

## BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

## AMERICAN.

CINCINNATI, 7.—There was much speculation to-day over what is to come, and opinions vary. The most hopeful say there cannot be more than a foot more of water, while others say the extraordinary water at Pittsburg and Wheeling, coupled with the fact that the tributaries of the Ohio and Kentucky, both above and below, are nearly all rising, must make a continued rise here for several days, in which case it will exceed the flood of last year. The submerged territory is now practically as great as last year. In the city proper the water is within 200 feet of the limit on the streets last year. The only difference is a few feet of depth. The day has passed well and no disaster is reported. The most careful attention is given everywhere to saving property. The fleets of coal barges are fully manned and closely watched day and night. Not a single barge is yet lost. The absence of a high wind has been favorable to this property, as well as to submerged frame houses. Food has been promptly furnished to-day, and boats patrol the flooded district to see that no case of necessity is neglected. Two fire engines floating on scows, are kept ready to be drawn to any place a fire may break out in the flooded district.

Pittsburg, 7.—At a meeting of citizens this afternoon, an executive committee was appointed, who were instructed to take immediate steps to relieve all sufferers in the two cities. A committee representing the leading business interests was also appointed to solicit donations. Before these provisions can be made, however, the suffering will be great, as many families are living in the second story of their houses, and have been without food or fire for 36 hours.

Two more fatalities have been reported. Wm. Bourman, aged 50, of the 8th Ward, Allegheny, while attempting to step out of a window into a skiff, fell into the water, and the swift current carried him away before he could be rescued.

Harvey Genung, aged 11, who has been missing from his home in the 1st Ward, Allegheny, since Tuesday, was found drowned this afternoon.

Midnight.—The rivers are still receding. A careful estimate of the loss from the flood in this county gives the total loss at three millions. This is largely due to the fact discovered to-day, that a majority of the manufactories will not be able to resume operations before Monday week. All the mills lie low, and will be inundated long after the streets are clear.

Louisville, 7.—The situation has not materially changed here since yesterday. It rained steadily all night, but turned cooler at daybreak, and has been only drizzling since. The river has been rising from two to four inches an hour. At noon the canal gauge registered 38 feet 1 inch, and rising four inches an hour. The flood has not been attended with so much suffering as last year. The people in dangerous localities have nearly all moved out, and have taken many necessities which in 1883 they did not have time to take. Most of the people have found homes. The board of Trade started relief measures this morning, and sent out a boat with provisions to the submerged districts. But little suffering is reported yet. Jeffersonville and New Albany are awaiting patiently their inundation, but have suffered nothing as yet from the water. A Frankfort dispatch at noon says the Kentucky river is rising very slowly, the rain has ceased and it is cold.

Wheeling, 7.—The river has reached 52 feet and is still rising. There was great distress during the night. The steamer *Belle Prince* this morning has been engaged in taking families off the island, where, however, many still remain. The skiffs also did good work. Many casualties are reported, but investigation shows slight foundation for the most of them. There were many heartrending instances of sick people imprisoned all night amid the waste of waters which came to light this morning.

Ten thousand people are homeless and unprovided for here. There are fully 15,000 people who are driven from their homes by the flood, but a third of these are comfortably quartered at the hotels and boarding houses or with friends. The public schools and churches are thrown open and the people are housed and fed there. The water reached the highest point at 10 o'clock, when it was 52 feet: since that time it has receded a few inches. The city board of public works built batteaux, which are used as free ferries across the inundated districts.

The river is 51 feet 6 inches, and rising slowly. The steamers *Belle Prince* and *Princess* have been busily engaged in bringing people from the island. There is more damage to property than ever experienced here before. The fair ground is a total wreck, and three houses have come down from above. Weather cloudy and cool. The water here is still rising, and vastly larger areas are submerged than there were in 1882. Houses, barns, bridges, straw and hay stacks have been floating past all day. The Wheeling Cheese Company's storehouse here loses about \$50,000 by the water in the cellars. The merchants on Main, Water and Market streets also lose heavily in perishable goods now under water. Several houses have floated off the island and the south side. It is im-

possible to estimate the loss, but it will aggregate over a million dollars. The water reached the lime pits of the Bellevue, Ohio, goblet works, the Labelle Glass Co., Bridgeport, Ohio, and Elzen glass works, Martin's Ferry, Ohio, and the slacking lime started the flames. In all cases the damage was slight. No loss of life has resulted here, but the fatality of sick persons removed from exposed houses will be great. The Western Union Telegraph Co.'s office is only reached by boats.

The Baltimore and Ohio wires are all down. Telephone communication with all suburbs is cut off. The water and gas works gave out to-day and to-night the city is in darkness and at the mercy of a fire if one should start. The streets of half the city are navigable only in boats, and all sorts of improvised crafts are plying as ferries. Many people are still exposed on the island, not a spot of which remains above water; the work of removing them goes bravely on by skiffs and steamboats. A relief meeting was held this afternoon, and \$2,700 was raised in half an hour, and committees were appointed to look after the destitute.

Little Rock, 7.—Light rain all day. The Arkansas River has risen six feet four inches since last report. Advances from Desha and Chicot counties fear another overflow of the Mississippi, and apprehensions is felt for Opossum Fork levee, now building, which cannot be finished in time to avert disaster, should the rise continue a few days longer.

Bellaire, O. 7.—The goblet works caught fire this morning from lime slacking in the water, but the flames did little harm. The scene about the city are unprecedented. There are about four feet more water than in the flood of 1883, and two or three feet more are expected. It is impossible at this hour to give an estimate of the damage. Business is nearly suspended.

Cleveland, 7.—The rains have ceased and the waters are falling in Northern Ohio. At Youngstown the low-lands were submerged eight inches deeper at 7 o'clock this morning than previously known. The manufactories are shut down. At noon the water had fallen two inches, and was still receding.

Akron, 7.—The water has fallen three feet. No further damage is expected. The railways are resuming.

Memphis, 7.—The floods pouring out of the upper rivers are giving great concern to the people of this section, who cannot see any possibility of avoiding one of the most serious overflows that ever devastated the lowlands. Warning has been sent to planters below to remove their stock to places of safety, which, if heeded, will save them thousands of dollars. It has been raising almost steadily the past 36 hours, which will swell all the interior rivers and add to the disaster which is almost upon the people below this city.

Evansville, Ind., 7.—River still rising two inches on gauge. Men are busy saving stock, grain and families. No change in the weather; warm and drizzling rain. News from Wabash and White Rivers is gloomy.

CHICAGO, 7.—Daniel Wallace, otherwise "Texas Dan," a notorious outlaw and desperado, was arrested on the street here this afternoon by Sheriff Walker of Kendall County, Texas. A thousand dollar reward was offered for his arrest for the attempt to murder Dr. Leander B. Bowen, a wealthy ranchman, in November last. Dan was traced from Wyandotte, Kansas, through a revengeful siren, and was gazing in at a show window with the same woman when the officer ordered him to "throw up." On his person was found one 42-calibre pistol, another 48-calibre gun, 18 inches long, and \$45. Dan says the shooting of Bowen was the result of an old feud; that Bowen meeting him on the plains said, "Dan, I've got the drop on you this time." Dan said, "Guess not," and let go at the doctor, leaving him for dead. Dan claims that he did not rob him. He says he expects to be lynched on his arrival home. The sheriff left for Texas with the prisoner to-night.

DENVER, 7.—Republican's Montrose, Colo.: This evening a cowboy named Watson came to town on horseback. Meeting City Marshal Murphy and Police Judge Edwards, against whom he had a grudge, he commenced firing his revolver. They returned the fire. After the smoke cleared away it was found Edwards was mortally wounded, Murphy had a ball through his leg, while the cowboy, though badly wounded, had made his escape.

OMAHA, 7.—Mr. Phinney, conductor on an east-bound freight train, reported a man found hanging to a whistling post half a mile east of Bassett, Brown County, this morning. The man is supposed to be "Kid Wade," the notorious horse thief. The "Kid" was taken from the vigilantes last night by the sheriff, who was to take the train this morning for O'Neill, but was again taken from the sheriff and lynched.

WASHINGTON, 7.—E. B. Wiegand, examiner in the Department of Justice, in his testimony to-day before the House committee on expenditures in the Department of Justice, described the novel method of securing funds to conduct the congressional campaign. The aspirant was Paul Strobach whom the Senate failed to confirm for marshal, explaining he was anxious to make a canvass for Congress. He secured the appointment, named his assistants, and went through the districts making arrests, that fees might be obtained to pay the expenses of the campaign. Strobach was defeated and came to Washington for the purpose of contesting the seat.

The examiner said that many poor men were arrested in Alabama by deputies on a charge of chopping wood on the public lands. These men were often compelled to sell their small possessions to pay the costs of a trial, were taken, in some instances, more than 100 miles, forced to go on foot, and then discharged and allowed to return home as best they could. Some arrested men died from want of food and exposure, while walking to their homes. Their families also suffered, having to dispose of their means for acquiring sustenance and to pay the costs of trials of the arrested parties. Instances were cited when the examiners investigating the offices of Government officials were threatened. N. A. Wilson, receiver of public moneys, had attempted to shoot him in Covington county, Alabama. Witness said there was scarcely a man who had not been arrested, and he could not recall a single case where a prisoner was convicted.

WASHINGTON, 8.—The report that Congressman Ochiltree is engaged to be married to Miss Mackey, daughter of the Bonanza millionaire, is republished here, on at least Ochiltree's assertion of the fact to Congressman Cassida of Nevada. The way the engagement was brought about is thus described by a Texas member: Last Spring he was in New York and when there met his old friend Mackey. In the course of conversation, Mackey said: "Tom, old boy, why don't you get married?" Ochiltree replied:

"Oh, I never yet found a gal who would have me."

"Oh, pshaw," said Mackey, "there are lots of worse fellows than you. You have never tried."

"Mackey, my boy, I propose to test your sincerity, now. You have a gal who just suits me; can I have her?"

"If you win her hand, I will give my consent."

"That is all the chance I want," said Ochiltree, and according to his authority, this was the motive of his trip to Europe last summer. He went to Paris and became the hated rival of the proud dukes, earls and marquises, who were flustering about Miss Mackey. The Texas member says he triumphed over them all, and the strong virtues of an American soldier of fortune captivated Miss Mackey. The date of the marriage is not fixed. When the marriage takes place, it is expected Mackey will settle at least \$1,000,000 upon the bride.

CINCINNATI, 8, 9 a.m.—The river is 62 feet 4½ inches, a rise of 4½ inches since 2 a.m. The weather is cloudy and cool. The cold wave flag, flying from the signal office yesterday, has disappeared. Hopes of a freeze are dissipated and no relief is expected now on that account. The river at Portsmouth is 60 feet and rising fast. It is falling fast at the headwaters, but a further rise must come before it all runs out.

Marietta and Parkersburg have been entirely cut off from all communication for two days. Portsmouth is the only up river point heard from so far.

Steubenville, Ohio, 8.—The highest point, 49 feet, was reached yesterday at 3 p.m. Two feet higher than 1882, the greatest previous flood. It has since receded 18 inches and continues falling. The loss to private property here is \$150,000, and to railroads incalculable. No life lost in this vicinity.

Pittsburg, 8.—The rivers here are again within their banks and steadily receding. The Monongahela marks show 26 feet 11 inches at noon, with about one foot more in the Allegheny. The streets of the city are almost entirely clear of water, and people in the submerged districts are busy to-day cleaning the houses and streets of the yellow slimy mud and debris left behind as unpleasant mementos of the greatest flood in fifty years. With the decreasing perils from the water come the lurking dangers from weakened foundations which may overthrow buildings, and from streets and pavements caving in, where they have been undermined. There is grave cause for apprehension from this and every precaution will be taken to prevent disaster. Several small caves have occurred in different portions of the city, but no accidents are yet reported. Travel by the street cars was resumed this morning between all sections. The relief committee have been hard at work distributing food and fuel to the needy. Liberal donations of money, food, clothing and fuel continue pouring in from citizens and no outside aid is necessary. Many families are still quartered in public halls and it will be several days before the houses will be in fit condition for their return to their homes.

TOLEDO, Ohio, 8.—Advices from up river points to-day report the water about up to the flood mark of last year. At this city the water is three feet above the ordinary stage and stationary. A large tug is employed in breaking the ice from the front of the city and up and down the river to facilitate the flow lakeward and prevent gorges when the final crash occurs.

CINCINNATI, 8.—The river is rising more rapidly since 9 o'clock. At noon it marked 62 feet 6 inches; there has been a rise of two inches in three hours. No additional losses are reported and no loss of life on this side of the river. In Newport, Kentucky, early this morning, Wm. Berchart, bugler of United States troops at Newport barracks, fell from a skiff and was drowned. Mrs. Waddle a raving maniac on account of the flood. She was a poor woman with several children living in the flooded districts. The neighbors took charge of her children and of her, but being unable

to see the children, she imagined them drowned, and to-day is hopelessly insane.

OTTAWA, 8.—It is understood that the government has received an offer from a syndicate of New York capitalists to take the Canadian Pacific railway and complete it without further government aid. They also agree to give up the monopoly privilege, and pay duty upon their matter.

WASHINGTON, 8.—The President to-day issued the following order announcing the retirement of Gen. Sherman: "General W. T. Sherman, General of the Army, having this day reached the age of 64 years, is, in accordance with law, placed on the retired list of the army, without restriction of pay and allowance. The announcement of the severance from the command of the army of him who has been so many years its distinguished chief can but awaken in the minds, not only of the army, but the people of the United States, mingled emotions of regret and gratitude at the withdrawal from active military service of the officer whose lofty sense of duty has been a model for all soldiers since he first entered the army, in July, 1840, and gratitude freshly awakened by services of incalculable value rendered by him in the war for the Union, which his great military genius and daring did so much to end. The President deems this a fitting occasion to give expression in this manner to the gratitude felt toward General Sherman by his fellow citizens, to hope Providence will grant him many years of health and happiness in the relief from the active duties of his profession."

(Signed): CHESTER A. ARTHUR.

Gardiner G. Hubbard made an argument before the Senate committee on postoffices and post roads to-day upon the general subject of postal telegraph, and particularly in answer to the recent argument by Dr. Norvin Green, president of the Western Union Telegraph Company. According to the admission of its president, it has been forced to begin the work of reducing rates, and improving its methods. Between the years 1868 and 1878, the average rates have been reduced from \$1.04 to 33 cents per message. Under this reduction the number of telegrams increased from six millions to twenty-four millions per annum, and the profits from \$2,500,000 to \$3,500,000. Then a change had taken place in the Western Union Company, by which other lines had been absorbed and the reduction of rates ceased. From 1878 to the present time the reductions were only nine mills per message. Was this the way to treat the public? Did not the Western Union Company know that new competition would be brought out? The whole history of the company, excepting the period from 1867 to 1878, would teach this. It was this course by the Western Union that had led the public to ask if the stockholders had not fared well enough, and if the public had not some rights in the premises. It was time we now had new companies. Garrett would come before the committee tomorrow and say he does not propose to be bought out. If lines were built and managed as proposed in the bill by the chairman of the committee (Senator Hill) there would be an annual deficit, which the Treasury would pay, and private lines would be swept away. Evans had maintained that the government should not go into the matter unless it purchased the existing lines. This he (Hubbard) would agree to if the Western Union lines had been built by the contributions of stockholders, but this was not the case. In 1866 the Western Union had 75,000 miles of wire. In 1883 it had 432,000 miles of and not a dollar had been so contributed. All was paid for by the public, in addition to the dividends to the stockholders.

In answer to an inquiry by Senator Palmer, Hubbard said he supposed the stockholders of the Western Union had actually contributed in money the amount of \$500,000; that the contributions of the Western Union stockholders and others who had built competing lines now a part of the Western Union, were altogether about \$5,000,000.

Senator Hill asked what ground the Speaker had for asserting that under his (Hill's) bill there would be an annual deficit.

Mr. Hubbard said in reply, the average cost of sending a telegram was 25 cents. Fourteen and a quarter cents of this was for operators, instruments, etc., and that class of expenses which was proportioned in some way to distance, while the remaining 11 cents was for messengers and office expenses, in respect to which distance was not material. The average distance for telegrams was 300 miles. A message sent shorter distances was handled at a smaller expense, while for distances more than 300 miles the expenses were about the sum named. Now a uniform rate would not increase the volume of business for short distances, because the rates are already below the proposed rate. The increase would be entirely on messages for long distances. The true policy under such a bill would be to have two rates, one each for short and long distances.

Senator Palmer referred to what might be termed the moral aspect of the question, the most difficult feature, he said, of the whole question that innocent purchasers had invested their money in this stock. He asked how should the matter be dealt with.

Hubbard said in reply, when the innocent lie down with the guilty they must suffer the consequences. These persons had associated themselves with the guilty Western Union. He had said fifteen years ago that neither the capi-

tal stock nor the bonded debt should be increased, except by the consent of two-thirds of the stockholders. This was a pledge to the country. They changed their policy in 1881. No one would object to pay for this stock before these consolidations. Was it supposed these "innocent" stockholders didn't get their share of this watered stock. There were no innocent stockholders. Further discussion followed in a similar strain.

CINCINNATI, 8.—2.30 p.m.—The relief committee, in conjunction with Mayor Stephen, has decided to call out the militia to-night to serve as assistant patrol on account of the darkness. The president of the gas company says the supply of gas will not be sufficient to last through to-night. Three hundred men will be placed on duty. The river is 62½ feet at 2 p.m.

The day has been one of anxious suspense and constant speculation, as to the continuance of the rise. The average during the day has been slightly over half an inch an hour. The weather has been cloudy, with occasional drizzling showers. All eyes are turned, of course, to up river prospects. There the prospects are not encouraging. It is true a fall is pronounced at Pittsburg, and actual, though slow, at Wheeling. Thence downward no news can be had until Gallopolis is reached, 200 miles above Cincinnati. Still there is no communication with Parkersburg or Marietta. The news from Zanesville, however, that the Muskingum river was at an unprecedented height and still rising, showed that the chance for a fall at Marietta would be small, for the Muskingum enters the Ohio at that point. At Gallopolis at 1.30 p.m. the river had risen ten inches above the high water mark of last year, and was still rising about four inches an hour. A general rain has fallen along the west side of the mountains, and Chattanooga reports four inches of rain fell in the past 36 hours in East Tennessee. Coming further down the river. Catlettsburg, Ky., at noon reports heavy rain and says the storm is general. This makes the Big Sandy another feeder of the Ohio at that point. These facts indicate that the fall cannot be rapid, and at best the fall cannot reach Cincinnati before Monday or Tuesday next, with the present rate that will bring the water above last years floods. This estimate is based on the present weather. The prospect of cold weather has gone and there is a greater probability of more rain.

The river at 6 o'clock was 62 feet 10½ inches; at 9 o'clock 63 feet, having risen half an inch an hour. The relief work continues prompt, and large subscriptions daily on "change."

Commercial Gazette Catlettsburg, Ky., special: The situation is deplorable. Only one hotel and one grocery open. Three hotels and thirty or more business houses are closed by the flood. The people are occupying the court house and school house. The water is rising two inches an hour.

Wheeling, W. Va., 8.—The river is fifty-one feet and falling slowly. The steamer *Belle Prince* went to Benwood to-day to transfer passengers to Moundsville. The weather is cloudy and cool. Business is still almost totally suspended, and the entire populace is gathered on the streets watching the slowly receding flood. The water has fallen about a foot; weather cooler. As the waters recede the full extent of the devastation becomes more apparent. Houses are on their sides and washed to some distance from their sites or entirely carried away. Barns and stables are collected in great masses wherever any barriers interfere to hold them. One or two city bridges are endangered, and the two over Caldwell's run have been carried away. The water reaches from hill to hill at the south end, and in many places near the city the river is a lake from 1 to 3 miles wide. The Baltimore & Ohio and the Cincinnati & Pittsburg railways are under water for miles, and no railroad traffic is nearer than ten miles from the city. People are camped on the hill-tops beside these accommodated in the churches, schools, markets and many private stores. The blast furnaces are chilled in many cases by the water reaching the fires. The water is still falling at the rate of an inch an hour.

The Baltimore and Ohio engine shops are carried away. Two unknown men were upset near the head of the island from a skiff and clung to the willows two hours. The crowd is watching them, but it is powerless to save them. Wheeling is in danger of a famine. Nearly all the bakeries and many groceries are beneath the water. The milk supply is exhausted, and there is no meat except salt meat.

Word has been received that people 20 miles up the river are absolutely suffering from famine. At Benwood, the situation was as bad, but the relief party visited there on the steamer *Regular* and left a liberal supply of provisions. Window glass works supposed to be from Wellsburg, are lodged at the south end of the city.

The distress and suffering caused by the flood are hourly growing worse. With all the volunteers who can be employed the relief committees are not able to find the homeless and destitute, as fast as supplies are needed. The glass houses, stores, public and private schools and churches are converted into homes for the refugees. The work of relief is carried on as rapidly as possible.

The steamer *Belle Prince* was chartered by R. T. Devries, general agent of the Baltimore and Ohio road, and taken to Moundsville, five miles up Grove Creek, the nearest point to which trains could run, where the passengers who have been flood-bound