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#### HON. JACOB ROMEIS.

##### The Poor Boy Who Grew Up to Beat Frank Hurd.

Jacob Romeis was born in Weissenbach, Bavaria, Dec. 1, 1835. In 1847 he came to America with his parents, settling at Buffalo. Shortly afterward he began to earn his own living as a cabin boy on a Lake Erie steamer. In 1856 he left the lake and went to work as a train baggage man on the Wabash railroad. By 1863 he had become a passenger conductor. In 1872 he was made general baggage agent of the line. Then he climbed to the post of depot master of the eastern division of the Wabash. Each of these positions was full of responsibility, and promotion in every case was the result of honest, intelligent endeavor.



But Mr. Romeis, who, in the meantime, had settled in Toledo, O., was not satisfied with business success alone. He studied public affairs, and in 1874 his fitness to serve the people was recognized by his fellow citizens, who made him an alderman. By 1879 he had become mayor, and he held that office until 1884, administering the city's affairs with prudence and discretion. During his third term as mayor he was nominated for congress by the Republicans against Hon. Frank Hurd, the eminent free trader. The fight was a spirited one but Romeis won, as he did this year when nominated for a second term, despite his opponent's talents, adroitness and political experience. Romeis' majority this year was 1,480.

Mr. Romeis' career should encourage poor young men, for it shows that in this broad land of ours any one who has talents and determination may win a prize in the great tournament we call human life.

##### A Peculiar Railway Accident.

"Talking about peculiar railway accidents," said Mr. Ward, of the Allen Paper Car Wheel company, "I want to tell you of an accident which happened up in Wisconsin some years ago. It was on the St. Paul road, too. Now, I wasn't there and didn't see the wreck, but a man whom I know to be truthful was, and he told me all about it. A passenger train was running along one day when the conductor, who was sitting next a window, happened to glance out, and he started up with a cry of amazement.

"My God! there's a locomotive in the ditch."

Just then he noticed that the speed of his train was slackened, and gently came to a stop. The conductor looked ahead and saw that there was no engine on his train. He ran back and saw that the locomotive in the ditch was the one that had a few moments before been pulling his train. It had jumped the track, broken its couplings, and gone into the ditch without making so much as a jar. It had cleared the track so completely that the train had passed by it. This is explained in this way: The moment the engine left the rails it was under full steam and momentum. As it broke from the baggage car next to it it shot ahead with fearful force. At the same instant the air brakes were set by the rupture of the pipe coupling, and the train's speed began to slacken. It is easy to see how it is all done, but I don't believe that such a thing ever occurred before or will ever occur again."

—Chicago Herald "Train Talk."

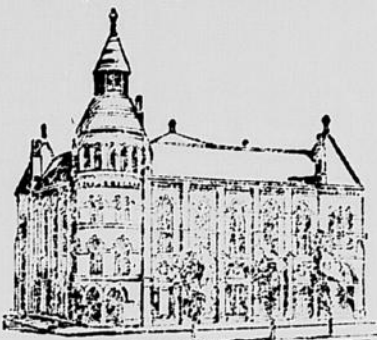
#### JOHN DONAHUE OF JERSEY.

##### The Printer Whose Vote May Change the Senate's Complexion.

A few weeks ago Printer John Donahue, of Paterson, N. J., was comparatively unknown even in his own state. Outside its bounds he had never been heard of. To-day he is talked about from ocean to ocean. And no wonder; for, as member of the New Jersey assembly from the Second Passaic district, Mr. Donahue may cast the electing vote in the contest for the seat of Senator Sewell, the Republican member from New Jersey, whose term is about to expire.

Mr. Donahue is a young man with a beardless face. He was born in Wales in 1859, but of Irish parentage. When 10 years old he came to America, settling in Paterson. Two years later he began to earn his own living, working first in a jute factory, then in a silk factory, and then as compositor on Rev. J. J. Curran's Weekly Times. For two summers he has been employed by the bureau of statistics of labor and industries as enumerator. He is a Knight of Labor, and for four years has done much to further the order in Paterson. The majority given him over Brown on the first count was 75. The Republican majority in the district last year was 520.

##### Moody's Chicago Church Burned.



CHICAGO AVENUE OR MOODY'S CHURCH. The friends of Dwight L. Moody, the celebrated evangelist, were pained to hear that the church for which he had collected \$200,000 from all parts of the globe was destroyed. The fire was caused by an overheated flue, and will only cause a temporary inconvenience to the congregation, as, although the interior was destroyed, the loss will be but \$20,000, while the insurance is \$200,000 on the building.

Moody's church was begun in 1873 and finished in two years. The main auditorium had a seating capacity of 2,000, while the lecture room would accommodate about 500 more.

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