

the control of two State delegations in the present House of representatives that may be of great importance in the event of the Presidential election being thrown into the House by the failure of any candidate to receive a majority of the total number of the electoral votes. The recent failure of Representative Chas. H. Voorhees, of the Fifth District of New Jersey, renders it necessary that he should devote his undivided attention hereafter to his business. He has therefore decided to resign his seat in Congress. Voorhees was elected last year as a republican from a district usually reliable democratic. As a result of a split in the latter party, an independent democrat and greenback candidate received enough votes to defeat Demorest, the regular nominee. The vote in detail was Voorhees, 10,893; Demorest, 10,089; Potter, 3,268. With the democrats of the district united upon one candidate, there is no sort of doubt about their carrying it. This will be the case in the present instance and the democratic majority in the House will be increased one. The New Jersey delegation now stands republicans 4, democrats 3. The change will give the odd member to the democrats, and give them control of nineteen States in the House. When Godlove S. Orth is ousted from, and James McCabbe is put into, the seat of the Ninth Indiana district, the democrats will add Indiana to the list, and will have 20 seats, then they will be prepared for all presidential contingencies.

Besides those reported last night, the bodies of Edward Shulen, Louise Hummel, Anna McConnell and Miss Goetter have been taken from the ruins of Carle & Co's candy factory, Kansas City, and search for others still continues. The loss is estimated at \$75,000. Joseph McGuire, an employee of the factory, acted with great heroism. He dragged Miss Nellie Horton and Mrs. Long down two flights of stairs through the stifling smoke and fire. At the bottom of the stairs Miss Horton fell suffocated from the smoke. Seizing Mrs. Long in his arms, he rushed through a sheet of flame to the front of the building, and then attempted to return for Miss Horton, but the fire was so fierce by this time he could not reach her. She was rescued, however, from the rear of the factory.

Kansas City, 8.—Great crowds of people gathered around the scene of yesterday's disaster at an early hour this morning, watching the workmen removing the debris in search of the bodies of George Kemper, aged 14, and Andy McConnell, of the same age. A roll of the employees was called this morning, and all were accounted for except these two. The death roll numbers six and the list of wounded 12, but none of the latter are fatally injured.

LEWES, 8.—The following are further particulars concerning the terrible collision of the *Champion* and *Lady Octavia*:

The *Champion* left New York City on Thursday, Captain Lockwood, commander. The vessel was laden with a general cargo, which, it is said, was insured. She was valued at about \$200,000.

No dispatches have arrived at the company's office regarding the disaster up to noon to-day.

The company have telegraphed to Charleston, Philadelphia, and other points, for news. The following is a dispatch sent to Col. Whaley & Son, agents of the steamship at Lewes, Del., by the agent here:

"Please see that those saved have the best accommodations the ship affords, and tell both captain and steward to take particular care of them."

Capt. Lockwood has been in the employment of the company for about 12 years. He lives in Charleston, and was an unmarried man. A good many of the crew were colored men, some of them residents of Charleston.

The *Champion* was a two-masted vessel, being rigged and side wheel. She was about 1,200 tons burden, and about 240 feet long.

There was only a few callers at the company's office this morning to make inquiries about their friends. One of the visitors inquired for Patrick.

The *Champion* sailed from this port on Thursday last, two days before her time. The agents say this was due to greatly increased business.

R. H. Leonard, the first officer, resided in Brooklyn, while Charles

Miller, the second officer, belonged to Charleston.

New York, 8.—A dispatch from Lewes says: Crowds of people have gathered around the branch office of the Maritime Exchange, asking for news. It appears the bark struck the steamship amidship, cutting her to the water's edge. She filled and sank in five minutes and that thirty-two lives were lost. This is confirmed by later reports.

The collision took place thirty-five miles eastward of Capes May and Henlopen, just about daylight at which time considerable fog lay on the ocean off shore. The ship *Lady Octavia* was much damaged and could not proceed further on her voyage and accordingly a signal of distress was hoisted and a flag shown for a tug. In response, one of the large Delaware Bay tug boats came to her and gave her a tow. She is now on her way up the Delaware river, bound for Philadelphia.

The Breakwater is full of shipping and the masters of vessels at anchor here, and the residents of Pilottown are flocking to Lewes for news.

The *Champion* was one of the first iron steamships launched in this country, having been built in 1850, at Wilmington, Delaware, for the late Commodore Vanderbilt. She had frequently been overhauled and repaired, and was considered in excellent condition. The steamer was rated at A 1½. Her original tonnage was 1,452, but of late was 1,418. She had three decks and two masts, was built in four compartments and was brigantine rigged; her length was 234 feet, breadth of beam 31 feet, depth of hold 25 feet. She was equipped with a beam engine. She originally ran to Panama, and was sold by Vanderbilt to the Pacific Mail Co., from which she was purchased about 12 years ago for the Charleston line. Her last voyage was the 286th she had made in the service of the latter company. The vessel never met with any serious accident before, and was considered a remarkably lucky ship. Her value is variously estimated at from \$120,000 to \$200,000; partly insured against fire, but no marine insurance.

The *Lady Octavia*, which did the damage, is an old English built ship, one of the first in fact built exclusively of iron in the British yards. She is reported to be built of heavier iron plates than the law requires. The *Lady Octavia* was built in 1854, in Warrington, England. She registers 1,172 tons, net measurement was 209 feet long, 36 feet breadth of beam and 22 feet depth of hold. She was last surveyed in London, and rates high in Lloyd's. She was among the first of the iron ships built in the North of England.

On the 1st of September she sailed from Rio Janeiro with a cargo of coffee, clearing for the Breakwaters for orders. She anchored off Lewes, inside the breakwater on November 3d, and remained there until the evening of the 6th, when she went to sea, and had been out of the harbor comparatively few hours when the frightful accident took place. She is owned in Greenock by G. Adams.

The *Champion* was amply provided with life preservers for 163 persons. She had five metal life boats, all equipped, and one life raft.

Philadelphia, 8.—All information thus far obtained of the *Champion* disaster was from the pilot, who landed at Delaware Breakwater.

The steamship *Lady Octavia*, in collision with the *Champion*, has arrived. The captain reports that he left the Delaware Breakwater at 9.30 a.m., on Thursday. At 4 o'clock Friday morning, 40 miles east by north, half north from Cape May, was run into by the steamer *Champion* from New York. The *Champion* struck us just at the stern. The steamer was so badly damaged that she sunk in four minutes. Thirty persons of her crew and passengers are lost, and 24 saved and placed on other vessels by the *Octavia*. James Fergus was in charge of the deck at the time of the collision. The *Octavia* brought none of the rescued to this port.

Captain James Johnson, of Greenock, Master of the *Lady Octavia*, makes the following statement: My ship arrived at Delaware Breakwater from Rio Janeiro, for orders on the 23d of October, and sailed for New York about 10 o'clock Thursday night last. About quarter past two yesterday morning, when we had sailed about 30 miles, a collision occurred. The night was

clear and warm, the moon was shining brightly and we were moving at the rate of three and a half or four knots an hour. My chief mate reported a steamer ahead 10 minutes before the accident happened. The steamer continued on her course and I on mine, and we approached each other, but immediately before the crash, the man on the lookout of my vessel reported the steamers starboard light from our port bow, and then she shifted and the port light became visible, showing she had turned on her course. We had a man on the lookout constantly, but there could have been no lookout on the *Champion*.

Her captain, Lockwood, subsequently told me he had altered his course a moment before the collision, but assigned no reason for doing so, and that he did not see my ship, which indicates that my idea in regard to the lookout was correct. The ship sunk in four minutes after the collision. There was a terrible panic. I at once ordered the boats lowered, and, in fact, they were in the water before the steamer went down. Two of her crew jumped on board my ship at the time she struck. In all 30 persons were lost, among them the first mate and five women, twelve of the missing being passengers.

The steamer came at us end on and there was no possible means of avoiding her. Four of the passengers and two of the crew were sent to New York in a bark that came alongside, but I did not get their names or the name of the vessel they went on.

The following statement is made by the boatswain of the *Octavia*:

I was on deck at the time of the collision, being one of the watch. We saw the steamer, but she was not heading for us, so we kept our course. All of a sudden the steamer took a sheer over to port, but there did not appear to be anybody on her deck, except one man who was engaged in loosening sail. We called to the steamer, but it was too late, as we were struck immediately. She was so close that two of her crew sprung over her side on our vessel. We sang out to back her stern, and she did so, but three minutes afterward she went down. We lowered a boat and picked up nine persons. We then went a second time and picked up about thirteen more persons, some of whom were in a small boat, and three on a life raft. They were crying and screaming for help. The third time we went out no more of the wreck could be seen. As soon as the *Octavia* was struck, the fore compartment filled with water to the depth of eleven or twelve feet, but the vessel being built with a light bulkhead, the water did not get into any other portion. The mate of the steamer, whose name I think is Leonard, of New York, was on the deck of the *Champion* and was lost? Three ladies and several children were also lost, and only one woman, the stewardess of the steamer, was saved.

NEW YORK, 8.—The Austrian bark *Rebus*, arriving in port this afternoon, brings news of the loss of the schooner *Petrel*, with fifteen passengers and crew, including the captain. She also brings six survivors, all that is left of a company of 21 persons. Capt. Ivancich, of the *Rebus*, reports that on Nov. 3d, when 34 days out from Trieste, he espied the floating hull of a dismasted vessel full of water and water logged, in latitude 39 north, longitude 66, 40 west. The wind at the time blew a gale from the north and a strong sea was running. The weather was bitter cold. Some persons were on the hull signalling for help with strips torn from their garments. Notwithstanding the danger attending the effort, a boat was lowered, and after a battle with the elements, at great risk of the life of all concerned, six persons on the wreck were saved. They were all that survived and they were all passengers. The schooner *Petrel*, Capt. Fisher, sailed on the 25th of October for a whaling voyage in the Atlantic Ocean, carrying the Portuguese passengers of a number of the paid-off whalers, returning home to be landed at Fayal. In the Azores and on the Madeira and Canary Islands, she encountered terrible gales, and was swept into the North Atlantic Ocean in the last days of October. After being dismasted the schooner became unmanageable and drifted a plaything of the gales. On the 29th of October she was capsized in a squall, and 15 persons lost, including Captain Fisher. From the 29th of October

until the 3d of November the six survivors clung to the wreck, exposed to cold and storm, without covering and kept continually wet by the seas that swept over them. They had some food, but little water to drink, and when relief came were almost frantic with joy.

The *Petrel* was a small schooner, of only 61 tons. Her master, George Fisher, was her owner as well. She was built in 1849, at Newburyport, Massachusetts.

News was received to-day that the whaling schooner *Florence*, lately employed by Captain H. H. Howgate, of the Signal Bureau, in the Polar Sea investigation, under the command of Captain Lyon, had been lost in Cumberland Straits, to the east of Hudson Bay. She parted her chains and went ashore during a gale. Nobody was lost. The *Florence* was owned by C. A. Williams, of New Bedford. On one trip to South Shetland Islands, she made, in 1872, \$300,000 by bringing fur sealskins. Her captain received \$69,000 as his share. She was less than 100 tons burthen. The crew were taken off by a Scotch vessel.

SAN FRANCISCO, 8.—The whaling bark *Dawn* arrived to-day from the Arctic. On Sept. 3d, within 25 miles of Herald Island, she saw the smoke of a steamer supposed to be the *Jeannette*. About Sept. 25th the ice began to open rapidly to the north. She saw Herald Island in October and could go all around it. On the 7th of Oct., the captain's report continues, we saw Wrangler's Land, distant less than 25 miles, the east line showing very little snow. The mountains in the interior were covered with snow. We could not see any ice between us and Wrangler's Land, and we were much surprised, as the outlook was very discouraging.

A report not fully verified is received this evening from Eureka, Humboldt County, that the outlaws who recently had a fight with the sheriff's posse in Mendocino County, had been overtaken near Red Mountain, and that a savage fight ensued, resulting in the wounding of several persons.

RAWLINS, Wyo., 10.—Yesterday afternoon, Francis Murray, government teamster, while intoxicated, shot and fatally wounded Charles Capman, of Los Angeles, California. Murray then reloaded his carbine and revolver with the intention of clearing out the neighborhood of the government wagon corral. He had fired several shots at citizens and soldiers, when Sheriff J. G. Rankin came on the scene, who seeing it impossible to capture Murray without great danger to himself and others, fired on him with a double-barrelled shotgun, killing him instantly. The coroner's jury exonerated the sheriff.

ST. LOUIS, 10.—The news reached here at midnight that the west span of the St. Louis, Kansas City and Northern Railroad bridge, crossing the Missouri River at St. Charles, fell about half-past eight last night. A stock train of 17 cars, with seven men on it, was precipitated into the river, and none of the men have yet been found. The telegraph wires were broken down with the bridge, and no particulars of the accident are received yet. A temporary office has been opened this side of the bridge and additional information will be obtained if possible.

Ferguson, Mo.—About 8.30 last night an extra train, engine 107, Kirby conductor, Plowman engineer, was crossing the St. Charles bridge, over the Missouri River coming east, the west span of the main structure suddenly gave way, precipitating 17 cars of live stock and the caboose into the abyss. The engine and one car with the conductor, engineer and fireman were saved by the breaking of the connection between the cars. Three dead bodies and three badly injured men were recovered from the river. At this hour it is impossible to learn the names or residences of the unfortunate men.

There were five cattle drovers from Malvern, Iowa, who boarded the train at Moberly in the caboose, but their names are not known nor can it be ascertained how many of them were killed.

A visit to-day to the St. Charles bridge, one span of which fell last night, disclosed terrible wreck and destructive property.

Conductor Kinley testified before the coroner's jury this afternoon that the train was all right when it passed on to the bridge. One theory is that the bridge was struck by lightning, a very heavy storm having prevailed about an hour before the disaster. He heard the crash

of timbers and iron and then a great splashing of water. He sprang out of the side door of the caboose on to the floor of the bridge approach, only a few feet from the chasm, and before he could regain his feet he saw the caboose plunge down the awful abyss of 80 feet. His escape is one of the most wonderful on record.

Chas. Irwin, brakeman, was on top of the caboose and went down with it, and was so terribly mangled he died at noon to-day. The bodies of Wearen, Hyde and Barnhart were enclosed in handsome caskets and sent by special train this afternoon and Irwin will probably be forwarded to Ohio to-morrow. The coroner's jury heard the testimony of Conductor Kinley and Mr. Strahan this morning, and adjourned till to-morrow morning. Kinley swore he has taken hundreds much heavier laden trains across than the one with which it broke, that it had recently been inspected by a competent person and pronounced sound, and he could give no reason for the accident. Mr. Strahan simply related his experience. The damage to the bridge is estimated at about \$75,000. The value of the cars and stock is about \$25,000. A temporary wooden truss will be put up as speedily as possible. In the meantime a track will be laid to the ferry and passengers and freight will be transferred by boat.

The Indians at Williams Lake, British Columbia, are reported starving. Their chief has had translated for publication a pathetic appeal to Her Majesty, reciting how they have been deprived of their lands and means of livelihood by the whites, and asking relief, saying his young men will not starve in peace.

LOWELL, Mass., 10.—Three persons were drowned in the Merrimac River yesterday afternoon near Lawrence mills.

New York, 10.—Mrs. Mary Sincere, residing at Brooklyn, and a young son were suffocated by foul air to-day in an old cistern into which the child fell, and the mother jumped in to rescue him.

BALTIMORE, 10.—The steamer *Falcon*, Captain Kirby, left his port at 4, yesterday afternoon, for Charleston, with a full cargo and seven passengers. When off Farview Island, and about 10 miles south of Sharp's Island she collided with the three-masted schooner, *S. C. Tyron*, Captain Nickerson, loaded with ice from Kennebec River for this port. At 10.15 the schooner sighted the steamer and kept on her course under a leading breeze, and steering a point west of north. Just before they met the course of the steamer was changed and she ran across the course of the schooner when the collision occurred at 10.30. The bow of the schooner struck the hull of the steamer on a line with the mizzen mast, crashing through and destroying the upper works. As soon as they could be loosed from each other Captain Kirby steered for shoal water, the collision having occurred where the water was 12 fathoms deep, but before he proceeded half a mile the steamer went down. All the boats of the *Falcon* were stove, though her lifeboat was made available and the women and children were first put into it, and then the male passengers, and sent to the schooner. Before the boat returned the *Falcon* had gone down and her officers and crew, 25 in number climbed into the rigging, whence they were rescued. The schooner lay by until daylight, when she continued her course and arrived here at five this afternoon. The passengers lost all their clothing except what they had on. The schooner's damage is \$500. The *Falcon* is about 600 tons burthen and belongs to the Charleston Steamship and Railroad Co., and was worth \$25,000 or \$30,000. Her cargo was valued about \$30,000, but much of that may be recovered. She sank in seven fathoms of water and her mastsheads and topmasts are visible.

The late Senator Chandler, in his last speech, is said to have made the following remark: "But we ain't a going to die yet. We have made other arrangements." He alluded to himself and the republican party.

It is reported that the Mosque of St. Sophia, Constantinople, which for years has been used exclusively by the Turks, has been thrown open on two days of each week for Christians. On these days a reconciliation between the different creeds is to be attempted.