooded the custom house way and washed away the stone payment. Much damage was done along the shore. Several craft have foundered. Traffic in the harbor and on the river is entirely suspended.

Buffalo Suffers a Milk Famine.

BUFFALO, N. Y., Feb. 10.—The great blizzard is passed, but even in death it has succeeded in making Buffaloes miserable, for it caused a milk famine in the city to-day. Owing to all the country roads being impassable and the railroads blocked, not a quart of milk was brought into the city and everybody had to drink water or something else.

Railroad Blockade Broken.

WASHINGTON, Feb. 10.—The railroad blockade that almost surrounded this city yesterday has been broken at all points, and trains are now moving nearly on time. The Norfolk & Western is still closed.

Railroads Recovering.

HARRISBURG, Pa., Feb. 10.—The railroads are beginning to recover from the effects of the blizzard, and by to-morrow morning it is expected that traffic will be resumed on all lines centering here.

IMPORTANT IF TRUE.

Rumor That Admiral Beardslee, of the United States Flagship Philadelphia, Has Declared a Protectorate Over the Hawaiian Islands.

SAN FRANCISCO, Feb. 10.—The Examiner prints a story from its correspondent at Honolulu to the effect that Admiral Beardslee has taken possession of Pearl harbor and declared a protectorate over the Hawaiian Islands. The news came to Victoria by the steamer Warrimoo.

Not Believed at Washington.

WASHINGTON, D. C., Feb. 10.—The report that Admiral Beardslee has seized Pearl harbor and declared a protectorate over the Hawaiian Islands is not believed here.

APPROPRIATION BILLS

Will Consume the Greater Part of the Time in the Senate.

WASHINGTON, D. C., Feb. 10.—The greater part of the week in the senate will necessarily be devoted to the appropriation bills. The postoffice bill will be the first remaining unacted upon to receive the attention of the senate. This bill will, in all probability develop sufficient debate to consume two days time, if not more.

The Indian bill carries numerous amendments. Many of them will call for explanations, and others will be attacked. The discussion on this bill will probably open up the entire question of the management of affairs in Indian territory, and this is a subject which has received much attention at the hands of several senators. It is expected that the agricultural bill will be taken up when the Indian bill is disposed of, if time be left.

There will probably be sporadic efforts during the week to get up other than appropriation bills. Senator Butler has given notice of an intention to take up the pooling bill after the postoffice bill shall be disposed of. Senator Allen is also anxious to call up his resolution for the investigation of the Alabama elections.

Should the bankruptcy bill not be displaced by the pooling bill, the changes for its further consideration are very slight. Senator George, its especial champion, says that he has a faint hope for it, but admits that the fight against it is so bitter and persistent as to render the prospects doubtful.

KNIGHTS OF LABOR.

A Meeting of Disaffected Members To-day at Columbus.

COLUMBUS, OHIO, Feb. 10.—In response to a call issued by C. R. Martin, of Tiffin, a conference of disaffected Knights of Labor will be held here to-morrow. A number of delegates have already arrived, and to-night an informal meeting was held to discuss the situation. Communications have been received by Mr. Martin from a number of district assemblies which are too far distant to be represented, assuring him that whatever action may be taken by the conference will receive their support.

A delegate stated to-night that the conference would lay the ground work for a new organization of the knights. The gathering will not assume the proportions of a convention. Its work will be merely preliminary to a convention to be called later. It is claimed a majority of the knights of the country are not in accord with the present administration of the order.

Tobacco Warehouse Burned.

LOUISVILLE, KY., Feb. 10.—Fire early this morning completely gutted the Crescent Tobacco warehouse at Raleigh, and Main streets and Myer, Bridges and Company, wooden ware, at 815 West Main street. About 853 hogsheads of tobacco were burned.

The total loss is estimated at \$175,000, as follows: Crescent Tobacco Company, loss \$30,000 on stock and \$30,000 on building; Meyer, Bridges and Company, loss on stock \$30,000, on building \$35,000. The losses are fully covered by insurance.

ONE AMERICAN

Is Under Death Sentence for Complicity in the

RECENT HAWAIIAN REVOLUTION.

The Trial of the Ex-Queen is Awaited With Interest.

THREE WEEKS MORE OF CONGRESS

And the Country will be Safe From Further Demoralizing Legislation.

Programme for the Coming Week in the House and Senate—An Arbitration Treaty With England May Be Consummated—Minister Thurston Talks on Hawaiian Matters.

VICTORIA, B. C., Feb. 10.—Hawaiian

advice by steamer Warrimoo to February 2.

There is a lull in affairs here and quiet will probably reign until the military court now sitting will have finished its work. There are a large number of conspiracy cases yet to be tried and the probabilities are that the court will sit for two or three weeks at least. Great interest is attached to the forthcoming trial of the ex-queen. The government claims to have more than sufficient evidence to convict her of treason. What her punishment will be in case of conviction, is hard to conjecture. Her case will probably come up on next Monday. She is charged with treason. There are six specifications in the charge. The military commission has brought in findings in twenty-four cases. Two of the prisoners were acquitted. The others were all found guilty and sentences were fixed by the commission subject to review by President Dole. The sentences vary much, all the way from sentence of death to imprisonment for five years with fines. The lowest sentence for treason by the Hawaiian statute is imprisonment for five years and a fine of not less than \$5,000.

The six leaders were all sentenced to be hung: They are Charles T. Gulick, William H. Rickard, William T. Seward, Robert W. Wilcox, Sam Nowlein and Henry Bertelman. Sentences in the last two cases will be commuted, as both men have furnished valuable evidence for the government. Gulick was born in this country, Rickard is an Englishman and Wilcox is a Hawaiian. The only one entitled to the protection of the United States is William Seward. As yet no date has been set for the executions.

The only important case tried before the military court since the departure of the Australia, was that of V. V. Ashford. He is charged with treason. A batch of twenty native rebels, charged with rebellion, is now attracting the attention of the court.

United States Minister Willis has now changed his attitude since the latest advice. He is not so belligerent in his demands. His latest communication to the government is a request that if death penalty is imposed in cases of any American that the executions be postponed until he can communicate with his government. The British commissioner has made a similar request.

Thus far but two men who claim American protection have been tried. They are, Louis Marshall, charged with open rebellion, and Thomas Walker, who pleaded guilty to charge of treason.

F. M. Hatch, the minister of foreign affairs, may resign shortly and leave for San Francisco to reside. His successor will probably be W. N. Armstrong, formerly of the New York bar.

MINISTER THURSTON

Says that the Revolutionary Leaders Will Receive Just Treatment.

WASHINGTON, D. C., Feb. 10.—Lorain A. Thurston, the Hawaiian minister, being asked whether he had any information concerning the alleged sentencing to death of some of the leaders in the late Hawaiian insurrection, and whether, in his opinion, such sentences, if given, would be carried out, made the following statement:

"I have received no direct communication concerning the sentences, nor do I know precisely what action will be taken; but from my intimate acquaintance with all of the Hawaiian authorities, and their characteristics and moths, I can state positively that all trials will be open and fair; that the accused will be allowed the assistance of counsel of their choosing, who will be allowed the fullest right of cross-examination and of defense; that there will be no convictions which are not based upon the clearest evidence, and that the authorities will be as lenient in the infliction of punishment as is consistent with their duty to protect the community from further outbreak, with possibly far more bloodshed than attended the recent outbreak."

"If there is any particular policy in which the Hawaiian government has erred in the past two years, it has been in having been too lenient in dealing with those who have continuously schemed to overthrow it; first by strategic diplomacy and then by force."

"In another direction, the Hawaiian government has shown unprecedented moderation. In times of revolution, of excitement and transition, all governments, including that of the United States, have assumed as an incident of sovereignty, and as a proper means of preserving the peace, the right to exercise more or less control over the press and the right of public meeting."

"The provisional government and the republic of Hawaii have neither suppressed nor attempted to control a single newspaper, and have not prevented the holding of a single public meeting in Honolulu."

"The royalists have been allowed, and have repeatedly availed themselves of the privilege, to associate unmolested in the public square in front of the executive building at Honolulu, and unrestrictedly to pass such resolutions as their chosen, condemnatory of the government; protesting against annexation, against the constitution and the republic and declaring in favor of the restoration of the monarchy."

"One of the serious features of the situation in Hawaii is that a number of

THE BOOK QUESTION.

The House of Delegates Still at Work Upon It.

LEWIS'S HISTORY OF THIS STATE

Stricken Off the List Because It Is Not Yet Written and the Legislature Doesn't Want to Go to Blind—Broad Game Law Will Go Through With an Unique Amendment—The Anti-Pool Lobby Knows to be at Work in Charleston.

Special Dispatch to the Intelligence.

CHARLESTON, W. VA., Feb. 10.—When the school book bill was taken up yesterday morning, Mr. Evans read a letter from D. C. Heath & Co., publishers of Dole's "American Citizen," proposing that in case their book was adopted they would eliminate the objectionable free trade features from it. Mr. Evans stated that this disposed of all objections to the book as far as he was concerned.

Mr. Ford moved to strike out the words adopting Lewis's proposed History of West Virginia. He was opposed to the work on the ground that it had not yet been written and the house had no opportunity to examine even its manuscript. Mr. Kiser favored retaining it on the list. Mr. Stapleton said it would not do for the house to adopt a book that had not yet been written. No one could tell what the book might be when completed. He had never yet bought a book from such a sample as that shown by Prof. Lewis, and he would not advise the state to do what he would not do as an individual.

NOT RETAINED.

Mr. Morris said he had the kindest feelings for Prof. Lewis, and he thought the book might be a valuable one. The whole difficulty might be obviated by Prof. Lewis submitting his manuscript to a committee to be chosen by the legislature, if he had time, but he had not. The book ought to come off the list at this time because no one knew what might be in it.

Mr. Kidd thought some book on state history should be adopted, and favored retaining Lewis on the list. The motion of Mr. Ford carried by a vote of 37 to 25.

On motion of Mr. Evans, Myers' General History was substituted for Goodrich's, for the reason that the latter book is fully a quarter of a century behind the times. Mr. Evans riddled the work. On motion of Mr. Morris, "Eiske's Civil Government" was taken from the list. There was a spirited discussion on the motion to substitute "Brooks' Mental" for "Ray's Intellectual" arithmetics. Mr. Campbell opposed it on the ground that the purchase of the new books would entail an unnecessary expense to the people. The present books are satisfactory, he said, and a change offers no advantages. Mr. Pyle favored the change. He said Brooks' arithmetics were used in the normal schools of the state on account of their superiority. Ray's book is not as complete as Brooks'. Mr. Smith, of Ohio, endorsed Mr. Pyle's views. He had studied both books and considered Brooks' much superior to Rays'. Mr. Fleming moved to amend the amendment by simply adding Brooks' book to the list, letting all the others remain. This, he said, would wear out the books now in use before buying new ones.

BOTH RECOMMENDED.

Mr. Jones held that Brooks' arithmetic is a proper book for high and normal schools. He admitted its superiority in many respects, but said it was too difficult for general common school use. Mr. Kimes opposed both the amendments on the ground that there was no necessity for a change and the people want the books to remain as they are. Mr. Stapleton favored the original amendment; he thought the people would have ample notice of the change and that no considerable expense would be connected with it. Too many books were confusing and the house should choose between the two not adopt both. Judge Fleming's amendment prevailed and a recess was taken. At the afternoon session the bill was made a special order for Monday at 2:30 o'clock.

A BAD AMENDMENT.

Owing to Mr. Brady's efforts, the new game law now seems in a fair way to pass. It is again on its third reading after receiving a few amendments, all of which were accepted by its patron. The principal one is a provision allowing residents of the state to ship venison to points outside, which was prohibited in the original bill.

ANTI-POOL BILL.

A communication in the INTELLIGENCER of Friday called forth a little comment in legislative circles yesterday. It was signed "Anti-Pool," and states that a Wheeling lobby is here working against the anti-pool selling bill which passed the senate recently. All this is news here. If any lobbying is being done on this measure it is being done so quietly that no one knows of it. The measure has not yet been taken up in the house, but when it is it will be given the consideration it deserves, and each of the members from Ohio county will vote on it according to its merits as he sees them, all lobbies, real or imaginary, to the contrary notwithstanding.

TWO MEN INJURED.

Dover, Del., Feb. 10.—Four engines, forcing their way through the snow drifts, reached a point one and a half miles south of Dover this morning, when the first engine was thrown twenty feet from the bank and wrecked, as were the two immediately following. Benjamin Connor, of Wilmington, an engineer, was badly hurt, and Michael Griffiths, fireman, was seriously scalded.

Weather Forecast for To-day.

For West Virginia, Western Pennsylvania and Ohio generally fair, possibly followed by snow Monday night or Tuesday morning; probably slightly warmer; southwest winds.

THE TEMPERATURE SATURDAY.

As furnished by C. Schaefer, druggist, corner Market and Fourteenth streets.

7 a. m. 15
9 a. m. 13
11 a. m. 11
12 m. 11

SUNDAY.

7 a. m. 13
9 a. m. 11
11 a. m. 11
12 m. 11

WELL-KNOWN MAN DEAD.

Leonard H. Eaton, of Pittsburgh, Succumbs to Pneumonia.

PITTSBURGH, Feb. 10.—Leonard H. Eaton, widely known throughout Pennsylvania and the country generally, died at his residence to-night at the age of seventy-six, of pneumonia.

Mr. Eaton was born in Groton, N. H., came to Pittsburgh in 1839 and at once took a prominent place in educational circles. He was principal of Forbes school here for thirty years, a position which he resigned four years ago to devote his time to the duties of president of the Western Pennsylvania Humane Society. He was at one time president of the National Humane Society and established a branch in this county eighteen years ago. He was prominent in the Baptist church, and originated the Baptist Chautauqua Society, was a Sunday school superintendent for twenty-five years and deacon in his church for thirty years.

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