

HOME.

A man can build a mansion,
And furnish it throughout;
A man can build a palace,
With lofty walls and stout;
A man can build a temple,
With high and spacious dome;
But no man in the world can build
That precious thing called Home.

So 'tis a happy faculty
Of women far and wide
To turn a cot or palace
Into something else beside,
Where brothers, sons and husbands, tired
With willing footsteps come,
A place of rest, where love abounds,
A perfect kingdom, Home.

—Christian Intelligencer

TELEGRAPHIC NEWS.

MARQUETTE, Mich., Aug. 20. — This afternoon a terrific storm passed over the city. When directly over the center of the city it suddenly dropped and for four minutes the greatest havoc prevailed. The storm moved in a circle. The roofs of many business blocks were torn off, telephone and telegraph wires were prostrated, plate glass windows demolished, shade trees torn up and the streets were blockaded with debris. Rain and hail fell in torrents and poured through the unroofed houses ruining thousands of dollars worth of merchandise.

MEMPHIS, Tenn., Aug. 20. — Heavy rains have fallen over this section during the past three days and still continue. All small streams, especially to the south, are bank full and in many localities have overflowed and flooded valuable farming lands. Telegraph wires between Memphis and New Orleans are prostrated, and only meagre news is obtained. A local storm of unusual severity passed over Coppsville, Mississippi, today doing considerable damage, and if the present spell continues much longer, very serious damage will be sustained by the cotton crops. The reports show the storms have been general and dangerous.

FIFTY BOATS LOST.

NEW ORLEANS, Aug. 20. — An eastern gale has prevailed since 6 p. m. Saturday with frightful gusts and a velocity of from 45 to 65 miles an hour. Great damage was done in the city and along the river front. A coal fleet of the Pittsburg & Southern combination severely suffered. Fifty boats are known to be lost, valued at \$3,000 each. Great damage has been done to the sugar and rice crops. Telegraph wires are prostrated in every direction, and there has been no communication with outside points since 8 p. m. Sunday. The city was in darkness last night. The electric light plant was shut down on account of the electric wires being mixed with the telephone and electric wires.

The rear portion of the city is inundated. The water in the canals is so high as to prevent drainage. Hundreds of houses are damaged, partially unroofed, water-soaked, etc. Throughout the city the losses aggregate thousands of dollars. Enormous damage has been done throughout the sugar belt from Baton Rouge to the gulf. At Donaldsonville the school-houses and church and some residences were destroyed. St. Joseph Academy was demolished and two of the brothers were seriously injured. Huge trees were snapped off and twisted from the ground and sent whirling through the air, causing great destruction.

A GALE.

MOBILE, Ala., Aug. 20. — The south-east gale, which began Saturday afternoon, increased to a velocity of 75 miles an hour this morning early. The waters of the gulf have been driven over the low lands both east and west of here and the tracks are badly flooded south of the city. Wires are down everywhere.

HAWLINS, Wyo., Aug. 20. — A dispatch just received from Medicine Bow station says the pursuing party failed to overtake the train robbers. Unless the robbers abandon that section of the country no hope of their immediate capture can be entertained, as it is absolutely impossible to follow the trail in that section.

NEW ORLEANS, Aug. 21. — On Friday evening a fresh easterly wind set in and increased in force with showers till Saturday morning. It slackened till evening, when it strengthened and blew a gale, with a great downpour of rain till Monday noon. The rainfall throughout was 8½ inches. The wind was blowing sixty miles an hour when the anemometer was broken. Great damage was done in the city and throughout the sugar belt. From Baton Rouge to the Gulf, including the rice section, much sugar cane was blown flat on the ground. Many sugar houses and dwellings were damaged. The damage to the sugar crop is estimated at from 10 to 20 per cent, and to the rice crop 20 to 50 per cent.

In the city many houses were unroofed, fences prostrated, and trees uprooted. The heavy rain on the night of the 19th for a time flooded the entire city. The rear portion of the city is still inundated. The city was in darkness on Monday night. The greatest damage about the city was done on the river front.

Fifty canal boats, worth a hundred thousand dollars, were sunk. Several

small steamers were also sunk or damaged. The Louisville & Nashville road is submerged for twenty miles, with many washouts.

The loss on coal barges sunk is estimated at \$300,000. The crops along the river for a distance of over twenty miles are entirely destroyed. A number of vessels overdue undoubtedly encountered the storm in the Gulf.

NEW YORK, Aug. 21. — Dan Lyons, the murderer of the Athlete Joseph F. Quinn, was hanged this morning, in Toombs, at 7:10. He was pronounced dead in four minutes. Twenty minutes later the body was cut down and encoffined. It will be buried this afternoon. Lyons was utterly unconcerned throughout. He slept like a child last night, ate a hearty breakfast this morning, and chattered and joked with the officers until the time for the procession to the gallows. His indifference to the awful fate before him was not bravado, neither was it religious enthusiasm. It was due to the fact that he either did not or could not realize his position. Last night he even insisted on inspecting the gallows and expressed the opinion that the counterweight was not heavy enough. Early this morning he took part in religious services.

SPRINGFIELD, Mo., Aug. 21. — Captain Nat. Gimney, the famous chief and founder of the Bald Knobbers organization, was shot and instantly killed at Ozark today by Bill Miles, an anti-Bald Knocker. Miles escaped.

PARIS, Aug. 21. — Voltaire says Devilliers, resident general of France in Madagascar, will hasten his return to that island owing to news of the Hovas preparing an expedition against the Sakalavas, whose security the Franco-Hova treaty guarantees. The Hovas have placed a price upon the heads of the Queen of the Sakalavas and the King of the Antankaras.

WASHINGTON, Aug. 21. — Surgeon-General Hamilton has been informed by Dr. Guiteras that the camp at St. Mary's, Florida, is now ready for 200 persons.

Dr. Hutton, of Way Cross, Georgia, has asked for the detention of refugees from Jacksonville.

JACKSONVILLE, Fla., Aug. 21. — Two new cases of yellow fever today. No deaths.

NEW ORLEANS, Aug. 21. — The steamer *Reokuk* at Baton Rouge was wrecked. She is valued at \$20,000. At Pass Christian trees were uprooted and bath houses blown down.

At Oaklawn eight cabins and sugar houses were wrecked.

At Tom Shaffer's plantation only three houses were left standing.

At Franklin eighteen dwellings were unroofed.

In the Teche country the damage to cane will exceed one-third of the crop. The steamer *Ward* from Truxville encountered a storm last night when within four miles of the Pass and was driven 35 miles beyond Mobile Bay.

News from Morgan City is to the effect that dozens of houses were wholly or partly unroofed, and fully fifty buildings are off their foundations. The floating elevator, *Geo. Gilchrist*, was destroyed. Among the heaviest losers of property along the river are the coal dealers. The total loss is \$240,000.

IN MARYLAND.

BALTIMORE, Aug. 21. — The *Sun* has dispatches from various points in Southern Maryland, giving particulars of the severe storm that swept up both sides of the Chesapeake Bay. Houses and barns were demolished, and two schooners overturned, but no loss of life is yet reported. Entire fruit orchards were destroyed, and corn fields were in many instances swept clean.

AT BOSTON.

BOSTON, Aug. 21. — The storm this way struck Boston with great fury about 9 p. m. Three and a half inches of water had fallen at midnight. In the *Journal* press room the water is within two inches of the press blankets and a further rise will prevent the issue of the paper.

DAMAGE IN DELAWARE.

WILMINGTON, Del., Aug. 21. — A cyclone passed across the State this afternoon about six miles below the city cutting a path about 200 yards in width, leveling trees, orchards and outbuildings and doing damage estimated at \$150,000. One person is reported killed.

In this city the building of Mahlow Bros. iron works was wrecked in an instant. Timbers were wrecked and tossed about as though they had been straws. A workman employed in the works was killed by flying timbers.

A JERSEY CYCLONE.

SALEM, N. J., Aug. 21. — A cyclone passed over this section this afternoon. Nearly all the buildings at the Salem brick works were swept away. Orchards and growing crops were badly damaged.

RAIN AT PITTSBURG.

PITTSBURG, Pa., Aug. 21. — It has been raining ever since 11 o'clock last night. Since 8 o'clock this morning over three and a half inches of rain have fallen, being the greatest fall in eighteen years. The same reports are coming in from all sections of Western Pennsylvania, Eastern Ohio and Western Virginia. At Brownsville, Pennsylvania, the water in the Monongahela River is rising at the rate of three feet per hour. Great damage has already been done to railroads leading from this city. At Uniontown, Pennsylvania, four and a half inches of snow fell since early this morning. Redstone Creek is higher than ever before, and

the people living in the lower portion of the city are moving out of their homes tonight. Trains on the south-west branch of the Baltimore & Ohio have stopped running.

IN WEST VIRGINIA.

WHEELING, Aug. 21. — A storm which in its disastrous effects rivals that of July 19th last, has been in progress here since 3 a. m., and shows no signs of abating. Wheeling Creek, in the narrow valley east of Wheeling, is a foot higher than ever before, the roads being flooded from two to six feet deep, and the bridges being destroyed. The valley is now one angry flood, and the damage can only be estimated by the wreckage that dashes through the city into the river. At 3:30 a piece of the B. & O. wooden bridge from the Pittsburg division struck the B. & O. bridge at Main and Sixteenth streets, which was destroyed in July and rebuilt, and it was carried away with the rapidity of a cannon ball. The stone bridge, 140 feet long over Wheeling Creek at Main Street, fell with an awful crash. Over a thousand people had been on the bridge watching the rushing water, but were warned in time to escape. The gas and natural gas mains, sewers, telegraph and telephone wires, electric light and street car power conductors were carried down. The losses will reach \$250,000.

LONDON, Aug. 21. — The *Daily News* commenting on the rejection of the fisheries treaty by the United States Senate says: It is another example of the many evils which disunionists are bringing upon their country.

The *Daily Chronicle* says: This unworthy attempt to make party capital of a question which might involve two great countries in war is not likely to endear the republican party to the majority of native-born Americans.

WASHINGTON, Aug. 12. — Confirmations—Postmasters, Thomas Beesley, Provo, Utah; C. E. Flowers, Akron, Colorado; J. N. Graham, Buena Vista, Cal.

CHICAGO, Aug. 21. — President Glover, of the Farragut boat club, has completed arrangements for the coming two days' regatta on Great Salt Lake, Utah. Twenty of the best oarsmen of the Mississippi Valley Rowing Association have been selected. They represent the Farraguts and Delawares, of Chicago; Modocs, of St. Louis; Sylwans, of Moline, Illinois; Thrines, of Minneapolis, and the Owashennongs, of Grand Rapids, Michigan. They will leave on Friday at noon, and will take fourteen shells with them. There will be four-oared, double and single races each day.

CHICAGO, Aug. 21. — Another gigantic conspiracy has been brought to light here today. It is an opium smuggling scheme, the extent of which at the present writing cannot be approximated, though if the statements made by the government agents are to be believed, many persons in all parts of the country are involved, and many arrests may be made tonight or tomorrow. Today the treasury agents arrested a man who registered at the Palmer House as E. W. Brown of New York. In his room on Wabash Avenue from which he had been traced to the hotel, was found a canvass-covered trunk and 125 pounds of opium. For some time the custom house officials had been looking for a quantity of opium which was thought to have arrived in this city from New York, instead of the Pacific Coast, presumably to dodge the heavy duties imposed upon the drug. For a month a special agent had been engaged in active search for the stuff and about ten days ago a small quantity of the stuff was seized at Fort Wayne, Ind. The news of the arrest created quite a stir in the Treasury Department at Washington, and the wires were kept busy with orders and instructions to the treasury agents here. Agent Tichner has been sent from Washington here and now has full charge of the case. He stated tonight that the prisoner was not from New York, but from San Francisco, and that he had been known under the alias of C. H. Martin and C. H. Gardner.

For many years the prisoner was in the government service and was considered one of the shrewdest operators. Less than a year ago he left the service, and last February was arrested in Ogdensburg, New York, on the charge of smuggling opium. He was afterwards released for reasons which were never explained. From Ogdensburg, Gardner was traced to San Francisco, and thence about two months ago back east. In Chicago he had a woman as a companion, but the detectives refused to say whether she is or is not under arrest.

BALTIMORE, Aug. 22. — Reports of storm in the southern portion of the state show the damage to have been very severe. A cyclone struck the village of Siltpond, Kent county, with particular severity. Houses were blown down and ten people killed. One hundred men, women and children were at work. Nine were killed outright, three dangerously hurt and a number slightly injured by falling timbers. The storm demolished many houses and barns and swept clear all orchards in the vicinity. The storm came from the southwest and swept across the state diagonally in a track two miles in width. Houses and barns were crushed and growing crops swept away.

BALTIMORE, Aug. 22. — A special from Still Pond, Kent County, gives particulars of the cyclone yesterday afternoon. A large frame building occupied as a cannery establishment by

Black & Krebs of Baltimore was struck and completely demolished.

DENVER, Aug. 22. — The arrest yesterday at the point of the pistol of the counterfeiters, unearths one of the biggest sensations developed here for many years, and frustrates a scheme managed by counterfeiters in Chicago, Denver, Santa Fe and San Francisco, and it is believed the City of Mexico. The three men arrested arrived in this city this morning, one coming from Santa Fe, one from Chicago and one from farther east. For three weeks the United States secret service officers have been aware that counterfeiters have been at work in New Mexico and would soon spring ampie which was to flood both the United States and Mexico with bogus \$5, \$10 and \$20 "gold" pieces.

A deputy district attorney was sent out to investigate, and succeeded in joining the counterfeiters. His report shows that the band consists of residents of Chicago, New York and other cities. The counterfeiters were to manufacture some good coins as "feelers," after which "bogus stuff" was to be made of chemical material warranted to wear for a year, and to be sold to customers at the rate of \$1200 for twenty-four pounds. The preparation of which the coins were to be made had a large percentage of gold. Manuel Lemaire, leader of the gang, arrived here at noon, and registered at the Windsor, where he was met by two accomplices. While discussing their prospects, who was in the room, gave the signal, and officers with drawn revolvers walked in and captured the men. Considerable material, including a perfect die and some of the money was captured. Some of the money is pure gold and when tested at the mint was pronounced good. Other arrests will probably follow.

PITTSBURG, Aug. 22. — The flood has almost reached its limit here. It will not reach a disastrous height. The low lands, however, are submerged and the damage will be quite heavy. The rain in the mountains and up the Monongahela River is almost unprecedented. Burgetstown is partly submerged. Reports from the adjoining districts state that the valleys are all overflowed and the damage to crops can scarcely be estimated. Bridges, stables and outbuildings were whirled away before the rushing flood and the scene this morning is one of great devastation. At McKeesport the flats were flooded, and one person drowned. The Hungarian camp below town is submerged and many of the Hungarians barely escaped drowning. At Jeannette, where big glass works are being erected, and have just gone into operation, two thirds of the plant is under water and it is reported that eighty houses are under water. The towns of Laramie, Shifton, and Pennor are partially under water, and many of the inhabitants are living in the upper stories of the houses. In the mountains the head waters of all streams are swollen beyond all bounds. In this city the water got up to the fly pits of many mills and factories and caused a suspension of work. The Polish inhabitants of Shantytown were again compelled to move their goods, and are now encamped on the banks of the river. Railroads are the greatest sufferers in this section. No trains have arrived or departed over the B. & O. since yesterday noon. At Osceola, a station on the eastern division, they have seven acres of a land slide, while every bridge and culvert on the Wheeling division has been washed away.

SAN FRANCISCO, Aug. 22. — An unknown steamer was sunk by the steamer *Oceanic* from Hong Kong and Yokohama, at 10 o'clock this morning off Port Point, just inside the entrance to the harbor. It is almost certain that the steamer sunk is the *City of Chester* which sailed for Eureka, California, this morning with a large number of passengers on board. The *Oceanic* had her boats out saving passengers. The steamer *San Rafael* and tug have gone to render assistance. Several lives are reported lost.

The Merchant's Exchange has received information that fifteen persons were drowned. The probabilities are the loss of life will be considerably above that figure. The steamer *City of Chester* left her dock here shortly after 9 o'clock this morning. She had 11 cabin passengers on board. The number of steerage passengers and crew is not known. There must have been more than a hundred people on the steamer. A thick fog was prevailing on the bay this morning, and it is supposed the two steamers were unable to see each other. The *Oceanic* was coming into the harbor at the time of the collision.

It is now certain that the steamer is the *City of Chester* but no boats have come ashore yet, and the full extent of the disaster is not known. A large number of boats have gone to render assistance. Every effort is being made to save the passengers. So far as known the *Oceanic* is not seriously injured.

SAN FRANCISCO, Aug. 21. — One of the most terrible marine disasters that ever occurred on the Pacific Coast happened in the Bay of San Francisco, a short distance from the Golden Gate, about 10 o'clock this morning. The steamer *City of Chester* left her dock here and started on her regular trip for the northern coast of California. An unusually large number of passengers stood on the decks and waved adieu to their friends who had gathered on the dock. The *Chester* steamed slowly down the bay. When within two miles of the Heads it encountered a thick fog, which is so peculiar in that local-

ity. Captain Wallace, of the *City of Chester*, began blowing his steam whistle to warn all vessels of his approach. The *Chester* proceeded cautiously on her course till off Fort Point, when the hoarse sound of another whistle floated across the water. Capt. Wallace answered the signal and the proper warning to the stranger to pass on the port side. This was evidently understood, for in a moment those on board saw the huge prow of the Occidental and Oriental steamer *Oceanic* emerge from the fog. The *Oceanic* had just arrived from Hong Kong and Yokohama and was moving up the bay to her dock. The huge steamer was so close to the *Chester* there was no possibility for the cutter to escape. The cabin passengers were nearly all on deck, and the captain, seeing the danger, called to them to prepare for a shock. A panic ensued at once, particularly among the women and children, of whom there was a large number. The *Oceanic* struck the *Chester* on the port side at the gangway and the shock was terrific.

HER PROW CUT INTO

the *Chester's* upper works and then crushed down to the bulwarks starting the great timbers and iron plates and breaking into the staterooms and cabins. The wildest confusion prevailed among the passengers. The passengers crowded together some shrieking with fear and others praying for help. The bow of the *Oceanic* crushed into the middle section of the *Chester*, cutting her almost in halves and causing her to reel under the terrible blow. When the vessels were locked a number of the *Chester's* passengers were passed up over the *Oceanic's* bow and rescued in this way, but as soon as the large steamer could clear herself she swung around and immediately began to lower her boats. At the moment of the shock most of the officers and crew of the *Chester* seemed to lose possession of their senses and several passengers stated afterwards that some of the crew took the first opportunity to climb aboard the *Oceanic* and left the passengers to cut away the boats, and one of these was lowered as soon as possible and a number of passengers taken off into it. Others provided themselves with life preservers and jumped overboard. The greater portion, however, were compelled to remain on the steamer which began to settle. Immediately after the collision torrents of water rushed into the hold and in five minutes after the collision the *Chester* disappeared and

SANK IN FIFTY FATHOMS

of water. Those of the passengers and crew who came to the surface were picked up by the *Oceanic's* boat, but the greater number were drawn under by the rushing water, and never appeared again. As soon as it was known around the bay that a collision had occurred, a number of tugs and boats of all descriptions went to the assistance and rendered what service they could in picking up the living or dead floating among the wreckage. The greatest loss of life is believed to have occurred among the steerage passengers, of whom there were twenty-three aboard, and only two are accounted for late this afternoon, and it is believed the others were lost. They were in the hold or lower decks of the steamer at the time of the collision, and there was no opportunity to warn them of their danger or render them any assistance afterward. The cabin passengers numbered seventy, and of these ten are lost. Three of the crew were also lost.

The names of the cabin passengers lost are as follows: G. W. Anderson, Oakland; Mrs. T. E. Prather, San Diego; Mrs. C. H. Paves, Eureka, California; J. A. Hampton and wife, Virginia, Nev.; C. T. Davis, Springfield, California, and Miss Davis his niece; J. Green, Napa, California; Mrs. Meach and Mrs. Porter.

The following members of the *Oceanic* were lost: B. H. Chambers, steward; R. Fulton and Adam Richmond.

None of the survivors were landed until after 1 o'clock and at a late hour this afternoon there was still much doubt as to the number lost.

Capt. Wallace, master of the *Chester*, was among those who had

A NARROW ESCAPE.

He said: "I was standing on the bridge and the *Chester* was feeling her way out through the fog, blowing her whistles regularly. When the *Oceanic* whistles were heard we answered her and I supposed we would get clear all right. I had an idea she was on our port side somewhere and I answered her accordingly. I took the proper steps to avoid her and I supposed she was clear of us. Suddenly her great, black hull came out of the fog. There was no human possibility of getting out of the way and the passengers were not ready for the shock and many screamed with fright. The shock on the *Chester's* side was something horrible. The *Oceanic* struck us on the port side near the gang plank. After the shock I hardly knew what happened. I saw that the upper works of the *Chester* were apparently knocked off and the cabins were splintered into kindling wood. The wreck was scattered about in every way. I had a hard struggle to get through the crowd and the people seemed unmanageable. It was a difficult matter for the *Oceanic* to pick up the people, but her officers did splendid work. It was not four minutes after the collision that the *Chester* went down. She tilted so rapidly it was impossible to get the