

The Republican.

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Plymouth Ind., September 12, 1901.

Warden G. A. H. Shideler, of the State's Prison at Michigan City, has sent his resignation to Governor Durbin and will return to Marion, his former home, where he will reside and look after his business and political interests. Mr. Shideler has made an excellent warden and his friends believe that he will be a candidate for nomination for some office on the state republican ticket.

In his very interesting historical sketch, prepared for the old settlers' picnic at LaPaz, the Hon. Daniel McDonald brought out the fact that after the creation of Polk township, in Marshall county, a petition was presented to the county commissioners requesting that the name of North township be changed to Dallas, in honor of the vice-president elected with James K. Polk. The petition was granted, but immediately, or shortly thereafter, revoked in some mysterious manner. Mr. McDonald's paper is replete with interesting historical facts pertaining to the early settlement of the northern part of Marshall and the southern part of St. Joseph county. The citizens of that locality ought to secure its publication in pamphlet form. It is too valuable to be filed away in a pigeon-hole.—South Bend Times.

END OF HANNA'S BOOM.

Harsh treatment from its idol has wrecked the Forty-first Ward M. A. Hanna club and it is no more. Last week the republicans of his ward organized the M. A. Hanna club with the avowed object of boosting the senator's presidential boom. The committee that was sent to formally inform the senator of the club's existence and its object reported Thursday night. It was a sad report. The senator had used strong language, the committee said through its chairman, Martin Doran, in telling them in almost so many words that the club was a fool, that he had no presidential boom and wanted none, and that he would not admit to being boomed by the club for president.

The club received the report of the committee in silence that was broken by a member moving that the name of the club be changed to the James A. Garfield club, which was done with-out a dissenting vote.

The intimate friends of Senator Hanna have understood for some time that private reasons connected with his health absolutely preclude any future participation in active politics by him and of course make it impossible for him to aspire to the presidency.

THE ANARCHISTS' SHOT.

The whole country is shocked and horrified by the dastardly act of an obscure laborer who, his mind misled and warped by the incendiary utterances of anarchists, has conceived the insane idea that in some way the world would be bettered by the extirpation of rulers and law. The assassin of Humbert of Italy is to him a hero whose act is worthy of emulation and by the attempted murder of McKinley he conceives himself to be a man above his fellows and destined to immortal fame.

If the president recovers from his injuries, as there is much reason to hope he will do, he will be even dearer to the masses than heretofore, and his qualities of manhood and capacity as a statesman have given him a firm hold on the affections of the people. His strong grasp of public matters, his delicate and kindly management, his winning personality, his spotless integrity and his loving attentions to his wife are some of the things the people have seen and admired.

President McKinley had no enemies except those who are enemies to all regulation of society. There was no reason for killing him except that the votes of the people had for a time placed him at the head of the greatest nation on earth. The anarchist's shot was not aimed at him but at government and regulated liberty. It is not reason, but the lack of reason, that leads to such attacks. The act itself is conclusive evidence of insanity. The sanity of the American people and the greatness of American institutions can best be demonstrated by dealing with this assassin calmly and under the forms of law.

PROSPERITY ITEMS.

The last report of the Interstate Commerce Commission, now being distributed, has an interesting bearing on the amount of compensation received by railway employees for a series of years. The figures prove that the railroad companies have shared very generously with their employees the prosperity which has resulted from the heavier volume of business, and the better rates at which it has been carried. The New York Financier gives

a statement of wages covering the years 1895 and 1900, as follows:

Class.	1900.	1895.
Gen. officers.	\$13,157,420	\$12,234,680
Other officers.	8,141,500	4,854,824
Gen. office cl'sks	23,127,228	18,820,959
Station agents	18,553,252	15,681,380
Other station men	45,627,016	38,460,710
Enginemen	50,713,401	39,490,901
Firemen	29,203,506	22,571,130
Conductors	30,089,322	23,708,480
Other train- men	44,844,475	36,504,130
Machinists	22,924,702	17,724,170
Carpenters	28,144,452	20,961,980
Other shop- men	59,470,846	44,738,580
Section fore- men	18,481,594	16,735,700
Other track- men	71,664,398	50,513,890
Switchmen, flagmen and watchmen	29,599,258	24,254,200
Telegraph operators and dispatchers	16,176,401	13,615,300
Employes floating equip	4,247,915	3,260,000
All other em- ployees and la- borers	63,098,165	40,377,100
Total	\$577,264,841	\$445,508,500

An analysis of the above shows that the railways paid for labor during the year 1900 \$577,264,841, which is \$54,296,945 more than in 1895 and \$131,756,580 more than in 1895. The gross earnings of all the railways of the United States for 1900 were \$1,487,044,814, against \$1,075,371,460 in 1895, gross earnings therefore increased \$411,673,352, or 18 per cent, while the compensation paid for labor increasing during the same period \$131,756,580, or 29 per cent, and this increase went to what is known as the laboring class. On most roads, the amount of money paid to officers has fallen off through a reduction of salaries or dismissal of a certain per cent. of the officers where roads were top heavy; consequently there is no room for criticism on the part of employees that they have not shared in the prosperity that has come to the roads.

ROOSEVELT DEFINES THE ISSUES.

In his principal address in Minnesota on Labor day Vice President Roosevelt dwelt with special emphasis on two questions—the trusts and the Monroe doctrine. Col. Roosevelt, of course, like all other men of sagacity and sanity, sees that combination, concentration, consolidation is a law of social gravitation against which the statutes of legislatures and congresses would be powerless, except in a regulatory way, as they would be against the law of physical gravitation. This principle operates among capitalists. It is in a directive and regulative capacity that the state must deal. With the vast combinations which have recently come into existence. The interests of labor and capital are common, he pointed out. The government, state or nation, must "possess the right of supervision and control as regards the great corporations which are its creatures, particularly as regards the great business corporations which derive a portion of their importance from the existence of some monopolistic tendency." There is no socialism in these words. This is the doctrine of common sense.

Equally pointed and intelligent were Col. Roosevelt's remarks on the Monroe doctrine. The United States must let the world know that it will do no injustice to any country and submit to none from any quarter. "We do not," he said, "by this doctrine intend to sanction any policy of aggression by one American commonwealth at the expense of any other, nor any policy of commercial discrimination against any foreign power whatsoever. Commercially, as far as this doctrine is concerned, all we wish is a fair field and no favor, but if we are wise we shall strenuously insist that under no pretext whatsoever shall there be any territorial aggrandizement on American soil by any European power, and this no matter what form the territorial aggrandizement may take." This is robust Americanism. It is also intelligent, enlightened Americanism. It means for the United States peace at home and prestige abroad. In proclaiming its hands-off-the-American-continent warning to the Holy Alliance three-quarters of a century ago the United States not only gave all the peoples of the Western hemisphere the opportunity to work out their own destiny in their own way, without any interference from without, but by that very act did more for the cause of universal peace that was ever done by any other nation in the world's history. St. Louis Globe Democrat.

CORN CRIBBED IN 1866.

PERU, Ind., Sept. 5.—Lewis Pence, living in the vicinity of Converse, probably has the oldest corn in Indiana. In 1895, after he returned from the battlefields of the South, he built a corn crib having a capacity of 10,000 bushels. In 1866, in this crib, were stored 2,000 bushels of corn, but before the next gathering time the amount dwindled to 200 bushels. Ever since that year Mr. Pence has been storing corn in the same crib, and now it contains over 6,000 bushels, some of it represented by every year since 1866. The corn grown in 1866 is just as solid as it was when first put away.

For a bad taste in the mouth take Chamberlain's Stomach and Liver Tab-
lets. For sale by J. W. Hess.

STATE CLIP

Suit on a Policy.

GOSHEN, Ind., Sept. 7.—Roland D. Whitford has brought suit against the American Mutual Life Insurance Co. of Elkhart for failure to pay a policy alleged to be past due and unsettled.

Veteran Killed.

GOSHEN, Ind., Sept. 7.—Amos Pegg, eighty-five years old, a veteran of the civil war, was instantly killed by a Lake Shore train east of this city yesterday. Both legs were cut off and his head was crushed. His home was at Millersburg, six miles east of this city.

BIG FIRE AT FLORA.

FLORA, Ind., Sept. 7.—The R. D. Voorhees planing mill, the largest in this part of the state, was burned to the ground last evening. The flames started in the upper part of the building. The origin of the fire is a mystery. The loss is \$20,000, partly insured.

Will Impeach Police Chief.

INDIANAPOLIS, Sept. 6.—The Civil Alliance has practically decided to bring impeachment proceedings against Superintendent of Police Quigley and subordinates on the police force who declined to close saloons that were found by representatives of the alliance to be violating the law.

The charges against the officers will be filed with the board of safety. Several years ago temperance workers filed affidavits with the board, but the cases were "whitewashed."

Voorhees' Partner Dead.

TERRE HAUTE, Sept. 6.—Judge A. B. Carlton died yesterday. He had been in failing health for years and blindness came upon him. He leaves a wife and several children, one a son who is a well-known New York correspondent of a California press association. Judge Carlton formerly lived at Bedford. He was a law partner of Senator Voorhees in this city, resigning a judgeship at Bedford to move here. He served as a Utah commissioner under the first operation of the Edmunds law, from 1881 to 1888.

KOKOMO PIONEER KILLED BY TRAIN.

KOKOMO, Ind., Sept. 6.—William Funk, one of the earliest settlers of this place, was killed by the cars here this morning. He started to his farm three miles east, and in crossing the Panhandle tracks was struck by the Richmond and Logansport special. He was hard of hearing and almost blind and did not notice the approach of the train. His horse was killed and the buggy torn to pieces. Funk was seventy years of age. He was prominent in Democratic councils for forty years, but at the last election voted for McKinley.

Gresham's Mother's Birthday.

NEW ALBANY, Ind., Sept. 7.—Mrs. Sarah Rumley, mother of the late W. Q. Gresham, 98 years old, yesterday unaided hastened herself to prepare dinner for over fifty guests assembled to celebrate the anniversary of her birth. She is the mother of eight children and has outlived all except two—Col. William Gresham of St. Paul and Miss Meade Gresham of Chicago. All of the five sons entered the federal army. Two gained distinction. Col. W. Q. Gresham rose to major general and afterward was judge and secretary of state. Another son, Col. Ben Gresham, was a distinguished cavalry leader in the Mexican war.

DROWNING AT LAKE HAMILTON.

AUBURN, Ind., Sept. 7.—News of a terrible accident has reached here from Lake Hamilton. John Zimmerman had chosen the lake for a day's outing for his Sunday-school class, and left the city early yesterday morning with a dozen or more boys. Upon arrival, the toboggan slide was first sought for a little fun.

The first time down Hugh, the thirteen-year-old son of Mr. and Mrs. A. G. Lodewick, of this city, strangled and never arose. The news was broken to the parents as gently as possible, but both are prostrated, and Mrs. Lodewick's case is extremely alarming on account of her delicate condition.

Martin Will be Elected.

INDIANAPOLIS, Sept. 6.—A number of the Indiana division, Sons of Veterans, are preparing to leave, the latter part of next week, for Providence, R. I., to attend the national convention of the organization. They will work in the interest of Deputy Auditor of State Frank Martin, of this city, who is a candidate for national commander, and for whom an aggressive campaign is now being conducted.

State Auditor Custodian Kreitenstein, commander of the organization in this state, says the indications are that Mr. Martin will be elected. His only opponent at this time is George D. Addington, a superior court judge at Albany, N. Y., who is a well-known member of the organization. The position of national commander does not carry with it a salary, but it is much desired because of the honor. The national commander also has the appointment of an adjutant-general, whose salary is \$1,800.

STATE CLIP

Rochester Wedding.

ROCHESTER, Ind., Sept. 6—Miss Ruth McClung, daughter of Mrs. Sarah B. McClung, was married to Ernest Brown, of Indianapolis, at the home of the bride. The Rev. George Lockhart officiated. The couple will live at Indianapolis, where Mr. Brown is studying law.

Suicide Indicated.

WARSAW, Ind., Sept. 7.—Evidences of the coroner's inquest upon the death of William H. Shuster, whose body was found in a cornfield on the farm of his wife, ten miles southeast of this place, seems to indicate suicide and not murder. A razor was found near the body and Mrs. Shuster stated it belonged to her husband.

Throat Cut in a Cornfield.

WARSAW, Ind., Sept. 6.—The body of Wm. H. Shuster, who lived near Pierceton, was found in his cornfield yesterday with his throat cut from ear to ear. A corn knife was laying beside him. He was married five days ago and was seemingly happy and contented. He was respected throughout the county. It is not known whether it was a suicide or a murder.

COLUMBIA CHOSEN

Defender of 1899 to Defend the America's Cup Again.

NEWPORT, R. I., Sept. 6.—The yacht Columbia, champion of 1899, has been chosen to race against Shamrock II in defense of the America's cup. This decision was reached after a conference lasting two hours between the members of the challenge committee. All members of the committee were present. Commodore Lewis Cass Ledyard presided. The discussion was exhaustive. The performances of the two boats were gone over systematically and critically compared. The conclusion was that the behavior of the Columbia was far more consistent than that of the Shamrock and that in the circumstances there was no alternative but to name her as the defender.

The announcement of the selection of the Columbia was received here with expressions of approval among yachtsmen. She has shown herself such a reliable all-around yacht that the decision of the challenge committee is held to be strictly just and impartial. As interested yachtsmen view the situation, the Columbia has been tuned up to the point of perfection. Her crew are enthusiastic believers in her capabilities. Their drill and discipline are beyond praise and nobody who has watched them has any doubt that they will make a gallant defense of the cup.

An interesting feature of the affair is the future of the Constitution. August Belmont endured the rejection of the boat of which he is the principal owner with philosophic fortitude. He will keep her in commission so that if any accident should befall the Columbia she would be ready to fill the gap. Mr. Belmont will do all in his power to help the Columbia keep the cup on this side of the Atlantic. He will lengthen her sails, spars or any other that may be needed.

England Has Potato Bugs.

LONDON, Sept. 5.—The board of agriculture announces that the Colorado beetle, in various stages of existence, has been discovered in a potato patch in Tilbury. The beetle hitherto has not been known to breed in Great Britain, although it has been occasionally imported, as in 1877, when it caused a universal scare. The board had the crop in which the beetle was found and the surrounding crops at Tilbury destroyed immediately, and it hopes that this will be effective in preventing the spread of the beetle, inasmuch as the area affected is an isolated one among the dock sheds.

Jamestown Invaded.

CAPE TOWN, September 4—Boer invaders are around Jamestown, Cape Colony. The damage to the railway between Stormberg and Aliwal North has been repaired. The invaders seem to be determined to do as much damage as possible.

For Sale.

60 acres of finest black walnut and sugar tree land, known as the Plummer farm, two miles southwest of Inwood. All kinds of fruit, large two-story brick dwelling and frame out-building. Call on or address, Mrs. Jeanie Boggs or Mrs. Fettah Arzt, Inwood, Ind.

BIG HAUL MADE BY TEXAS TRAIN ROBBERS

TEXARKANA, Texas, Sept. 5—

Cotton Belt passenger train No. 1, southbound, due to leave Texarkana at 9:25 o'clock last night, was delayed and did not leave until 11 o'clock. It reached the Texas and Pacific crossing, four miles south of Texarkana, about 11:25 p. m. When it stopped to signal for the crossing six men boarded the train. Two got on the engine and compelled the engineer and fireman to go back and cut the mail and express cars from the train. When this was done, the six men boarded the engine, left the fireman with the train, and instructed the engineer to run to Elyau, a small siding, where a stop was made.

While one man guarded the engine five others went to the express car, forced the doors, and blew open the safe. They took their time at the work, and when they had concluded, returned to the locomotive with two sacks heavy with booty. I am said they secured at least \$35,000. Turning to the engineer, one said:

"We'll just shellroad you here. You are not the only engineer in this crowd, and I guess we can run the machine a few miles without your assistance. When you locate your wagon, figure the run in on your mileage, as we won't put in time for the run make.

Putting out the headlight, the bandit engineer opened the throttle and pulled out. Engineer Henderson was left with the express and mail cars and the messenger and postal clerk. He made his way to a section house within a mile or two of the scene, and, procuring a handcar and men to assist in propelling it, started to search for the locomotive.