

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

NEW YORK, 13.—The trial of Alderman McQuade, charged with receiving a bribe in connection with the passage of the Broadway Surface Railroad franchise was continued to-day with the hearing of evidence for the defense.

W. S. Williams, president, and Hon. N. A. Nelson, vice-president of the Cable road, testified that they did not know of any offer having been made by the company to the aldermen, either directly or indirectly, for the Broadway franchise. The company was authorized to issue \$15,000,000 in stock, and in the latter part of 1884 did issue \$2,000,000 or \$3,000,000 worth of bonds, converted them into cash and deposited the amount with the Trust Company. The company also offered the city \$1,000,000 for the franchise.

A number of witnesses testified that McQuade favored the street railroad on Broadway before he was chosen an Alderman.

Ex-president Andrews of the cable road, said he knew of no offer of \$750,000 or any other sum to the aldermen for the franchise. The bid of \$1,000,000 by his company was intended to cover not only Broadway, but a total of 78 miles of streets.

To account for McQuade being "flush" of money, it was shown that he had been left a legacy of \$30,000 in 1834. This was followed by evidence as to the prisoner's good character. Testimony was introduced to show that McQuade had been a man of property for years. The cashier of his bank testified that McQuade's transactions for several years had aggregated \$120,000 to \$150,000 per year.

John O'Neill one of the indicted aldermen denied any knowledge of the "combine," denied attending the meeting at Fullgraff's office or any of the four meetings at McLaughlin's. Never before heard that any amount of money had been offered for franchises. Witness reluctantly admitted that he attended the secret nine o'clock meeting of the Aldermen. Malone brought the call to him at six o'clock in the evening; did not know or care what the object of the meeting was. When he went into the meeting, he asked and was told the injunction had been dissolved and that some one else was trying to get another injunction. Never knew the names of the "combine." Heard that Keenan had something to do with the "combine" on railroad matters. Witness explained that throughout 1884 there was a persistent effort to have morning sessions of the Aldermen.

Ex-Alderman Charles Reilly, one of the indicted, contradicted the testimony of Fullgraff and Duffy in every essential particular, but nothing new was elicited.

Indicted ex-Alderman, Thomas Cleary, who was ill and did not testify at the first trial, denied all knowledge of the "combine" but said he called on McLaughlin during the latter's illness and insisted on contradicting the servant girl who swore on Saturday that Cleary rang the door bell on that occasion.

SAN FRANCISCO, 13.—The carmen's strike on the Sutter Street road developed into violence this afternoon. A number of strikers had just left the car near the Central Avenue terminus after an unsuccessful effort to induce the new men to desert their posts, when the hoodlums in the crowd which had gathered about the scene, began pelting the car and those in charge of it with stones. This led to a shot being fired into the crowd by some one in the car. An answering shot came from the mob and a lively fusillade ensued, during which about twenty-five shots were exchanged amid a general stampede by the crowd. When the space was cleared a man was found wounded, lying on the ground with a bullet hole in the back of his head. He was carried to the city hospital, where his wound was pronounced mortal. The wounded man has not yet been identified. A number of arrests have been made. It is not known who fired the fatal shot. After the shooting occurred, all the cars on both the Sutter and Gaty street roads were withdrawn, and no further disturbance took place.

At a late hour to-night the dying man was identified as Benjamin Heinzeley. His brother stated the unfortunate man was a farm hand recently from the country and was merely a spectator at the scene of the trouble.

NEW YORK, 13.—Henry M. Stanley, African explorer, received a cablegram from the King of Belgium, ordering him to return at once. Mr. Stanley was also further advised that this unexpected summons is occasioned by trouble with predatory Arabs in the Free Congo State. A band of Arabs under Ben Mohammed, emboldened by the absence of Stanley, have entered the Free Congo State and massacred the garrison at Stanley Falls. At every village where they found white families the men were killed and the women and children carried away. The Arabs number 1,500 men. Attempts have been made to check their advance but without success. "I am well acquainted with Ben Mohammed," said Stanley, "having known him since 1876, when I made a contract with him to accompany me with a force of men for 50 days. We are good friends, and I presume King Leopold wants me to go there and put a stop to his inroads."

Springfield, Mass., 13.—Henry M. Stanley lectured here to-night. At the close of his talk, he said, that in obedience to the order from the King of Belgium he would sail for Europe Wednesday morning.

DETROIT, 13.—Miss Zella Postel, living with her parents in destitute circumstances in this city, to-day received word from a law firm in Norwich, England, that she had fallen heir to fifty thousand pounds sterling, half of the fortune left by an uncle who recently died in Australia.

WASHINGTON, 13.—The President to-day nominated Louis K. Church, of Dakota, to be Governor of Dakota.

Thomas B. Connery, formerly managing editor of the New York Herald, is being strongly urged by his friends as a candidate for the vacant Turkish mission. Connery, who is now in Washington, had a pleasant interview to-day with Secretary Bayard, and is to call to-morrow, by appointment, upon President Cleveland.

NOMINATIONS.

The following nominations were sent to the Senate to-day:

Thomas E. Benedict of New York, to be Public Printer.

To be United States District Attorney, John T. Carey of California, for the Northern District of California.

Wm. L. Maginnis of Ohio, to be Chief Justice of the Supreme Court of Wyoming Territory.

Wm. G. Langford of Washington Territory to be Associate Justice of the Supreme Court of Washington Territory.

Abner B. Williams, of Arkansas, to be a member of the Utah Commission.

Geo. W. Julian, of Indiana, to be Surveyor-General of New Mexico.

Chas. W. Irish, of Iowa, to be Surveyor-General of Nevada.

Robert W. Ross, of Illinois, to be Recorder of the General Land Office, and a large number of other recess appointments, including consuls, registers of land offices, receivers of public moneys and Indian agents.

EUSTIS'S BILL.

Senator Eustis to-day introduced a bill directing the Secretary of the Treasury to pay to the respective owners of lands, houses and tenements, in the States lately in insurrection, the sums of money received for leases or occupation of such property by the agency of the United States and paid into the Treasury under the provisions of the act of July 2d, 1864.

FREE COINAGE OF SILVER.

The bill introduced by White, of Pennsylvania, in the House to-day, for the free coinage of silver, provides that the holders of silver bullion may have the same coined into standard dollars of 412½ grains on the same terms as applied to the coinage of gold; that the silver dollar shall be the unit of account and the standard of value in like manner as now provided for the gold dollar, and shall be a legal tender. It also provides that the Secretary of the Treasury, instead of coining all the silver bullion presented shall exchange therefor silver dollars or certificates, coining only so much of the bullion as the needs of the country may require.

MEMPHIS, Tenn., 14.—It is rumored here that the elegant steamer J. M. White, running between Vicksburg and New Orleans, was burned at an early hour this morning, near Baton Rouge, La., and that fifty lives were lost.

Memphis, 10:55 a. m.—The loss of the steamer J. M. White has been confirmed. She was burned to the water's edge at 11 o'clock last night, while lying at a bank near Bayou Sara, and about sixty lives were lost, consisting largely of women and children. Nearly all the crew were saved. Among the passengers reported lost is the Superintendent of the Vandalia Railroad at Natchez, who together with his wife and children perished in the disaster. The books of the boat were lost. Meagre details were received here over the wires of the Louisville, New Orleans and Texas railway.

The White was the finest steamer on the Mississippi. She was en route to New Orleans and had a cargo of cotton on board, estimated at not less than 2,000 bales. The surviving passengers and crew were conveyed to New Orleans this morning.

New Orleans, 14.—The steamer J. M. White, from Vicksburg, Miss., to New Orleans, was burned at 10 o'clock last night at Blue Store, Point Coupee, 30 miles above Baton Rouge. She had quite a number of passengers aboard, 210 bales of cotton and 6,800 sacks of seed. Several lives are reported lost, but Capt. James F. Muse, who was in command, telegraphs that only one life, that of the porter, of the boat is known to be lost. The boat and cargo were a total loss.

The J. M. White was built in 1878 at a cost of \$225,000, and was regarded by many as the finest and fastest boat ever run on the Mississippi River. The boat was owned by Captain John W. Labau. She was valued at \$100,000 and the cargo at \$40,000. The insurance on the boat is \$20,000. The cargo is doubtlessly fully covered. Fuller particulars are almost impossible to be had.

When the White took fire she was lying at Point Coupee taking on cotton. She had on board 3,500 bales of cotton and 8,000 sacks of seed. This makes a cargo valued at \$110,000.

Thomas Barry, second engineer of the White, was on duty when the fire broke out in the cotton amidship. For some time he thought he had the fire under control but it finally gained such headway that nothing could be done with it. Barry,

states that the fire then spread so rapidly that the boat was wrapped in flames in a short time. He thinks there were ten or twelve lives lost including a colored fireman and two colored chambermaids. It is thought that 50 persons perished.

NEW YORK, 14.—Hundreds of people flocked to the General Sessions Court to-day but were forced to remain outside, as no curiosity seekers were allowed to enter. It was rumored that District Attorney Martine had secured testimony that Juror Rosenberg was a firm friend of Keenan, Shields and others, and that he had sworn falsely in his examination as a witness. It was expected Martine would draw a juror, thus causing a mis-trial or that Rosenberg would be arrested for perjury. When the court opened, counsel for the defense and people alternately held long consultations with the recorder, taking up half an hour. Martine was evidently excited. The recorder looked glum, Newcomb looked very serious, but McQuade was as impassive as usual. Finally the recorder nodded to the defense and said "Go on Mr. Grady," and the case proceeded. A. J. Cawley, who had a room at McLaughlin's, testified he never saw any aldermen visit the house except Fullgraff. The defense here rested.

WASHINGTON, 14.—The mandate of the United States Supreme Court in the Choctaw Nation case was filed in the Court of Claims to-day.

The Senate committee on finance this morning ordered a favorable report on the bill for the redemption of, and coinage of the trade dollar, with amendments, which provided that the amount to be redeemed shall not exceed half a million dollars monthly, and that it shall be counted as part of the monthly purchase of bullion for the mint.

OLEOMARGARINE.

The Secretary of the Treasury to-day transmitted to the Senate a report prepared by Mr. Miller, Commissioner of Internal Revenue, in answer to Senator Ingalls' resolution, calling for information in regard to the operations of the oleomargarine law. By this report it appears that since Nov. 1st, the date at which the law went into operation, the special tax provided for therein has been assessed on 84 manufacturers of oleomargarine, on 240 wholesale dealers and on 2,415 retail dealers. The number of pounds of oleomargarine assessed at two cents per pound was 4,430,172. A table is given, showing the number of persons and firms who have paid the special taxes imposed and the quantity of oleomargarine assessed in each collection district of the United States. This shows that the principal collections were in the First Illinois District, where 2,613,700 pounds were taxed. The other districts where the collections were above the average, were as follows: Colorado 101,951 pounds, Kansas 278,551, Third Massachusetts 185,394, First New York 191,730, Second New York 255,454, Rhode Island 284,326. Of the manufacturing establishments, ten are in the First Illinois, five in Kansas, three in the Second New York, three in the Eighth Ohio and five in Rhode Island. None of the old districts contain more than two factories. The wholesale dealers are confined principally to the following districts: First Illinois, Third Massachusetts, First Michigan, Rhode Island and Louisiana. There are not more than four wholesale dealers in any one of the other districts. The retail business is confined principally to the First Illinois District, Third Massachusetts, Twenty-second Pennsylvania, Rhode Island, First Pennsylvania and Connecticut in the order named. The above figures are taken from the returns so far as received. In the case of Rhode Island, the collection returns are complete only to Nov. 15th, which is also the case with many other districts, therefore the collections appear to be small.

Senator McPherson to-day introduced a bill amendatory of the oleomargarine act. It provides that those sections of the statute requiring all oleomargarine to be packed by its manufacturers in firkins, tubs or other wooden packages not before used for that purpose, each containing not less than ten pounds and marked, stamped and branded as the Commissioner of Internal Revenue shall prescribe, shall not apply to oleomargarine transported in bond for exportation and actually exported.

THE UTES.

The House committee on Indian Affairs to-day heard arguments by Representative Symes of Colorado in favor of the bill providing for the removal of the Ute Indians from Colorado and by Delegate Toole of the bill granting a right of way to the St. Paul, Minneapolis and Manitoba Railway through the Indian reservations in Northern Montana and Northwestern Dakota.

CONSULAR SERVICE.

The House committee on Foreign Affairs to-day completed the consideration of the diplomatic and consular appropriation bill. As completed the bill calls for an appropriation aggregating \$1,071,905. The total appropriation for the current year was \$1,356,065. The total increase of appropriation for the consular service is stated in the report accompanying the bill at \$288,340.

No action was taken by the Committee on Estimates for an international boundary survey between the United States and Mexico, the Haytian Arbitration Commission, the Venezuelan and American Claims Commission, and the Alaskan Boundary Commission

which was referred to the Committee on Appropriations for inclusion in the sundry civil bill. The Commission say in their report:—"The general policy of the committee has been to recognize the great importance to our commercial interests of our consular service and the purpose of the bill is to provide adequate salaries to those officials, who are at present known to be underpaid."

THE TARIFF.

About a dozen democratic members of Congress had a conference to-night at the rooms of Representative McAdoo, for the purpose of considering the tariff question. Among those in attendance were Representatives Randall, of Pennsylvania, Greene and Pickcock, of New Jersey, Warner and Fry, of Ohio, Martin, of Alabama, Merri-man, of New York, and Wallace, of Louisiana. After a discussion of about two hours, during which the members advanced their individual opinions as to what should be done, the following propositions were unanimously adopted:

First—They stand opposed to entering upon the consideration of the pending Morrison bill.

Second—They favor the reduction of revenue at this session so as to prevent the accumulation of a surplus in the Treasury, but insist that it shall be effected by some measure which shall embrace the repeal or reduction of certain of the internal revenue taxes.

Third—They favor an immediate change in the administrative feature of the existing tariff laws, separate and apart from any general revision of the tariff.

A further conference will be held before Saturday next.

ST. LOUIS, 14.—A special from New Orleans, alluding to the burning of the steamer White, says: All the rescued people took the Mississippi Valley Railroad train for this city, arriving this noon. Wm. McGreevy, chief engineer of the boat, gives this statement of the disaster:

"At about 10:10 o'clock last night, while landing at Dr. Ferrette's place, above the postoffice landing, at Point Coupee, at which place the boat was loading cotton seed, a fire broke out amidship. Engineers Barry and Jauey, who were on watch, gave the alarm and the pumps were put to work, but without avail. The watchman gave the alarm by ringing the bell. Clerks Callahan and Bell at once aroused the people in the cabin. The fire spread rapidly and in less than 15 minutes the boat had burned to the water's edge. There were four kegs of powder in the magazine and the moment the fire reached them the flames shot up about 100 feet high. The sight was the most heart-rending one ever witnessed by a human being. The shrieking of the women and children for help was awful."

He saw the superintendent of the Vandalia Route Railroad standing outside the ladies' cabin, throwing his two little daughters into the water. He stood there and burned to death with his wife.

There were in the cabin nine lady passengers and about eight men. At New Texas 20 deck hands were taken on board, and all are supposed to be lost. It is learned that Andrew Pierce, a sailor, and Antoine Rebatta, a fireman, are the ones to whom the credit of saving the survivors is due. The following officers are known to be safe: Captain Muse; clerks, A. McNay, O. Bell, M. Callahan; pilots, John Stewart and Bob Smith; engineers, Wm. McGreevy, Tom Barry, T. G. Pattison and Steve Jenny; mates, John Grant and Tom Trimbell; watchman, Tom Miller; sailor, Andy Pierce; stewards, Pat Ryan and Nunez.

Col. S. L. James, who was in the stateroom, managed to get ashore and had to walk two miles without a coat, hat or shoes in the chilly winds before he could reach a railroad station. He was taken to his home, No. 275 Prythania Street, on his arrival home.

Among those lost are Lewis, second cook; Oscar Baker; Amos, the porter; Dick Randolph, the fireman.

A prize ox, taken on at Vicksburg, was roasted to death, and two of the five keepers perished.

WHAT THE OFFICERS AND CREW SAY.

NEW ORLEANS, 14.—The States has the following account of the loss of the "J. M. White," gathered from the officers and crew: The boats had landed to take on a pile of cotton seed and there were between forty-five and fifty roustabouts engaged in the work, when precisely at 10:15 o'clock every body was startled by the loud ringing of the bell by the watchman, Thomas Miller. Immediately after, the cry "fire!" was taken up by twenty voices. In an instant the direst confusion reigned. Men darted to and fro and the work of arousing the sleeping passengers was begun. The fire was discovered by Thomas Barry, second engineer, who with his partner, Stephen Janney, was on watch at the time. The first intimation he had of the fire was a small light on the top or a row of cotton bales amidships, which greatly resembled the flames of a lantern.

Barry left his post to investigate and was astonished to discover the light was caused by a bale of cotton buskily burning. Barry gave the alarm and his voice rang through the deck room of the vessel. Watchman Miller took in the situation at once and rang a huge bell located on the second deck. Miller stood at his post ringing the bell until he was forced to retreat by the encroaching flames. The noise of the

clanging bell aroused Wm. McGreevy, Chief Engineer, who was asleep in his berth. He sprang out of bed and groped his way through the smoke to wake up his partner John Pallazer, Second Assistant Engineer, who was asleep in the forward part of the boat. About midway he met Pallazer, who had also been aroused by the bell and was on his way to hunt for McGreevy. The two men then looked as best they could through the stifling smoke for the others who slept in the boat, but not seeing anyone, believing that all but themselves had left, they crawled out on the hurricane deck and were compelled to climb on one of the stanchions on to the side of the boat, from whence they got ashore. In the meantime, two streams of water were brought to play on the fire, but the heavy black volumes of smoke drove the engineers back. They fought the flames step by step, but were at last forced to drop the hose and save themselves. The fire burned with frightful rapidity, and in less time than it takes to tell it, the entire left side of the boat was a mass of flames. The fire soon caught the railing of the cabin deck and, before any assistance was to be had, the boat looked as if she were encircled by a stream of fire. The crackling of the flames and the

SHRIEKS OF THE PASSENGERS

and the crew caused the most intense excitement. When the alarm was first sounded, Alexander McVay, head cook was sitting at the stove in his cabin. The first peal of the bell caused him to rush outside, and seeing the flames rush high in the air, he ran back into the cabin and endeavored to get his books and money. The fire gained rapidly and he was compelled to leave the office, but not before he had secured a sum of money from the safe. Mr. McVay then turned his attention to saving the cabin passengers, of whom there were about fifteen or eighteen, including eight ladies. He first awoke Second Clerk John Callahan who ran out of his room in his undershirt and trousers. Callahan and McVay went to each room and awoke the inmates.

The terrified passengers quickly got out, nearly all of them being in their night garments. Among them was a gentleman name unknown, but recognized as the superintendent of the Vandalia Southern Railway. He had his wife and two children, girls of 9 and 12 years, with him. He called them around him, and bade them follow him. By this time the flames had reached the cabin, through which a thick smoke was rolling. The panic-stricken passengers quickly made for an entrance, some going to the stern and others to the front. Upon reaching the deck he grasped his two children at a time and threw them into the river. Before he and his wife could follow the flames had reached them and they were burned to death. Two pilots on watch, John Stout and Bob Smith were in the pilot house and were compelled to jump into the river where they were picked up. They had a narrow escape from death.

The fire burned so quickly that it was impossible to see who was saved and who was lost. The deck was crowded with roustabouts and deck passengers, thirty of the latter having got on the vessel at the New Texas landing, just above where the boat was burned. Nearly all of these were lost. While the passengers and crew were escaping from the boat the steam pipe blew up and was buried 300 yards in the air. The force of the explosion caused over two miles of burning cotton to be hurled high in the air, where they rained several times and then fell in the water. Immediately after the explosion shrieks were heard coming from the stern of the vessel. For instance, a colored woman was standing on the gallery just back of wheel house, and the next instant were hidden from view by the smoke and flames. The first part of the way to give way was the wheelhouse, fell into the water and a draft created, the flames swept through center of the boat.

Those who escaped were taken from the scene by the steamer Wild, which plies between Bag and Natchez. As the Wild was out, three kegs of gunpowder in the hold exploded, and all and burning timbers were hither directions. This virtually tial out, and what was once a steamer was now a blacker a When the Wild reached Idle loud cry for help came from and of the stream. A boat wain of was quickly pulled in to the the cry. Through the tugging crew saw the figure of could a bale of cotton, but he reach him the bale to gone. when it was righted then to

Colonel L. S. Jamecral, on his home, No. 275 Prythania his arrival, where he sight condition. He stat be told, was horrifying and re must He positively declar because have been sixty per cent could out of sixty-five in others, only see himself, State among whom was, Fred, engineer, E. DeJans, deck Gray, a porter, and would watchman. De beheld at never forget of the White Morris' plants were sure was enveloped and brought one child had by. To his into Morris's employes, knowledge, chambermaids, two cabin bedore were one fireman, Amos Moss, lost, besides