

The Democratic Sentinel

RENSSELAER, INDIANA.

J. W. McEWEN, PUBLISHER

CALENDAR FOR 1887.

1887	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	1887	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Jan...	1	2	3	4	5	6	7	1	2	3	4	5	6	7	8
Feb...	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
March	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
April...	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5
May...	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
June...	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8
July...	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Aug...	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12
Sept...	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Oct...	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5
Nov...	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1
Dec...	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

NEWS CONDENSED.

Concise Record of the Week.

EASTERN.

Mr. Henry George answers Archbishop Corrigan's recent pastoral, warning his people against Mr. George's land theories. The latter maintains that the recent encyclical of Pope Leo XIII. does not bear out the interpretation put upon it by the Archbishop.

A railway engine exploded near Jersey Shore, Pa., killing Phil H. Knight, James Warne, and J. C. Field, whose bodies were gathered up in fragments, and dangerously wounding two others.

Congressman Abraham Dowdney died at his residence in New York City. Thus far the death list of the Forty-ninth Congress numbers twelve.

William Reed, ex-Treasurer of the South Boston (Mass.) Railroad Company, has pleaded guilty of embezzling \$160,000.

Henry D. Garrett, a New York attorney, tried to commit suicide rather than answer a charge of fraudulently appropriating \$12,000. He was under \$10,000 bond.

J. C. Hill, a prominent citizen of Englewood, one of Pittsburgh's suburbs, shot his daughter through the neck by mistake for a burglar. He is almost crazed.

On the waters of Niagara River, Alphonso King walked one hundred yards in a huge pair of tin shoes of his own invention, on a wager of \$3,000 made in New York.

Ebenezer Holmes, the undertaker at Gen. Grant's funeral, has brought a damage suit for \$25,000 against the New York *Times*, based upon an article published in the issue of Nov. 22, in which his bill is referred to as unjust and baseless, and charges are made that he was drunk and in an unfit condition to perform professional services for the time during which he claims he was rendering service.

WESTERN.

Oscar A. Simons, President of the First National Bank of Fort Wayne, Ind., suddenly stopped, while conversing with his brother-in-law, and going to his dressing-case, opened a drawer, took out a revolver, and shot himself dead. He was a prominent politician, the wealthiest man in the city, and 53 years of age.

The Duff Company continue their delightful representations of light opera at McVicker's Theater, Chicago. The present week will be devoted to a production of "Gasparone," which is said to be Millocker's sweetest opera. The English book is by Sydney Rosenthal, and is said to offer great scope for comedy. The cast will be as follows: Nasoni, Sig. Campobello; Sndulio, C. W. Dungan; Count Erminio H. S. Hilliard; Luigi, John E. Nash; Benazzo, J. H. Ryley; Massaccio, F. Boudinot; Carlotta, Miss Lillian Russell; Sora, Miss Verona Jarreau; Zenobia, Zelda Seguin; Marietta, Miss Bessie Cleveland; Dennis Thompson (Joshua Whitcomb) will be seen at McVicker's Christmas week.

W. W. Durand, one of the best-known circus agents in the United States, dropped dead in the Union Depot, Indianapolis.

Mgr. Capel proposes to bring suits for damages against the San Francisco Argonaut and certain Easter papers for the slanders he recited with regard to him.

Mrs. McClure and her son and daughter—Robert, aged 19, and Margaret, aged 22—who lived in the suburbs of Chicago, were suffocated by coal-gas escaping from a parlor stove.

Mrs. M. R. Smith, who is being prosecuted by the State authorities for doing an illegal insurance business, placed in the hands of her attorneys the names of two hundred persons on the Chicago Board of Trade who, she charged, had been engaged in a similar business.

The woolen mills at Clinton, Mich., valued at \$180,000, and employing ninety persons, were destroyed by flames originating in an explosion of gas.

Congressman-elect Jehu Baker, who caned a Belleville (Ia.) reporter, has pleaded guilty of assault and has been fined \$5 and costs.

SOUTHERN.

Texas has been quarantined against certain South American ports because of the outbreak of cholera.

The Gate City Guard, the crack company of Atlanta, Ga., will make a tour of

Europe in uniform and armed next summer. Governor and Mrs. Gordon, Colonel Emmons Clarke of the New York Seventh Regiment and wife, and Mrs. H. W. Grady have been invited to accompany them.

Judge Duffy, of Baltimore, Md., imprisoned a reporter named Morris for exposing grand jury proceedings.

George Parks and Monroe Smith, colored, were lynched at Ringgold, Georgia, charged with incendiarism.

Three robbers boarded a southbound passenger train on the Fort Worth and Denver Railroad at Bellevue, Texas, and robbed the passengers of eight watches and \$104 money. A Fort Worth telegram furnishes the following particulars of the bold robbery:

As the train drew up at Bellevue Station, three unmasked robbers took possession of it. One of them with a drawn pistol ordered Engineer Ayers and his fireman, and G. G. Miller, another engineer who was riding in the train, to alight, which they did. He then marched them some thirty feet from the train and went through them, taking all the valuables they had. While this was going on the other two men went through the train. One of the passengers in the rear car was looking out of the window and saw the operation with the trainmen. Divining the situation he went into the forward cars, notified the other passengers of what was going on, and told them to secrete their money. Thus they did in various ways, giving most of it and their diamonds to several ladies aboard. Miss Kate Haas of Fort Worth took charge of \$3,000 and other valuables. Mrs. Chamberlain of Potsdam, N. Y., received \$5,000 and some diamonds, and Mrs. Wittick of Carthage, Mo., took her husband's gold watch and several hundred dollars.

A dispatch from Alton claims that the Chicago and Pekin Road was purchased by the Vanderbilts for the Bee Line extension to Kansas City, in connection with the Missouri Central bridge at Alton.

It is asserted that C. P. Huntington is negotiating for control of the Illinois and St. Louis Road, with thirty-four miles of main track and the most desirable terminal grounds in East St. Louis.

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The report of the Comstock Board of Engineers on the Hennepin Canal is in the main acceptable to the friends of the project. S. Washington telegram:

But there are some parts of it that do not suit them. The report presents in a very strong light the commercial importance of the canal, and shows that there are no serious difficulties in the way of its construction. The board makes no estimate of its cost. Its cordial endorsement of the canal on commercial and military grounds will prove a material help to the friends of the canal. The board, however, leans to the Marias d'Osier route. This is the shortest and cheapest, but much of it lies through such low flooded lands that when Major Bonneyard made his survey of it three years ago in the dryest month of the year the surveyors were unable to survey a good part of the line. Besides there are no commercial lines at this end of this route to make use of the canal, and the mouth of the canal would be in the middle of a long reach of rapids. Boats might easily go down these rapids to enter the canal at Rock Island, but they would hardly care to go to the rapids to enter the canal at Marias d'Osier. In his report Maj. Bonneyard, without strongly deciding in favor of any of the routes, plainly gave the Rock Island route the preference for commercial reasons. The Handbury report, made a year ago, referred the Marias d'Osier route on account of its lower cost, but the commercial reasons for having the canal end at Rock Island were so obvious that Gen. N. G. Handbury, then chief engineer, preferred the Rock Island route.

There is good reason to expect that Gen. Durand, the present chief of engineers, and Secy. E. C. E. E. D. will both cast their influence in favor of the Rock Island route.

It has been decided to call up the Pacific Railroad funding bill in the House as soon as possible.

The Conference Committee on the interstate commerce bill has finished its labors and will report as soon as the measures can be printed.

The special committee to investigate the Southwestern strike will hold an adjourned meeting in Washington Jan. 3 to listen to any person who may wish to be heard.

Minister Tree reports that a contract has been made for the establishment of a regular line of Belgian steamers between Antwerp and certain Easter ports for the Congo, leaving every six weeks.

M. H. Day has withdrawn from the race for Governor of Dakota, and Judge C. C. C. will probably get the place.

The Secretary of the Interior has signed an order for the sale of so much of the Atlantic and Pacific forfeited lands as lie in New Mexico, the price to be \$2.50 per acre.

Treasurer Jordan has asked for an appropriation of \$3,000 to pay for recoinage of \$26,000 in subsidiary silver and nickel.

A Washington dispatch says the Hennepin Canal Committee is trying to get the engineers to change their report in favor of the Rock Island route, and accept the canal from Chicago to La Salle, instead of from Chicago to Joliet.

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