

## BY TELEGRAPH.

THE WIRELESS TELEGRAPH LIFE.

## AMERICAN.

CHICAGO, 6.—Washington special: Senator Cullom took his first exercise in the Senate by introducing a bill for the abolition of the Legislative and Territorial form of government in Utah, and substituting therefor of the Governor and a Council of fifteen, to be appointed by the President and confirmed by the Senate. Cullom explains that it was the same bill which Willits of Michigan introduced in the House last year. Cullom was asked to-night by a correspondent if he was interested in the Mormon question. "Just twelve years ago," he said "when I was last a member of the House, I introduced what became known as the Cullom bill. I think if it had passed the Senate, it would have then routed out every polygamist, although the Edmunds bill, which contained many of these provisions does seem to work. My name being connected with that bill made me pretty well known to the Gentiles out there, and now they are calling upon me to work again. This is how I happened to introduce this bill. I think that it is full time to rid the country of polygamy. It has been a crime according to our statutes since 1862, but these men pay no attention to the law."

LOUISVILLE, Ky., 6.—The Farmers' Congress to-day agreed to a constitution and by-laws, stating the object of their organization was to advance the agricultural interests of the country, composed of the same number of members as the National Congress, one member from each State Agricultural College, all heads of the Bureaus of Agriculture of each State and the United States to be ex-officio members; prescribe officers, time of meeting, and have power to do all that may advance the objects of the organization. The governors are requested to appoint delegates each year by April.

The committee on resolutions reported a series, which were taken up serially and adopted. They demand that the Commissioner of Agriculture be in the Cabinet; ask the appointment of a committee in each State to present resolutions to the Legislature asking for a Bureau of Statistics; urge farmers and mechanics to take steps to be represented in the World's Exposition in New Orleans; arranging the salary of the secretary; urging the farmers to raise a variety of crops; the appointment of committees on agriculture, education, transportation, experimentation, and general good of farmers; empowering the president of the Congress to ask the passage of a law by the National Congress, incorporating the Farmers' Congress with the usual powers.

Much of the session was devoted to debate and resolutions.

Col. Robt. Beverly was elected president of the ensuing year, and one vice-president from each State; J. B. Null, Kentucky, secretary; J. D. Guthrie, Kentucky, treasurer.

WASHINGTON, 6.—The 10th annual reunion of the National Association of Veterans of the Mexican War began to-day with a large attendance. Gen. Denver, President of the Association, called the assembly to order, and introduced Capt. Merrick, who delivered an eloquent address of welcome, which was responded to by Gen. Denver. Gen. Rosecrans spoke hopefully of the prospects of soon securing pensions for the veterans. Various committees were appointed. The following officers were elected for the ensuing year: President, Gen. Denver; First Vice-President, Gen. Mansen; Secretary, A. Kennedy; Treasurer, S. V. Niles. Resolutions were adopted reciting that the survivors of the Mexican war never received the rewards due citizen soldiers, and in the opinion of the convention they should be placed upon the pension roll on an equality with the survivors of the war of 1812. Copies of the resolutions were sent to the President, Senators and Representatives.

Chicago, 6.—General Hancock's visit to San Francisco is on military business. He left New York on Monday evening in a private car. He arrived here yesterday morning, and after a stay of a few hours left for San Francisco. The General has never been to San Francisco by rail; he has gone by the overland route, and expects to derive much pleasure from the trip. It was his expectation to stay in San Francisco a few weeks, then go to Los Angeles and Santa Barbara. Before leaving

the depot Gen. Hancock was visited by Hon. McKenzle Bowen, Minister of Customs for Canada, who occupied another private car on the same train. Mr. Bowen was accompanied by his wife and two daughters, and will go direct to San Francisco.

UNIONTOWN, Pa., 6.—In the Nutt trial the panel of jurors was exhausted, and only three sworn in. In despair the counsel for Nutt moved a change of venue. This was granted and the case ordered to be certified to the courts of Allegheny County. The intention is to secure as speedy a trial as possible, and it is thought that arrangements can be made to begin in two or three weeks. The change is considered by Nutt's friends as greatly in his favor. If possible the opinion that the killing of Dukes was justifiable is more pronounced in Pittsburgh than in Fayette. At Nutt's home Dukes has many friends, especially among a certain class of politicians. In Allegheny County no political feeling has entered into the case, and a verdict of acquittal is confidently predicted.

SAN FRANCISCO, 6.—Henry Lund & Co., English exporters, have suspended; Liabilities, \$340,000; assets, \$300,000. The failure is due to losses on wheat charters.

It is reported a wheat freight pool, composed of Sol Wagenheim, M. Waterman and others, lost from two to three million by the heavy fall in rates. Claus Spreckles was caught to the extent of \$300,000.

Chicago, 6.—Between 9 and 10 o'clock to-night two fertilizing tanks in Glick Brothers' rendering establishment at the Stock Yards, exploded, wrecking the entire building, a one-story structure 30x40 feet. There were 14 men and two boys in the place at the time, and it is thought some of them are buried in the ruins. Nearly all were hurt, and two will probably die. Damage to the property between \$4,000 and \$5,000.

Montreal, 6.—The wholesale drug store of Haswell & Co. burned last night; loss \$500,000; insured.

Laconia, N. H., 6.—Samon the murderer was given a hearing to-day. He appeared nervous. In answer to the question, "Samon, are you guilty or not guilty?" he responded, "Guilty, sir." He was ordered to remain in jail till March, when his case will be heard. He said his confession was true in every respect, and he was ready to suffer the penalty for his crime. It is thought the weight on his mind will entirely break him down, and cause death before March. He eats very little and complains of nothing.

BOSTON, 7.—The bark Wm. H. Besse and ship Anahuac arrived this morning, the former from Manila and the latter from Calcutta. The former had a voyage of 195, and the latter of 130 days. Capt. Daker, of the former, says his bark was directly in the vicinity of Anjiers at the time of the terrible disaster which killed thousands and changed the face of the land in and around Sunda Straits. He left Batavia August 18th, and the following morning at daylight those on deck noticed a heavy bank rising from the west, and obscuring the sun. At this time the barometer dropped to 29.40, and again suddenly rose to 30.70. All hands were called, and sail taken off as fast as possible. Heavy showers of sand and ashes commenced falling, completely covering the decks, masts and spars to the depth of several inches. By noon it had grown darker than the darkest nights, and it commenced to blow a hurricane, but strange to say, the sea remained perfectly smooth. Heavy rumblings like distant thunder were continually heard and at intervals the sky was lighted up by lightning flashes, and a strong smell of sulphur permeated the atmosphere and made it difficult to breathe. All hands were affected by this awful scene, and many of the sailors thought the world was coming to an end. Throughout the gale the tide set strongly to the westward, and the bark drove through the water at the rate of 14 knots per hour. At 3 p. m. the sky commenced to grow a little lighter, but the ashes continued to fall like snow. The following day the bark entered the Straits of Sunda, and the extent of the damage done was plainly to be seen. Whole islands had been sunk, and those that remained had changed in form. Those on the northwestern part of Krakatoa Island had disappeared, and Verelatan and Long Island, once covered with trees, were bare. They saw a very large number of dead bodies, and the water for miles was covered with

trees and dead bodies. The sea for six hundred miles was full of lava. They experienced a hurricane from the north-northeast with a tremendous sea, which lasted three days. During this time the decks and cabin were flooded with water, and a portion of the bulwarks and everything moveable on deck washed away. The most fearful thing of all was the sea of corpses. For nearly three days we came across body after body of persons who had lost their lives in the earthquake. One man alone counted 80 in plain sight. Thousands must have perished.

LITTLE ROCK, 7.—Gazette Dardanelle, Ark., special: Ten miles from Danville to-day the mail rider was stopped by robbers, who took the letter pouch and disappeared in the woods.

Galveston, 7.—News San Antonio special: Four Mexicans, charged with murdering Domingo Pallingo four weeks ago, near Fort Davies, have been taken from the authorities and lynched.

Birmingham, Ala., 7.—Wesley Posey, colored, is convicted of raping a daughter of John Abroyles, white, and the death penalty prescribed. Sentence will be pronounced to-morrow.

New Orleans, 7.—Grand Jury returned a true bill for murder against Troesville Sykes for killing Kate Townsend.

Chicago, 7.—Journal Little Rock special: James M. Underwood, for the murder of Robert Pendergrass, a wealthy planter in Hill County, was hanged to-day at Dardanelles, Ark., in the presence of 3,000 people. Underwood waylaid and shot his victim from the brush. He confessed the deed, and imputed the incentive to the murder to the wife of Pendergrass, for whom it is understood he had formed a passion. He reiterated this statement on the scaffold.

John Flemming and Frank L. Loring, prosecuted under the Federal Statutes for their participation in what have become known as the "Fund W" frauds, were found guilty this afternoon on all counts of the indictment. The firm was known as Flemming and Meecham, and advertised to do a commission business on the Chicago Board of Trade. They induced a great many in the United States and Canada to invest in "Fund W," and it is estimated they collected in this manner to exceed \$1,000,000, which they claimed to be using in form speculations on the Board of Trade, sending to subscribers from time to time large dividends upon their investments. The indictments were for the fraudulent use of the mails, and obtaining money under false pretenses.

Chicago, 7.—The Daily News Elkhardt, Ind., special says: Judge Osborne, of this district, to-day, instructed the grand jury to indict all dealers found selling the Police Gazette and other papers of that class.

Poughkeepsie, N. Y., 7.—The sleeper attached to the Chicago express of the New York Central leaving New York at 9 o'clock last night, was discovered to be on fire near Castleton at 1 o'clock this morning. A man was taken from the car unconscious. The car was completely gutted.

Williamson, N. C., 7.—The town is in ashes. The entire business portion burned last night. The steamer Commerce of Baltimore and Norfolk line, with 200 bales of cotton and miscellaneous freight, a quantity of cotton in store and on the wharves burned. Fire supposed incendiary.

Cedar Rapids, 7.—T. O. Sinclair & Co.'s packing establishment was damaged to the extent of \$100,000 by fire; fully insured.

Gloucester, Mass., 7.—The fishing schooners Sultan, four men, Ruth Grover, twelve men; and Maude F. Leighton, twelve men, are lost.

St. John's, N. F., 7.—Henry Warford, wife, child and two nephews were drowned by the capsizing of a skiff while crossing Notre Dame Bay.

Minneapolis, 7.—A Tribune special says: Mr. Carlton, of Duluth, received a letter yesterday from a friend who was a passenger on the ill-fated Manistee, of which the following is a synopsis: "When the boat went out she encountered a very heavy gale from the south-west, and when about 20 miles out she was put about, but could not make it, and broke in two. The lifeboats were taken out, but before they were launched all but one were swept away in the storm and only nine persons who were on the boat were allowed to get in. They had a terrible time after the boat went

down. There was nothing but a wide expanse of water before them. They rolled around there on the turbulent waters, cold, wet and hungry for three days, and one by one they dropped off, death having come to their relief. Some of them were frozen to death, while some died from exhaustion and exposure to the wind. They say that Capt. McKay never left the boat, but wrapped himself in his overcoat and remarked, "I will never leave the boat till the last soul is off. I am captain of this boat, and if she is a coffin for anybody, she will be my coffin." After the men had left the boat, they say the Manistee made a plunge under the waves, and that was the last of her. They report that when they left the boat there were the crew and ten or eleven passengers on board, and out of those who started out in the boat, only three were saved and reached Houghton. They say the wreck occurred off Eagle harbor, and that there was no possible chance of saving her under the circumstances. They say that at last when everybody knew there was no hope of saving the boat, Captain McKay gave his orders as cool and collected as if he was on land.

Denver, 6.—A snow and wind storm visited this section last night which in disastrous effects is without parallel in the history of the State. Snow commenced falling at noon, and continued all night. The weather was warm and the snow attached itself to the telephone wires until it was two inches in diameter. At four in the morning the wind blew almost a gale. In about half an hour three hundred poles, eighteen inches in diameter, were blown down, carrying their mass of wires. Fifteenth, Eighteenth and Lawrence streets and a dozen squares were blocked. All trains were delayed until evening. Outside communications were completely out. The telephone company's probable loss is \$15,000; damage to railroads, telegraph, electric light, and district messenger companies, heavy. Strangely, no loss of life is reported, and few serious accidents. The storm was entirely local.

NIAGARA FALLS, N. Y., 7.—The first railroad engine crossed the new cantilever bridge. The Buffalo Courier furnishes the following description of this great enterprise:

Niagara River is at length spanned in full view of the mighty cataract, by the Michigan Central cantilever bridge. On the 11th of last April a contract was entered into. The excavations for the foundations were begun April 15th. The pits for the piers were finished, and the introduction of the Benton cement began June 6th. The foundations were completed June 20th on the American side, and seven days later on the Canadian side. The first stone for the piers on the American side was laid June 28th, and on the Canadian side July 13th. The American piers were capped August 20th, and the Canadian September 3d. On August 29th the first column of steel for the tower was lowered on the American side, and on the Canadian side September 10. The last section of the American tower had been laid two days previous, and on the Canadian tower it was put down September 18. On the 24th the first iron for the cantilever was run out, and both cantilevers were completed on the 17th inst. On the 20th a heavy beam of timber was thrown across, and the Canadian and American gangs of builders were able to clasp hands. One of them, Jack McCoy, found the temptation to be the first man to cross on the beam, too strong for resistance, and over he went on a keen jump, in violation of the orders of his foreman. His eagerness to be the "first man" therefore secured for him what the workmen designate to be a "red ticket." In other words, he received an immediate dismissal from the service of the contractors. On the 21st the work of putting in the fixed span began early, and before the hour of noon arrived the bridge was practically completed.

The principle of the cantilever plan is that of a trussed beam, supported at or near its centre, with the arms extending each way, and one end anchored or counter-weighted to provide for unequal loading. In practice it is entirely new, this being the only bridge completed upon this principle. The Fifth of North bridge in Scotland, with a clear span of 1,000 feet, is being built upon this plan, and, also, in this country, the Fraser river bridge, 315 feet clear span, on the Canadian Pacific. These are the only examples of the design yet undertaken. The total weight of the iron and

steel entering into the composition of the massive structure is 3,000 tons. The bridge is of sufficient width for a double track, and is built to carry upon each track, at the same time, a freight train of the heaviest kind extended the entire length of the bridge, headed by two "consolidation" engines, and a side pressure of thirty pounds per square foot, which pressure is produced by a wind having a velocity of seventy-five miles per hour. Under these loads the structure is strained only to 1/4 of its ultimate strength. The total length of the bridge proper is 900 feet and 9 inches, divided into two cantilevers of 894 feet on the Canadian side and 355 feet on the American side, supported on steel towers arising from the water's edge. A fixed span of 119 feet and 6 inches is suspended from and connects the river arms of the cantilever. The clear span across the river is 494 feet and 9 inches, being the broadest double track truss span ever yet built. The bridge spans a chasm of 859 feet from bluff to bluff. The total weight resting on each of the towers under a maximum condition is 3,200 tons. The total uplifting force that can be exerted on each of the shore arms of the cantilever is 340 tons, and the weight of each shore anchorage is 800 tons. It will be seen that every single piece of material is five times as strong as it actually need be, so that the bridge can be strained to only one-fifth of its ultimate strength.

BOSTON, 8.—Pere Hyacinthe and family have arrived. At a public meeting on Sunday night he will deliver an address. It is then his intention to visit a few of the eastern cities, the principal western cities and California.

NEW YORK, 8.—Bank statement, reserve decrease \$1,528,224, banks now hold 4,670,750 in excess of the legal requirements.

AUSTIN, Texas, 8.—Referring to a recent report sent out that a suit would be brought in the United States Court of Claims to recover the value of slaves emancipated during the war, says Governor Ireland: Attorney General Templeton and several prominent lawyers were consulted by a reporter and they scout the idea that Texas has any more claim on the Federal government than any other Southern State and say the scheme is a very foolish one and that if anybody is engaged in it, which is regarded as doubtful, it is for political purposes.

NEW YORK, 8.—Senator Anthony has fully recovered and gone to Washington.

WASHINGTON, 8.—A large congressional delegation called upon the President to-day, and presented a petition praying him to exert his influence to secure a respite for O'Donnell.

The President's reply was satisfactory to the delegation. He said the Department of State at once telegraphed Minister Lowell to obtain all possible information regarding O'Donnell's citizenship, and he (the President) would do all he could, with propriety, to further the wishes of the delegation.

CHICAGO, 8.—The Citizen, whose editor, John F. Fenner, member of Congress, aided in originating the Parnell fund, and the large fund which was used in defence of O'Donnell, contains a leading editorial in the current issue on the conviction of O'Donnell, and declares that as a result of the trial the party of violence will henceforth be supreme in Irish politics. The Pope declares O'Donnell's killing of Carey was the boldest avengement of history and most honorable, and his conviction by the usual English hanging jury, and inevitably partisan English judge has put an end forever in the Irish mind, to all hopes of even ordinary justice from Englishmen; declaring it will never again raise a cent to defend any Irishman in a British court of law and never contribute, or advocate the contribution of any more money unless it be for the purpose of striking terror into the demon heart of the overgrown dastard that hesitates at no crime to maintain iniquitous power and that never falls to whine abjectly when forces superior to her own are applied to make her quail. The editorial says: O'Donnell will no doubt be hanged December 17th, and if the Irish race failed to save him it must not fail to avenge him. The editorial further declares that England shows no mercy and that Ireland will no longer show any, and that while England points to her ships and her cannons, Ireland may point, and soon, to the wreck of the Parliament building and the ruins of St. Paul's.