

FLORUS B. PLIMPTON.

Death of a Well-Known Ohio Journalist and Poet.

Florus B. Plimpton, for many years on the editorial staff of The Cincinnati Commercial and of The Commercial Gazette, after the consolidation of the two papers, died on one of the last days of April, at his home in Cincinnati. Death was caused by heart trouble. His body is to be cremated.



F. B. PLIMPTON.

Mr. Plimpton was born at Palmyra, O., 35 years ago. He comes of the strong-hearted, long-lived stock that peopled what is known as the western reserve. His father, a Methodist preacher, is still living—a hale, ruddy man, past 80. Florus was born a poet. Some of the strongest, sweetest and most graceful lines ever written by an American are from his pen. That they are so little known is because they were usually written at his desk in the midst of his editorial duties and published only in his own paper. Of spare hours he had few or none. If he had been at ease financially in his youth, he would have been at his death one of America's distinguished poets. Indeed, he had always looked ahead to gathering his poems at some future time and publishing them in a volume. His friends and those familiar with them very much desired this, but the leisure to make the book never came. Bits of verse from his pen are found in collections of American poetry.

Methodist preachers' sons must turn out early to earn their own living. Florus learned first the printer's trade. But writing for newspapers suited him better than putting other people's writing into type and he early began to do that. He graduated at Allegheny college, paying for his education himself. After a varied newspaper experience he became a member of the editorial staff of The Cincinnati Commercial in 1860. He left The Pittsburg Dispatch to become a writer on The Commercial. He was offered at one time an editorial place on The New York Tribune, but he declined it. He was identified with The Commercial and its fortunes for twenty-six years.

During the absence of Mr. Halstead, Mr. Plimpton had charge of the paper. These absences lasted for months sometimes, and occasionally they came in the midst of important political campaigns. At these times The Commercial did brave and brilliant work for its party. Mr. Plimpton frequently slept upon a sofa in his editorial rooms and did not leave the office for days, so busy and anxious was he. His last years were saddened by discouragement and declining health. He was a forceful, witty writer, one of the brave, quiet newspaper men whose fame is unwritten.

Vassar's New President.



REV. JAMES MONROE TAYLOR.

While search was being made for a party to fill the rather trying position of president of Vassar college, it was suggested that a woman be given a trial. This, for some unexplained reason, was not done, but the next thing to it was effected in the choice of a Vassar girl's husband, whose sister is president of the Vassar Alumnae association. So it is presumed that the fair sex will have this time an opportunity of carrying out their wishes in the government of the institution, with the advantage of having an exceedingly handsome and efficient man to carry out their behests.

The father of President Taylor was for twenty-five years a Baptist pastor in Brooklyn, where, in 1848, this son was born. Great care was taken with the future Vassar president's education. From private schools he was sent, in 1864, to the University of Rochester, from which he was graduated with high honors—afterwards spending three years in the Rochester Theological seminary.

He spent the year 1871 in Europe in travel and study. Upon his return he was called to the Baptist church at South Norwalk, Conn., and after nine years of a remarkably successful pastorate he accepted a call to the Fourth Baptist church of Providence, R. I., from which he was chosen president of Vassar.

Our authority does not go in very strongly for holding the reins in one hand. It may look very fine, but it leaves the driver at the mercy of any sudden movement the horse may make. Especially in the beginning of a journey a good driver always takes the reins in both hands, and holds them thus as long as there is the least possibility of a horse turning to the right or left. And even if he does for a little while hold them in the left hand he always keeps his right hand where he can grasp them instantly in case of need. It is to be feared that Mr. Sidney never had any experience of "sparking" over American country roads.

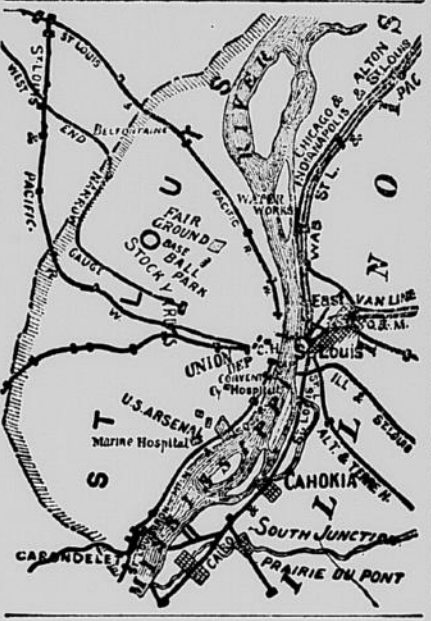
THE RAILROAD STRIKE.

HOW THE STRIKE ORIGINATED ON THE SOUTHWESTERN SYSTEM.

Map of St. Louis and East St. Louis—Portraits of Governors Marmaduke, of Missouri, and Martin, of Kansas, and Vice-President H. M. Hoxie.

St. Louis, March 31.—What a tremendous conflagration can result from a small spark is shown in the recent railroad strike which spread over all the roads of Mr. Gould's Southwestern system from the discharge of a single man. It began in this way:

One year ago an agreement was made between the Knights of Labor and the managers of this system that no man should be discharged without due notice. On Feb. 15 District assembly 101, of the Knights of Labor, held a convention at Marshall, Tex. Among the delegates was C. A. Hall, a foreman in the Texas Pacific car shops at Marshall. He had secured, it is alleged, a leave of absence to attend the convention from his immediate superior, the master car builder. The convention lasted four days. At noon of the last day Mr. Hall resumed his work, but received a note in the evening on quitting work from this same master car builder that he was discharged for being absent from business without leave. The local committee demanded his reinstatement, which was refused. A local strike was ordered, but the men refused to obey the committee. A meeting of the executive



MAP OF ST. LOUIS AND VICINITY.

board of the Knights was called, and an order was given for the men to quit work at Fort Worth, Marshall and Dallas. Again the executive board asked for the reinstatement of Hall, and threatened in case of refusal to call all the men out on the Gould system which employs as shopmen, trackmen and trainmen, some 13,000 men. On March 6 the order for the machine shopmen to strike was given, and immediately 3,000 men quit work. The railroad managers still refusing to yield, on March 8 the switchmen, trainmen and firemen were ordered out, which resulted in 7,000 more men leaving the trains. The reason the number was not larger was owing to the fact that great care was taken to leave sufficient men to run all mail and passenger trains without any delay. Thus has begun the trouble which has resulted in losses of thousands of



GOVERNOR J. S. MARMADUKE.

carloads of perishable freight, a lack of provisions almost to starvation in towns supplied by the railroads, a loss in wages to the strikers of \$20,000 a day, besides a loss which is incalculable to all lines of business, and to truckmen, expressmen and others indirectly depending on the railroads.

On March 10 the order was given by the railroad managers to lay off all the clerks, telegraph operators and yard watchmen, which resulted in the discharge of 5,000 men.

The above map of the city of St. Louis and East St. Louis shows the termination of the various roads centering in or near the city. St. Louis is the center of but four lines of railroad from the west, while out of East St. Louis there are nine lines running east. At the Union depot there was little change noticeable in the arrival and departure of trains, but at the stock yards, west of the depot, and at Carondelet and the other freight yards, thousands of cars and locomotives remained idle.



GOVERNOR JOHN A. MARTIN.

On March 20 there was a conference of the governors of the states of Missouri and Arkansas with Vice-President Hoxie, in the hope of bringing about a settlement of the difficulties. Gen. Marmaduke, of Missouri,

is largely identified with some of the leading business interests of his state, so that for personal, as well as public reasons, he was eager to see an adjustment of the troubles.

As editor and proprietor of The Daily Champion, at Atchison, Kan., Governor John A. Martin was admirably fitted as an arbitrator.

The progress of the strike from this time to this close is familiar to the newspaper reader. Its results it is hoped will teach the Knights of Labor and their employers a salutary lesson. At any rate it will long be remembered in this section of country as being one of the first pitched battles between well organized capital and organized, but poorly disciplined, labor.

H. W. KEEP.

A NEW WHITE HOUSE.

A PRIVATE RESIDENCE TO BE BUILT FOR THE PRESIDENT.

The Early History of the First National Building in America—Designed After a Dublin Palace—Its Attempted Destruction by British Soldiers.

WASHINGTON, April 6.—Senator Morrill's bill, which has been reported favorably by the senate, and is likely to pass both houses, is designed to furnish the president an appropriate dwelling place. The present White House has long since been inadequate to the demands of a president's residence. Out of the thirty-one rooms in the building, there is but one room on the first floor, the family dining room, and six chambers on the second floor are all that is left for the use of the president's family. The rest are devoted to the requirements of official receptions, and to the executive offices.

This is a very different state of affairs to the days of that good housewife Mrs. John Adams, who used to have lines swinging from one pile of lumber to another in the East room, and hang the clothes there to dry on wash days.



THE WHITE HOUSE IN 1800.

The president's house has been the scene of more changes, and business of importance to the welfare of a greater number of people has been transacted within its walls during the past eighty-six years of its existence than in any building in the world. It was the first public building erected in Washington. In March, 1792, the commissioners having charge of the new capital city advertised in the New York and Philadelphia papers "for a plan for a president's house to be erected in the city of Washington," offering as a prize for the competition the liberal sum of \$500 for the accepted design. The successful one among the fifteen applicants was James Hoban, a young Irishman. He pleased the commissioners so well by his talent that they gave him a large salary to superintend the construction of the house. Hoban's plan, it was afterwards found, was not such an original conception as they at first supposed, for he closely copied the plan of Duke of Leinster's palace at Dublin, so that the present White House is almost a duplicate of that palace.

The above sketch of the "President's palace," as it was then called, has been handed down to us from those days. A fitting accompaniment to it would be this extract from a description of the city by John Cotton Smith, at that time member of congress from Connecticut. He wrote: "One wing of the Capitol only had been erected, which, with the president's house, a mile distant from it, both constructed with white sandstone, were shining objects in dismal contrast with the scene around them. Instead of recognizing the avenues and streets portrayed on the plan of the city not one was visible. The Pennsylvania avenue, leading, as laid down on paper, from the Capitol to the presidential mansion, was nearly the whole distance a deep morass covered with elder bushes, which were cut through to the president's house." Here is a contrast with the Pennsylvania avenue of to-day.



THE PRESENT WHITE HOUSE.

In 1792 the corner stone of the White House was laid, and though the neighboring hills of Maryland and Virginia were full of excellent marble they were unaware of it, and a sandstone from a Virginia quarry was used in the walls of the building. This sandstone was afterwards found to be such a poor building material that it became necessary to give it each year a coat of thick white paint to keep it from crumbling away. The house is 170x80 feet in dimensions.

The original White House cost about \$250,000, and when John Adams and his family first occupied it, but six of its rooms were furnished. In 1814, on the invasion of the city by the British troops, President Madison fled from the city to a place of safety in Maryland, but his wife, Dolly Paine Madison, remained to fulfill an engagement for a dinner party which she had made, not believing that the British would reach the city before the next day. While the guests were assembled at the banquet a servant rushed in with the startling intelligence that the enemy was on Capitol hill. Then there was a scamper. The guests fled in all directions and half an hour later the British soldiers were in the house. Finding a glorious dinner spread in the east room they regaled themselves first, then pillaged the house and set fire to it. The wines which the soldiers found in abundance at the deserted feast so fired their brains that they made a bungling job of the incendiary portion of their raid and but little damage was done to the building. It was not until 1817 that the house was restored.

When General Jackson was president in 1829 the grand portico was added, with its Ionic columns, which add such a grandeur to the building. Since "Old Hickory's" time no

other important change has been made in the building, except refurbishing and its annual coat of paint. These expenses, together with the original cost of the building, foot up to nearly \$800,000.



THE SITE FOR THE NEW PRESIDENT'S HOUSE.

The site for the new building proposed by Mr. Morrill's bill is located directly south or in the rear of the present White House. An appropriation of \$300,000 is asked to begin the erection of a building precisely similar to the present one and to be connected with it by a broad corridor, the new building to be used as the president's private residence and the old one for the executive offices.

While the bill is before congress there will be considerable chaffing of the members advocating it, on the ground that they are only the ones who possess the "presidential bed" and are voting to feather their future nest.

PERRY BARTON.

WIND AND FLOOD.

CALAMITIES WHICH ARE COMMON TO THE EAST AND WEST.

But Which Could be Prevented in One Case and Provided for in the Other, Were Not Human Avarice so Strong—Illustrations From Photographs.

None of the effete monarchies of Europe can boast triumphs of nature's handiwork in the way of water falls and caves and canyons such as we possess, neither are they privileged to witness such grand exhibitions of nature's power when agitated. Our blizzards and cyclones are guaranteed to excel anything of the kind elsewhere. Then our floods are warranted to be full width, and as full of destruction as those found anywhere. Our losses from this last cause are in a large measure due to our want of caution. We build our bridges and dams and locate our houses a good deal on the "sufficient unto the day is the evil thereof" principle. The old country people err almost on the side of undue caution. Witness their bridges, they are always built with provision for the stream running beneath to swell past all the bounds of reason or precedent. Then their milldams are built even more solid than the walls of China.



SCENE DURING THE LEE FLOOD.

Here, as in the case of the recent disaster at Lee, Mass., a stock company constructs a dam to store water power. Their aim is, of course, to build it with the least possible expense and with the greatest show of strength. Residents of the town detect signs of weakness in the dam. The persons who own the structure have their attention called to it, but they are too busy making money to bother about it. "Sufficient unto the day," etc., they answer. One fine morning, at 5:30, the dam gives way and the torrent washes down the valley, plowing a gully or channel in the earth from 50 to 200 feet wide for a distance of some four miles, wrecking \$250,000 worth of property, besides killing nearly a dozen persons. The loss of life would have been greater had not a farmer boy, named Dwight Baker, who heard the crash of the bursting dam, rushed down the valley and aroused many slumbering families of the danger that was upon them.

Similar disasters have frequently occurred in the New England states and always from the same cause the criminal neglect and avarice of mill owners and water power proprietors. This is the season of the year for such catastrophes, and this should be a warning to settlements with such elements of destruction stored above them to examine and strengthen their dams.



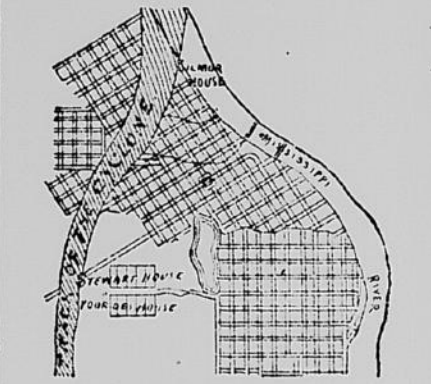
VIEW IN ST. CLOUD AFTER THE CYCLONE.

Human negligence is in a great measure responsible for the terrible loss of life in the recent Minnesota cyclone. They have had many previous experiences of a similar nature in that country which should have warned them to build cyclone pits, and not trust to cellars that are covered only by the floor of the house above, so that when the latter is swept away the uncovered cellar becomes a pitfall for flying debris, which piles in upon the unfortunate inmates who have sought it as a place of safety.

Among the cyclones which have recently occurred in Minnesota, previous to the last one, the most destructive was that which visited Rochester early in the evening of Aug. 22, 1883. The entire northern part of the city was laid in ruins, twenty-six people killed outright and eighty others badly injured. The storm was terrific, carrying everything before it. After leaving Rochester it swept onward to the west through Dodge county, carrying death and destruction in its path. The loss in property from the effects of the storm was about \$300,000.

In the recent cyclone at Sauk Rapids and St. Cloud the number of killed and injured

were as follows:
St. Cloud—Killed, 21; injured, 80.
Sauk Rapids—Killed, 28; injured, 100.
Rice's Station and adjacent country—Killed, 15; injured, 33.
Total—Killed, 74; injured, 213.
Besides many who have died since from injuries. The property loss is estimated at \$300,000.
This cyclone swooped down on these towns about 4 p. m., and wrestled with them about twelve minutes, only leaving the terrible amount of death and destruction recorded above.



MAP OF ST. CLOUD.

In the above map the path of the cyclone is shown, and this is a curious feature of these visitations, that they will cut a swath across a country moving everything to the level of the earth and leave all outside its path untouched.

Among the freaks of this cyclone were the wafting of a suit of clothes from a tailor shop to Brainerd, sixty-two miles away, and the carrying of a headstone from a graveyard to St. Cloud, across the Mississippi, and landing it three miles away. In the heart of Sauk Rapids a safe weighing 1,500 pounds was carried 400 feet.

The iron bridge at this point, which weighed hundreds of tons, was carried clear over the town, and dropped in the country some distance on the other side.
The depot sign, "Sauk Rapids," was carried thirteen miles away, in the direction of Rice's.

A Red Flag Before a Mad Bull.

I can hardly understand how the Morgan syndicate are gifted with so little foresight and common sense as to attempt to put up the price of coal in the face of the stand taken by the labor party, more especially when they show such enormous power. Some weeks ago I ventured to point out to these capitalists that labor was beginning to assert its power, and yet I find that a combination, representing a capital of over \$100,000,000, are banded together with a view to advancing the price of one of the necessities of life. It looks as if they were shaking a red flag before a mad bull, and if ever the bull does get among them there will be a lively rattling of old bones.—Financier in Town Topics.

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