

INDIANA HAPPENINGS.

EVENTS AND INCIDENTS THAT HAVE LATELY OCCURRED.

An Interesting Summary of the More Important Doings of Our Neighbors—Weddings and Deaths—Crime, Casualties and General News Notes.

Miami County Farmers' Institute.

The first regular meeting of the second year of the Miami County Farmers' Institute met at the Court House at Peru, and was a success in regards to numbers, enthusiasm, and practical benefits. The following officers were elected for the ensuing year: President, Joseph Cunningham; secretary, Lewis Bond; treasurer, J. B. Joyce. Sixty new names were enrolled, showing an average age of 70 years. In the old pioneer class Samuel Phillabaum was awarded an elegantly mounted farm scene as the oldest farmer in Miami County, aged 83 years. The order of the exercises consisted of a solo by Miss Gertrude Bearss; a paper on "The Value of Good Dairy," by N. B. Hoover, of Mexico—discussion by A. J. Phelps, of Bennett's Switch. "Corn Culture," by John Blair, of Peru—discussion, by Lewis Bond; "Noxious Weeds and Grasses and their Effects upon Crops, and the Best Modes of Exterminating Them," by D. O. Fisher, of Denver, and J. H. Harlan, of Peru. Prizes for live stock were also delivered to persons and townships winning them during last spring's meetings.

Patents Issued to Indiana Inventors.

Patents have been issued to Indiana inventors as follows: Charles H. Auspach and J. J. Wilhelm, Cedar Grove, band cutting feeder for threshing machine; Elias C. Atkins, Indianapolis, cross-cut saw; George L. Beck, Lebanon, washing machine; John B. Carter and J. W. Pertz, assignor of one-half to M. S. Eberling, Kokomo, and E. S. Levi, New York, machine for grinding wood; Wallace H. Dodge, Mishawaka, pulley; Charles C. Graham, Crawfordsville, shaft attachment for carriages; Jesse K. Kester, Terre Haute, assignor for one-fourth to O. E. Duffy, Washington, electrical metal detector; Charles P. Lancaster, Fairmount, gate; Adolph F. Prahm, Indianapolis, signal lantern; William H. Shoup, Middlebury, shurn; Frank M. Smiley, Goshen, car brake; William W. Smith, Elkhart, inhaler; Isaac M. Thompson, Franklin, gate; Edmund C. Westervelt, South Bend, sulky plow.

Queen Mixture of Relationship.

There lives in Union Township, Clark County, a family who can boast of the most curiously complicated relationship. Some years ago a widower named Horan, who had a grown son, married a widow who had a grown daughter. After a while he and his wife secured a divorce. His son then fell in love with his father's divorced wife, and he married her. The father got married to the daughter of the woman from whom he had been divorced. Each couple has children, and the two families are terribly mixed as to their own relationship. The old man is his own father-in-law and brother-in-law of his son, and the step-father of his wife, while the son is father-in-law of his father, his own step-son, step-father of his step-mother, and so on. The relationship of the children who are the issue of the last marriages is too complicated for any one to puzzle his head over.

Southern Indiana Press Association.

The Southern Indiana Press Association, composed of the editors and publishers of Southern Indiana, met at Seymour, and organized by the election of the following-named officers: President, Chas. G. Sefrit, of the Washington Gazette; Vice Presidents, R. A. Brown, of the Franklin Republican, and James P. Applegate, of the New Albany Ledger; Secretary, Findley S. Collins, of the Seymour Democrat; Corresponding Secretary, F. B. Hitchcock, of the Bedford Mail; Treasurer, Isaac T. Brown, of the Columbus Republican. The association is non-partisan in character. The next regular meeting will be held at Washington, Ind., the second week of next May.

Residence Saved by a Woman's Impulse.

While at dinner ex-Attorney General Daniel P. Baldwin and wife, of Logansport, were discussing the Studebaker fire at South Bend. Like most women who take an interest in home affairs, Mrs. Baldwin was much concerned about the fire, and fearful lest such a disaster might befall her own home. She told Mr. Baldwin that she would go up stairs and ascertain if all was secure in the upper chambers. Upon reaching the second floor she was appalled to find the house filled with smoke. The fire had originated from the gas pipes, but was extinguished after considerable effort. Mr. Baldwin had his right hand quite severely burned.

Minor State Items.

The cooper shop of James Nichols, at Terre Haute, largest in the State, was destroyed by fire.

Edward Long was poisoned at Columbus by drinking cider from a zinc bucket, and may die.

At Shelbyville Squire Beynon, a well-known Justice of the Peace, was found dead in his bed.

Fifteen thousand bushels of apples have already been shipped from Steuben County. The apple and potato crop is enormous.

Cholera has become prevalent among the hogs in Steuben County, and they are dying by the hundreds.

Thomas Beynon, a justice of the peace living near Shelbyville, committed suicide by taking morphine.

Robert Martin, of Jeffersonville, was shockingly burned by an explosion in Patton's hollow-ware factory.

Henry Meyer, a wealthy farmer, was thrown from a buggy in a runaway, near Lebanon, and had his neck broken.

Joseph Binford, a prominent citizen of Carthage, and a recognized minister in the Society of Friends, dropped dead from heart disease, aged 72.

Four boys of Ladoga were riding a horse, when all of them fell off. Three of them fell on Everett Gibson, injuring him so that he died in a short time.

While the little daughter of Hiram Birch, of Standard, Monroe County, was eating an apple, a fragment lodged in her throat, and she choked to death in two minutes.

Mrs. Matilda Morrow, east of Montpelier, lost her barn, two horses, corn, hay, and all her farming implements by fire. Loss, \$3,000; insured for \$800 in the Home of New York. Cause of fire unknown.

At Metamora, Col. J. J. Rubottom and his aunt, Mrs. Lavia Rubottom, were out driving, when their horse became frightened and went over an embankment, and very seriously, if not fatally, injured Mrs. Rubottom.

Allen Jones, while working at the wooden-ware factory in Martinsville, was hit in the stomach by a block which had caught in the machinery. He was quite seriously injured, though the physicians think not fatally.

James Downey, the oldest teamster in Evansville, while leading his mules out of an alley, stepped backward into a distance of fifteen feet, sustaining internal injuries. He is 70 years of age, and there is no chance for his recovery.

A 6-year-old son of Aaron Crawford, of Milton, was caught by the branches of a falling tree, chopped down on the farm of W. L. Lamberton, near Bentonville, and seriously bruised. He escaped death from the falling trunk by but a few inches.

Henry Finklehorn, a painter, who recently came from Chicago, fell through a scaffold at the new Presbyterian Church, at Fort Wayne, a distance of forty feet. He received a fracture of the skull, and will probably die. He has a large family in Chicago.

Rev. John Blackstock, who has been preaching at Romney, will go to India next month to take charge of an industrial school. He has had made at the Birch Bros. machine shops, at Crawfordsville, a machine for making wire woven mattresses, which he will take along.

Harry Kitterman and Edward and William Rhodes were flogged by White Caps, a few miles south of Corydon. They are all young men, and Kitterman is half-witted. He lived with the Rhodes family, and the three were whipped at the same time. They were charged with stealing, and their punishment was quite severe.

The Lafayette City Council, after several weeks consideration and delay, has at last come down to business on the liquor-license question, and by a vote of 8 to 6 has adopted an ordinance fixing the retail license at \$250 per year. The old price was \$25. Under the old law the revenue derived was \$2,150 per annum; under the new, if all continue in business, it will be \$21,500.

On a farm owned by Dr. D. H. Coombs, in Utica Township, Clark County, a curious find was made. David Bush was employed to fell a poplar tree of unusual size, and as it struck the ground one of the large limbs broke off. In the heart of it a deer's antlers, a cow's horn and a number of curious shells were found. How the articles got there is a mystery. Near the same spot some time ago an iron arrow, evidently made by primitive methods, was found imbedded in a tree, twenty-six inches beneath the bark. Dr. H. D. Rogers, of Charlestown, has the arrow in his cabinet.

As Mrs. Sipe and Mrs. Austin were driving across the Monon crossing at the north edge of Frankfort, a north-bound passenger train struck them, killing the horse instantly and seriously wounding the ladies. Mrs. Sipe received, besides severe bruises, a fracture of the left arm. She is about seventy years of age. Mrs. Austin a younger woman, received several scalp wounds, a fracture of the skull in two places, left leg broken, and other injuries of a less serious nature. She will probably die. The accident happened in a level open place, but the horse took flight just as he reached the crossing and could not be gotten off in time.

The Common Council of Peru is taking a determined stand in the matter of a probable pollution of the Wabash River water from refuse and poisonous substances to be injected therein by the Diamond Match Company's works at Wabash. The ground is taken that the water will be unfit for use and detrimental to the city's health. To properly ascertain the facts in the case, committees have been appointed. One committee reports an analysis of water taken from Wildcat creek, at Kokomo, where similar works are located, showing it to be a deadly poison to all animal life.

Owing to the illness of "Johnny" Reagan his fight with young Mitchell on Oct. 29 has been declared off. Reagan forfeits his deposit of \$250.

INTERSTATE COMMERCE.

IMPORTANT DECISIONS RENDERED BY THE COMMISSION.

The Rule Regarding Shipments of Cattle in Car Lots—Through Rates and Mileage—Regarding Shipments of Lumber from the South by Rail and Water.

The inter-state commerce commission has rendered three important decisions. In the case of Lenord and Chappell against the Chicago and Alton railroad the commission decides that carriers can rightfully substitute for the practice of charging carload rates on cattle, irrespective of weight, the rule while a carlot is named a minimum weight for carload is prescribed, and any excess over the minimum is to be charged for by the hundred pounds in proportion to the carlot rate. The complainants urged the commission to conform to the State laws and rulings of Kansas and Missouri State commissioners under which shippers of cattle to points within the State had the right to load cars without regard to weight at a stated price a car. The commission held, however, that State action could not be allowed to control in matters within the Federal jurisdiction, and that the grant to the Federal government of the power to regulate inter-State commerce is full and complete and can not be narrowed or encroached upon by State authority either directly or indirectly.

In an opinion on the case of McMoran & Harrington, grain dealers at Port Huron, Mich., against the Grand Trunk and the Chicago & Grand Trunk roads, Commissioner Schoonmaker says:

"Though rates are not required to be made on a mileage basis, nor local rates to correspond with the divisions of a joint through rate over the same line. Mileage is usually an element of importance, and due regard to distant proportions should be observed in connection with the other considerations that are material in fixing transportation charges."

The complaint that an 8-cent rate on grain from Port Huron to Buffalo was unreasonable as compared with a through rate of 15 cents a hundred pounds from Chicago to Buffalo was not sustained, but no good reason having been shown for a higher rate on grain products that portion of the complaint is sustained and the products ordered to be carried at the same rate as grain.

Commissioner Morrison in deciding the case of Abbott against the East Tennessee railroad, which is charged with illegal discrimination in lumber rates from Tennessee points to Boston, says:

"Combined rail and water competition at a longer distance point does not justify a greater charge for the shorter distance, while the shorter distance point is maintained by the carrier at points where the competition is of greater force and more controlling than at the longer distance point; such greater charge is not justified by the fact that local rates have been first paid on lumber to the longer distance points, nor by the fact that the freight is shipped in cars from the longer distance points which brought machinery to those points and for which profitable return loads were not always to be had, nor by a difference in the bulk and value of the lumber when the published rate sheets put the lumber in the same class and at the same rate.

"While distance is not always a controlling element in determining what is a reasonable rate there is ordinarily no better measure of railroad service in carrying goods than the distance they are carried; and when the rate of freight charges over one line in sending freight carried from a neighboring territory to the same market is considerably greater than over other lines for distances as long or longer such greater rate is held to be excessive and should be reduced."

RERATING PENSIONS.

The Manderson Case to Be Taken as a Precedent by Secretary Noble.

Secretary Noble says that his decision in the rerated pension case of Senator Manderson may be regarded as a precedent in a number of other similar cases. Senator Manderson, however, occupied a somewhat different position from the majority of pensioners recently rerated, the increased pension having been allowed him without application or knowledge on his part. There are about thirty employees of the pension office whose pensions have been rerated. In some instances this rerating was done upon their application and in other cases it was done without their knowledge. Some of these cases were allowed by Commissioner Tanner while they were on appeal before the Secretary of the Interior. The present acting commissioner, Hiram Smith, was rerated, but it is understood that he made an application to that effect and that the legal requirements were complied with. There are others in the pension office as well as outside, whose pensions were rerated and who received arrearages from \$6,000 to \$15,000, and under this ruling in the Manderson case all are characterized as being illegal. It is thought that the new commissioner of pensions will have this question to consider among the first duties which he will be called upon to perform. The commissioner has the right to recover all money illegally paid on account of pensions, and in cases where the arrearages have already been expended the government can confiscate all pension payment. It is said to be the desire of the Secretary of the Interior to enforce as far as practicable the collection of the money, and that active measures will be adopted as soon as a commissioner of pensions has been appointed. Some of the employees of the pension office whose pensions were rerated have left the government service since the action in their case was taken. The great majority are still in government employ, and, of course, it will be comparatively easy to compel a repayment, providing they have not spent the money. In such an event the government could levy upon their salaries as well as their pensions.

Disastrous Floods in the Tyrol.

The floods in the Tyrol have increased, causing enormous damage. In consequence of the floods Emperor Francis Joseph of Austria has been obliged to postpone his journey to see the Empress at Meran.

London dispatch: An explosion has occurred in the Mussfield colliery in Staffordshire. The day-shift workers had come on duty and the mine was full of men. Fifty are known to have been killed and many more are in peril.

The explosion was a terrific one, the shock being felt miles away. Many thought an earthquake had visited that part of the country.

Immediately after the great disaster

occurred the opening at the mine was

blocked by wives and relatives of the killed

and entombed men, and there were many

heartrending scenes. It was with difficulty

that some of the frantic women with

babies in their arms were prevented from

throwing themselves down the shaft.

FELL DOWN AN INCLINE.

A HORRIBLE ACCIDENT AT A CINCINNATI TRAMWAY.

A Loaded Car Hurled from Top to Bottom of the Steep Grade—Five Instantly Killed and a Number Badly Injured.

At Cincinnati, a car on the Mount Auburn inclined plane at the head of Main street, which rises between 230 and 300 feet in a space of perhaps 2,000 feet, became unmanageable, rushed down the plane, and was dashed to pieces. Eight persons were locked up in the car, of whom five were killed and all of the others badly hurt. The dead are: Judge William M. Dickson, aged 63, Michael Kneiss, Mrs. Caleb Ives, Mrs. Mary G. Everett, and Joseph McFadden, Sr. The wounded are: Mrs. Agnes Hostetter, Miss Lillian Oskamp, fatally, Joseph McFadden, Jr., seriously, George Miller, fatally, and Joseph Huette, aged 14, badly cut.

Several other persons who were near the scene of the disaster were hurt by flying fragments. Miller was standing on the corner of Mulberry and Main streets and was struck by the roof of the car. He is still unconscious. Huette was badly cut about the legs by flying fragments of the car.

There are two tracks upon the inclined plane, over which two cars are drawn—one ascending and the other descending—by two steel-wire cables wound around a drum by an engine at the top of the hill. The ascending car having reached the top of the incline, Charles Goebel attempted to force down the lever which shuts off the steam and stops the engine. For some reason the apparatus refused to work, and the car rushed upon the iron railing. Goebel bent all his strength upon the lever, but it failed to budge. On the car rushed madly with the tremendous power that drew it on. The iron work pierced deep into the wood flooring, and still the cable tugged. Finally, with a grating noise, the cable slipped from the brass clamps that held them, the bolts that secured them opened, and the car was free. The passengers unconscious of the doom impending, were about to step from the vehicle as it shot downward in its mission of death. The passengers, who had arisen, fell together on the flooring of the car. Down the plane of several hundred feet it shot, and, plunging fiercely upon the railing at the bottom, dashed it to pieces. The car struck, shot far out upon Main street, and was shivered into a thousand fragments.

The iron gate that formed the lower end of the truck on which the car rested was thrown sixty feet down the street. The top of the car was lying almost as far away in the gutter. The truck itself and the floor and seats of the car formed a shapeless wreck, mingled with the bleeding and mangled bodies of the passengers. Mrs. Ives was dead when taken from the wreckage. The others named in the list of killed died of their injuries soon after. The intensest excitement prevailed and numberless inquiries were made by friends who feared members of their families might be in the fatal car. The horror of the passengers locked in the other car and compelled to await the coming of the doomed car and its inevitable crash beside them at the foot of the track may be imagined.

Judge Dickson, who is among the dead, was one of the first of the wounded to die. He was a retired lawyer, and had been a warm personal friend of Abraham Lincoln. He was crushed, and his head and face were cut. He was conscious when taken from the wreck, but unable to talk. Mr. Kneiss was a teacher in the third intermediate school, and lived at 14 Euclid avenue, Mount Auburn, with his family. He was on his way home to dinner. His body was badly disfigured and was removed to the morgue. Mrs. Ives was the wife of Caleb Ives, treasurer of the Globe soap works at 35 Water street, and lived at Riverdale. She was on her way to visit her son, Franklin Ives, and his bride. Her neck was broken. Joseph McFadden, Sr., was a stone cutter of 110 Saunders street, Mount Auburn. Miss Oskamp is the daughter of Henry Oskamp.

Charles Goebel, who was at the lever and had the unspeakable horror to find himself unable to stop the engine, says that he complained that the "cut off" was not working properly. "I told the engineer about it this morning," he said, "and the engineer told me he had repaired it. But it was evidently still out of order, and this must have been what was the cause of the accident." Engineer Howard Warden could not be found, although this is not to be considered as evidence that he is hiding.

The inclined plane on which the disaster happened is the oldest in the city. It was built twenty-one years ago, and this is the first accident attended with the loss of life at any of the four inclined planes that are in almost constant use. It is too early for an examination into the trouble with the engine, but there have been only two similar cases in the history of inclined planes here. In both the others the engine was got under control before the cables were broken.

James M. Doherty, secretary of the company operating the Mount Auburn inclined plane, says that the cause of the accident was a little piece of iron in the cut-off valve and was found the next day after the mishap by the men who had taken the machinery apart. How it came there no one yet knows. It was not broken off any of the surrounding machinery as far as has yet been ascertained.

By occupying a space required for the rod to move in it so disarranged the machinery as to render it impossible for the engineer to shut off the steam.

FIFTY MINERS KILLED.

Terrific Explosion in an English Colliery.

London dispatch: An explosion has occurred in the Mussfield colliery in Staffordshire. The day-shift workers had come on duty and the mine was full of men. Fifty are known to have been killed and many more are in peril.

The explosion was a terrific one, the shock being felt miles away. Many thought an earthquake had visited that part of the country.

Immediately after the great disaster

occurred the opening at the mine was

blocked by wives and relatives of the killed

and entombed men, and there were many

heartrending scenes. It was with difficulty

that some of the frantic women with

babies in their arms were prevented from

throwing themselves down the shaft.