

Metropolis is stranded on the Curruck beach, three miles south of the Curruck lighthouse and is a total loss. Two hundred and forty-eight persons were on board. Fifty swam ashore. No assistance from the life-saving station." The chief signal officer ordered one of the operators at the Kitty Hawk station to go at once on horseback to the scene of the wreck and open a telegraph station there and forward all the information as rapidly as it can be obtained. The wreck is about twenty miles north from Kitty Hawk station. The Metropolis sailed on Tuesday from Philadelphia for Brazil. She was dispatched by contractors for the Madeira and Mamore railroad, and carried 200 laborers, 500 tons of railroad iron, and several mails for Brazil.

The steamer was commanded by Captain Ankers. Paul J. White, formerly chief engineer of the Lehigh Navigation Company, and James T. Moore a well known engineer, were in charge of her cargo of railroad stores, etc.

The messenger who brought the news of the wreck of the Metropolis to the operator at Kitty Hawk did not visit the wreck but, as far as can be ascertained at present there are persons still on board. Full particulars will be obtained as soon as the operator reaches the scene, whither he started at 7.30 p. m., he should reach there by midnight. The Secretary of the Navy has directed Admiral Trenchard, in command at Norfolk, to send a steam launch through the canal to the scene of the wreck. The signal service sergeant at Norfolk reports that the steamer Croatian and the coast wrecking steamer Rescue have started.

HARTFORD, Conn., 31.—The Deep River Bank was entered by burglars last night. The vault was blown open, which aroused the citizens, and the burglars fled without opening the safe. Two burglars were arrested in New Haven on the train from Saybrook. They give their names as Andrew Hubbel, Ohio, and James Watson, New York.

DUBUQUE, Iowa, 31.—This afternoon three men were buried by the caving in of a shaft in the Coleman lead and coal mines. It is not thought possible the men can be rescued alive, although desperate efforts are making.

NEW YORK, 1.—During the storm, yesterday, the schooner *Ella Haynes*, supposed to be from Providence with a cargo of salt, went ashore on Plum Island, in the Sound, and sunk with all on board. Captain Stevenson, of the schooner *Chester*, reports sighting the *Haynes* signalling for assistance, but finding it impossible to reach her owing to the heavy sea and dangerous locality, bore away. Suddenly a high sea swept over the poop deck of the *Haynes*, which threw her on her beam ends, and in a few moments she went to pieces and sank out of sight.

WASHINGTON, 1.—The signal service station at the wreck of the steamer *Metropolis* reports as follows: Five o'clock a. m.—Total number of passengers 260, of whom 160 are drowned, the remainder saved. The steamer is a total wreck. Nothing is left above water. There are no bodies aboard the steamer. The wreck was caused by the vessel being unseaworthy. She sprang a leak about midnight, and stranded at 7 a. m. on January 31st. The only way of saving life was by running her ashore as the vessel was in a sinking condition. This is the statement of Lau McQuillon, one of the saved.

8 o'clock.—The state of affairs, this morning is terrible. The dead bodies are lying along the beach for a distance of two miles. They are all being placed in proper position back from the beach. The living are being cared for. The two saloon women are known to be dead with their husbands. Eight out of 14 firemen are known to be dead. The men saved are destitute of clothing.

9 o'clock.—Travelers along the beach are picking up the living and the dead. The latter constitute about one-third of all recovered.

The signal service station, at the wreck of the *Metropolis*, reports that the *Metropolis* Captain J. H. Ankers, left Philadelphia at 9 a. m. on 29th of January. She discharged the pilot at 11 p. m., at the Breakwater.

At 8 p. m. on the 30th the vessel started a heavy leak in the rudder case. Finding they could not gain on the leak with the pumps, con-

cluded to lighten the steamer by overthrowing the coal and hurrying away for Hampton Roads.

At midnight the circulating pump gave out, and at 3 a. m. a heavy sea boarded the vessel, carrying away the smoke stack, bob and engine room doors and forward saloon, letting in a large quantity of water below. The ship was completely unmanageable. Finding nothing could be done for the vessel, he attempted to reach the beach to save what lives could be saved.

At 6 o'clock, made the beach. At that time the fires were out and the engine stopped. Set all head sail to drive her up the beach, and the surf was very violent.

At 4 o'clock passed the word for all hands to prepare themselves with life preservers, and at 6.45 the ship struck the beach.

At 11 a man on horseback made his appearance on the beach waving his hat and promising assistance.

At 12.30 p. m. the life saving service made their appearance, but came poorly provided to save life. All the assistance they could render was to get them out of the surf as they came ashore. Had they come to the scene of the wreck during the forenoon, nearly every one could have been saved.

At 5 p. m. she broke up completely, throwing us all into the sea.

It seems that the people on board the *Metropolis* seeing no prospect of help from the shore, gave up all hope, and after the word was given to "save yourself," a consternation prevailed over which no mortal power had control.

The population of the island of Old Providence, about 748 persons, appeal to the people of the United States for assistance, all their houses, provisions and crops having been destroyed by two hurricanes.

PHILADELPHIA, 1.—The news of the wreck of the steamer *Metropolis* created a most intense excitement here. The office of the contractors, Collins Bros., was besieged by the relatives of those on board, and special policemen are keeping the crowd under control. The *Metropolis* was not only unseaworthy but overloaded.

BOSTON, 1.—A severe north-east snow storm, which began at four p. m., yesterday, continues up to noon, to-day, and over a foot of snow has fallen. Owing to a high wind, drifts, from six to ten feet high, in the streets, have almost suspended travel. The horse cars have stopped and all railroad trains are hours behind time.

The storm prevails with severity throughout New Hampshire and Maine, where immense drifts block the railroads and highways.

CINCINNATI, Ohio, 1.—Philip Watson, colored, who murdered his wife with a hatchet, last September, at Covington, Ky., was hanged in the presence of 5,000 spectators this morning.

BOSTON, 1.—The burning of ten wooden buildings at Glover's Corner, caused a loss of \$30,000.

ST. LOUIS, 1.—Wm. Weiners, who shot and killed A. V. Lawrence, barkeeper in the saloon in the Theatre Comique, early on the morning of January 29th, 1877, was hung in the jail yard between 3 and 9 o'clock this morning.

LONG BRANCH, N. J., 1.—Almost every building on the shore between Sandy Hook and Long Branch has been more or less damaged and all the hotels and dwellings on the beach had their grounds badly washed. The bath houses are all gone and many beautiful summer houses were either washed away or blown to pieces by the gale.

NEW YORK, 1.—The storm has been fearful and the dispatches report damage and disaster all along the Atlantic coast. At Coney Island there has been great destruction of property and eight lives have been lost. A scene of great calamity was at the Manhattan beach property, where the storm struck with the greatest violence, fairly sweeping everything before it. About half a mile east from the big hotel were two shanties, where men named Wynne and Brannan lived with their families. Shortly after 10 o'clock, the men, who were employed as watchmen by the hotel company, left their homes for the purpose of reporting the alarming state of affairs to Weed, head watchman, and during their absence the shanties in which they left their families were swept away and the unfortunate occupants, numbering three women and

five children, perished. The victims were Mrs. Wynne, and three children, aged 5 and 3 years and an infant but a day old, Mrs. Brannan and two children, aged 2 and 4 years respectively. The third woman who perished was the nurse of Mrs. Wynne. There were three tidal waves, which followed in quick succession, and not a vestige of the shanties was left. The bodies of the unfortunates were carried to sea, with the exception of Mrs. Wynne, which was picked up at Sheepshead bay this morning. The tide rose five feet higher than any previous recorded flood. At other parts of the island the damage done has been excessive. The drive along the beach known as the Fonceuse, is completely undermined and unsafe for horses.

Later reports from Sheepshead Bay state that the bodies of Mrs. Brannan and children have been found there.

ASBURY PARK, N. J., 1.—The most terrific storm known in years has been raging along the coast. The brig *Ella M. Tacker* came ashore yesterday morning and is a total wreck. Her cargo of coffee, said to be worth \$30,000, is in the undertow.

The heavy sea reached over the sand bar and has almost completely destroyed the county bridge connecting Asbury Park with Deal. The railroad bridge over the same stream is badly damaged, and last night, while the passenger train of the Central road, from New York, was proceeding with great care, men with lanterns going ahead, the engine turned over into the stream, and John Bateman, brakeman, was thrown under the engine and drowned. The engineer and fireman escaped by swimming. Long Branch is reported to have suffered severely by the storm.

CHICAGO, 1.—The *Times*' Bismarck special says: A private telegram, from a reliable source at Tongue River Post, reports that General Miles is preparing to move against Sitting Bull about the 10th of February. The force consists of eight companies of cavalry, six or eight of infantry, with all the obtainable Crow Indians. The weather is splendid. There has been no snow this winter.

N. B.—This seems to favor the idea, which was believed ridiculous in official circles in Washington and Chicago, that Sitting Bull has really crossed into the United States.

TRENTON, Ohio, 1.—This afternoon, Philip Wenzel shot and mortally wounded his wife, seriously wounded his son, slightly wounded his daughter and then shot himself in the head. The cause of the trouble has not transpired.

WASHINGTON, 2.—The signal service station at the wreck of the steamer *Metropolis*, reports that survivors would leave at noon, to-day, for Norfolk. They are destitute of clothing, and most all of them barefooted and bareheaded, but are well cared for by the people.

The signal service observer at Ocracoke Inlet, South Carolina, reports ashore there, bottom up, the brig *C. C. Overton*, from New York for Nassau, and that the entire crew are supposed to be lost. A hat and other articles picked up showed marks of blood.

NORFOLK, VA., 2.—The wrecking tugs have all returned from the wreck of the *Metropolis*, and report a terrible surf breaking all along the shore and a strong southerly current. Nothing is visible of the wreck but her steam drivers. All her woodwork is gone.

The *Cygnet* and the other steamer that went by the canal, will not arrive till late to-night or early in the morning.

It is the general opinion of the wreckers that the *Metropolis* grounded at low tide, which kept her from forging closer into the shore. Having nothing but her sails to hold her head on, the vessel, from the force of the heavy surf, came to with her side exposed to the sweep of the surf, causing thereby loss of life, those on board being unable to hold on.

NEW YORK, 2.—James F. Alcorn makes the following statement: Wednesday night, at 9 o'clock, he was called by the mate to assist the carpenter in stopping a leak around the rudder trunk. Found the stern post loose and so reported. Remained at the post to stop the leak or prevent its increase until morning, when he was called on deck. Finding the mate, he suggested that sail should be made by setting the foresail, and on getting his consent went aloft and, assisted

by Charles Seaman, loosened the foresail and succeeded in setting the sail, which remained but a few minutes until carried away, and it was necessary to clew up the port wing of the sail. Shortly after the ship struck heavily amidships, evidently breaking her back, but continued to drive on the beach.

During the trying hours of the day, several of the ill-fated passengers, bravely entrusting themselves to the tide, evidently lost heart with the passage of the first breaker over their heads, and abandoning all hopes, sank without a struggle. Others were either washed, or leaping off the wreck would almost seem to have committed suicide, so deliberately did they seem to bury their heads beneath the waves and meet their doom. The foremast falling aft and the foresail being still partially spread, several were either killed by its fall or buried beneath the mass of sail in such a way as made death certain.

One young man, particularly conspicuous for his daring during the day, at last sought refuge on the topsail yard, evidently in the hope that the mast would fall over the bows or side. Of course, instant death was the result of his mistake on the fall of the mast. About 5 o'clock the midship body of the hull, the fore body being already gone, began to break up rapidly, while I urged all who would listen to me to trust themselves to Providence, the waves and their life preservers. Many did so, and the majority with success. At length the closing scene was upon us. The lower deck beams gave way and starboard broad side giving a few more heavy shocks from the surf, sank slowly beneath the waves.

The captain and officers are highly commended. Quarter-master Poland made three attempts to get a line ashore, and only gave up when the line proved too short, and Timothy O. Brian, on reaching the shore himself, returned into the water and rescued some fifty persons as they were dashed towards him by the waves. The scattered dwellers along the coast are given warm praise for their prompt aid and munificent hospitality.

FT. RANDALL, 2.—Eight hundred Red Cloud Indians have left the agency going north. The Indians assert that all the fighting bucks at that agency will cut loose early in the spring and follow the general northward trail. The Spotted Tail Indians are secretly buying fat ponies and making other suspicious moves.

BISMARCK, 2.—General Miles, under date of the 25th ultimo, reports from Tongue River that the main body of his command has taken the field, and he only waits for 150 recruits from Fort Snelling before proceeding in person against Sitting Bull, who, he confidently believes, is in United States territory. His force will operate from Fort Peck as the central point.

WASHINGTON, 3.—The General Superintendent of the life saving service has received telegrams from the keepers of life saving stations Nos. 4 and 5, coast of North Carolina, in reply to the demand for information made by him, from which it appears that the crews of both stations did all in their power to save the lives of the unfortunate men on the steamship *Metropolis*. The stations are about 13½ miles apart, and the wreck, unfortunately, occurred nearly half way between them, and just at the hour when the patrolmen had come in from their severe night march upon the beach.

The maximum velocity of the wind that morning at Cape Henry, about four stations above is given by the signal office at 60 miles an hour. When it is considered that Lighters saving apparatus weighs from 1,200 to 1,500 pounds, and that this has to be dragged by a crew of six or seven men for several miles through yielding sand, and in a gale of such violence that men could scarcely stand against it, it is easily understood why the wreck was not reached earlier. The loss on this occasion is simply referable to the fact that the stations are too far apart.

SYRACUSE, N. Y., 3.—The Dutch Reformed Church was burned, to-day; loss \$30,000, insurance \$25,000.

LOUISVILLE, Ky., 3.—The American White Lead Works were damaged considerably by fire to-day. The loss is estimated at \$25,000.

CINCINNATI, O., 3.—The store, No. 94, Fourth Street, occupied by Bell, Miller & Co., notions and furnishing goods, was partly burned,

this morning. The building, owned by Wm. Hooper, was damaged about \$15,000. Bell, Miller & Co's stock was damaged by fire and water to the amount of \$75,000, insured \$80,000.

NEW ORLEANS, 3.—Ex-Governor J. Madison Wells, in accordance with an arrangement made, to-day, surrendered to Sheriff Houston, at Biogole Station, on the New Orleans and Mobile Railroad, where he had been sojourning since his departure from New Orleans about a week ago. The Governor will return to New Orleans, to-morrow, and give bail for his appearance when wanted.

A. G. Nicolopulo and George Villere, who were arrested on Jan. 25th, charged with being about to fight a duel, and placed under peace bonds, fought with swords, to-day, near Montgomery station, Mississippi, on the New Orleans and Mobile Railroad. Nicolopulo was wounded in the hand.

BOSTON, 3.—The roof of a large building, known as the furnace house of the New England Glass Manufacturing Co., East Cambridge, fell in this afternoon, with a terrific crash. The roof was of iron, 100 feet long by 90 wide, constructed in 1861 at a cost of \$18,000. There was no snow on the roof, and the cause of its fall is attributed to the contraction of the metal by cold.

NEW YORK, 4.—The *World's* Washington special says: There is a disposition on the part of several members of the House committee on commerce to recommend larger appropriations for internal improvements this year than usual. Labor can now be obtained at cheaper rates than for many years past, and liberal appropriations will give employment to hundreds of impoverished workmen.

The *Times*' Washington special thinks the majority of the House committee on elections, headed by Springer, who will conduct Wigginton's case in the House, reported against Pacheco, but his claim having been passed upon by the courts, after a thorough investigation, it is hardly probable that Springer can induce a majority of the House to follow his partisan lead and seat Wigginton.

Ex-Senator Harry Genet, of Harlem Court House notoriety, and of the ring fugitives, surrendered this morning, and gave bail in \$25,000. He has a wearied appearance.

A Washington dispatch says the House committee has agreed to report a bill extending the time for the completion of the Northern Pacific railroad.

The board of trade and transportation held a meeting, to day, and adopted a resolution that a memorial, duly attested by that body, be forwarded to the Senate and House of Representatives, reciting the evils of the plethora of silver currency which has been experienced by the merchants of this city. The memorial was also ordered to be sent to the President.

NEW ORLEANS, 4.—Ex-Governor Wells was brought to this by the morning train of the New Orleans and Mobile railroad, and was taken to Parish prison. He is suffering from a slight attack of pneumonia. Dr. Smith, his physician, was sent for. Wells declines to answer any questions as to his reason for leaving town or surrendering.

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