

TELEGRAPHIC NEWS.

LINCOLN, August 18.—A special to the *Journal from Republican City, Nebraska*, says: The worst storm of the season visited this section at 6 o'clock this evening, blowing down fences, unroofing houses and doing general damage. A large brick schoolhouse was wrecked and workmen were buried in the ruins. J. J. Touning and a man named Allen, of Allua, were killed, and six others were seriously injured, two fatally. H. H. Wetherell's house was blown down and his wife and two children buried in the debris. All were more or less injured. Several other buildings were wrecked and several persons rather badly hurt. The damage cannot now be estimated. Half stones an inch in diameter fell during the storm.

CHICAGO, August 18.—Levi Rosenfeld, one of the pioneers of the city, died early this morning, aged 72. He leaves a large amount of valuable property. The deceased is the father of Maurice Rosenfeld, well known in connection with the recent wheat deal, and his creditors are anxious to know how the estate is to be apportioned.

POUGHKEEPSIE, N. Y., August 18.—Prof. O. B. Fowler, the noted phrenologist and lecturer, died at his residence near Sharon Station, Connecticut, this morning.

PARIS, August 18.—In the village of Mirebenes-Beze, in the department of Cote d'Or, a small riot occurred today over the introduction of Italian workmen. The villagers resented this invasion and attacked the workmen, killing one and wounding five others.

DENVER, August 18.—An El Paso special to the *Times from the City of Mexico* says: The strike has collapsed on this end of the road. All passenger and freight trains are running with their accustomed regularity between Mexico and Culiacan, and the business of the road is resumed. The strikers at San Juan Del Rio endeavored to tamper with the track and to intimidate the engineers. They are being looked after by the authorities of that place. Rural guards have been placed at all the terminal points as far north as Jimilia and a company of the fifteen-hundred regiment will be stationed at that point. No more trouble need be expected.

SAN FRANCISCO, August 18.—The steamer *Dispatch*, which arrived here from the Behring Sea to-day, brought additional details of the seizure of the British and American sailing schooners by the revenue cutter *Rush*. Besides the vessels mentioned by Capt. Sheppard in his official report to the Treasury Department, he also seized on July 25th, the American schooner *Lilly S.*, with 197 skins; August 5th, *Angell Dolly*, with 178 skins; August 7th, the American schooner *Ann*, with 380 skins; August 7th, the British schooner *Elia*, with 390 skins; August 7th, the British schooner *Alfred Adams*, with 1,400 skins, and forty-three seal skins which were landed by British bottoms at the warehouse of Hynde & Hough, Popoff Island, were

ALSO TAKEN.

It is estimated the aggregate value of the schooners' cargoes and outfits seized by the *Rush* between July 25 and August 7 is not much below \$100,000, and the figure is placed much higher by several good authorities. Just before *Angell Dolly* was seized, her captain, Alvin N. Lewis, was killed by the accidental discharge of a rifle which he was dragging across the deck. The seizure of 400 skins was made on one of the islands off Unalaska while the season was at its height. Acting on private information, a force of men was sent from the *Rush* and unearthed the skins, which had been secured by the British schooner *Lottie Fairfield*. The *Rush* was under order to leave for

PRIBILOR ISLANDS.

When the *Dispatch* started for San Francisco, reports were received that six or eight schooners were hovering about the islands killing seals at every opportunity and depriving the employers of the Alaska Commercial Company. The *Rush* was expected to gather those vessels in and send them to Sitka with the others.

CHICAGO, August 18.—There is no pruned of trade in Chicago that is in a more feverish and unsettled condition than canned goods. It became evident over a month ago that the "packs" of certain kinds of fruits, such as cherries, strawberries and currants, were going to be very light, very few places east of the Mississippi River having exceeded the ordinary demand for fresh fruit. Berry after berry disappointed the grower until at last hopes were confined in this part of the country to grapes, peaches and apples. Now it is known or generally suspected, that these growers are also to

BE DISAPPOINTED.

Growers east have had an abundance of rain, but it is an off year for apples in many sections, and the yield is too small, and of a poor quality. Grapes and peaches in the growing sections of the west and south have suffered from the drought which has ruined the prospects of these fruits, and eastern crops are not much more than enough to supply the home demand. It is not wonderful, therefore, that dealers in canned fruits are both active and anxious. They are suddenly called to face a situation which was entirely unexpected two months ago. Then they were bending all their energies and endeavoring to increase their trade. Now they are overwhelmed and dazed by a year's business condensed into orders of

ONE MONTH.

A salesman on the road does a good year's work ordinarily if he takes jobbers' orders for \$150 worth of goods, but last month has been a millenium to them. Each man has come home with a triumph of his success in working up business, and prepared for commissions on the \$100,000 in orders that he has telegraphed to his firm, but chagrin and disappointment await him. His house has ransacked the country and has sent men to the Atlantic and Pacific slopes, but no goods are to be had. The consumer has helped to aggravate the situation. Canned fruits have been so cheap in late years that many a housewife resolved at the beginning of the season not to "put up" any fruit. The

SCARCITY OF FRUIT

In her neighborhood only strengthened her determination. She has excused herself to her friends with the assurance that it did not pay to "put up" anything when one could buy already canned for less than the sugar cost. The effect of this policy has been felt by the grocers handling fruit jars, for which wholesalers here say there has been no call whatever this summer. But not only must the housewife pay double what she expected to pay for canned peaches, but even prunes, the cheap and famous substitute for home fruits, are threatening to climb higher than the plane now occupied by such luxuries as grape "preserves" and raspberry jam. The only patch of earth that is better off than Mother Hubbard's cupboard seems to be California. But California itself, it is feared, will

NOT PROVE EQUAL

to the emergency. She has fruit enough, but she won't let her heathen Chinese pack it and is not rich enough in native toilers. She is now beginning to take care of the abundance born of her soil and climate. It is a month-watering fact that such delicious things as peaches, apricots, peaches and Bartlett pears are fairly seeking for someone in the state by whom they may be devoured. Chicago dealers who have not California connections wish they had and are making efforts to secure them now.

CHICAGO, August 18.—Another victim of the Chatsworth wreck died this morning at Fairbury. His name was Elton Waters, of Cattaraugus, N. Y. Until within a few days of the accident he was employed in a watch factory at Peoria. This makes the total number of verified deaths 79.

CHATS WORTH, Ill., August 18.—The following is

THE VERDICT

found by the coroner's jury to-day in regard to the recent train wreck here: We find that the wrecking of said train which totally damaged eight coaches, one baggage car and one engine, and either killed or wounded most of the occupants of said coaches, was caused by the said bridge having been burnt out before the train struck it. We think from the evidence that the bridge was fired from a fire left burning which had been set as late as 5 o'clock that afternoon by section men close on to six feet on both the east and west sides of the bridge. We further find that the foreman of section 7, Timothy Coughlan, disengaged

POSITIVE ORDERS

from his superior to examine the track and the bridge on his section the last thing on Wednesday and that said foreman Coughlan was guilty of gross and criminal carelessness in leaving the fires burning along the track in such a dry season and with such a strong wind blowing. We recommend that he be held for examination by the grand jury and further it is the opinion of the jury that the leaving of the track without being patrolled for six hours for the passage of the excursion train and the setting of the fires by the section men on such a dry and windy day as the tenth of August, 1889, were acts which deserve severe criticism.

Timothy Coughlan, section foreman, was arrested and taken to the county seat to-day. He says he cannot give bail and insists that the verdict is unjust; that he went over the entire section as ordered and that no fires were near the bridge, as he and Taggart testified.

SAN FRANCISCO, August 18.—Advices from China per steamer *New York*, state that a short time since in the Han River a number of boats broke adrift and were carried down the stream and a large number of Chinese were drowned.

SAN FRANCISCO, August 18.—The steamer *St. Paul* arrived from Behring Sea to-day, and reports great fears are expressed in Unalaska for the safety of the United States revenue cutter *Bear*, commanded by Captain Macaulay, and in the opinion of many, it is doubtful if she ever returns to Unalaska, from which port she sailed June 20th. The *Bear* has acquired great celebrity from her having been one of the Greely relief ships. She left this harbor early in the spring with orders to look after the Arctic fleet of whalers, but soon after arriving at Unalaska she sprang a

BAD LEAK.

and the water poured into her hold. Captain Healy remained at Unalaska in the early days of June, and for ten days repairs were made. She sprang a leak again, however, but it was determined to go north anyway, and to beach for repairs if possible. When she sailed she was leaking and the men had to be kept at the pumps. It is said she is in no condition to proceed

north and battle with the ice, and grave fears are felt for her. The season has been late and cold beyond precedent. The ice is further down Behring than ever. Up to August 8th nothing had been heard of the steamer.

SAN FRANCISCO, August 18.—The steamer *St. Paul*, which arrived from Unalaska to-day, reports that the officers of the revenue cutter *Bear*, which left there for St. Michael June 20th, were under orders to take Fuller, the murderer of Archbishop Seghers, in custody at that place and hold him till he could be summoned before the tribunal in the autumn. As the cruise of the *Bear* was to extend to the Arctic, where she was to protect the sealing interest, Fuller is now probably on his return trip, unless the *Bear* has been delayed by leaking which has been reported. His trial will be pushed forward, and a speedy judgment is looked for by those familiar with the circumstances attending the case.

DENVER, August 18.—A Glenwood Springs special to the *Republican* says: Sheriff Kendall and nine men to-day visited the old Thornburg cattle ground to reconnoiter. They were ambushed in the rear and after hard fighting returned to Meeker. Three horses were killed and four men wounded.

A special from Meeker says: The situation of the Ute trouble remains unchanged. The people are anxiously awaiting the arrival of the militia, who are expected either to-night or in the morning. No further trouble is anticipated until the sheriff and his posse of militia make an attempt to arrest the two Indians charged with horse stealing.

LONDON, August 18.—The Inman line steamer *City of Montreal* has been destroyed by fire at sea and thirteen persons aboard perished. The *Montreal* left New York August 6th for Liverpool, commanded by Captain Land. The news of her destruction was learned upon the arrival at Queenstown, this morning, of the British steamer *York City*, Captain Benn, which left Baltimore August 4th, for London. This steamer rescued the survivors from the burning vessel and brought them to Queenstown.

THE BURNING

of the steamer occurred on the 11th instant, five days after she left New York. A boat containing six passengers and seven members of the crew is missing. The occupants of this boat are the thirteen persons reported to have perished. The latest steamer had 420 passengers on board.

LONDON, Aug. 19.—The passengers and crew of the *Montreal* were taken off the *York City* by the tug *Mount Atha* and landed at Queenstown. All were accounted for but the 13 persons in the

MISSING BOAT.

It is learned that shortly after the passengers had gone to bed on the night of the 10th, the ship being in latitude 43 north at the time, they were aroused by an alarm of fire. A scene of consternation ensued and the passengers were greatly terrified when they found the true state of things. The smoke caused by the fire was suffocating, nevertheless the passengers dressed and got on deck with but little appearance of a panic. The fire originated in cotton stored in the after-main hold. Streams of water were soon working on the flames and the course of the vessel was shaped for Newfoundland, 400 miles distant. The flames spread with rapidity, and soon burst out with terrific force through the midway and after hatchways, the heat

BEING INTENSE.

NEW YORK, Aug. 19.—The officers of the Inman line have no direct advices about the *City of Montreal*. She left this city on the 6th and was four days overdue at Liverpool. Considerable anxiety had begun to be felt about her. She had no first cabin passengers, but carried 223 intermediate and 115 steerage passengers.

The *City of Montreal* measured 433 feet over all, 44 feet in moulded width of beam, and 36 feet deep from spar deck to keel. Her gross tonnage was 4,493 tons. She was built by Tobey & Co., of Glasgow, in 1871; was an iron, screw steamer, and had nine bulkheads; was equipped with complete engines, having 860 horse power.

PORTLAND, Me., Aug. 19.—A letter received a few days ago by Rev. Father Healy, from his brother, Captain Healy, of the revenue steamer *Bear*, announced that he had beached his vessel, constructed a coffer dam, found a leak, replaced the copper and gone on his northern voyage. The rumor of the loss of the *Bear* is therefore contradicted by the captain's own report.

NEW YORK, August 19.—Mutual District Messenger Sanger returned this morning from Europe on the steamer *Germanic*, having satisfactorily delivered the souvenirs entrusted to him by Manager Foran of the Lyceum Theatre for friends in London. Young Sanger says he had a delightful trip and was splendidly treated. He denies the story of his arrest for violating the English postal laws and says the story was a hoax.

LONDON, August 19.—In the House of Lords this afternoon Lord Salisbury announced that the government had proclaimed the Irish National League.

LONDON, August 19.—The Bank of London suspended payment this morning. The bank had a subscribed capital of \$1,000,000, of which \$223,588

is paid up. Very little loss is anticipated by bill holders.

CHICAGO, Aug. 19.—The announcement this morning that Henry Sheridan is mysteriously missing is believed to be the first sensational denouement in connection with the coming wholesale prosecution of bribe-taking members of the Chicago board of aldermen. Sheridan was the private secretary and confidential man of Dwight K. Tripp, ex-general manager of the Chicago Sectional Underground Electric Company, a concern which secured at practically no expense a virtual monopoly of the underground wire conduit rights in all the streets of this city.

SHERIDAN'S DISAPPEARANCE

It is understood to be the outcome of work begun several months ago when the citizen's association employed a number of lawyers and detectives to search for definite evidence against the council ring that had so long and so brazenly used official position for private profit. A great mass has been collected and one of the first witnesses to be called for the jury was Sheridan. He has not been seen since Wednesday, and report has it is being secreted by the authorities to be produced when wanted as an informer, "Nec." Sheridan was produced and his counterpart Bipper.

Sheridan was intrusted with many

DELICATE MISSIONS

and knew almost as much as his employer Tripp about the deals and schemes by which the Electric Co. secured its monopoly. Tripp himself was a fine worker of more than ordinary ability, and is said to have acted as agent at the state capital for the notorious alien landlord Scully, who was recently legislated against. Tripp is now in England trying to float among the British capitalists a gigantic land and mining scheme in Arizona. When Tripp left on this errand Sheridan lost his position and being somewhat dissipated and talkative when in liquor, has

EASILY FALLEN

into the hands of citizens' association emissaries. Among other things Sheridan gave up the startling information that \$200,000 of the stock of the company was distributed to members of the city council to secure the passage of one franchise.

There is a bare possibility that Sheridan is not in custody, but has escaped; but even if this should prove true, the citizens' association has now the entering wedge on the other deals which are under investigation.

It is asserted positively that

"PAY DIRT"

has been struck in the street car franchise obtained by Chas. F. Yerkes, and that inquiries in this direction are being made with vigor.

ST. LOUIS, August 19.—Reports from the agricultural and fruit districts of New Mexico, and from the big cattle ranges, are to the effect that abundant rains have put all the vegetation in fine condition. All the crops will be up to, if not above the average. Advice to the bureau of emigration are that a great many people are coming into the territory and taking up government land.

BOMBAY, August 19.—Talmuc Shah and two officers at Herat have been executed by the Ameer of Afghanistan in consequence of having conducted secret negotiations with Ayub Khan. Abdul Rahman, general-in-chief, and for some time past a pensioner on the Ameer's bounty, has been placed under arrest, charged with a similar offense.

The Ameer has ordered the compulsory enlistment of able-bodied men among the Candaharis, who have refused to render volunteer services.

ST. PETERSBURG, August 19.—The *Moscow Gazette* makes an absolute denial of the statement that its late editor, M. Katkoff, was a fanatical hater of Germany and a lover of France.

ZANZIBAR, August 19.—Well-informed people here regard as baseless the report that Henry M. Stanley has been murdered after having been deserted by his escort.

DUBLIN, August 19.—A riot occurred to-day at Kenmore, County Kerry, and the mob attacked and stoned the barracks where the police were quartered. The police charged with drawn swords upon the rioters, injuring many of them and arresting a number.

SYRACUSE, August 19.—The committee on platform of the united labor convention held a long session last night, resulting in the retention of the Clarendon Hall platform on which Henry George made his canvass for Mayor of New York. The morning session of the convention was devoted to the reading of the platform, which was done by Henry George in person. It was adopted.

The resolutions were then reported and after some debate were amended and passed. The business of selecting a ticket then began.

HENRY GEORGE

was nominated for secretary of state. He said he did not want the nomination or office but was at the service of the labor party.

The old platform adopted at the Clarendon Hall meeting last year was taken as the groundwork of the platform and enlarged to suit the necessities of the state campaign. A few of the planks of the platform of the old greenback labor party are also used. One of the principal of these favored the establishment of postal banks and postal telegraphs. After a spirited debate it was decided not to

openly oppose the socialist organization, but as a compromise plank opposing state and public control of any subject which is not a public concern.

A FULL STATE TICKET

was put in nomination, as follows: Secretary of state, Henry George, of New York; comptroller, Victor A. Wilder, of Kings; state treasurer, R. H. Cummings, of Montgomery; attorney-general, Dennis C. Filley, of Monroe; state engineer and surveyor, Sylvanus A. Sweet, of Broome.

HAMMONDSPOUNT, N. Y., August 19.—Charles Haight shot his wife this morning and then shot himself. Both are dead. They leave an infant a few months old.

LOUISVILLE, August 19.—Edward A. Joanson, the noted crook and express robber, who escaped from the Nashville prison and for whom large rewards were offered, was arrested here this morning in the charge of Chief of Police Whallen, who captured him in Cincinnati as he was coming out of a Sunday school.

JOHNSON'S CAREER

reads like a detective romance. He has been taken to Tennessee.

BUTTE, Mont., August 19.—Spokane, W. T., special to the *Miner*: James Ward, a chicken ranchman was murdered with a hammer by a neighbor, named Thorndyke. The murder was most brutal in every detail.

CARROLL, N. Y., August 19.—F. A. Hoyt, cashier of the Putnam County Savings Bank, is a defaulter in the amount of \$25,000.

BOSTON, August 19.—Alvan Clark, who had a world-wide reputation as a practical astronomer and manufacturer of telescopes, and who has been a resident of Cambridge for the past 52 years, died this morning aged 83. His efforts have given to the world the largest and most powerful astronomical instruments ever made.

WOODFALL, Mass., August 19.—Professor Spencer F. Baird, of the United States Fish Commission, died here at 3:45 p. m. to-day.

BRKLN, August 19.—There was an eclipse of the sun to-day. The sky was entirely overcast, and the sun was invisible. The eclipse was preceded by the appearance of deeply colored clouds. The color increased as the sun rose, but gradually faded, whereupon general darkness suddenly set in. The clouds had increased, and the deep coloring returned after a few minutes, and then daylight ensued. Thousands of people came to Berlin by railway and carriages from different points to observe the eclipse.

NEW YORK, August 18.—The steamer was worth \$500,000; the insurance is not known. The cargo was principally cotton, lard and oil. The vessel was used for first class travel. She had made 114 voyages. Captain Land had been in the service of the line for 25 years, and was considered one of the most careful trans Atlantic captains. No one here has any idea how the fire broke out.

QUEENSTOWN, August 19.—Captain Land, commander of the *City of Montreal*, makes the

FOLLOWING REPORT:

On the 10th inst. the wind was N. to N. W. About 9 o'clock on the evening of that day a fire was discovered in the after hatch among the cotton. The fire hose were at once connected and streams of water were poured down upon the flames. Annihilators and fire grenades and fire extinguishers were freely used. The fire, however, overcame all efforts to suppress it and spread over the upper and lower decks. The ship was doomed from the beginning of the fire, and boats were actively prepared with provisions. On the morning of the 11th inst. the flames burst through the afterhatches. The boats were lowered. There was a high sea at the time and this caused

MUCH DIFFICULTY.

The women and children were first put in the boats and the male passengers and crew afterward. Lack of time prevented the manning of the boats with their respective crews, the men being compelled to continue until the last moment the work of keeping down the flames. All the boats left the ship safely, but by an unfortunate oversight twenty people were left aboard the burning vessel. Boat No. 3 returned and took off six of the number. Boat No. 5 with the fourth officer took off six more. A barque was then reported approaching, and when all the boats had put their people aboard her they returned, and took off those remaining on the burning steamer. It was found that boat No. 8

WAS MISSING.

She was seen to put herself before the wind when she left the ship, using her oars in support of the sails. She ran away from the vessel in direct disobedience to the captain's orders. Every body spent the night about the German barque *Trabant*, Captain Sheel, from Charleston for London, and all were then transferred to the *York City* which stayed by through the night and vainly searched for the missing. Captain Land says he is sanguine that the people in boat No. 8 are saved, as the accident occurred in the track of steamers bound east and west. The passengers were cool and obedient during the crisis, and the crew were steady. The passengers and crew

LOST EVERYTHING

they had on board the *City of Montreal* except what they stood in when they went into the boats. The origin of the fire, Captain Land says, is unknown.