

ANCHORS OF MANY SHA...

They Have Not Always Been of the Form Now Generally in Use.

Up to the beginning of the last century the anchor in use by the mariners differed greatly from that now seen upon vessels. It consisted of a long, iron shank, having two comparatively short, straight arms, or flukes, inclined to the shank at an angle of about 40 degrees, and meeting it in a somewhat sharp point at the crown. In large anchors the bulky wooden stock was built up of several pieces, hooped together, the whole tapering outward to the ends, especially on the aft or cable side. About the beginning of the last century a clerk in the Plymouth (England) naval yard, Pering, by name, suggested certain improvements, the most important of which was making the arms curved instead of straight. At first sight this simple change may seem of little value, but consideration will show that this is not the case. The holding power of an anchor depends on two principal conditions—namely—the extent of useful holding surface and the amount of vertical penetration. The latter quality is necessary on account of the nature of ordinary sea bottoms, the surface layers of which are generally less tenacious and resisting than is the ground a short distance below.

In the year 1831 chain cables began to supersede the hempen ones, with the result that the long shanked anchors hitherto in vogue were no longer necessary, and anchors with shorter shanks and with heavier and stronger crowns gradually came into use. In consequence of these changes, a commission was appointed in the year of 1838 to inquire into the holding power of anchors, and a principal result of its labors was the adoption of the so-called admiralty pattern anchor, which continued to be used in the navy up to the year 1850. The invention of the steam hammer, in 1822, made the welding of heavy masses of iron a comparatively easy and reliable process, so that from this time onward the strength of anchors fully kept pace with that of the chain cables, which had come into general use.

A number of patents for anchors were taken out prior to the great exhibition of 1851, and public attention having been called to the models then shown, in the following year a committee was appointed by the admiralty to report on the qualifications of anchors of the various kinds. Practical trials were then instituted, and as a result Trotman's anchor took the highest place. Rodger's anchor being second on the list. Some of the tests to which the anchors were submitted were of doubtful value, such, for instance, as "facility for sweeping." Nowadays, however at all events, for deep ships in shallow harbors, it is considered an advantage for an anchor to offer as little obstruction as possible above the ground.

CHILD'S ODD DEPRIVATION.

Boy of Fourteen Years Old Who Had Never Seen Other Children.

"Did you ever hear of a child or ever know of one yourself that had never seen a child?" asked a man who takes an interest in the oddities. "Well, I have, and the case is not a thousand miles from New Orleans, either. The child in this instance had rounded into its fifteenth year before it had ever laid eyes on another child. It had never heard the musical prattle of companions other than the father and mother. The parents settled across the lake a few years ago, after a long residence on a small island of the sea. "Where the child was born and where it spent fourteen years of its life there were no children. The little fellow knew no associate but the father and mother. I have often wondered since learning of this case what must have been the impression of the youngster when he gazed for the first time on a member of the human family smaller than he was. Did he think he had come upon a race of dwarfs? Or had his parents given him some idea of the existence of children? I do not know the family, and, therefore, cannot answer these questions.

"But I would like to know just how the little fellow felt when he first beheld a child. It is the only case of the kind which has come to my knowledge. He had never had an opportunity to play the little games which most of us knew in the days of our childhood. He had never gone through any of the things which made young life sweet to all of us fellows, and, while not knowing but what there may be compensating advantages in a life of this sort, I have always felt a bit sorry for the youngster in question.

"Come to think of it, he missed a few things one would like to forget, for I suppose most of us have felt the tap of the maternal slipper because of disobedience due directly to one's companions. At any rate, we have always cherished the idea that our companions were in a measure responsible for many of the raps we got. The child who never knew a child could not be led astray in this way. So we do not know but that the lack of companionship may have something to commend it."—New Orleans correspondence Chicago Journal.

Some Progress.

Reporter—It certainly looks like a murder. Chief of Detectives—Yes, we suspect some one of the crime. Reporter—Who is the suspect? Chief of Detectives—Oh, we don't know that yet.—Philadelphia Ledger. Not a Small Undertaking. Cash—It's easy to win a woman's love. Just give her all the money she wants. Nocsah—You don't call that easy, do you?—Tit-Bits.

WAR CLOUD IS DARK

JAPANESE LANDING AN ARMY MA-SAM-PHO IN KOREA.

RUSSIANS CROSS RIVER

CZAR'S TROOPS INVADE TERRITORY BEYOND THE YALU.

Russia to Be Given Time to Answer Latest Note But Military Activity Seems to Have Been Quickened.

ST. PETERSBURG, Jan. 24.—Reports of an alarming nature of the situation there continue to pour out of the far east. These include the statement that the Japanese are landing an army at Ma-Sam-Pho, Korea, and that 3,000 Russian troops are crossing the Yalu river.

The reported despatch of Chinese army of soldiers trained by European officers beyond the great wall to preserve order in Manchuria cannot be confirmed here and the reports of Japanese at Ma-Sam-Pho and the Russians at the Yalu are discredited at the foreign office here and by M. Kurino, the Japanese minister to Russia.

M. Hartwig, a departmental chief of the Russian foreign office, yesterday spoke feelingly to M. Kurino regarding the harm being done by exaggerated and often utterly baseless reports. M. Kurino is in no way anxious because of the delay in Russia's response to the latest Japanese note, and says that Japan is not pressing for an immediate reply.

"Russia will be given all the time she needs," the minister is quoted as saying.

The statement published by the Novoe Vremya that because Russia desires peace she cannot surrender all, coincides with the distinct impression gathered by the correspondent of the Associated Press at the foreign office that Russia will continue to maintain that the question of the sovereignty of Manchuria is solely a matter between Russia and Japan.

Mob Law in Korea.

WASHINGTON, Jan. 25.—The state department yesterday received official information of an attack yesterday by a mob of native Koreans on an electric car in Korea the line being owned by Americans because the act that it had killed a Korean. The news came in the following cablegram received under yesterday's date from Minister Allen at Seoul:

"This morning on the electric railway, which is the property of American citizens, a Korean was accidentally and unavoidably killed. Thereupon a mob of natives attacked and partially destroyed the car. The operators of the car would have been injured had it not been for the presence of mind and action of our guard and serious riot would have occurred.

SEOUL, Korea, Jan. 25.—An accident on the electric street railway here today which resulted in the killing of a Korean, led to rioting on the part of the populace. The marine guard at the American legation, however, without having recourse to their fire arms, succeeded in preventing the trouble from assuming serious proportions.

Settle Church Question

PANAMA, Jan. 25.—Heated debates on religious questions marked the sittings of the constitutional convention held last night and this afternoon. Several of the members favored an arrangement similar to the one existing between the Colombian government and the church, while others desired the absolute separation of church and state. At this afternoon's sitting the discussion of the matter was progressing with apparently no prospect of a conclusion being reached when Dr. Anderson proposed the following:

The profession of all religions, as also the exercise of the forms of worship shall be free, without other limitations than respect for Christian morality and public order. Nevertheless, it is recognized that the Catholic religion is that of a majority of the inhabitants of the republic, and the laws will provide assistance toward the foundation of a seminary in the capital and missions for savage tribes.

This was approved.

Fire High in Air.

CHICAGO, Ill., Jan. 25.—Fire in the Masonic temple to-day caused a panic among the 4,000 occupants of the building and damaged the stock and fixtures of tenants to the extent of \$20,000. A 1 occupant of the building escaped without serious injury through the bravery of the elevator men, who remained at their posts, operating their cars while dense clouds of smoke filled the building.

MINE A PIT OF DEATH

LATEST HORROR IN PENNSYLVANIA WORST OF ALL.

Officials of Mine Unable to State Accurately Number at Work, But Estimate Made of 150 to 184.

PITTSBURG, Jan. 26.—By an explosion in the Harwick mine of the Allegheny Coal company at Ceswick, sixteen miles from Pittsburg, western Pennsylvania promises to add another great tragedy to the already long list of mine fatalities. Even the officials of the Allegheny Coal company, the owners of the mine, do not know at this time the number of men still entombed in the chambers of the mine, 220 feet below the surface, but a conservative estimate places the number at 184.

Even General Manager George Scheetz of the coal company who is in charge of the mine gave little hope that many of the men will be brought to the surface. The first ray of hope that any of the men had escaped the tremendous concussion of the explosion came at 6 o'clock at night when Adolph George was brought to the surface still living.

The explosion occurred at 8:20 o'clock in the morning at the bottom of one of the shafts, presumably caused by fire damp. It was 4 o'clock in the afternoon before it was possible to make the first attempt at rescue. Robert North and Jack McCann, one of the engineers employed by the Allegheny Coal company, tried to get into the mine by way of the stairs through the air shaft. They managed to grope their way some distance, but were finally driven back by foul air.

The mine shaft into the mine, 220 feet deep, was made useless by the explosion, which hurled both cages, one of which was within thirty feet of the bottom of the shaft, through the tippie, thirty feet above the surface.

Shortly after 5 o'clock a temporary rigging had been put in place over the mouth of the main shaft, and a small bucket capable of carrying three men fastened to the tackle. The first try with the new rig was made by Selwyn M. Taylor, the mining engineer, who had been summoned from Pittsburg and an assistant, J. M. Rayburn.

Flood in the East.

WHEELING, W. Va., Jan. 26.—The crest of the flood swell was reached yesterday afternoon when the stage was forty four feet two inches. The forecast was the most accurate in years, and there was never more time for preparation. As a result the damage here was kept down to the minimum. Nevertheless fully one-third of the homes in the city were wholly or partially inundated, and the sharp fall in temperature with resultant formations of ice, accompanied by shutting off of natural gas in the flood districts caused a great deal of suffering. Nearly all the mills and factories are on the river front, and the damage to them will be the most severe in many instances resumption of work will be delayed for days or weeks a number of men will be temporarily out of employment.

The weather is very cold and many balls and chutes have been thrown open for the accommodation of those who are suffering. No loss of life or serious accident has been reported.

DANVILLE, Pa., Jan. 26.—The twenty inches of ice on the upper Susquehanna river broke early yesterday causing a 22-foot flood. The lower part of this town is flooded.

Has Life Crushed Out.

ASHLAND, Neb., Jan. 26.—The four forward cars of Burlington train No. 12, Conductor Erwin, in charge, entering the Ashland yards at 7 o'clock last night left the track and crashed into special extra engine No. 304 that stood on the siding. The engineer, Mike Graybill, who was riding the stationary locomotive, was caught by the derailed coaches and instantly crushed to death.

The three coaches of No. 12 were badly damaged by the accident, but none of the trainmen or passengers was injured, although the shock felt in the forward cars frightened many. The wonder is that the accident was not more serious. That it was averted is due to the instant reversing of the locomotive of No. 12. A delay of 2 hours was experienced by the passengers.

An Epidemic of Smallpox

BLOOMINGTON, Ill., Jan. 26.—The town of Normal is alarmed over an epidemic of smallpox, and a meeting will be held to discuss the advisability of closing the state university and public schools. There is said to be now fifty cases, eight new cases having been reported since Saturday. The families affected have in some instances ignored the state board of health quarantine orders, resulting in a serious spread of the disease.

WEARY OF DELAY

DIPLOMATIC PRODDING OF RUSSIA BEGUN BY JAPAN.

POPULAR TEMPER UNEASY

IF WAR IS TO COME THE SOONER THE BETTER.

Unwilling to Admit of Further Evasions Pointed Query Likewise Put to Emperor of Korea as to Stand He Will Take.

TOKIO, Jan. 27.—The Japanese government had diplomatically intimidated to Baron de Rosen, the Russian minister, that an early response is desired to Japan's recent note to Russia. It is calculated here that the Japanese note reached the Russian cabinet on the afternoon of January 16 and it is felt that sufficient time has elapsed for its consideration, and the preparation of a response. The Japanese government is conscious of the possible necessities of the military and naval situation, and is unwilling to permit evasions and delays which are designed to gain time.

The future course of the Japanese government is a carefully guarded secret. The length of time that Japan is prepared to await the pleasure of Russia is unknown.

It seems probable that it has been determined to act decisively within a few days. The popular temper has long opposed further delay. While many objected to Japan taking the initiative, a majority would now welcome the issuance of a brief ultimatum, and a declaration of war if that should prove ineffective. Some outside opinion here inclines to the belief that the activity of the Japanese will be limited to the seizure of Korea, which enterprise it is thought Russia would not oppose. The Japanese government proceeds with absolute secrecy and the people of Japan are even not informed of the exact nature of the demands made on Russia.

SEOUL, Korea, Jan. 27.—One hundred armed Japanese have been sent to Pyongyang to insure the safety of the people, it having been reported that the houses of wealthy natives there were being looted by Korean soldiers and police disguised as robbers.

The report that Americans are acting in collusion with the members of the Russian legation at Seoul is entirely without foundation.

ST. PETERSBURG, Jan. 27.—Referring to the report of the intention of China to remain neutral in case of war between Russia and Japan, the Vedomosti says:

"A direct declaration of war by China would be much preferable to dubious neutrality, compelling Russia to take the same precautions as in war time without permitting an invasion of Chinese territory."

"If war is declared," the Vedomosti, further asserts, "the question of Manchuria could be settled forever by its annexation as a conquered country."

WASHINGTON, Jan. 27.—The far eastern situation, it is realized here, continues grave, but from reliable sources the state department hears that the powerful influence of the czar of Russia towards peace may yet prevent a recourse to arms.

Fifteen Miners Meet Death.

VICTOR, Col., Jan. 27.—As the result of an accident that occurred about 3 o'clock yesterday morning in the Stratton Independence mine, located near the center of the city fifteen men are dead and, one other injured.

In the main shaft of the mine sixteen men were being hoisted in a cage from the sixth, seventh and eighth levels. When the cage reached the surface the engineer for some unexplained reason was unable to stop the engine and the cage with its load of human freight was dunn up in the gallow's frame, where it became lodged temporarily. The strain on the cable finally caused it to part, and the cage, released shot down the shaft with terrific speed. Two of the occupants, L. P. Jackson and James Bullbeck, had become entangled in the timber rods near the top of the gallow's frame. Jackson was crushed to death by the sheave wheel falling upon him, while Bullbeck had a marvelous escape from death but received painful injuries and was rescued from his perilous position. The other fourteen men were hurled to death down the 1,500 foot shaft.

Ends in a Tragedy.

LONDON, Jan. 26.—The trial of Whitaker Wright ended in a tragedy today. Within an hour of being found guilty and sentenced to seven years' penal servitude, the most severe sentence the laws allow for the fraud of which he was convicted, the financier, whose colossal dealings have created a sensation on both sides of the Atlantic, lay dead in the ante-room of the court. Wright's death was due to heart disease.

FOUR DIE IN WRECK

BROKEN BOW COLLISION PROVES DISASTROUS.

THREE VICTIMS TRAINMEN

ALL OF ALLIANCE AND ONE A SON OF CAPTAIN AKERS.

Other Man Killed a Passenger in the Way Car—Coroner Holding Inquest to Place Responsibility.

Special from State Journal.

BROKEN BOW, Neb., Jan. 26.—Four men were killed, three almost instantly and one by a lingering death, in the Broken Bow yards yesterday morning. They are: TOM KELLEY, engineer, Alliance, Neb. C. F. EATON, fireman, Alliance. JOHN E. AKERS, brakeman, Alliance. He is the son of Capt. W. R. Akers.

J. C. WHITTENBERGER, telegraph operator, Lowell, Ind. Kelly lay pinned under his engine and the debris expiring five hours after the accident before relief could reach him.

Whittenberger was the operator at Whitman, Neb., for some time but was more recently night operator at a point west of Alliance on the Burlington. He was on his way to Lowell, Ind., to visit his parents when death overtook him.

No. 48, local eastbound freight, was standing on the main line when No. 46, the eastbound through freight, crashed into its rear end. Engineer Kelley, Fireman Eaton and Brakeman Akers were all on the engine of No. 46. Whittenberger the operator killed, was in the caboose of No. 48. Whether or not the torpedo danger signals were placed on the track to warn the approaching trainmen may never be known, as all three men on the approaching engine now lay dead.

The wreck occurred just west of the city about 5:40. It was a tail end collision, No. 46 running into extra 18. No. 48 had just backed up to go on the side track when 46 struck her with terrific force, completely demolishing the engine and damaging and wrecked a number of freight cars as well. The way car of No. 48 was torn to kindling. Kelley was caught under his engine, where he lay without being released and died a few minutes before his body was freed. He remained conscious until the last and pleaded to be released. The engine was forced into the frozen bank with such force that the lions were twisted into every conceivable shape. All but one hand of the engineer had been freed before the unfortunate victim died, and the hand was cut off to free his body.

Nearing A Head.

ST. PETERSBURG, Jan. 28.—The council of state will meet today under the presidency of the czar to consider the terms for Russian response to Japan's last note.

The exchanges regarding the Russian response to the Japanese note are still progressing, and the foreign office announces today that there is no change in the situation. Minister Kurino reiterates his opinion that Japan will not press Russia for a reply.

The admirability insists that the movements of Russian ships in the neighborhood of Port Arthur are entirely, without significance.

Some of the Russian newspapers are again becoming bellicose. The Bourne Gazette declares that Russia has reached the parting of the ways and must now choose her position and maintain it. The Gazette says that if Japan persists in her warlike attitude, Russia is not going to be intimidated.

Baron Haysahi, the Japanese minister to Great Britain, said to a representative of the Associated Press this evening: "There is no block in the negotiations at least so far as Japan is concerned. Much that has been published regarding the contents of the Japanese note is quite imaginary, and there is also in the note a great deal of which the public knows nothing."

Bringing Up Dead Bodies.

PITTSBURG, Pa., Jan. 29.—Since the catastrophe at the Harwick mine of the Allegheny Coal company 71 bodies have been brought to surface. Only eighteen of these have been identified. The Allegheny Coal company said that in all 174 men were killed in the mine by the explosion.

Burton Pleads Not Guilty.

ST. LOUIS, Jan. 29.—United States Senator J. K. Burton of Kansas was admitted to \$5,000 bail to answer in the United States circuit court on March 7 for trial on an indictment, charging him with accepting money for the alleged use of his influence with the postal authorities to prevent the issuance of a fraud order against the Rialto Grain & Securities company. Burton pleaded "not guilty" to the charge.

NEBRASKA NOTES

A farmers' institute has been organized at Loup City.

The funeral of Frank Cooney was held at Nebraska City.

A building and loan association has been organized at Loup City.

Thomas L. Kipling died at his home, ten miles southwest of Auburn.

Allen Bros. of Table Rock have sold their restaurant to Lee Smith of Pawnee City.

The Hastings canning company, with a capital of \$30,000 has filed articles of incorporation.

James Curley, a prominent resident of Gretna, fell on a slippery pavement and fractured his hip bone.

Mrs. W. P. Hall wife of a prominent attorney at Holdrege, died last week from the effects of consumption.

John M. Graham, an old resident and prominent citizen of Nemaha county, died at his home in Peru recently.

The Rev. Harry Schleh of Omaha delivered an address at a banquet of the Woodmen of the World at Memphis, last week.

Fruit men at Table Rock do not think the crop will be much injured, although the trees are covered with ice and snow.

A new brick store building has just been completed by the Modern Woodmen of America at Loup City at a cost of \$7,000.

A Hastings company for the manufacture of incubators has filed articles of incorporation, with a capital stock of \$25,000.

James Hiddlecomb, who has been assistant auditor of the Burlington, has entered the shops at Havelock to learn the machinists' trade.

Mrs. Mariab Hagedorn an old resident of Sarpy county, died at Portal aged 67 years. She was born in Germany. She leaves six children.

Pioneers of Saline county are preparing to organize a historical society and prepare a record of happenings which took place at an early date.

Mrs. William Warner has purchased the millinery stock of Mrs. L. E. Hill and Miss Eva Stayner at Edgar, and will take possession on February 1.

Attorney General Prout has received the transcript of the proceedings in the Bartley case and will proceed to prepare his appeal to the supreme court.

Frank Toler of Anoka may lose an arm as the result of the discharge of a gun by reason of the trigger catching as he was lifting the gun into a wagon.

E. W. Baughman has sold his Havelock Times to Bert Tanner of Lincoln, and will enter the employ of the Armstrong Clothing company as a writer.

George W. Mover, aged 60 years died at his home near North Bend Saturday after a long illness. He was one of the early settlers and a prosperous farmer.

Will L. Withrow, publisher of the Plattsmouth Tribune, announces that after February 1 the Tribune will be a daily paper. This will give Plattsmouth two daily papers.

Mrs. S. H. Whipple, an aged woman of Beatrice, slipped on an icy side walk and fell, breaking several ribs. Miss Anna Dierks also broke her wrist by a fall.

Alec Thomas, a drayman at Shelton, was severely injured by being struck by a Union Pacific train as he was carrying freight across the track just ahead of it. There is doubt as to his recovery.

At a meeting of the committee of the Central Teachers' association at Aurora it was decided to secure Frank R. Robertson as one of the lecturers. An attendance of 500 teachers is expected.

The board of education, lands and funds, wants to buy any refunding bonds that may be issued by any counties to liquidate their indebtedness. This is the usual policy of the board.

The coroner's jury at Valley in the inquest on the remains of William Falcoer, killed by a Union Pacific engine, returned a verdict that Falcoer died while discharging his duties, and exonerating the company.

A request has been received from the gatherer of statistics at St. Petersburg, Russia, by the department of labor, asking for copies of plans used by the Nebraska labor bureau and all information that would assist in establishing such a bureau over there.

J. W. Dixon of Western, Sarpy county captured a live opossum weighing ten pounds. This is the first one captured in the country in several years. A southern dinner will be given by Mr. Dixon.

The Beatrice public library has been moved into the new Carnegie building, erected at a cost of \$25,000. William H. Charlton of Roca and Miss Ojlenbruns of Lanhan were married at Beatrice. They will live at Roca.