# TELEGRAPHIC.

## DESTROYED AGAIN.

### A City In Persia Recently Rebuilt After an Earthquake.

### TWELVE THOUSAND KILLED.

**Great Suffering Among the Survivors—Intensely Cold Weather—Much Cattle Perished.**

LONDON, Jan. 20.—The *Times* has a dispatch from Teheran, capital of Persia, stating the town of Kochan, in the province of Khorassan, which was destroyed by an earthquake thirteen months ago, and which was subsequently rebuilt, was again destroyed by an earthquake shock on Thursday last.

There was, as on the previous occasion, great loss of life. One hundred women who were in a bath house were crushed to death by the falling building. The weather was extremely cold, and this increased the sufferings of the survivors, whose houses were destroyed.

The dispatch adds that fourteen distinct shocks were felt at Meshed within three days. None of these shocks, however, were of sufficient strength to do any damage.

Kochan lies at the foot of the Shah Jahan Kuh, a mountain 11,000 feet in height. The town, which is about eight miles northwest of Meshed, is 3,500 feet above sea level. It is, or was, an important place, being on the route to Sarvesh. The population prior to the earthquake of 1893, which destroyed every house in the place, was between 20,000 and 25,000. The official report of the disaster places the number of persons killed at 12,000. Fifty thousand head of cattle perished in the valley at the head of which Kochan is situated.

From Nov. 7th to 27th there were 127 distinct shocks. It was the first shock that destroyed the town.

### THE WAR IN CHINA.

**Views Expressed by Rev. Blodgett, a Missionary to that Country.**

BOSTON, Jan. 20.—The American board of foreign missions, representing congregational churches, knowing the value of its splendid influence in the war between China and Japan, has solicited an expression of them from the Rev. Henry Blodgett, D. D., of Pekin, who has spent forty years in the service of the board and fifty years in Pekin. He is now in this country. Dr. Blodgett has responded to the request of the board as follows:

"Among the common people of China very little is known regarding either the causes of the war or the facts concerning its progress, and the wildest and most absurd rumors are afloat. In Japan, on the contrary, everything which occurs and some things which do not occur are published in their numerous newspapers, and the cities and towns are illuminated at every victory over the Chinese. In consequence, partly of this, the most intense enthusiasm for the war prevails, even the boys and girls in their schools practice military drills.

"Go to Pekin? Was the cry everywhere as we passed through the country. Will the Japanese reach Pekin? They have fought well and are very brave. They have gained many victories; they have still a great work before them. In early January they had not taken Yingkiu, which is the port of Niu Chang, and is more than 150 miles by land northeast of Pekin. During the winter the army corps marching from its present position toward Pekin will be cut off from communication with the sea. Clothing from Japan must carry its munitions of war and supplies for its commissary. The weather is cold, the mercury falling as low as zero, or even colder than this. Fierce winds sweep down from the north and the ground occasionally is covered by a fall of snow. Already we hear of the Japanese army suffering from the cold. It would not be strange if the Chinese soldiers, who are accustomed to this climate, should recover a little courage and offer serious resistance to the progress of the Japanese. The boast of the Japanese was that they should reach Pekin in November. As things now stand it seems impossible that they can accomplish this during the winter.

"What has been written is on the supposition that the war is to be continued. But in the meantime negotiations for peace are going forward. What will be the result of these? We believe they will be successful. The treaty powers desire peace, and will use their influence to secure it. China is ready for peace, even on humiliating terms. Japan, considering the honorable position she has already attained, may consent to give up her claim to Pekin and great terms of peace such as can be accepted.

"Yet these terms may be somewhat difficult to deal. They involve the interests of European powers, as well as those of China and Japan. The great Siberian railway will be finished in a few years. Will Russia be satisfied to have Vladivostok, a port which is closed up for months out of the year, as the terminus of this railway on the seaboard? Will she not wish for her transcontinental railway a port further south, which is open all the year? Will she not want a port of Corea?

"But such a port would make Russia the leading power on the western borders of China and on the Pacific ocean. Will England consent to such an arrangement? Will France and Germany consent? Corea is a second Constantinople. The only solution of the difficulty in regard to her seems to be to give autonomy to the nation, autonomy guaranteed by all the powers. As for Formosa, Great Britain and France would both oppose the cession of this island to Japan, should such a proposal be made. It is a matter of course that a heavy war indemnity should be sought by Japan, and to this claim China will be compelled to agree."

## SINKING OF THE MISSOURI.

### The Story of the Wreck as Told by Captain Wallstead.

**The Steamer Struck a Rock in the River and Went Down—Great Loss of Life.**

ST. LOUIS, Mo., Jan. 20.—A special to the *Republic* from Hawesville, Ky., gives another story of the sinking of the steamer State of Missouri and places the loss of life at not less than forty.

The writer of the dispatch today visited the scene of the wreck thirty-five miles from Hawesville, and reports the lives were twenty-two passengers and a crew of seventy-eight on board. Of these thirteen passengers and nearly half of the crew, principally negro roustabouts, were drowned. C. C. Wolstead, an old river pilot, was on board and is the correspondent said:

"Of the twenty-two passengers only nine were saved. There was a young married couple from Louisville. The husband swam ashore with his wife and they were saved. A man and his wife from Owensville escaped, but the man lost his clothing and $1,000.

In telling the story of the wreck Capt. Wallstead also gave some instances of the first crash. He said:

"We were coming down the river and making good time. I was in the pilot house and was just starting to supper. When I reached the cabin deck I noticed the boat heading too much toward shore, so I thought and stopped to see what was the matter. At this time Mr. Noland, of Owensboro, Illinois, came up and I told him of the situation. He said: 'I cannot swim. How can I be saved?' I told him to catch a plank and jump when the boat sinks.

"Noland jumped and was the first man off the boat. When the shock came a brave negro jumped ashore with a line and tied it but the headway of the boat parted and she swung into the river. I saw the boat was sinking and helped to lower the boats and assisted the lady passengers into one of them. The steamer was then rocking and I went to the upper deck, expecting to stay there until help came. In less than four minutes the boat had gone down over her upper decks and I was kept clear in water. I jumped and began swimming to the dock when a negro, who was frightened and fighting for life, caught me by the neck. I finally fought him away and saw him go down to rise no more.

"Just as I reached shore I heard a loud report, saw a great flame and the cabin of the boat rose high in the air and then I knew the boilers had burst. When I looked around I saw a yawl with people who had boarded it before I left the boat go down and none of them were saved."

OWENSBORO, Ky., Jan. 20.—The big New Orleans packet, the state of Missouri, struck a rock on the Indiana side of the Ohio river near Alton, Ind., about 6 o'clock last evening and went down in fifty feet of water. She gave a heavy lurch and rapidly sank. Four of her passengers came here on the City of Owensboro late evening, having been picked up near the Kentucky shore. They swam for their life on planks and reached the Widows. One reached the shore and the others remained in a tree many hours until rescued. They were W. E. Lentzsch from Hopkins county, Kentucky, and a man named Gregory of Carroll county, Ky. The names of the other two could not be learned.

There were fifteen cabin and deck passengers and a crew of sixty on board. The surviving passengers think at least eight lost were lost. The cabin and upper works of the boat floated away, the pilot house was towed ashore at Rockport. The City of Owensboro got out part of the cabin freight from the cabin deck. Mr. Gregory recovered his overcoat, which he had left behind when the boat sunk.

In one town he minutes from the time the boat struck she had gone down. At Rockport and here as well as at all intermediate points the bank is lined with skiffs picking up pieces of furniture and watching for dead bodies, but the current was too swift for small craft to go out far.

No names of those drowned can be learned here. The boat is a total loss.

KANSAS CITY, Mo., Jan. 20.—The State of Missouri was built at Madison, Ind., in 1879, by the Kansas City syndicate for the Missouri river trade, at a cost of $150,000. She was one of the fine of five steamers built by the same company—the State of Kansas and the A. L. Mason being the others. She was 250 feet long with a thirty-four foot beam, and six feet hold.

She went down from overloading near New Madrid, last February, but was pumped out and raised. These misfortunes caused old river men to look on the State of Missouri with superstition, and they have been expecting some such fate as that which has overtaken her. She was in charge of Captain Joseph Conlisk, with J. K. Wilson as clerk.

### New French Cabinet.

PARIS, Jan. 20.—After a conference lasting three hours, with MM. Poincaire, Hanotaux, Barthou, Peytral and Cavaignac, who promised to enter the cabinet, M. Bourgeois succeeded, by promising him perfect liberty in executing his financial program, in inducing M. Poincaire to accept the portfolio of finance.

### Proclamation of Brooklyn's Mayor.

BROOKLYN, Jan. 20.—Mayor Schieren this evening issued the following proclamation:

To the citizens of Brooklyn and the public generally:—In the name of the people of the state of New York, in Charter Schieren, mayor of the city of Brooklyn, do hereby require all persons within the limits of the city to remain from unnecessary assembling in the streets, squares or in public places of the city during the present disturbances and would quiet be restored.

I hereby give notice that the police have been ordered and the militia requested to dispose any unlawful assemblages.

I submit all persons to assist in the observance of this request.

Additional troops have been asked for and have been ordered out to quell the strike disturbances.

The news that the First brigade of the National Guard of New York had been called out this evening caused a great deal of excitement and anxiety throughout the city.

### ADVANCED RATES.

**Western Lines Agree on a Date—Recovery Predicted.**

CHICAGO, Jan. 19.—The Western lines have agreed on a date on which to advance the rates to Colorado, Utah, Montana and Pacific coast points, to ten cents published some weeks since. Owing to the difficulty in preparing the rate schedules the advance will not be made until February 15th. The Chicago, St. Paul, Minneapolis & Omaha has stirred up the roads which are making a protest against the calling of rates, which it declares is being done in favor of theatrical parties. It declares that it will from this time on meet whatever rates the other lines may see fit to make for theatrical or any other party business.

A quarterly dividend of 2½ per cent has been declared from the net earnings of the Pullman company, payable February 15th.

### HAWAIIAN REBELLION.

**Excitement in San Francisco—Instructions Given.**

SAN FRANCISCO, Jan. 19.—The rise and fall of the queen's supporters in Hawaii has created a great deal of excitement in this city. The chamber of commerce held a special meeting today and forwarded a telegram to Secretary Gresham, urging him to send a warship at once to Honolulu. This was before it had been learned that Gresham had already ordered the Philadelphia to the islands. Anticipating orders to sail, the officers of the Philadelphia commenced preparations for departure early this morning. They expect to get away tomorrow or by Monday at the latest.

The Philadelphia can reach Honolulu in five days, or even less, if she is crowded, and on arrival at the islands it is supposed she would immediately proceed to land troops for the protection of Americans and property of Americans.

WASHINGTON, D. C., Jan. 20.—"So far from saving the slightest intention," the President said in a conversation on the subject, "in making public the instructions which were given to the commander of the Philadelphia and the dispatch he will carry to Mr. Willis, our minister in Hawaii, I am glad to put them before my fellow citizens. Here they are:

(TELEGRAM.)

WASHINGTON,
January 19, 1895.

To Rear-Admiral Beardslee, Flagship Philadelphia, San Francisco:

Proceed with the steamship Philadelphia with dispatch to Honolulu. Your purpose, as the United States senior naval officer there, will be the protection of the lives and property of American citizens. In case of civil war in the islands, extend no aid or support, moral or physical, to any of the parties engaged therein, but keep steadily in view your duty to protect the lives and property of all such citizens of the United States as could not, by their participation in such civil commotions, forfeit their rights in that regard to the protection of the American flag. An American citizen who, during a revolution in a foreign country, participates in any attempt by force of army or violence to maintain or overthrow the existing government, cannot claim that the government of the United States shall protect against the consequences of such act. Show these instructions to and consult freely with the United States minister at Honolulu on all points that may arise, seeking his opinion and advice whenever practicable on the final employment of the forces under your command, bearing in mind the diplomatic and political interests of the United States are in his charge. A force ashore should be used only if forced upon you by necessity. Attention is called to article 287 of the United States navy regulations, as amended. Acknowledge by telegram.

HERBERT.

TO MINISTER WILLIS.

WASHINGTON, January 19, 1895.

To Willis, Minister, Honolulu:

Although your telegram regarding the stranding of January 5th does not indicate that you regard the presence of a warship necessary, the President deems it advisable that the present commander in Honolulu be the protector of American citizens and property, should a contingency arise regarding it. You, as our sole diplomatic representative, will confer with the commanding officer as to the assistance which his instructions contemplate in case of need.

GRESHAM.

SAN FRANCISCO, Jan. 19.—The Philadelphia left here for Honolulu at 11 o'clock this morning, and it is expected that she will make the run to the islands in about six days.


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LADIES' COATS.
Ladies' Tan or Grey Twill Cloth Jackets, with top cape effect, with Silver fur, worth $15.00 for $7.00.
Ladies' Black Double Brocaded Long Coat, very stylish value $18.00, to go at $8.75.
An elegant line of Sample Coats in the latest style, that were sold from $30.00 to $35.00, to go at $16.00.
Here is a Coat that cannot be seen anywhere for the money. Ladies' Black Long Coats with large collar, front edged with black fur, single breasted with buttons and eyes, value $20 for $9.00.
A very fine silk Corset Cloth Coat with heavy fur collar and cuffs, full sweep, value $35.00, for $18.50.
An elegant assortment of Sample Coats in Black or Navy Diagonal, all of last season, value $35.00 to $45.00, for $19.75.

WRAPPERS.
WRAPPERS.—Ladies' Flannelette Wrappers that sold for $1.50, for 75c.

CAPES.
Ladies' Astrachan Fur Capes, 24 inches long, value $15.00, for $4.00.
Ladies' fine French Lying Fur Capes, 24 inches long, value $17.50, for $4.95.
Black Opossum Fur Capes, with chest and shoulder, 24 inches long, value $15.00, for $6.50.
Mink (a Winter) Fur Capes, Russian Dyed, Fur Capes, value $30.00, for $8.00.
An Elegant Black Cape, full sweep, 24 inches long, edged with coon tail fur, value $25.00, for $9.00.
A beautiful line of Black Cloth Capes, with heavy shoulder, were $15.00, for $6.50.
Beautiful French Cloth Capes, with heavy shoulder, braided, were $18.00, for $8.50.

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FUR CAPES,
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