Collision with an loeburg.

The steamship Arizons, of the Guion line, sailed from New York for Europe on the morning of Tuesday, Nov. 4, having on board 300 souls, all told, passenger and crew. She was the pioneer ship of a fleet destined to compete in fleetness and commodiousness with the White Star line.

We were in latitude 47° north and longitude 53° west. On board all was peaceful confidence and hope. After dinner on Fri-day according to their wont, the ladies sat in the saloon and whiled away the bours with gleeful songs, while a number of the gentleman occupied "Social Hall" (smoking room) and amused themselves selling pools on the vessel's run at auction.

Suddenly there was a crash and the money gatherer and his gold and silver were hurled to the floor. The jibbing voices ceased and terror seized upon every soul. Half the occupants of the room were sprawling on the floor and the rest were rushing from the place with blanched faces and palpitating hearts.

The ship going at topmost speed, had plunged head on into a mountain of ice. The hugh ship trembled like an aspen leaf and recoiled, but again advanced and struck the iceberg, but fortunately with diminished force. The first blow had stove in her bows, crushing them in as though they were made of cardboard. Tons of ice fell upon the decks, or were forced through the gaping hole in the bow.

A few moments later we parted company with the iceberg, which floated away with its three tall pinacies distinctly visible against the night sky. As it faded into the gloom it presented the appearance of a phantom three-masted vessel.

The Arizona's bows were completely stove in and a tangled mass of iron plates and braces and stays was heaped up in a frightful confusion where a few moments before a shapely prow had cleft the waves. How great was the damage done, none could say.

A rumer began to circulate that several of the crew had been crushed in their bunks and were buried beneath the mass of iron and the ice which had been forced through the gap made by the collision. It was only too true. Three unfortunates, bruised and bloody, were helped on deck, and their woebegone appearance did much to increase the terror of the situation.

The feeling that the ship was sinking caused several gentlemen to request Mr. Pierrepont Edwards, the British Vice Consul, to urge the captain to have the boats prepared. This he promised to do and one boat was lowered, after considerable delay during which the first officer descended to make an examination of the nature of the fraoture.

When he returned on board it was announced that the steamship would lie to during the night. A thorough examination of the fore-hold showed the Arizona to be water tight. This fact considerable tranquilized the minds of the passengers, and gradually they returned to the saloon.

Social Sensation in Indiana.

A dispatch from Kokoma, Indiana, says: Miss Nora Griffing, daughter of Dr. Griffing, of Logansport, was to be married on Tuesday evening, at the residence of Mr. Ross J. Hazeltine, in this city to Mr. Lute J. Smith, of Logansport. The minister ing th of the bride when the following note was handed the would-be groom by a messenger which read as follows:

"Blame not Willie [her brother]. God forgive, but you never can. Forgive me. I'm driven nearly crazy; I know not what I do. When I left you this evening I knew not what I know now. If I could only find my ring. O, God, my head!"

It was soon ascertained that she had left on the 7:30 train south, with a prominent young attorney of this city. All kinds of rumors are atloat, none of which we care to speak of. Miss Griffing is a very pretty blonde, about 18 years old, and very intelligent. Mr. Smith is rather an intelligentlooking man and is 30 years old. He is almost crazy over the affair.

Gen. Walker the Superintendent of the census, is auxious that the statistics to be secured next June should be as accurate as possible, and is constantly calling the attention of the people to points of information which they should be fully prepared to give when called upon by the enumerators. The enumeration will commence on the first of June, and close by the thirtieth. In previous cases the enumeration extended over several months, and Gen. Walker thinks that in many cases the statistics of Agriculture embraced parts of two differout crops. What is wanted is a correct report of the farm products for the year ending June 1. Agricultural societies and clubs are requested to give notice of the wishes of the Census Bureau in this regard so that farmers may have a full statement of their products ready when the census enumerator calls upon them. This information is not required for any purposes of taxation, so that the census officers must not be confounded with the township Assessor. Citizens should freely give the census officers all the information in their power, so that the statistics may be accurate and reliable.

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