The Democratic Sentinel

RENSSELAER, INDIANA.

J. W. McEWEN, - - - - PUBLISHER.

CRASH IN SIOUX CITY.

ONE FAILURE IS THE CAUSE OF MANY OTHERS.

Exciting Time for an Illinois Central Train Crew—Indiana Miners and Operators Cannot Get Together—Stupendous Failure of an Australian Institution.

It Is Nearly a Panic.

The Sioux City (Iowa) Union Loan and Trust Company failed Tuesday and made an assignment to E. H. Hubbard, who makes an incomplete statement showing liabilities aggregating $745,574.58 and assets aggregating $1,468,000. This statement is entirely incomplete, the liabilities merely showing that there is due to banks $14,339.22 debenture bonds and interest $233,332 and, due depositors $497,883.33. In addition there is an immense amount of indirect liabilities as the indorser of paper negotiated through them. This may reach $1,500,000 or $2,000,000, and cannot yet be stated. The Hedges Trust Company also made a general assignment. A mortgage was filed by the Sioux City Terminal Railroad and Warehouse Company conveying to the trust company all its property to secure $750,000. Mortgages were filed by the Sioux City Stove Works to secure $300,000. E. R. Smith, Secretary and Treasurer of the Smith Company, also gave deeds to real estate to secure debts to the trust company and others aggregating $100,000. D. A. Williams, proprietor of the Hotel Garretson, Smith's partner, gave a mortgage on the hotel to the trust company to secure $730,000 and a chattel mortgage on the hotel fixtures to A. S. Garretson to secure $30,000, which has assigned to the trust company. It is understood that several other assignments will shortly be filed.

CAPTURED BY ZULUS.

Dusky Warriors Take Possession of an Illinois Central Train.

Two hundred irate Zulus, on their way to the World's Fair, took possession of a train while still 100 miles out of Chicago, and Conductor Brown, with his brakemen, had to barricade the door of the baggage-car to save their lives. At 4 o'clock in the morning word was received by Lieut. Creighton at the Grand Crossing police station that the black men were fighting mad, and requesting that a strong force of officers be sent to meet the train at Sixty-first street. With intrepid bravery the Lieutenant summoned his men, loaded them into a patrol wagon, and, without stopping to reflect on the deadly effect of an assegai hurled by a half-naked savage, drove off to the depot. On the arrival of the train the imprisoned trainmen were released, and it was found that one of the Zulus claimed to have been robbed of some petty trumpery. Hence the trouble. The savages were quieted by a promise that the guilty man on being found should have a spear jabbed through his body. As soon as this promise had been translated to the black warriors the whole 200 crowded around the Lieutenant, and each offered his services as manipulator of the spear during the jabbing process. After this they quietly submitted to being installed on Midway Plaisance.

SCALE NOT YET FIXED.

Indiana Block Coal Miners and Operators Adjourn Until Friday.

At the conference of the Indiana block coal operators and miners two propositions for the mining scale for the year beginning May 1 were considered. The miners asked for an increase of 5 cents a ton, making the scale 80 cents. The operators had offered an increase of 5 cents for the six months beginning Nov. 1, but modified it by agreeing to pay 80 cents for the six months beginning Sept. 1, and returning to 75 cents for March and April next. This was not acceptable, and the miners moved an adjournment without day, which was carried. The miners then asked a reconsideration, and it was agreed to adjourn until Friday. In the meantime the miners' delegates will report to their respective districts, and a vote will be taken on the operators' proposition.

The Hawaiian Situation.

Reports from Hawaii say that matters are approaching a dangerous condition. The royalists are declared to be growing bolder because of the weakness of the provisional government, and a conflict is expected in the near future. Nearly a hundred of the provisional government's soldiers were poisoned recently, and the royalists are charged with attempting to put them out of the way in order to execute a coup.

Youthful Elopers Are Arrested.

Alva Admire, 19 years old, and a young lady two years his junior, who gave her name as Ethel White, were arrested at Zanesville, Ohio. They were from Barnesville, and were on their way to Kentucky to be married. Miss White's parents objected to the match. The young people took the matter into their own hands and decided to elope.

Swallowed Creosote.

Miss Carrie Granville, an actress who was in New York with the Lorenzo Brothers Specialty Company, died from the effects of the accidental swallowing of some creosote and laudanum which she was using to relieve a toothache.

Stole Doors and Windows.

John Emerz disposed of twenty doors and a number of windows at Sioux City, Iowa, and later it was found that he stole them from the new Dakota County Courthouse at South Sioux City, taking them off the hinges and casings.

This Will Not Help Thornton.

Judge Wallace, of the Conway County (Ark.) Circuit Court, has ordered the summoning of a special grand jury to investigate the recent lynching of Flannagan Thornton.

Crash in Australia.

The suspension is announced of the London Chartered Bank of Australia, with a paid-up capital of £1,000,000 and a reserve fund of £320,000. The London office is at 2 Old Broad street, East Cheapside. It has many branches in Victoria, New South Wales and Queensland.

It Was Loaded.

Rowie Austin Barber, 9 years old, shot and instantly killed himself with a 22-caliber, four-barrel pistol, commonly called a pepper-box, at Ashland, Ky. He found it in a bureau drawer and did not know it was loaded.

Got $1,000 for Being Slandered.

During the campaign last fall, W. M. Scott, of Frisco, O. T., stated that Dr. J. M. Farris, candidate for the Legislature, was a thief. Farris was, however, elected, and afterward brought suit against Scott for $1,000 damages, and the jury has just awarded him the full amount.

Rids the Town of a Bad Desperado.

Dick Taylor, a well-known horse thief and all-around desperado, was shot and killed while attempting to rob the grocery store of King & Lower in South Denver, Colo. Isaac Daffer is the man who claims to have rid the neighborhood of one of its worst characters.

OBJECT TO SMOKING COFFEE.

Protest Against a Precaution to Prevent Importation of Cholera.

A protest has been entered at the Treasury Department by agents of the consignees against the decision of Surgeon General Wyman to have coffee shipped from Genoa to the United States disinfected by smoking it with sulphur. The coffee in question consists of 1,000 bags and came originally from Aden, Africa. It is alleged that cholera is suspected to have existed in Aden. On the other hand it is asserted that coffee smoked in the fumes of sulphur is unsalable and unfit for use.

IMPRISONED BY FLAMES.

Horror at the Silver Bow Shaft in Montana.

Probably the most terrible mine horror in the history of Butte, Mont., occurred Friday, when nine men were imprisoned in the burning Silver Bow mine, and in all likelihood have lost their lives. Their names are: Richard Andrews, Antonio Beara, Frank Gerard, Thomas Gray, James Nattio, Edward Pascoe, Evan Peughs, S. Rovette and Richard Trembath.

Shrinkage in Trade.

R. G. Dun & Co.'s weekly review of trade says:

Monetary doubts have overshadowed all other influences at New York, but have not greatly affected trade at most other points. Wheat has fallen 2½ cents, with sales of 40,000,000 bushels, corn 2⅜ cents, oil 2¼ cents, and coffee 1⅛ cents. Wheat receipts have been 2,200,000 at Western ports in four days, and Atlantic exports not 600,000 bushels. Pork products are somewhat lower, though declining less than corn. In the cotton market liquidation has continued, and, with sales of 1,200,000 bales here, the price has dropped five-sixteenths. The week's receipts from plantations are fully up to last year's, and Southern advices generally indicate some increase this year in acreage. Reports from other cities show extensive embarrassment from severe storms and the backward spring, with some signs of shrinkage in trade from other causes. The tardy spring makes clothing quiet and the advance in shoes retards buying. The building trade is active and the demand for lumber large, but sales of wool are moderate. Iron is somewhat weaker, but the glass trade is active. Money is active and close everywhere.

Drawing on the Treasury Reserve.

When the Treasury Department closed its doors Friday afternoon the gold reserve of $100,000,000 had been invaded to the extent of $2,500,000 to $3,000,000. When the day opened there was in the Treasury $185,000 of free gold. This amount was increased by gold offers from the West aggregating about $1,250,000. The large shipment of gold from New York, amounting to more than $5,000,000, cut this down to such an extent that when the Cabinet met Secretary Carlisle found that the orders for gold up to that time (about 1 o'clock) had wiped out the free gold and invaded the gold reserve to the extent of $2,557,000.

Twenty-five Negroes Poisoned.

News has been received here of a wholesale poisoning of negroes who attended a negro wedding on the Duke Plantation, about twenty miles south of Holly Springs, Miss. Twenty-five negroes are lying at the point of death and the attending physicians have but little hopes of saving one of them. The poisoning was purely accidental. It was caused by eating boiled custard that had stood for some hours in a new tin can.

Boiler Explosion Kills Two Men.

A boiler in a saw mill at Rossville, Ohio, exploded and killed Edward McClurg and Harry Rex. Pieces of the boiler weighing 500 pounds were thrown 700 feet and smaller pieces nearly half a mile. Rex's body was hurled 200 feet and was headless when it fell. McClurg's corpse was found fifty feet from the boiler. The mill was made a total wreck. The cause of the explosion is not known.

The Czar's Gentle Reminder.

The Russian Czar is said to have found an exquisitely painted egg on his table. It contained a small silver dagger, two ivory death's heads, and a slip of paper bearing the words: "Christ has risen; we also shall rise again." The egg must have been placed on the table by one of the Czar's household, as nobody else had access to the room in which it was found.

Offers a Reward for Thornton's Lynchers.

Governor Fishback returned to Little Rock from Virginia and immediately upon entering his office offered a reward of $200 for the arrest and conviction of the persons who lynched Flanagan Thornton at Morrillton. The Governor says he intends to make Arkansas a law-abiding State if it bankrupts the treasury.

Little Rock's Sensation.

The City Electric and Capital Street Railway, of Little Rock, has been placed in the hands of a receiver. This is considered a severe blow to the Thomson-Houston Electric Company, of Chicago, which is a heavy creditor. More than $1,000,000 is involved.

Bismarck's Illness Slight.

Prince Bismarck is suffering from an indisposition, or slight illness, which does not, however, cause the slightest anxiety, but is regarded as trifling and transient.

Sloop Foundered and Four Lives Lost.

The sloop Elida, silk laden, was foundered off Cape Flattery in a heavy gale. It is reported that four lives were lost.

Yale Is in Luck.

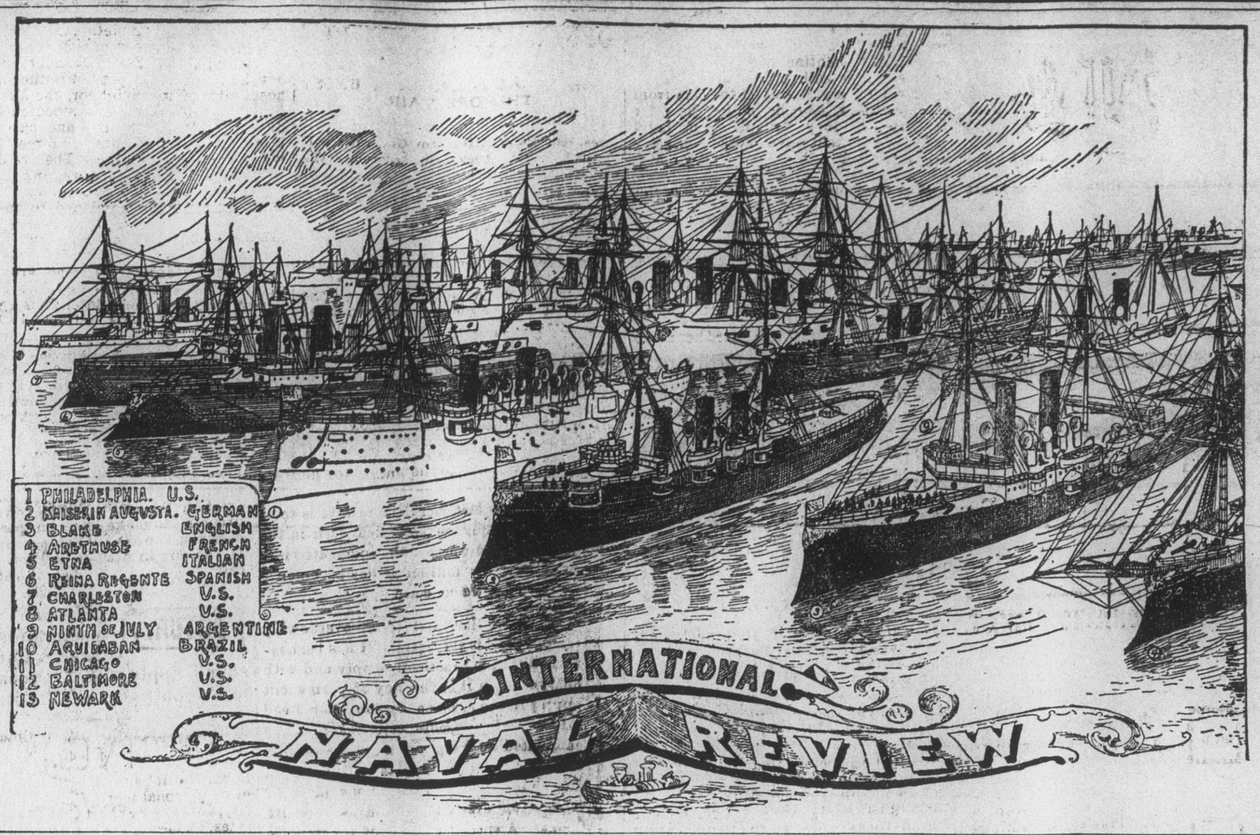
Dr. A. J. White, of New York, of the class of '46, has presented a new dormitory building to Yale College to cost $500,000.

In a Receiver's Hands.

The Pennsylvania Steel Company has gone into the hands of a receiver.

MARKET QUOTATIONS.

CHICAGO.		
CATTLE—Common to Prime	$ 3.25	@ 6.25
HOGS—Shipping Grades	3.50	@ 8.00
SHEEP—Fair to Choice	4.00	@ 6.25
WHEAT—No. 2 Spring	.72	@ .72½
CORN—No. 2	.40	@ .41
OATS—No. 2	.27	@ .28
RYE—No. 2	.49	@ .51
BUTTER—Choice Creamery	.29½	@ .30½
EGGS—Fresh	.14	@ .15
POTATOES—New, per bu	.60	@ .70
INDIANAPOLIS.		
CATTLE—Shipping	3.25	@ 5.50
HOGS—Choice Light	3.50	@ 7.50
SHEEP—Common to Prime	3.00	@ 5.25
WHEAT—No. 2	.64	@ .65
CORN—No. 2 White	.42	@ .42½
OATS—No. 2 White	.34	@ .35
ST. LOUIS.		
CATTLE	3.00	@ 5.00
HOGS	3.00	@ 7.50
WHEAT—No. 2 Red	.64	@ .65
CORN—No. 2	.36	@ .37
OATS—No. 2	.30	@ .30½
RYE—No. 2	.54	@ .56
CINCINNATI.		
CATTLE	3.00	@ 5.25
HOGS	3.00	@ 7.25
SHEEP	3.00	@ 5.50
WHEAT—No. 2 Red	.67	@ .67½
CORN—No. 2	.42½	@ .43½
OATS—No. 2 Mixed	.31½	@ .32½
RYE—No. 2	.58	@ .60
DETROIT.		
CATTLE	3.00	@ 5.00
HOGS	3.00	@ 7.25
SHEEP	3.00	@ 5.00
WHEAT—No. 2 Red	.69	@ .70
CORN—No. 2 Yellow	.40½	@ .41½
OATS—No. 2 White	.36	@ .37
TOLEDO.		
WHEAT—No. 2	.68	@ .68½
CORN—No. 2 Yellow	.41½	@ .42½
OATS—No. 2 White	.31½	@ .32½
RYE	.54	@ .56
BUFFALO.		
CATTLE—Common to Prime	3.50	@ 5.50
HOGS—Best Grades	4.00	@ 7.25
WHEAT—No. 1 Hard	.77	@ .78
No. 2 Red	.73	@ .74
MILWAUKEE.		
WHEAT—No. 2 Spring	.65	@ .65½
CORN—No. 3	39	@ .40
OATS—No. 2 White	.34½	@ .35½
RYE—No. 1	.55	@ .56
BARLEY—No. 2	.64	@ .66
PORK—Mess	17.50	@17.50
NEW YORK.		
CATTLE	3.50	@ 5.00
HOGS	3.00	@ 8.00
SHEEP	3.00	@ 6.50
WHEAT—No. 2 Red	.77	@ .78
CORN—No. 2	.50	@ .51
OATS—Mixed Western	.37	@ .39
BUTTER—Best	.27	@ .35
PORK—New Mess	18.00	@18.50



GREAT NAVAL REVIEW

PROUDEST EVENT IN UNCLE SAM'S MARITIME HISTORY.

Nations of the Earth Lend Their Monarchs of the Sea to Do Us Honor—Hampton Roads the Historic Rendezvous—Great Day for Gotham.

An Imposing Spectacle.

WHEN your Uncle Samuel sets about to do a thing it is usually done in the most appropriate and elaborate way, and the great naval review witnessed in New York harbor was no exception to this rule. The imposing demonstration signalized the opening of the Columbian Exposition at Chicago, and its international character lent added attraction to a display of naval glory unprecedented in the history of the world.

Representative vessels from the mighty navies of the most powerful nations of the earth joined with the superb warships of our own country in a display grand and impressive almost beyond conception or description. For two weeks prior to the event in New York harbor, the monster ships had been arriving at the rendezvous in Hampton Roads, off Fort Monroe, at the very spot where, thirty-one years ago, the Monitor and Merrimac engaged in the most decisive naval battle in the civil war, and proved to the world that the days of wooden battleships was over.

First to arrive was our own flagship, the Philadelphia, Rear Admiral Bancroft Gherardi, commander-in-chief, Capt. A. S. Barker commanding. Several other vessels of the United States navy accompanied her, and as one after another the foreigners were sighted the monster guns pealed forth their thunderous salutes. For several days the scene was one of animation and excitement. The roadstead was gay with flags of the various nations represented, and saucy little dispatch boats darted about with untiring energy. From the impudent little launch and agile torpedo boat to the ponderous protected cruiser, every species of vessel used in modern warfare was represented, and when finally all were assembled the list was as follows:

THE RENDEZVOUS IN HAMPTON ROADS.

American Fleet.

Philadelphia, flagship, Rear-Admiral Bancroft Gherardi, commander-in-chief, Captain Albert S. Barker, commanding.

Baltimore, Captain G. W. Sumner, commanding.

San Francisco, Captain J. C. Watson, commanding.

Charleston, Captain H. F. Picking, commanding.

Chicago, flagship, Rear-Admiral John G. Walker, commanding division. Captain John F. McGlensey, commanding.

Miantonomah, Captain Montgomery Sicard, commanding.

Vesuvius, Lieutenant Seaton Schroeder, commanding.

Kearsarge, Commander A. S. Crowninshield, commanding,

REAR ADMIRAL GHERARDI.

Concord, Commander Edwin White, commanding.

Atlanta, Captain F. J. Higginson, commanding.

Newark, flagship, Rear Admiral A. E. K. Benham. Captain Silas Casey, commanding.

Bennington, Commander R. B. Bradford, commanding.

Yorktown, Commander Frank Wildes, commanding.

Bancroft, Lieutenant Commander A. Walker, commanding.

Cushing, Lieutenant F. F. Fletcher, commanding.

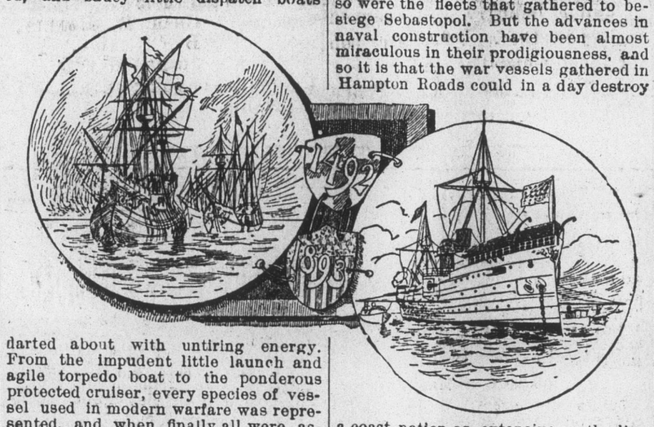
Constellation, Commander C. F. Goodrich, commanding.

Yantic, Commander Samuel Belden, commanding.

Foreign Craft.

Argentine—Nueve de Julio	Protected cruiser
Brazil—Aquidaban	Battleship
Tiradentez	Gun vessel
Republica	Protected cruiser
England—Blake	Armored cruiser
Australia	Armored cruiser
Magicienne	Protected cruiser
Tartar	Par. Pro. cruiser
Partridge	Par. Pro. cruiser
France—Jean Bart	Protected cruiser
Arethuse	Unprotected cruiser
Hussaro	Unprotected cruiser
Germany—Kaiserin Augusta	Unpro. cruiser
Scoadler	Unprotected cruiser
Holland—Van Speyk	Protected cruiser
Italy—Etna	Par. Pro. cruiser
Giovanni Bausan	Protected cruiser
Dogali	Armored cruiser
Russia—Omitri Donskoi	Armored cruiser
General Admiral	Par. Pro. cruiser
Rania	Protected cruiser
Spain—Reina Regente	Protected cruiser
Infanta Isabel	Unprotected cruiser

The fleet of Xerxes must have awed the Greeks as did this tremendous array of "armed neutrality" the modern world. The Armada was great in its day, and so were the fleets that gathered to besiege Sebastopol. But the advances in naval construction have been almost miraculous in their prodigiousness, and so it is that the war vessels gathered in Hampton Roads could in a day destroy a coast nation as extensive as the line from Key West to New York.



The new vessels of our now renowned navy have been described so often that further mention is superfluous. Of a type different than those of any other nation, they combine fighting ability with swiftness, and challenge the admiration of the world. But, superb as they are, they were in company which divided honors fairly.

England sent the famous Blake, now the equal and lately the superior of any floating battery in the world. Argentine's Nueve de Julio, just from the yards on the Clyde, gave to the world the information that this South American confederation was ready to do battle upon equal grounds with any other power. The Jean Bart, with her gigantic guns, iron-sided hull and wicked-looking ram, looked equal to the task of encountering the whole fleet. Italy, Russia, Brazil, Germany, Spain, and even little Holland, all sent champions fit indeed to appear in this congress of invincible monarchs of the sea.

Under way from Hampton Roads to New York, the American vessels acted as escorts to the visitors, the Spanish fleet having the place of honor, commanded by the Duke of Veragua, Admiral of Spain. Vice Admiral Sir J. D. Hopkins with the Blake led the British squadron; Vice Admiral Kornakoff the Russian, with Grand Duke Alexis second in command; Rear Admiral Magughi was in command of the Italian fleet, and Capt. Amavel, ex-Minister of Marine of Portugal, was in command of the corvette Alfonso de Albuquerque.

Admiral Gherardi of the American fleet is a man fitted by education and temperament for the delicate duties intrusted to him. He was born in Jackson, La., November 10, 1832. He entered the navy from Massachusetts as midshipman in 1846, and served on the Ohio, of the Pacific squadron, till 1850, entering the Annapolis Academy in 1852. He became lieutenant in 1855, and at the beginning of the civil war was on the Lancaster, of the Pacific squadron. In 1862 he was made Lieutenant Commander, and took part in the engagement of Fort Macon in that year. In 1863-64 he commanded the gunboat Chocorua and the steamer Port Royal, of the West Gulf blockade squadron. In the latter vessel he took part in the battle of Mobile Bay and distinguished himself for coolness and courage. In 1866 he was made Commander, in 1874 Captain, and in 1884 Commodore. In 1886 he was appointed Commandant of the Brooklyn Navy Yard, and in 1887 he became Rear Admiral.

Up the coast the formidable procession swept in close order and at a speed of only seven and a half knots to avoid collisions, and in the evening came to anchor in Sandy Hook to await the morning of review.

Early on that eventful morning every available space for sight-seeing was crowded with spectators; crafts of all descriptions, resplendent with bunting of nearly every civilized nation in the world and lively with the music of scores of bands, steamed out to take positions advantageous for view. Slowly up the Narrows steamed the mightiest fleet ever afloat; they were joined by the Columbus caravels, the Santa Maria, Nina and Pinta, and the assembled thousands roared a mighty cheer as these representatives of the great discoverer's frail craft swept on in company with the others. At last, opposite Forts Hamilton and Wadsworth, came the supreme moment. The coast defense guns belched forth a sheet of flame, and from out the smoke boomed America's salute to the nations of the world. Hardly had the first cheer rolled up from the multitude before the fleet gave answer with a roar and crash that seemed to split the very heavens. Columbia had received the proudest homage in her history.

The rest of the exercises were simple. The fleet came to anchor, President Cleveland, his Cabinet, and other dignitaries boarded the flagship Philadelphia, and slowly down the line the party steamed in review. Flags and bunting were displayed in profusion. As the President of the great republic passed the warships the yards were manned, the bands played national airs, and the multitude ashore and afloat howled itself hoarse.

The Presidential review terminated the parade, and many of the foreign vessels departed at once for their respective stations. Quite a number of the commanding officers, however, proceeded to Chicago to witness the opening of the Exposition.

Upon their return from Chicago the foreign officers are to be entertained lavishly by the citizens of New York. The chamber of commerce has consented to take charge of the banquet and reception, and prominent citizens will vie with each other to impress upon the braided gentlemen from Europe, Asia and South America the fact that American hospitality knows no bounds.

It is the opinion of naval officers that the New York review surpassed in magnificence and grandeur the great English display inaugurated for Emperor William of Germany in 1890. Never in the history of the world have so many nations consented to participate in an international parade—a fact which plainly indicates that all of the great powers are anxious to show their respect for the United States by honoring the memory of the man who discovered the western hemisphere.

How the World Wags.

FIRE in the office of the Fargo Express Company at Albuquerque, N. M., warped the safe and partly consumed $100,000 in gold and the same sum in greenbacks.

THE Dowager Duchess of Sutherland has been taken to prison.

IT is known that 150 persons perished in the Zante earthquake.

GOTHAM waiters have agreed to strike for an advance in wages.

DURING a blizzard at Pipestone, Minn., John Horton was killed by a Burlington train.

MEXICAN bandits captured a mule train carrying $30,000 in silver in the Sierra Madre Mountains.

SHERIFF TRESSEL, of Mansfield, Ohio, is short $5,000 in his accounts. The money was lost in gambling.

L. O. DESFORGES, member of the New Orleans City Council, shot and killed his brother-in-law, Peter McGuinn.

THE New York Hotel property at New York has been sold at auction to Mrs. Elmer J. Jay for $1,300,000.

DR. W. H. ROGERS and two children were seriously poisoned at Madison, Ind., by eating canned tongue.

THE Rev. S. D. Roberts, who disappeared at Lincoln, Neb., was found in a haystack in a demented condition.

AT Fayetteville, Ark., Wood's Opera House burned. Loss, $12,000. The building had not been thrown open to the public.

IT is said Minister Stevens has decided to leave Honolulu. He is dissatisfied with the course of Special Commissioner Blount.

THE tobacco factory of Morwood & Co., at South Boston, Va., was blown down, causing a loss of $40,000. One man was killed.

BERT MICHAEL, of Bridgewater, S. D., on returning to his home from pursuit of Charles West, who had taken his team, found that James Devlin had taken his wife and a mule and left with them.

A LARGE number of Catholic dignitaries will attend the centennial celebration at New Orleans of the founding of the Jesuit Cathedral.

A SYNDICATE has been formed to gain control of the natural gas interests of Indiana. It has purchased 40,000 acres of natural gas lands.

CAPT. ASA WALKER. FLEET CAPT. BRIDGEMAN. ADMIRAL BENHAM. CAPT. PHILLIPS. CAPTAIN M. SICARD. COM. CHADWICK.

FOURTEEN MEN PERISH.

LOST OFF MILWAUKEE IN THE FEARFUL STORM.

Working Upon the Waterworks Crib, Their Companions Unable to Reach Them from Shore, They Take Refuge in the Air Shaft Only to Die.

Tale of a Fearful Night.

In the fearful gale which swept over Lake Michigan Wednesday night fourteen men who were at work on the crib on the outer end of the intake tunnel at Milwaukee, 5,000 feet from the shore, met their death. One of them escaped in a manner almost miraculous and lives to tell the tale of terror and suffering.

The dead are:

Jack McBride, engineer.
Michael Dwyer, fireman.
George Gregg, miner.
Charles Johnson, miner, Chicago.
Gus Lerkowitz, miner.
William Preussner, miner, Chicago.
John Piseau, miner.
Jack McConnell, miner.
Eben Allen (colored) cook.
Jim Murphy, miner.
Tom Healey, miner.
Jim (last name unknown), miner.
Joe McCarty, miner.
Filo Spenner, miner.

The dreadful storm raging throughout the night had lashed the lake into a seething mass of foam. Immense waves were rolled toward the shore by a furious east wind and carried away the house built on top of the crib at the mouth of the tunnel about three-quarters of a mile from the pumping works at the foot of North street. The house on the crib contained two stationary engines and the tools used by the men. It was built of heavy timbers fastened with iron bands, yet it was swept into the roaring waters like an eggshell and washed ashore. For a mile or two the shore of the lake was strewn with timbers, boards, tools and articles of clothing worn by the men in the ill-fated crib. At daybreak the men at the pumping station noticed that the house on the crib had disappeared, and the tug Welcome took a lifeboat with a crew of five in tow and headed for the tunnel.

The progress of the Welcome was watched by thousands of people. When Capt. Petersen succeeded in reaching the crib he was met by a horrible sight. One man, James Miller, was still alive and clinging to a post. About him were the bodies of two or three of his comrades.

Miller was safely brought ashore, and told a story of peril and suffering which has rarely been equaled on the lakes.

Fifteen men were on the crib. The lake had been very rough, the men on land had not been able to get out to them, the provisions gave out, and the doomed men ate their last meal thinking that certainly before nightfall the boat would be able to reach them.

In the evening the storm increased and the men became alarmed. They had confidence in the strength of their house, however, and continued their work. It was not until about 8 o'clock that the men fully appreciated their position. Work was stopped and the men, one and all, determined to seek safety in the air shaft. The big cast-iron cover was raised and the fifteen men descended into the tub, clinging as best they could to the ladder.

There out in the lake in the midst of the furious gale they listened to the storm outside and heard the waves beat against their refuge and literally tear their shelter apart. But they knew they were safe. The water could not get into the shaft, and under the circumstances they could live there for many hours. The steady click of the automatic pump forcing air and life into their subteranean prison cheered them to further efforts to save their lives.

So the hours sped on. All through that fearful night the men hung to the ladder and heard the waves which every second were smashing and pounding and tearing at the little house on top. Piece by piece and part by part the cribhouse was washed away, and at six o'clock the air pump, the mainstay of the imprisoned men, was washed away. They did not hear it go, but its loss was plainly made known to them by the slow but steady rise of the water in the tube and the increasing foulness of the atmosphere. Slowly but surely the water climbed up on the men, and they knew that the time had come for action. A consultation was held and for over two hours the men hesitated. Some were in favor of waiting in the shaft until the last moment, others thought a break for the top of the crib at once their best chance. It was at best a choice of two evils and almost certain death in either case.

It was decided to leave. Only five succeeded in reaching the outside. The nine men who were not strong enough to get out were drowned by the water coming into the shaft, and four out of the five who got out were mangled or drowned by the tremendous floods which were lashed over the crib.

The first known of the disaster was Thursday morning when those living on the shore missed the familiar building out in the lake. The shanty was gone and the beach was strewn with its broken remnants. The beach was filled with weeping women whose cries for lost husbands and fathers arose even above the sullen roar of the waves. The shore was lined with a large crowd gazing helplessly across the water. Finally some forms were seen on the deck of the crib. With the aid of telescopes it was made out that there were six men there who were waving their arms to the people on shore. Every huge wave swept over them and it seemed as if they would be washed away at any instant. For hours the crowd watched the men, and not until 11:45 had the weather moderated sufficiently to allow the lifeboat to go out.

As none of the bodies have been washed ashore the supposition is that they are in the airshaft where the men were drowned. Miller, the man rescued, went from Chicago not long ago. His family now lives in Milwaukee.

Thursday evening at 6 o'clock the revenue cutter Andy Johnson, with the life-saving crew and boat aboard, made two attempts to reach the crib, but the sea was so heavy that nothing could be accomplished.

Of the blame of this fearful loss of life little can be said. There is a feeling that the Chicago contractors were at fault in leaving such a number of men in an unprotected position. Others lay the blame at the door of the life-saving crew, whom they accuse of dilatory and half-hearted attempts to save the men. Capt. Peterson of the life-saving station was notified of the disaster shortly after 5 o'clock, and had prompt action been taken then it is possible that the six men alive then could have been saved. A pier was within about 1,000 feet of the crib, and a howitzer could easily have thrown a life-line to the men.

As it was, Petersen did not arrive at the scene until 7 o'clock, and then drove there in a carriage with a member of the crew. He walked up and down the beach for a time and decided then that nothing could be done and that he could not get his boat out. This, however, was housed some five miles away from the scene of the disaster. It is not improbable that popular sentiment will demand an investigation of his conduct.