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OSKALOOSA, IOWA, THURSDAY, APRIL 18 1912

ESTAB. 1850.

868 SURVIVORS ARE ON THE CARPATHIA

Wireless Brings Partial List of Those Saved.

BUT FEW MEN AMONG THEM

Names of 589 Still Are to Come From the Steamer Which Went to the Rescue of Titanic.

New York, April 17.—Three hundred and nine survivors are recorded in a corrected list of the Titanic's passengers now aboard the liner Carpathia received by wireless from the Carpathia.

The list comprises only first and second cabin passengers.

First Cabin Passengers.

Mrs. Rose Abbott, probably Mrs. N. Aubert; Harry Anderson, Miss K. T. Andrews, probably Miss Cornelia J.; Miss E. W. Allen, Mrs. E. D. Appleton, Mrs. John Jacob Astor and maid.

A. H. Barkworth, "Karl Barrett," Miss A. Bassina, Miss Besette, Miss Bathworth, Mrs. James Baxter, Mrs. Allen Becker, Miss Ruth, Miss Mary, Master Richard, undoubtedly Mrs. A. O. Belker and three children, Georgia Brayton, Mr. and Mrs. R. T. Beckwith, Karl H. Beha, Mr. and Mrs. D. H. Bishop, Henry Blank, Miss Caroline Bonnell, Miss G. C. Bowen, Miss Elsie Bowerman, Mrs. J. M. Brown, Mrs. J. J. Brown, "Edith Brown," T. W. S. Brown, "Mrs. G. M. Burns," Mrs. William Buckner.

"W. M. E. Cahries, E. P. Calderhead, Mrs. Churchill Cardell, Mrs. J. W. Cardeza, Thomas Cardeza, Miss Lucille Carter, Mrs. William E. Carter, "Renardo M. Carmacion, "Miss D. D. Casebere, Master William Carter, Howard B. Case, Mrs. Terrell W. Cavendish and maid, Mrs. H. F. Chaffee, Mr. and Mrs. N. C. Chambers, "Mrs. Victorine Chamdansen, Miss Gladys Cherry, Paul Chevro, Mrs. Walter Clark, Mrs. B. Chibance, probably Mrs. E. B. Chibance, Mrs. E. G. Crosby, Mrs. John B. Cummings, Miss Crosby.

Robert W. Daniel, "Miss Sarah Daniel," "Miss Desmette, Mrs. Thornton Davidson, Mrs. B. Devillers, Mr. and Mrs. A. A. Dick, Dr. and Mrs. Washington Dodge and son, Robert D. Douglas, probably Mr. or Mrs. W. O. Douglas, Mrs. Fred C. Douglas, Mrs. Walter Douglas, "Alfred Drauchensied, "Miss B. Driscoll.

Miss Ellis, may be Miss Eustice, "Phillip Ennock, Mrs. Boulton Ewinshaw, "Miss Caroline Endres.

"Miss Antonette Flegheim, "Miss Franchatelli, "Miss G. Elein Formery, J. I. Flynn, Mrs. Mark Fortune, Miss Lucille Fortune, Miss Alice Fortune, Dr. and Mrs. Henry Frauenthal, Mr. and Mrs. T. G. Frauenthal, Miss Margaret Frolcher, Mrs. Jacques Frolcher.

"Mrs. Marcy Gerrold, "James Googht, Mrs. Leonard Gibson, Miss Dorothy Gibson, Mrs. Samuel Goldenberg, Miss Ella Goldenberg, Sir and Lady Cosmo Duff Gordon, Col. Archibald Gracie, Mr. Graham, Mrs. William Graham, Miss Margaret E. Graham, Mrs. Lee D. Greenfield, William B. Greenfield.

"Mrs. Jennie Hansen, Henry Harner, Mr. and Mrs. George A. Harner, Henry S. Harper and man servant, Mrs. Henry S. Harper, Henry Hawksford.

Charles T. Hays, Mrs. Charles M. Hays and daughter Margaret, "Mile Haussig, Miss Jean and Mrs. Ida S. Hippach, Mrs. John Hogeboom, Mr. and Mrs. Fred M. Hoyt, "Masserfame Horosons, Miss Norah Healy, Mrs. A. O. Helversen, "Henry R. Homer.

Bruce J. Ismay.

Mr. and Mrs. E. D. Kimberley, probably Mr. and Mrs. E. N. Kimball; Mrs. Emilie Kenchla, possibly Mrs. F. R. Kenyon, F. A. Kenniman, probably Mr. or Mrs. F. R. Kenyon.

Juliet Daroch, probably Mrs. Joseph Laroche, Simone; Mrs. A. F. Leader, Mrs. Ernest Lines, Mrs. Mary C. Lines, Sigfrid Lindstrom, probably Mrs. J. Lindstrom, Miss Anna Linkane, probably Mrs. William Lahtigen, Miss G. F. Longley, "Miss Bertha Lavory, "Gustave J. Lesheur.

Miss Georgietta A. Madill, Miss Kate Marshall, probably Mrs. Marshall, Pierce Marshall, Mrs. D. W. Marvin, Miss Nellie Malleroff, probably Miss Nellie Walcott, Paula Mange, maybe Mrs. William Angle, J. N. Meloss, maybe Mrs. William Mellers, Mrs. W. E. Minnihan, Miss Daisy Minnihan, "Miss Ruberta Malmay, "Miss Letitia McDermont, "Olivia Middle, "Mrs. Florence More.

Mrs. Adelle Nasernell, probably Mrs. Nicholas Nisser, "Miss Madeline Newell, Miss Marjorie Newell, Miss Helen Newsum.

Mrs. Overt O'Connell, probably Mrs. R. C. O'Connell; Flenam Omond, E. C. Ostby, Mrs. Ostby, Miss Helen R. Ostby, Percy J. Oxenham, probably Thomas Oxenham.

Major Arthur P'ouchan, "Miss Nanette Panhart, "Miss Ross Pensky, Miss Lillian Pentham, Major Arthur Puechen, Mrs. Thomas Potter, Jr.

Miss Apple Ranelt, Mrs. Mamam J. Renago, Mrs. George Rheims, Mrs. Edwards Robert, C. Rolmano, Miss Edith Rosenbaum, Mrs. Martin Roth-

U.S. BEGINS PROBE INTO SHIPWRECK

Official Asks for Number of Lifeboats on Titanic.

MUCH COMMENT IN LONDON

Hints Are Heard That Provisions For the Safety of Passengers Were Insufficient to Accommodate All.

Washington, April 17.—A quick report from the White Star line on the number of lifeboats and life rafts carried by the Titanic has been telegraphed for by Supervising Inspector Uhler of the government steamboat inspection service.

The federal steamship inspection service was awaiting the arrival of the Titanic for examination to see that she complied with the English law with regard to life and other equipment. If the vessel had been of American register it would have been obliged to have lifeboats or life rafts containing 23,470 cubic feet, or accommodation for 2,347 persons.

Much Comment in London.

London, England, April 17.—The apparent fact that the Titanic's boats were not sufficient to accommodate the ship's personnel is causing much comment here, although the papers are chary of discussing the subject. The law does not provide the number of boats the largest ships shall carry. It applies only to those vessels displacing up to 10,000 tons, as it was passed before the present big ships had been designed or built.

child, J. N. Roberson, undoubtedly Arthur Ryerson of Philadelphia, Miss Suzanne Ryerson, Miss Emily B. Ryerson, Mrs. Arthur Ryerson, Miss Eliza Rogers, probably Selma Rogers, Countess of Rothes.

Adolphe Snafield, Abraham Salaman, Mrs. Paul Schabert, Mrs. Emma Seeger, Miss Augusta Seropene, Frederick Seward, Robert Douglas Shadell, Miss D. Shutter, probably Mrs. E. W. Schultes, Mrs. William D. Silvey, Miss Synly Silwana, probably Lillie Silven, Col. Alfonso Simonius, "Mrs. W. N. Skellery, Max Stockflehn, Miss Hilda Slayton, William T. Sloper, Mrs. Lucin P. Smith, Mrs. P. P. Smith, Mr. and Mrs. John Snyder, Abraham Solomon, Mr. and Mrs. J. J. Spadden, probably Mr. and Mrs. Frederick O. Spadden, H. B. Steffanson, R. Spencer Silverthorne, Mrs. P. Stephenson, Mrs. W. A. Spencer and maid, Dr. Max Stehelin, Mr. and Mrs. C. E. H. Stengel, Mrs. George M. Stone, Mrs. Frederick Joel Swift.

Miss Ella Thor, Mrs. Tucker and maid, Mr. and Mrs. J. B. Thayer, Miss Ruth Taussig, Mr. and Mrs. E. Z. Taylor, Gilbert M. Tucker, "Mrs. Jessie Trout.

Mrs. F. M. Warren, Mrs. J. Stuart, Mrs. Mary Wick, Mrs. George D. Widener and maid, Rich N. Williams, probably N. W. Williams, Jr.; Miss Constance Willard, Hugh Woolner.

Miss Marie Young.

"List of survivors whose names do not appear on the original sailing list, probably includes a large number of those who took the ship at Cherbourg.

Second-Cabin Passengers.

William Angle, Hanna Abelson, Ada R. Ballis, Miss Kate Biss, Edward Beane, Miss Ethel Beane, Miss Dagmar Beryhl, Mrs. Karolina Rystrom.

Mrs. Charlotte Collyer, Miss Marjorie Collyer, Mrs. Alice Christy, Miss Julia Christy, Mrs. Ada Maria Clark, Miss Cameron, Mrs. Stuart Collett, Albert F. Caldwell, Mrs. Sylvia Caldwell, Miss Ethel Carside.

Miss Lulu Drew, Miss Agnes Davis, John M. Davis, Florentine Duran, Miss Mary Davis, Mrs. Ada Doling, Mrs. Elsie Lolling.

Mrs. Lizzie Fauthrop.

Miss Mary D. Hewlett, George Harris, Mrs. Jane Herman, Miss Kate Herman, Miss Alice Herman, Miss Nina Harper, Anna Hamalalner and son, Mrs. Elizabeth Hocking, Miss Nellie Hocking, Miss Eva Hart.

Mrs. Amy Jacobsohn.

Miss Nora Kane, Miss Fannie Kelly.

Miss Louise Laroche, Miss Jessie W. Leith, Mrs. Lamore, Mrs. Alice Louch, Miss Bertha Lehman.

Mrs. Elizabeth Mellinger and child, Mrs. A. Mallet, Master Andro Mallet.

Mrs. Elizabeth Nye.

Mrs. Alice Phillips, Emilio Pailas, Julian Padro, Mrs. L. Parish, Mrs. Emilio Portuapelli.

Mrs. Jane O. Quick, Miss Winie C. Quick, Miss Phyllis O. Quick.

Mrs. Lillie Rebourt, Mrs. Lucy Ridsdale, Miss Emily Rugg, Mr. and Mrs. Emilie Richard and son.

Miss Maude Sinecock, Mrs. Marion Smith.

Miss Edna S. Trout.

Mrs. Matilda Weisz, Miss Susan Webber, Miss Marion Wright, Miss Bessie Watt, Miss Bertha Watt, Mrs. West and two children, Mrs. Addie Wells, Miss J. Wells, Ralph Wells, Charles Williams.

A QUICK RECOVERY



Describes the Titanic

Col. A. W. Swalm Believed the Big Boat was Unsinkable.

Des Moines Capital: "If Captain Haddock of the Olympic, wired that the Titanic has gone to the bottom, she has gone and this despite the fact that she was credited with being an 'unsinkable boat.'"

This was the sad comment of Col. Albert W. Swalm, United States consul to Southampton, England, on the wreck of the Titanic. Colonel Swalm reached Des Moines Monday.

As a personal friend of Captain Smith, commander of the Titanic, and personally acquainted with the majority of the crew of that ship, Colonel Swalm talked feelingly this morning of the world's greatest marine disaster. A firm believer that the boat was unsinkable, thoroughly familiar with every detail of the "Titanic of the seas," he yet felt compelled to admit that man's greatest piece of naval architecture was as tissue paper when it met the immovable force of nature.

"The only way in which I can account for this terrible disaster is the old story of an irresistible force meeting an immovable body," said he. "One or the other had to give, the force of man or the force of nature. The force of nature refused to budge and so the power created by man gave way to the superior force."

Immediately upon his arrival down town Tuesday morning Colonel Swalm sent the following cablegram to the mayor of Southampton, England, where all members of the crew lived:

"Deeply shocked at terrible disaster which has befallen Captain Smith and crew on Titanic, Col. Swalm joins me in deepest sympathy to the stricken families."

Life Boats Crushed.

"The only way I can account for the great loss of life, even if the ship did sink," said he, discussing the disaster, "is that many of the lifeboats were crushed by the impact. There were enough lifeboats on the Titanic to have taken every living soul from the ship. Those lifeboats are operated automatically and can be lowered and manned in two minutes. It takes a crew of twelve men to man one lifeboat and each boat will hold 150 people. In the time which elapsed when she struck the iceberg and when she sank, all boats could have been lowered, manned and all passengers taken aboard. The fact that so many lost their lives convinces me that the disaster was not what in railroad parlance would be called a head-on collision, but that the big boat struck the iceberg at an angle, crushing in the bow and side and completely crushing the lifeboats along the side and on the bow of the boat.

"The Titanic was so constructed that the bow or the stern could be knocked completely off and still she would float. This was made possible by the huge bulkheads. Both in the bow and stern of the boat there were no passageways, but instead solid steel bulkheads. These were braced on every deck, up and down, so that it would require a terrible force, one greater than the mind of man can conceive, to have rendered the ship sinkable. Every compartment was separate and distinct. The boat was equipped to meet every possible emergency of wind and storm and collision with other boats.

"Solid Ice Beneath Waves." "She must have struck a giant field of ice, sideways. One-fifth of these icebergs are above the waterline while four-fifths are below. They stretch under the water in a solid field of ice, being practically an immovable body. "Imagine if you can a gigantic thing of steel and iron, riveted, braced, banded, moving at a good rate of speed, striking such a thing as one of

those icebergs. Something had to give and as the iceberg wouldn't the ship crumbled up. I imagine that some of the iceberg was broken by the impact and fell on top of the bow end of the ship.

"A word for Captain Smith, her commander. He was a splendid captain, the oldest in the service, a careful man, the best navigator in the merchant marine service in the world. I have known him for years. All that the mind of man could create in construction and all that the honor of man could do in commanding, were personified in the construction of the Titanic and the seamanship of Captain Smith. It is simply one of those terrible tragedies of history which all the force and genius of man is powerless to prevent. It is terrible, terrible. The desolation in the homes of Southampton today must be something terrible."

Saddened by Tragedy.

Col. and Mrs. Swalm are visiting in the city as the guests of Mr. and Mrs. E. C. Miller. Colonel Swalm, so keenly the tragedy which has darkened the homes of the Southampton people that he did not care to discuss other questions of public interest. The disaster strikes home to him in a peculiar manner because of his long residence in Southampton and his acquaintance with the officers and crew of the lost ship.

JONES' STATUE IS UNVEILED

Monument to First Admiral of American Navy Dedicated at Washington With Much Ceremony.

Washington, April 17.—In the presence of President Taft, congress, the diplomatic corps and thousands of other persons, Admiral George Dewey pulled a silken cord at 3:30 p. m. today, disclosing between the folds of two American flags the memorial to John Paul Jones, the first admiral of the United States navy.

The ceremonies incident to the unveiling were unusually impressive. Members of every patriotic society represented in Washington filled the grand stand, built especially for the unveiling, and the boxes of the president and others were splendidly decorated. The services opened when Rev. Charles Wood of the Church of the Covenant delivered the invocation.

Gen. Horace Porter of New York, president of the Navy league, then delivered an address in which he eulogized John Paul Jones as the first great sea fighter to conjure respect for the American flag out of ridicule and insult.

FLOOD VICTIMS NEED FOOD

Large Number Found on Verge of Starvation Near Dirk, Mo.—Cairo Sends Relief.

Cairo, Ill., April 17.—A report reached Cairo that a large number of people near Dirk, Mo., were surrounded by water and upon the verge of starvation. Rations for 80 people were sent there and the people were found in a deplorable condition. Much stock in that neighborhood is dying off, having had nothing to eat in several days. Freight service has been started into Cairo by all railroads.

Was Forewarned of Disaster.

Fond du Lac, Wis., April 17.—A fortune teller told Dr. W. E. Minahan, a reported victim of the Titanic disaster, that he would lose his life on his second trip abroad. The doctor, before sailing with his wife and sister, increased his insurance \$35,000.

HOPES KILLED OF SAVING MORE

Ships Seeking Survivors of Titanic Give Up Quest.

THE DEATH TOLL IS NOW 1,342

Wireless Today Indicate That Sinking of Ship Was Known by Officials of White Star Line Long Before It Was Given to Public.

On Board the Steamer Olympic eastbound, by wireless to Cape Race and land lines to New York, by Roy W. Howard, general manager of United Press, April 17.—The bodies of some of the victims of the Titanic will be brought here probably by way of Boston on the steamer California, now at the scene of the disaster. The Olympic is proceeding on her way eastward. As soon as Capt. Haddock received the wireless for aid he rushed his steamer to the scene at full speed but arrived too late. Heavy contributions are being made by the passengers for the aid of the families of the ill fated crew of the Titanic.

Survivors Are All Well.

New York, April 17.—Special: A wireless message from the Carpathia with the Titanic survivors on board says that the vessel is 596 miles from the Ambrose Channel and will reach there Thursday night and enter the harbour Friday morning. All on board are well.

News Was Withheld.

Montreal, April 17.—Special: Wireless dispatches to-day indicate that the sinking of the liner Titanic was known to the officials of the White Star Line long before it was made public and at the same time that they were sending out reports asserting that all on board were safe. It is said that this report originated in the New York offices of the White Star line. It is known that the report of the disaster was sent to Montreal Monday afternoon and was confirmed by telegraphic messages from New York but was kept absolutely quiet for hours. The dispatches received in Montreal saying the Virginian was towing the Titanic to port came from a wireless operator who was in a position to furnish the most authentic news of the disaster. No excuse was received from the operator but it is believed he received a wireless that in his own judgment warranted his message to the public. Both the publishers and the marine crew are bitter to-day at the suppression that was held on Monday of all the important news of the great loss of life by the White Star officials.

Fate Known Monday Morning.

New York, April 17.—Special: That the fate of the Titanic was known in New York on Monday morning was the statement made about the offices of the Cunard line to-day. It was said that on Monday morning a prominent New Yorker appeared at the Cunard office and declared that a person in authority had received a message telling of the sinking of the great liner. He was urged to make the news public but declared it must be suppressed.

Lack of Life Boats.

London, April 17.—Special: Practically all the newspapers demand vengeance for the death of about 1492 passengers and crew on board the lost Titanic and lack of life boats is universally condemned. Investigation of all other steamers is demanded. Lord Mayor opened subscriptions for the relief of the women and orphans of the crew.

An Iowa Man Missing.

Des Moines, April 17.—Special: Telegrams from Chicago says that among the missing on the Titanic is Thornton Davidson, of Des Moines. No such name appears in the Des Moines directory but it is possible that Davidson is from some smaller Iowa city and upon sailing gave his address as Des Moines.

No word has been received in Des Moines of the safety of Mr. and Mrs. J. H. Phillips who are in Europe and who are thought to have sailed on the ill fated Titanic. Telegrams have been sent to New York and London to ascertain their whereabouts.

A Ray of Hope.

New York, April 17.—Special: Hope that some of the passengers of the Titanic not taken on board the Carpathia may have been saved was revived early today when the captain of the freighter Ultima of the Phoenix line, which docked about midnight reported that he had passed along the route taken by the Titanic and that a number of floating boats were in the vicinity, headed toward Halifax. He said he thought it was improbable that some of the passengers might have secured life preservers and possibly were rescued by the fishing vessels. The Ultima is not equipped with wireless.

Inquire for Major Butt.

New York, April 17.—Special: Henry W. Taft, brother of the president, called at the office of the White Star Line today and asked for Major Butt.

WOODSON ADDRESS MINERS

BUXTON ATTORNEY TALKS ON BENEFITS OF UNION.

Conference Between Operators and Miners On Wage Scale Will Commence Tomorrow.

Des Moines, April 17.—Special: George H. Woodson addressed the miners' convention yesterday afternoon. Mr. Woodson spoke along the lines of the benefits of the union to the men and urged that no discrimination as to race or color would be practiced. His address was well received by the miners, who gave liberal applause when he finished.

The business session of the afternoon was taken up with discussion of the wage scale provisions. The discussion is a preliminary matter, as the conference between the operators and the miners will be held Thursday morning. It was postponed from Wednesday noon, the original date, by arrangement with the operators, represented by E. C. Smith.

President Rogers received results from two of the Pennsylvania districts on the referendum vote. These results show that in the Second district 4,000 votes favored the agreement. In the Fifth district, which comprises western Pennsylvania, 8,000 votes were favorable.

The miners' Cleveland agreement has been carried by an overwhelming majority. President W. H. Rodgers, president of the 13th District, received a telegram from Edward Perry, of Oskaloosa, international secretary, now at Indianapolis, saying that 70 per cent of the referendum vote had been counted and affirmed. This is the first official report received from Indianapolis headquarters relative to the referendum of April 10th.

He said he was directed by the president to secure all information, but he secured little.

Will Hunt for Bodies.

Halifax, April 17.—Special: The Mackay Bennett was chartered by the White Star Line and started today loaded with 200 crafts to hunt for the bodies from the Titanic for 10 days. The ship carried a number of undertakers to care for the bodies which, if found, will be brought back and shipped to the United States. Vincent Astor may charter the sealing ship to hunt for his father's body.

Discrepancy in Reports.

New York, April 17.—Special: While the White Star Line says 868 were safe and about 492 lost, the Marconi wireless officials asserted today that they have messages saying that the saved number is 700 and the lost 2,000.

Morgan Denies Knowledge.

New York, April 17.—Special: A positive denial that J. P. Morgan, Jr., knew of the sinking of the Titanic Monday and suppressed the information to control the stock market was made today.

To Meet the Carpathia.

Washington, April 17.—Special: President Taft announced that there would be no revenue cutters sent to meet the Carpathia and escort her to New York, as he has sent the West Chester and Salem, which will be in touch with the Carpathia by wireless this afternoon, and the details of the disaster will not reach the White House until these warships are heard from.

Another Iceberg Collision.

Flensburg, Russia, April 17.—Special: The Steamer Occident collided with an iceberg, but her captain ran her ashore and saved his passengers and crew.

New York, April 17.—The last hope for any of the survivors of the ill-fated Titanic who might have been on life rafts or in lifeboats afloat on the Atlantic was abandoned when reports from Newfoundland and Nova Scotia came to the effect that a wild thunderstorm broke in the neighborhood of the Grand Banks of Newfoundland and was traveling eastward.

Before the thunderstorm there is being driven a bank of heavy fog, forming a double danger to any of the survivors who might be afloat.

Liners Abandon Search.

All the liners that have been cruising in the vicinity of the wreck in the hope of picking up survivors have given up the quest and resumed their regular trips.

Wireless dispatches from the Carpathia place the list of survivors on board that ship at 868. There were 2,210 on the Titanic, including passengers, officers and members of the crew. This means that 1,342, of whom at least 552 were passengers, have perished.

Wreckage 200 Miles From Scene.

The tremendous current and undertow of the Grand Banks have carried the wreckage 200 miles westward of the scene of the disaster, ships passing that distance reporting that they have encountered life preservers, wreckage and debris from the Titanic.

President Taft has ordered two revenue cutters, the Gresham and the Acushnet, both now off the Massachusetts coast, to meet the Carpathia, bound to New York with the survivors.

The navy department supplied this order with instructions to the cruiser Salem, the fastest in (Continued on page 4).

MANUFACTURERS AND EDUCATION

Shops at Valley Junction Shut Down and 75 Out of Work.

OFFICE GIRL ROBS DENTIST

Hotel Porter Disappears With \$10 of Guests' Money—Bennett Woman Arrested, Charged With Murder—Miss Samson Resigns.

St. Louis City, April 17.—Special: The question of industrial education for the boys of Iowa will be the all important topic before the Iowa Manufacturers' Association which will convene here May 8th. The campaign is to be made at the meeting. The entire efforts of the association as far as the legislature is concerned is to be directed at this session. Louis E. Rober, delegate of the Industrial education at the University of Wisconsin, is to address the convention. The most important matter to be taken up is Efficiency. Frederick W. Taylor, originator of the Taylor system of accounts, is to speak on this subject. An interesting feature of the convention will be the exhibition of public safety devices. Senator Kenyon is to be one of the speakers and will talk on "Iowa's Place in the Nation." Joe Long, editor of the Road Maker, will talk on the other half of transportation. George T. Bell of Sioux City will talk on Freight Rates. John Lee Mahon of Chicago will talk on Advertising.

R. R. Shops Shut Down.

Valley Junction, April 17.—Special: 75 workmen were thrown out of work without a moment's warning at Valley Junction yesterday afternoon, when the shops, including the tinners, carpenters, machinists and carmen, were closed for the rest of the month of April. No cause was given except "necessary shut-down to let business recuperate." Feeling run high among the workmen, who were thus turned out without notice until the whistle blew for the wheels to stop turning. Many families will be left in hard straits. Two weeks at least of idleness lies before the men, and a long, cold winter has just closed.

Girl Robs Dentist.

Dubuque, April 17.—Special: Dr. R. E. Haggerty, a prominent dentist of this city, was yesterday robbed of \$1,500 in paper bills by his office girl, Miss Mildred Key. After assisting the dentist in searching the office for the missing money the girl became suddenly confused and Dr. Haggerty's suspicions were aroused. She was searched and fourteen \$100 bills with two \$50 bills were found on her person. The dentist refused to prosecute Miss Key, after discharging her.

Hotel Porter Disappears.

Des Moines, April 17.—Special: The police have been asked to search for Jack Davis, a porter at the Chamberlain hotel, who is said by the hotel management to have disappeared Tuesday afternoon after leaving the hotel to go after the mail at the post-office. Davis was given \$10 to buy railroad tickets for two hotel guests, and the police think he has left town with the money.

Woman Held For Murder.

Tipton, April 17.—Special: Police here have received word from Holstein, Neb., of the arrest of Clara Bowers of Bennett, Ia., who is charged with the murder of an illegitimate child. Gus Bowers, a brother, also is under arrest. The body of the child was discovered by Joseph Bigley of near Bennett, who unearthed it while plowing.

Miss Samson Resigns.

Cedar Falls, April 17.—Special: Miss Mary Samson, for two years instructor in physical education at the State Teachers' college, has resigned and will accept a similar position at the Minnesota State Normal school at Winona. She will remain here until the close of the present school year.

Given 20-Year Sentence.

Dubuque, April 17.—Special: Leon Barrington yesterday was sentenced to twenty years at Anamosa. He was convicted of breaking and entering, and pleaded guilty to a charge of assisting a prisoner to escape from jail.

Brings Suit For \$5,000.

Des Moines, April 17.—Special: Charging that she was falsely and maliciously arrested for stealing \$75 worth of jewelry, and that the proceeding was actuated by ill will, Emma Kubera brought suit for \$5,000 damages in district court yesterday against Harry and Mrs. Mary Zinsmaster. She said she was put in jail and was kept there three days, and then the prosecutor dismissed the case when he didn't see a chance of conviction.