

of the great rock while his sheep were grazing in the valley below, had passed away the time in making this rock picture. The hardy wild sheep still found in the mountains of Arizona may be the remnants of great hands formerly domesticated by this people.

The skeleton of the prehistoric man dug from beneath the stalagmites in the cave of Mentour, France, and which set all the scientific men of the world talking and thinking, gives proof of no greater age than many of the skeletons, bones or relics of some of these ancient mound and canal builders.

The incident illustrating the great antiquity of prehistoric man in Arizona is the following: In digging a well on the desert north of Pecos, at the depth of 115 feet from the surface a stone mortar, such as the ancients used, was found standing upright, and in it was a stone pestle, showing the mortar had not been carried there by any underground current of water, and that it had not been disturbed from the position in which its ancient owner had left it with the pestle in it. There is only one way to account for the position of this mortar and pestle. They had originally been left on what at that time was the surface of the ground, and the slow wash from the mountains had gradually, during unknown ages, raised the surface for miles on every side to the depth of 115 feet.

The question is often asked: Will this hieroglyphic writing ever be deciphered? As has been asserted, the authors of the most ancient hieroglyphic writings or markings seem to have had well-defined forms or marks which were in common use for this class of writing. Is it not most reasonable to suppose that a race of people so far advanced in other ways would have perfected a method of transmitting by marks of some kind their records to those who might come after them? Again where so much system is shown in the use of symbols it may be presumed that the same mark, wherever used in the same position, carries with it a fixed meaning, alike at all times.

Having such a settled system of marks there must be a key to the thoughts concealed in the writing, and quite likely the key for deciphering these hieroglyphic writings will some time be found on one of the yet undiscovered hieroglyphic rocks in the high mountains or in one of the mounds not yet examined. On the other hand, there can be no key to the interior class of photographs made by the people who came after the mound, canal and city builders had disappeared, for the crudely marked forms of reptiles, animals or similar things had a meaning, if any, varying with each individual maker.

Who were those people who formed a great nation here in the obscurity of the remote past? Were they the ancient Phœnicians, who were not only a maritime but a colonizing nation, and who, in their well-manned ships, might have found their way to the southern coast of America ages since, and from then journeyed north? Or were they some of the followers of Votan or Zama who had wandered north and founded a colony of the Aztecs? Whoever these

people were and whichever way they came from, the evidences of the great works they left behind them gave ample proof that they were superior and different from other races around them, and these particular people may have been the bearded white men which the Indians had traditions of when Coronado's followers first came through the Gila and Salt River valleys in 1528.

SAVED FROM DEATH.

NEW YORK, Feb. 10.—The cutter Umbria, Captain Dutton, which sailed from Liverpool February 2nd, reached Quarantine this morning.

Shortly after noon yesterday the monster ocean greyhound steamer passed Quarantine, her shrouds and part of her hull covered with ice, and glistening like myriads of diamonds. Icicles hung from before and aft. From the topmost edge of the bridge to the deck was one mass of glittering ice.

During the only spell of good weather on the vessel's voyage she was enabled to rescue fourteen persons who were adrift in a water-logged, helpless bark. Captain Dutton said:

"We had a fairly good voyage after leaving Queenstown until we struck the blizzard outside the Queen Hook yesterday.

It was 12:14 a. m. on February 6th that we picked up the captain and crew of the French bark Jean Baptiste.

The distressed crew was displaying red lights, to show that the vessel was out of control, and as we made toward her, three men went up into the mizen rigging with torches. The bark was water-logged. When our boat reached the distressed vessel the men found the crew had launched two boats, and were loading all of their effects. Captain Lebet and his son were the last to leave the Jean Baptiste. They came away in our boat. The rest of the crew came to us in their own boats and said they had brought all their personal effects with them. The Jean Baptiste belonged at Havre, and was from Halifax to Cork with seals. She was not insured.

Captain Dutton, continuing said: "At 5 o'clock yesterday afternoon, during the height of the storm, 200 miles east of Sandy Hook, we sighted a four-masted schooner at anchor, riding very heavily. She had a flag up and no sails set. I had the vessel put about and ran down close to her. We laid to half an hour, waiting for some signal, but none came. We left them riding at anchor in a heavy sea, in a very unusual place for a schooner of that character, right in the course of the ocean steamers.

"Then we came on to harbor and experienced the worst weather of the whole trip."

On board the Umbria were three survivors of the Elbe, Eugene Schlegel, of Furst, Germany, on his way to this country with his sister, Emma, who was lost with the ship; John Vevera of Cleveland, O., and Carl Hoffman of Grand Island, Neb., whose wife and child were among the lost. To an Associated Press reporter Mr. Hoffman told the following story of the wreck. His statement was made in a very disconnected fashion, and was interspersed liberally with threats of proce-

cuting the North German Lloyd company and frequent outbursts of tears:

"My wife and boy and myself had a stateroom on the starboard side, aft, in the section between the numbers 69 and 100," he said. "I woke early on the morning of the collision and had gone out on deck and returned to our stateroom where I told my wife how the weather was and put another blanket over my boy, who was in the upper berth, for it was very cold.

"Suddenly I heard a crash and the ship trembled violently. I rushed outside to see what the trouble was, and as I did so I met Mr. Schlegel's sister Emma, who was running forward towards the gangway. None of the ship's crew could give me any information as to what had happened, but as I heard great confusion overhead and sounds of many people running to and fro, I ran back to our cabin and told my wife to dress herself and the boy as quickly as possible. With my boy on one arm and supporting my wife with the other, I started for the occupant-way. Just then some one on deck gave the order for every one to go below, and in the rush that ensued to obey the order, I was carried down the steps again.

I went up on deck again, regardless of the order, and stood at the head of the gangway opposite the third boat on the port side—the one I eventually got into. Then the order to lower the boats was given. The last one on the port side was the first to be lowered, and into this a number of passengers jumped, but were promptly ordered out again. No one got into the second boat, which was next on the port side to this, and the one directly opposite where we were standing was lowered. Into this I threw my valise. Taking my boy into my arms, I turned and kissed my wife, who said: 'God may help us yet,' and then I jumped into the boat, which had not yet been lowered.

"Just then the order was given for all women and children to go to the starboard side, and my wife obeyed the order. Neussell the officer of the boat, caught my boy out of my arms, in obedience to the order that was issued, and that was the last I saw of either of them."

Mr. Hoffman complains that he was compelled to assist in the management of the ship's boat, and declares there was plenty of time to have lowered all the boats of the Elbe, if proper discipline had been maintained. His nerves have been badly shattered by this trying experience, and it is his intention so remain in Hoboken for several days before he returns to his home in Nebraska. Later in the afternoon he said he had made a statement, presumably to his lawyers, but he refused to tell the nature of it.

RESOLUTIONS ON THE GOVERNMENT FINANCIAL SITUATION.

Monday night's meeting of the Chamber of Commerce specially called to consider the silver situation and recommend congressional action thereon was a tropical affair, resulting in much talk and the presentation of resolutions vastly different from each other in their scope and meaning. The following were adopted:

Whereas, The President of the United