

INDIANA HAPPENINGS.

EVENTS AND INCIDENTS THAT HAVE LATELY OCCURRED.

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

—Josiah Wade was run over and killed by a train, near Jeffersonville. He had just been granted a pension, with \$1,000 back pay.

—William Woods, of Raysville, an employe at the paper-mill in Knights-town, fell into a boiling lye vat while at work and was horribly scalded.

—The drillers struck a fine flow of artesian mineral water at C. Fletcher's residence at Spencer. The water pours out, by actual measurement, one hundred and eighty barrels per hour.

—The spring trotting meeting which was to have been held in Fort Wayne in June has been declared off, as satisfactory arrangements could not be made with the other cities of the proposed circuit.

—A little daughter of Mrs. Henry H. Snyder was frightfully burned about the head and shoulders by the burning of an apron which she had wrapped around her neck while playing near a bonfire.

—State Fish Commissioner Dennis will institute proceedings in the Du-bois County courts against persons who have been violating the fish laws by seining in Patoka and other rivers of that county.

—While using some alcohol near a lighted lamp Mrs. George La Comy, living near Syracuse, Kosciusko County, was seriously burned by the fluid igniting and setting fire to her clothing. It is thought she cannot recover.

—John Dillman, a young man aged 17, residing in Mitchell Township, Martin County, accidentally shot himself with a rifle, the ball striking the muscles of the side and lodging in the shoulder. The wound is very severe and probably fatal.

—Ashbury Torrence, a colored man, has sued Frederick and Alice Carson, of Washington, for malicious prosecution, asking for \$2,000. The defendants caused the plaintiff's arrest last winter, charging him with having assaulted Mrs. Carson, but he was acquitted.

—William Bryan, 10 years old, son of M. L. Bryan, a grocer of Portland, while attempting to jump on a moving train on the G. B. & I. Railroad, lost his balance and was thrown under the cars. One of his legs was horribly mashed and his life is despaired of.

—Will Reed, employed in the saw-mill of his brother, C. E. Reed, at Swayzee, was instantly killed. A ragged sleeve caused him to be caught in the machinery. His right arm was jerked off, both legs were broken in two places, and he was mangled beyond recognition. Deceased was 23 years old and unmarried.

—Mr. and Mrs. N. F. Sykes, who reside near the government weather station at Weed Patch Hill, in Brown County, have a 4-year-old midget. The little boy is eighteen inches in height and weighs but twenty pounds. He has never known what it is to be sick any length of time. The father and mother are rather portly and of the average height.

—A large oak saw-log hauled in to Maley's saw-mill, at Columbus, from the woods, which was cracked and somewhat windshaken in the heart, while being quartered up, fell apart, and blacksnakes began running in every direction. Twenty-seven of the reptiles of all sizes were killed, besides several that got away, the largest of which measured six feet seven inches in length.

—The suit of Joel Brown, for \$10,000, against the T. St. L. & K. C. Railway, was decided in favor of the railroad in the Montgomery County court. This is the second trial. Brown claimed that he was riding in a freight car, and that the brakeman reached over the top of the car and shot through the side of the car, hitting him in the eyes, thus destroying the sight. The portion of the car was in court, and showed that the range of the bullet was upwards, and not downwards.

—The Welker Colored Plate Glass Company, of Findlay, O., has closed a contract with Rekley citizens to establish a glass plant there within ninety days, giving employment to fifty men. The bonus given them is five acres of land, free gas and \$6,000 in cash, the company binding themselves to employ 100 men in one year from the first fire, and to keep the plant in operation at least five years. The money has been raised and the land secured, and the enterprise is an assured fact.

—A slow fuse caused an explosion and the death of one man, and the serious injury of two others at the stone quarry at Gheen's cement-mill, seven miles from Jeffersonville. Thomas James, foreman, and Samuel T. Chappel and R. C. Livingston, workmen, had prepared a blast, and after igniting the fuse, retired at a safe distance to await the explosion, which did not occur as soon as they expected. They returned to examine the fuse, and the explosion occurred while the men were making the examination, instantly killing James, and wounding the other two.

—W. A. Parker, a farmer residing near Azalia, Bartholomew County, while in Columbus, stepped off a side-track to avoid a freight train. He stood near the cerealine-mill, where he was struck by a switching engine and pressed against a wall with such force as to cause death.

—The gas well being drilled on the farm of Benj. Foust, south of Knights-town has developed into a great salt producer. At a depth of 800 feet a volume of water burst forth from the well, and has since been flowing at a height of fifty feet, bringing out with it an abundant supply of pure salt. The contractor of the well said that it was producing one hundred barrels of salt a day. Major Doxey was informed, and will at once make arrangements to utilize the valuable production of the well. Immense crowds viewed the novel sight.

—William A. Parker, aged 74 years, a millwright by occupation, who resided at Azalia, in Bartholomew County, was standing on a switch used by the J. M. & I. Railroad Company, entering between two brick walls to the large cerealine mills, when suddenly a switch engine, pushing a large freight-car, dashed in upon, and caught him between the box-car and the brick wall, in a space of but ten inches, and in a standing position, rolled him a distance of thirty feet, crushing the bones of his chest, and causing his death in thirty minutes.

—The other day at Muncie, Melvin H. Tyler took out a license to wed Miss Emma Heffner. Tyler, who is a prominent manufacturer, came to Muncie two years ago and wedded the same lady, with whom he lived nearly a year, when a former wife from Portland, Me., whom he had deserted, had him arrested, convicted and sentenced for bigamy. Tyler's popularity and failing health secured a pardon for him from jail, where he was serving the lowest possible sentence. During the trial wife No. 1 agreed to get a divorce and free him if \$500 alimony be allowed her and her child, which was done, and Tyler has received the papers that made him free to wed Miss Heffner, which he will do.

—Pension Agent Ensley has made out and forwarded to William Bohley, of Linton, Green County, a voucher of \$13,636.80, the largest amount of pension money ever paid to any one man in the State of Indiana. Bohley was a private in Company F, Thirty-first Indiana Volunteer Infantry, Gen. Cruff's regiment, and is now blind from a disease of the eyes contracted while in the army. He is a German, about fifty-two years old, and owns a little farm near Linton, which place is largely made up of Germans. Until Bohley's claim of \$13,637.80 was ordered paid, the largest pension granted in this State was that of Owen Flaherty, of Terre Haute, who, on Feb. 20 last, was given \$13,079.07. Flaherty is insane from wounds received in the service.

—The L. N. A. & C. had a disastrous freight wreck at the iron bridge, across Sugar Creek, two miles north of Crawfordsville. As the south-bound freight was crossing the creek it was discovered that a car was off the track. It was ascertained that the second trucks of the eighth car had broken down a quarter of a mile before the bridge was reached. This car was loaded with hides. This let the trucks down upon the rails, and this and the speed of the train carried the car across the bridge, the derailed car pushing all the ties on the bridge to the south end, making a solid floor of them. After this derailed car followed ten other cars, which piled upon each other until the wreckage stopped the balance of the train. These cars were thrown upon the iron work of the bridge and greatly damaged.

—Two years ago a fine-looking young fellow, named Charles Shepard, came to Elkhart from Michigan, won the affections of Miss Lulu Horton, daughter of Dr. John Horton, and later married her under duress. As soon as the marriage ceremony was over Shepard disappeared, and though his wife did all in her power to discover his whereabouts, she did not succeed, and at last secured a divorce on the ground of desertion. The other day, however, Shepard voluntarily, apparently conscience-stricken, put in an appearance, won anew the affection of his disheartened wife, secured a license, was remarried by Judge Henderson, and the happy couple went to Grand Rapids, where he has a good position. Shepard's family is wealthy and influential, and it is understood, had something to do with his return to the girl he had deserted.

—A bold attempt at jail delivery was discovered at Fort Wayne by Sheriff Vieberg. The principals in the scheme were Elmer W. Mitchell, the swindler who was recently arrested at Indianapolis for defrauding Labor Unions, and Charles McCarty, his pal, who claims Lima, O., as his home. Mitchell was placed in jail to await trial on numerous charges of swindling. Last week McCarty called at the jail and asked permission to see Mitchell, representing himself as a lawyer from Lima. His request was granted, but after his departure it was found that he had passed into Mitchell's cell a bottle containing nitric acid and some steel tools. The other day McCarty called again, this time leaving a steel knife. He was placed under arrest, and is now in jail in default of bail. He is undoubtedly an accomplice of Mitchell in his swindling operations.

SAMUEL GOMPERS TALKS

HIS VIEWS ON THE EIGHT-HOUR QUESTION.

A Concerted Movement in All Departments of Labor to Bring About a Shorter Day—Other Trades Will Follow the Carpenters in Demanding a Shortening of the Hours of Work.

Chicago dispatch: "The eight hour day is the sole idea now being considered by the labor world," said Samuel Gompers, president of the American Federation of Labor the other day.

"In the history of social and economic movements of the world there has not been one which received at once and complete the same sympathy and support that has been accorded to the eight-hour movement. It has covered Europe, and on May 1 the working population of that continent will demand the eight-hour day."

"The labor organizations of this country are devoted solely to this one idea. We think we can do one thing at a time better than a multiplicity of things. To the end of obtaining the eight-hour work day we are concentrating all our energies, all our ability, and all our intelligence."

"We want the eight-hour day for several reasons. We want it because it will improve the condition of those employed and afford employment to thousands now idle, and because it will give us time to think. While we are accomplishing this we can consider what improvement it will be best to next effect. We are doing it with the least possible injurious results to business or commerce. We do not want to stop the wheels of industry. We want to help them work more smoothly. We want to remove instead of increase friction."

"So we proceed by degrees. We have singled out the eight-hour day as the first thing to be attained. Then we have selected only one trade for which at first this improvement must be secured. We have chosen the carpenters as the first craft for which to win this benefit. When the carpenters shall have won we shall demand it for the miners and mine-laborers. Then other trades will be taken up and pushed forward. In this way the entire change of the industrial system to the eight-hour day shall have been accomplished with the least effect on the country's business."

"There is no doubt of the success of the movement. In the American Federation of Labor, to which by common consent the eight-hour movement is granted, there are 30,000 members. In the movement besides these there are more than enough to bring the force to 1,000,000 men."

"The movement for the eight-hour day is on a different basis now from its status in 1886. Then we had an army of enthusiastic raw recruits. Now we have a force of cool, trained veterans. The movement of 1886 was chaotic, disintegrated, unsystematic. To-day it is methodical, organized, prepared."

"We have made great advances since 1886. The best of these is that we have educated the educated. Intelligent men no longer believe that the adoption of the eight-hour day means social and economic revolution. The unskilled laborer has not been forgotten. Every reduction of the hours of labor, every advance of wages secured by the skilled laborer redounds to the benefit of the unskilled class just as much as that of those for whom these advantages are ostensibly obtained."

"We will secure the eight-hour day for the workmen of the world—not if it takes all summer—but if it takes the rest of our lives."

HALSTEAD'S NEW POST.

The Famous Cincinnati Editor to Take Charge of a Brooklyn Paper.

New York dispatch: The Brooklyn Standard-Union has announced that Murat Halstead has assumed editorial management of that paper.

Mr. Halstead was seen by a reporter with reference to the announcement. This step, he said, did not indicate a severance of his connection with the Cincinnati Commercial-Gazette. "My new duties," he continued, "will not interfere with my work of editorial correspondence on the Commercial-Gazette. That will go on the same as for some time past. The facilities afforded by my editorial connection here will be a help to my correspondence. Mr. Richard Smith will be the responsible editor-in-chief of the Commercial-Gazette, and I shall be responsible for only such editorial utterances as appear over my initials. Mr. Smith and I are working in entire agreement. There will be, however, less one-man power on the Commercial Gazette than heretofore. The board of directors will take a more active share in the management of the paper. The new policy was determined upon at the meeting of the stockholders last Monday. My oldest son, Marshal Halstead, and A. Hinkle, an energetic young business man of Cincinnati, were elected the new members of the board."

SHOULD NOT HAVE FLIRTED.

Fatal End of an Amatory Excursion Undertaken by John Griffin.

New York dispatch: John H. Griffin, a tailor, 25 years of age, who lives on the top floor of the tenement at 104 Bayard street, was sitting on the roof when he began a flirtation with some young women on the roof of 63 Mott street. They beckoned him over and he went up the stairs of 61 Mott street, but finding that the women were on the adjoining roof, he tried to climb across a picket fence which runs along the top of the shaft between the houses. Some one warned him to be careful, but he answered that he was all right. Suddenly the railing broke when he was halfway across and he fell into the shaft, a distance of six stories. He was instantly killed.

HOW HORN COMBS ARE MADE.

BY EMMA VILO.



OMBS are made from horns gathered in Australia and South America, and from buffalo horns brought from various quarters. Each market supplies a horn of a distinct character, and the characteristic is closely maintained in the production of the combs. The processes adopted in manipulating the horn are, however, one and the same for all kinds. The first operation is to cut the horn in several different ways, so that when it is opened it shall be of rectangular shape.

This cutting involves the loss of several large pieces, and also of the tips so far as comb-making is concerned; but the pieces are sold to manufacturers of other commodities, so that the total loss is comparatively slight. To assist the action of the knife, the horn is heated to a certain degree over the fire, by the side of which the operator sits. When cut, the horn is often softened and opened by tongs and placed between screw plates, wherein, under the influence of a strong pressure, the pieces are flattened out.

It is a characteristic of the horn to remain when cold just as it is shaped when warm; so that, when the pieces are removed from the screw plate, they do not warp or curl up again. Such pieces as are intended to be used for imitation tortoise shell are subjected to an enormous pressure between heated and oiled iron plates. This heavy pressure, however, weakens the horn and renders it liable to split. Omitting the drying stage, the next process is to cut the pieces into suitable sizes and shapes for combs, and after that the teeth are cut. Originally this was done by hand.

Now it is done by circular saws, some of which are so fine and thin as to cut from seventy to eighty teeth per lineal inch. They revolve at a very rapid rate; but, instead of traveling up to the horn, the horn travels up to the saw. After each cut the horn is automatically moved forward the exact breadth of a tooth, and it is possible to arrange that a fine or a coarse tooth shall be cut at pleasure. This in itself is sufficient to stamp the machine as a most ingenious piece of work.

After the tooth cutting, the combs are next thinned or tapered down to their outer edges. This is done on grindstones, and in due succession the teeth are rounded, pointed, or beveled, as the case may require, by a special kind of file, or rasp.

If from this stage it is necessary to treat the horn, to make it an imitation of tortoise shell, the object is effected by first applying a dilute nitric acid, which imparts a light-yellowish tinge, and afterward by dropping over certain spots a composition containing caustic soda, litharge, and dragon's blood.

After some time the blood is washed off, but the spots beneath it are found to be slightly swollen up, and stained to a deep orange tinge. It then only remains to polish the combs, whether they are in plain horn or in imitation of tortoise shell. This is done by first sandpapering, to get a smooth surface, then buffing on leather wheels, and finally polishing on wheels made up of circular pieces of calico, with frayed edges, which, though so soft in themselves, present a hard face when being rapidly revolved.

A Fair Railroad President.

Mrs. Haines is the first woman ever chosen to the Presidency of a steam railroad, but in her case there can be



no doubt of the wisdom of the selection, her qualifications for the position being conceded by all who know her. She is the wife of Mr. C. D. Haines, senior member of the well-known Haines Brothers, brokers and owners of the street and short-line railroads in several States. They own a number of railroads, steam and street, in the Lone Star State, the Medina Valley being one. Mrs. Haines, the fair President of this line, is said to be a most efficient officer as well as a most beautiful woman.

What the Matter Was.

"What is the matter with that baby?" growled an irascible husband as the little one persisted in howling and kicking to the extent of its little might.

"The matter is, sir," calmly replied the wife, as she strode up and down the floor, "the matter is that this baby inherits your temper."

And the husband returned to his paper with a gloomier look than before.

SILVER LEGISLATION.

AN AGREEMENT BETWEEN HOUSE AND SENATE CONFERRERS.

Provisions of the Measure that Is Likely to Pass Without Further Amendment—Four and a Half Million Ounces of the Precious Metal to Be Purchased Monthly and Certificates Issued Therefor.

Washington dispatch: The conference committees of the House and Senate on the silver question have come to an agreement. The Secretary of the Treasury is to be empowered to buy 4,500,000 ounces of silver per month, and to issue therefor silver certificates that shall be redeemable in silver bullion or in lawful money, at the option of the holder, but the right is reserved to the Secretary of the Treasury to redeem in bullion and to give money should he think best.

The theory of the latter provision is that should the certificate-holder be able at his option to exchange it for bullion it would enable silver speculators to depress the price, buy silver, stimulate the market, sell their silver to the government, and upon depressing the market again exchange their certificates for bullion and thus continue indefinitely to make a profit out of the government in each transaction. The Secretary of the Treasury, having discretionary power, will be able to prevent this. The members of the House committee all agreed to the foregoing, which is substantially the Senate proposition. The following is the full text of the bill as agreed upon:

"Section 1. That the Secretary of the treasury is hereby directed to purchase from time to time silver bullion to the aggregate amount of 4,500,000 ounces of pure silver in each month, at the market price thereof, not exceeding \$1 for 37 1/4 grains of pure silver and to issue in payment for such purchases of silver bullion treasury notes of the United States to be prepared by the Secretary of the Treasury in such form and of such denominations, not less than \$1 nor more than \$1,000, as he may prescribe, and a sum sufficient to carry into effect the provisions of this act is hereby appropriated out of any money in the treasury not otherwise appropriated."

"Sec. 2. That the treasury notes issued in accordance with the provisions of this act shall be redeemable on demand in lawful money of the United States at the treasury of the United States, or at the office of any assistant treasurer of the United States, and when so redeemed may be reissued, but no greater or less amount of such notes shall be outstanding at any time than the cost of the silver bullion then held in the treasury purchased by such notes. Provided, That upon the demand of the holder of any of the treasury notes herein provided for, the Secretary of the Treasury may in his discretion and under such regulations as he may prescribe exchange for such notes an amount of silver bullion which shall be equal in value at the market price thereof on the day of exchange to the amount of such notes."

"Sec. 3. That the Secretary of the Treasury shall coin such portion of the silver bullion purchased under the provisions of this act as may be necessary to provide for the redemption of the treasury notes herein provided for, and any gain or seigniorage arising from such coinage shall be accounted for and paid into the treasury."

"Sec. 4. That the silver bullion purchased under the provisions of this act shall be subject to the requirements of existing law and the regulations of the mint service governing the methods of determining the amount of pure silver contained, and the amount of charges or deductions, if any, to be made."

"Sec. 5. That so much of the act of Feb. 28, 1878, entitled 'An act to authorize the coinage of the standard silver dollar and to restore its legal tender character,' as requires the monthly purchase and coinage of the same into silver dollars of not less than \$2,000,000 nor more than \$4,000,000 worth of silver bullion, is hereby repealed."

"Sec. 6. That this act shall take effect thirty days from and after its passage."

Secretaries Blaine and Windom have had several consultations on the subject of protection of American interests in the Behring sea, but so far as is known have not yet decided upon any definite plan of action.

There are at present however, no indications that the policy of this administration as regards the seal fisheries will differ on any material point from that of its predecessors.

The revenue steamers Bear and Rush are now being fitted out at San Francisco for their annual cruise in the Alaskan waters. The former will start north about May 1 and the latter about June 1. The Bear will carry provisions, etc., for the men who were left at Point Barrow refuge station last summer.

The fish commission steamer Albatross will also sail north from San Francisco about May 1, specially charged with the enforcement of the law prohibiting the erection of the dams, barricades, or other obstruction in the rivers of Alaska with the purpose of preventing the ascent of the salmon or anadromous species to their spawning-ground. Instructions to the revenue officers have not yet been issued, but it is expected that they will be ready in a few days. The instructions will probably recognize the same jurisdiction of the United States over Behring sea as in the past, and will direct a strict compliance with the laws governing the seal and salmon fisheries. It is expected there will be three war vessels in the Alaskan territory during the coming season to assist in the enforcement of the law. One is now at Sitka and the other two are fitting out at San Francisco. The United States ship Alert, now undergoing repairs in San Francisco, may also be ordered to the fleet in Behring sea.

The New York police have been asked to assist in the search for Benjamin Newton of Philadelphia, acting assistant superintendent of the Philadelphia & Reading railroad, who disappeared Monday, since which time no trace of him has been found. He was suffering from overwork.