

BY TELEGRAPH.

AMERICAN.

CINCINNATI, 8.—The Commercial special reports the burning of Barrett's mill at Camden, O., this morning; loss \$40,000, insured for \$25,000.

ATLANTON, Ga., 8.—The full election returns of this state show that the republicans carry all of the seventy-two organized counties but three; last year the opposition carried sixteen counties in the state.

WASHINGTON, 8.—Ex-Secretary Delano was at the Department of the Interior to-day, and, after calling upon Secretary Chandler, executed certain papers for the formal transfer of the guardianship of various Indian trust funds.

PHILADELPHIA, 8.—Governor Hartranft appoints Nov. 25th as a day for thanksgiving.

The full official vote of this state gives Hartranft, for governor, a majority of 14,510.

NEW YORK, 8.—The News says that the failure of L. J. Phillips & Co. has temporarily embarrassed great hat makers. The goods importing house of Hall, Holsey & Co. has suspended payment. This house has long ranked A 1, and has a capital of over \$750,000.

The cap and hat trimming manufactory of Haight, Hoyt & Co., whose failure was announced to-day, state their liabilities at \$750,000; their assets will more than cover the amount.

KANSAS CITY, Mo., 8.—A severe shock of earthquake was felt this morning through this section of country, and extending west as far as Fort Riley.

CHICAGO, 8.—The indictments against the distillers, rectifiers and gaugers here, charge the grossest frauds in avoiding the whiskey tax against the firm of Roelle, Junker & Co. There are four indictments charging that the firm has defrauded the government at various times out of taxes on liquor, amounting in all to about 2,444,000 gallons. These frauds all occurred within a year. Golsen, Eastman & Co. are charged with evading taxes by cancelling stamps and by other means defrauding the government of the tax on 42,000 gallons, Ford, Olliver & Conner on 34,000 gallons, and Miller & Fredericks on 28,000 gallons. The means employed were various, but are well understood among all dealers and manufacturers. It is affirmed that overwhelming proof is in the hands of the grand jury of these charges, and the cases will be prosecuted with the greatest severity.

ST. LOUIS, 8.—In the U. S. District Court, to-day, J. R. Jonnett plead guilty to a charge of defrauding the government. Two other persons have been indicted for whiskey frauds, but their names are not given.

SAN FRANCISCO, 8.—The following press dispatch has just been received—

"Seattle, W. T., 7.—The Daily Dispatch received the following special from Port Townsend, this a.m.:

"The American ship Messenger, Captain J. F. Gilkey, has arrived, nine days from San Francisco, and reports picking up, twenty miles south of Cape Flattery, part of the pilot house, and Henry F. Jelly, the only survivor of the steamship Pacific, which sailed from Victoria at 9 o'clock on Thursday morning, and foundered forty miles south of Flattery at 8 o'clock on Thursday evening. Jelly floated on the pilot house from eight o'clock on Thursday night until 10 o'clock on Saturday morning, when he was picked up by the Messenger. Several boats were launched, but all foundered. Jelly is too low to give full particulars, but he states that he was in a boat which was swamped; with another man, he succeeded in reaching part of the pilot house; the other man subsequently died from exposure, and was cut loose by Mr. Jelly. The following is a list of the passengers, fourteen of the first ones mentioned together with ten or twelve in the steerage, being from Puget Sound, the balance from Victoria: J. Hellmuth and wife, Mrs. Mahon and child, H. C. Victor, G. T. Vining, Fred, D. Hard, C. B. Davidson and wife, A. Robbins, T. Allison, O. McPherson, Wm. Maxwell, B. Wood, John Torbell, Wm. Annus, M. Wilson, Wm. Purday, A. Long, John G. Todd, John McLeanders, Dock Young, J. Fitzgerald, J. Condon, C. Chisholm, A. Frazer, J. S. Webster, the Hurlburt P. Rockwell troupe, Garesche, Miss A.

Reynolds, Miss F. Palmer, Mrs. Morte, Mrs. Lawson, Edwin H. Holter, James Lenning, Mrs. S. Shiles and child, D. McIntyre, C. B. Fairbanks, Captain and Mrs. Parson, A. B. Oway, W. J. Ferry, J. F. Johnston, Thos. Smith, John Cochran, S. P. Moody, T. J. Ferrell, M. Summers, J. Cahill, John Watson, Wm. Wills, Jas. H. Webb, Wm. Polley, Col. Mandeville, wife and child, R. Hudson, F. Clime, E. O. P. Atkins, Thos. Beverley, R. Layseell, W. Waldron, John Lee, G. Gribbell, Geo. Morton, John McCormick, John Sampson, Isaac Webb, P. L. Chapman and forty more in the steerage."

The Pacific was a wooden side wheel steamer, about nine hundred tons burden, built in 1851 by W. H. Brown, of New York, and nearly rebuilt here by the Pacific Mail Co. two years ago. She was docked and surveyed trip before last, and given a certificate A 2. Her value was about \$100,000. She had a cargo of hops and oats worth about twenty-five thousand. The insurance on the ship is \$47,500, divided nearly equally among the Fireman's Fund, Union State Investment, Commercial, Swiss, Lloyds, and New Orleans Mutual Co's. Captain Howell has the reputation of an efficient officer. The ship's complement was as follows—Master, J. D. Howell; first officer, A. N. McDonough; second, A. Wells; third, J. M. Lewis; purser, O. Hite, Jr.; freight clerk, S. H. Bigley; chief engineer, T. Houston; assistant D. M. Bassett; oilers, Thos. Lestrang and J. Dugon, Jr.; carpenter, R. Erickson; watchman, Henry Norris; steward, J. Martin; second steward, Charles H. Jackson; steerage steward, S. McNichol; first cook, J. M. Holdsworth; second, S. Miles; third, C. H. Whiting; baker, Thomas Mulloy; porter, Robert T. McNemain; stewardess, Hannah Muir. There were also five firemen, four coal passers, ten seamen, two messmen, two pantrymen, and eight waiters. In the absence of further particulars, Captain Goodall, of Goodall, Nelson & Perkins, owners, and many seafaring men, believe that the ship met with a heavy southeaster, which may be expected there at this season. The Pacific was one of the best sea boats on the coast. It is believed that the survivor picked up may be in error as to the fate of the other boats, as the steamer was provided with extra large and safe lifeboats.

A dispatch from Port Townsend, this evening, says that Henry F. Jelly, supposed to be the sole survivor of the Pacific, was brought here yesterday by the ship Messenger, in a wretched condition, having been on a raft thirty-six hours before he was picked up. He says the Pacific collided with some other vessel, whose lights he saw, but in his interviews with Gilkey, captain of the Messenger, lasting twelve hours, he made no mention of the lights of the vessel, and some think him laboring under a hallucination as to that. Experienced navigators here think it more likely that she struck a sunken rock. Jelly makes a statement to the following effect—

"I took a cabin passage on the Pacific, from Victoria, leaving about a quarter past nine in the morning of Thursday, the fourth inst. About two hundred people were on board. We steamed all day against a southeaster. The crew were constantly pumping water into the boats to trim the ship. The boats abaft the paddle boxes had no oars in them, the others had. Between eight and nine in the evening, while in bed, I heard a crash as if the boat had struck a rock. I heard something fall, as if rocks had fallen. The starboard bell struck to stop back and go ahead. I went on deck and heard voices say, 'It is all right, we have struck a vessel.' I saw several lights at a distance; do not think they were colored, but paid little attention. I returned to the cabin and noticed the ship took a heavy list to port. I went on deck to the pilot house, and heard some one say, 'She is making water very fast.' The captain, coming out of his room, asked if there were any blue lights or guns? He said there were blue lights in the pilot house, he got them, and at 1:30 burned five. I noticed that the engines were still working, but no one was at the wheel. I went to the starboard side, forward of the paddle box, where a number of men were trying to get the long boat, but could not. I went to the port boat forward, and helped five or six

women into it, and tried to get the boat off, but could not move it. There were about twenty women in it. I heard boats abaft; the paddles had got off, but I did not see them. I think it was about an hour after the steamer struck when she listed so much that the port boat was in the water. I was in that boat when it was cut loose from the davits; the boat filled and turned over. I got on her bottom, and helped several up with me. Immediately after the steamer seemed to break in two fore, and the aft smoke stack fell and struck our boat, and the steamer sank. I think about all the women were in our boat, and I fear they were all drowned when the boat was upset. This was about ten in the evening. The night was not dark nor the sea very rough, but there was a fresh breeze. I afterwards left the bottom of the boat and, with another man, climbed on to the top of the pilot house, which was floating near. Next morning I got some life preservers which were floating near the house, and with their ropes I lashed myself and companion to the house. I saw three rafts; the first had one man on it, the next had three men and a woman. I could not make the other for the distance, except that there were people on it. I think we were thirty or forty miles south of Cape Flattery when the vessel sank. We passed the light on Tatoosh Island between four and five in the evening. I and my companion were on the pilot house all Friday until four p.m., when he died; I cut him loose. The sea was running very high all day, the waves washing over us. Soon after he died I sighted a vessel, and called, and heard the people on the other rafts calling, but the vessel did not come near. On Friday night there was but little wind until the morning, when the wind and sea rose. I was then within a mile of the shore of Vancouver's Island, and sighted two vessels on the American shore, which passed on. About ten a.m. on Saturday the Messenger picked me up.

(Signed) "HENRY F. JELLEY."

There was great excitement in this city on hearing the news, and the telegraph and newspaper offices and merchants' exchange were besieged by people who had friends and relatives on board. No one seems to know the names of the Hurlburt Rockwell troupe, but it is supposed that Fannie Marston was one of them, and that the other performers were picked up in that part of the country. The steamer Los Angeles will be dispatched, on her arrival to-morrow, to seek the survivors, if any. Jelly stated, informally, that there was no confusion or terror on the part of the passengers, and that if the boats could have been launched and properly manned, as the sailing was comparatively smooth, all would have been saved.

CHICAGO, 9.—A Washington special says, "It is now certain that three topics at least will be largely dwelt upon by the President in his coming message to Congress; these three topics will embrace the public school question, the finances and the condition of affairs in Cuba. Senator Morton, who has been in the city for the last week or so, is responsible in a large degree for the President's assuming a position upon the school question in the coming message; he has been persuading the President that he must assume the position of Gladstone in England, and Bismarck in Germany, and come out against the growing demands of Catholicism. There is but one thing to be said about the President's Cuban policy, and this can be said by the highest authority—He will not talk of war, or the possibility of war, in his message, but will urge strongly the justice of recognizing the rights of the belligerent Cubans. He has made up his mind that he will carry his point in this regard, with the aid of Congress if he can, and if not without its aid, as in the absence of Congress the Constitution gives him power to act. He proposes, however, to give Congress one more opportunity to take the responsibility upon its shoulders. Upon the financial subject the President will endeavor to show by the late elections that the republican party is the only party that believes in a sound currency, and therefore the only one with which it is safe to trust the affairs of the country. On these three points advanced—the anti-Catholic, the advocacy of rights to the oppressed in Cuba, and the championship of a sound currency, the Presi-

dent hopes to reach a position of popularity that will cause the people to forget the many sins of the administration which have been charged up against him during the years of his reign. Standing upon the platform given above he is certainly the strongest man in his party. The talk of a third term was never stronger than it is now among men whose positions make their opinions worthy of attention. The annual message, which is now in preparation, under the advice and assistance of Senator Morton, is being shaped upon the idea that Grant is the only man who can save the party, and consequently the country.

Nearly all the whiskey distillers in Chicago have been indicted and brought into the United States district court to give bail for their appearance from day to day; the cause of this stretching out of the arm of the law is the alleged wholesale frauds which have been perpetrated on the government by these manufacturers of spirituous liquors. About seventy-five indictments have been found by the United States grand jury, which is still at work. In the list of the alleged criminals are distillers, rectifiers, gaugers and storekeepers. The evidence against these men has been prepared, and is supposed to be of a direct and positive character. The indictments show that the government has been defrauded out of the tax on over three million gallons of liquor. At St. Louis the public interest in the whiskey investigation continues unabated. Every new discovery connected with the cases pending for trial, or with the grand jury room, is seized with avidity, and made the subject of wild conjecture and speculation. Great interest was centered in the United States court room, which was filled by a large crowd of people eager to learn something new concerning the whiskey cases. It had been announced that certain individuals had pleaded guilty, and much curiosity was evinced to know who these individuals were. A petit jury, which is believed to be incorruptible, has been employed to try the whiskey cases at St. Louis, and the United States Court will be the theatre of interesting developments during the ensuing month. A Washington special says that the last of the indicted distillers at St. Louis—Jouette, pleaded guilty yesterday, and the time seems to have come to summarize the results of the opening of the campaign in the greatest and most successful contest with fraud which has ever been waged by any department of the government. There have been in St. Louis in all, thirty-one pleas of guilty, and in every case except where the guilty ones have given evidence to the government the full measure of punishment will be enforced. The property seized in that city is worth \$750,000, and will bring \$500,000 to the government, which will realize the same amount from the forfeited bonds of the distillers. In addition, there are the bonds of the twenty gaugers, amounting to \$200,000, which the government will compel the payment of, making the total net proceeds of the judicial proceedings in St. Louis \$1,200,000, which will probably be deposited in the treasury within one hundred days from this date. It is estimated that there has been stolen at St. Louis, in the last three years, \$3,000,000, so that nearly half of the amount of fraud at that point will be recovered. If the government meets with as good success in Chicago and Milwaukee, at least \$3,500,000 will be brought into the Treasury. There will be probably one hundred convictions in all, and a leak of \$2,500,000 a year will be stopped. The Treasury officials feel the utmost confidence in their ability to accomplish the same results in Chicago and Milwaukee that have been so triumphantly secured in St. Louis. A sure test of this success is the condition of the whiskey market, which has been entirely free from crooked whiskey now for several months. It is an interesting fact that before the raid on distillers began there were actually, for a time, quotations of illicit whiskey in the market reports, the price being given day by day at about two cents a gallon lower than honest whiskey. The treasury officials, who have directed the campaign, have great reason to be, and are of course, highly satisfied with what they have thus far accomplished.

NEW YORK, 9.—In conversation, yesterday, a well informed Brooklyn clergyman said that he thought

the revival work would be taken up in nearly all of the churches after Moody and Sankey had finished. Beecher has signified, already, his intention of having a series of meetings, and it is only the fear of detracting from the interest in the services of the evangelists that leads him to delay until their departure. Charles M. Morton, of Bethel, of Plymouth Church, will also hold frequent meetings, and he believes the revival has done very much good to the field in which he is laboring. The Rev. Dr. Cuyler will continue the work. Dr. Talmadge constantly holds inquiry meetings at the close of his evening services, and it is believed that the Rev. Drs. Buddington, Duryea, Scudder and many others will go forward with the revival.

The failure of Solomon Meyer, dealer in ladies' hats and trimmings, was announced yesterday.

Assignments were filed with the County Clerk by Joseph Pollak and by James and Willbur N. Wickham.

The receiver of the Peekskill Iron and Mining Co. has closed the mines and furnaces, which he worked during the past month in expectation that the company would get an extension from their creditors; their liabilities amount to one hundred and sixty thousand dollars, and the receiver expects to sell the property in a short time for the benefit of the bondholders. The bond and mortgage on the property amount to three hundred and fifty thousand, and when these are satisfied there will be very little left for the creditors.

The brig Palo Alto, at this point, brought Frederick Hoffman and three sailors of the brig Helen G. Rich, lost Sept. 25th, on Damas Key, off the coast of Cuba. Hoffman states that on the sixth day after the Rich went ashore he observed poles standing out from rocks on a key two miles away, and with some of the sailors he rowed to the spot, and discovered the hull of an iron vessel nearly submerged; near their landing place, in a rough circular structure built of stones, they found two unrecognized decomposed bodies of seamen; in another hut a third body was found, and on the opposite side of the principal hut was still another body, in a recumbent position, resting against the wall. There was no food found, and it was evident that the men had died from starvation.

The Herald's London special states that letters have just been received from Henry W. Stanley, which are exceedingly interesting. They are dated at Ulugalla, in Uganda, and give an elaborate and picturesque account of the continuation and conclusion of his examination of the shores of the Victoria Nyanza Lake. They confirm Speke's view, that that great lake is one large body of water and not a series of small lakes, as held by Dr. Livingstone. Stanley's observations and reports on this point of African geography are to be made a subject of discussion before the Royal Geographical Society on the 15th inst.

Col. Des Anges, arrested while an officer of the custom house on a charge of being one of the silk smuggling set, was found guilty to-day; a motion in arrest of judgment will be argued on Saturday.

NEW ORLEANS, 9.—The Galveston steamship City of Waco, of the Mallory line, arrived from New York yesterday, and was anchored outside with the fleet of vessels. At one o'clock this morning, she was discovered to be on fire; a strong northeast wind was blowing with showers of rain. The passengers, officers and crew took to the ship's open boats at three o'clock, and passed through the fleet. The sea was so high that the other vessels could render them no assistance and the last seen of the open boats, they were drifting in a westerly direction down the coast. The agents of the line have telegraphed for a list of her passengers. One of the Galveston pilots, who had gone out on her arrival, was also on board. Carriages have been sent down the beach and a steam tug has been despatched in search of the missing passengers and crew. The steamer was burned to the water's edge, and is now reported to be sinking, and it is supposed that the vessel and cargo will be a total loss.

OTTAWA, 9.—Eddy's saw mill will close this week, throwing out of employment two hundred men. Considerable suffering among the working classes is apprehended this winter.