TELEGRAPHIC.

KEARSARGE'S CREW.

Lieutenant Brainard Goes to Take Them off the Reef.

WILL SOON ARRIVE IN NEW YORK.

Ships in the North Atlantic Squadron.—Naval Disasters.—Good to Benefit from the Accident.

WASHINGTON, Feb. 9.—The naval department got word from Lieutenant Brainard this afternoon that he sailed this morning with the City of Paris from Cuba for the relief of the shipwrecked crew of the Kearsarge. The steamship will return to Cuba with all hands. The agent of the steamship informed the naval department that when they applied for the use of her she had not finished taking on cargo, and would have to return to Cuba for her port papers.

It is about a day's trip (150 miles) from Cuba to Romador reef. It is thought, therefore, that the Kearsarge crew will be safely and comfortably on more solid ground tomorrow, and will be back in Cuban sunshine. It is expected they will come to New York on the City of Paris when she starts on her regular trip.

The North Atlantic squadron, of which the Kearsarge was the flagship, is now reduced to the Montgomery and Vesuvius. This depleted condition is due to the large force ordered to Rio and the absence of other vessels on their way to the Pacific to take part in the Bering sea patrol.

The last naval disaster suffered by the United States was the loss of the Jeannette off Ashepoo shoals, Va., October 16, 1891. No lives were lost on that, in fact, the United States has been remarkably free of disasters involving great loss of life, compared with other navies of the world. The Huron went to pieces off Organ inlet, N. C., in a terrible hurricane, November 24, 1877, and seventy-four lives were lost.

The most notable disaster in which the United States has been involved, was the hurricane at Samoa, in which the Trenton, Vandalia and Nipsic were wrecked and 146 lives in all lost. This includes the loss from all the vessels at Apia. The disaster occurred March 16, 1889, and three German ships also were lost. February 18, 1889, the Adriatic went ashore on a rock off the coast of China, and eleven men were lost.

It is expected the loss of the Kearsarge will result in placing a little on member bank, a result the United States naval department has earnestly sought to bring about for several years but without result, owing to the whim of the government that other nations have a share in the expense.

HELD PRISONERS.

A Captain Refuses to Allow Passengers to Land.

LONDON, Feb. 9.—Mr. Copeland, a passenger on board the Allan steamship Caribo, which recently captured Kilrush in a disabled condition, and who is said to be the only person get who has been allowed ashore in the present, in an interview published today of Captain Marvin refusing to allow the passengers to land. The passengers, Copeland says, protested, but the only reply they got was they were on board for the voyage and not on shore. The average passenger paid into the saloon in order to obtain signatures for a board of trade survey and claiming damages. The passengers were crowded out of the saloon so that they could obtain the signatures required.

Describing the voyage from Clyde, England and the sea was extremely rough and a leak was discovered in the Caribo when about 300 miles out, eventually there was five feet of water in the engine room and ten feet of water in the stokers' room. The passengers and crew and the greatest difficulty in keeping the water down. The passengers worked over twenty hours a day, three days working in gangs at the pumps. Copeland said he wished to land and would hold the company liable for the loss and delay which he had incurred. Captain Marvin insisted upon the signing an agreement forfeiting his passage money and other claims, but eventually Copeland got ashore on a doctor's certificate.

The Caribo sailed from Glasgow for New York January 22, and put back February 2, to Kilrush. She sailed again February 8.

Murderers Lynched.

LITTLE ROCK, Ark., Feb. 9.—Meager details of a lynching party are received from Van Buren county. Henry Brown and Bob and Charley Plunkett killed and robbed an old couple, whose names are unknown, and for this crime they were lynched.

A BOLD ROBBER.

He Secures $2,000 from an Express Messenger.

CARSON, Nev., Feb. 9.—About 7 o'clock this evening, when the Virginia & Truckee train was a mile out of town, the express car was attacked by one masked man, demanding the money of the express messenger. The robber secured about $2,000, to pay the wages of section hands, demanded of Jack Gage, Wells, Fargo & Co.'s express messenger, at the point of a shotgun.

The robber then took hold of the bell rope and gave the engineer the signal to stop the train. After securing the money the robber jumped from the train, running toward town.

The Gold Reserve.

WASHINGTON, Feb. 9.—The gold reserve is $100,000,000 to-day, a little more than a week, requiring only $6,000 to reach absolutely so.

Lochren's Answer.

WASHINGTON, Feb. 9.—Commissioner of Pensions Lochren has just filed an answer to the bill of complaint of Judge Charles D. Long of Michigan, which asked for an injunction to restrain the commissioner from reducing his pension from $72 to $6 per month. It is averred that the issue of the certificate signed by Commissioner Tanner was illegal, irregular and a nullity, and upon its issuance a prior one, dated May, 1893, was surrendered. Thus, it is alleged, the complainant now holds no legal certificate and is not lawfully entitled to any pension until reinstatement and acceptance by him of the last previous legal certificate issued to him, which the defendant is always ready and willing to allow upon surrender of the illegal certificate based without any new evidence or proof whatever, and upon a mere footing of estoppel."

No Women Suffrage.

WASHINGTON, Feb. 9.—The House committee on judiciary has reported the bill by Bolt of Carroll for a constitutional amendment permitting women suffrage.

The bill by Perry, making national corporations citizens of the states in which the home office is located, for the purposes, received a favorable vote.

Adversely Reported.

WASHINGTON, Feb. 9.—Chairman Cummings of the House committee on naval affairs has reported, for the committee, adversely on the resolution introduced by Holman, seeking that the navigation be made of the granting of privileges to contractors of naval vessels for increased speed.

Sudden Death of Hook of Ohio.

WASHINGTON, Feb. 9.—Representative George W. Hook of Ohio died suddenly this afternoon. Hook left the committee room this afternoon, where he was engaged in signing letters to a stenographer, remarking that he felt tired and would not only leave work this afternoon. He made a social call on Mrs. A. Hayden, at 117 Connecticut avenue, and as she went to a window to the parlor she looked out. At the window he slouched, as if to pick up something from the carpet, and fell forward on his face.

Medical aid was at once summoned, but it was found the death was instantaneous. The remains will be taken to Dayton, Ohio, tomorrow.

MASSACRE OF THE FRENCH.

Details of the Defeat of Colonel Bonnier and His Men.

The News Creating a Sensation in Paris.—The Government Will Be Called to an Account.

PARIS, Feb. 9.—The secretary of the colonial department this afternoon received a telegram from St. Louis, Senegal, stating that Colonel Bonnier and eleven other officers and 250 privates were massacred by Tuareges.

Another account puts the loss at sixty-seven.

The following details of the disaster are given out by the French government, upon information received from Capt. Philippe, French commandant at Timbuctoo:

The Tuaregs, armed with lances and knives, made the first attack upon the leading division of the French column. The attack was so desperate and well sustained that the first division was apparently cut to pieces. The news of the disaster was brought to the second portion of the column by Capt. Nugelle, who, badly wounded, managed to escape.

The second division was encamped a few miles to the rear of the advance guard, which was surprised during the darkness of early morning. The officer in command of the rear guard immediately commanded a retreat upon Timbuctoo, meeting the vanguard, commanded by Bonnier, to its late.

The official statement admits that at least nine officers, including Colonel Bonnier, two Europeans non-commissioned officers and sixty-eight native soldiers were massacred.

Unofficial reports, emanating from the war department and colonial office, say the loss in killed and captured was at least 300.

The fear grows that the Tuaregs will remain in