

ings and capsize. She is a total wreck. The Ocean Steamship company's steamer Chatahoobie pulled away from her moorings and got out in the stream, but is all right. The steamer Flora left at 8 o'clock this morning with a heavy cargo for Brunswick. Nothing has been heard from her. The steamer Gov. Safford was to leave Beaufort for Savannah at 10 a.m. Grave fears are entertained for the vessel. She was due at Tybee at 11 o'clock. It is thought the storm was at that hour at its height at the island. The bark Hilda, owned in Savannah, left here last night at 11 o'clock for Brunswick in tow of the tug H. M. C. Smith. Those interested in the vessel and the owners of the tug are worried. The lighter Joseph Southey left at 4:30 a.m. with 500 bales of cotton bound for Brunswick. She was in tow of the tug Cynith. The tug returned safe this afternoon and reports the lighter and cargo lost.

Among the prominent buildings are: City exchange, Savannah theater, John Kourkes & Sons, Savannah gun factory, Savannah pants factory, Commer & Co., the Guano factory, Henry Solomon & Sons (wholesale grocery building), A. S. Brown & Co's planing mill, Plant System shops, Central Railway of Georgia shops, Chatham Academy, Presbyterian and Lutheran churches, the car shed of the City and Suburban Railroad company and the Savannah brewery.

Hundreds of dwellings are either totally demolished or damaged and many principal retail stores are sufferers. There has not been such a general loss from storm in this city in years. The loss of life, it is feared, will be great. Already ten deaths are reported and more will be tomorrow.

There are numerous islands about the city inhabited by negroes and the loss of life, it is believed, will be heavy on them.

Within two hours and a half after the storm began the sun was shining and the rain ceased. The streets were filled with curious sight-seers this afternoon. The city is in total darkness tonight, owing to the blowing down of the electric light wires.

MILWAUKEE, Sept. 30.—Last night the wind reached a velocity of thirty miles an hour at Milwaukee, blowing straight from the north. During the night the barometer dropped to 29.38. At 8 o'clock this morning the wind was blowing from the northwest 20 miles an hour and the barometer stood 29.46.

MILWAUKEE, Sept. 30.—The ill-fated barge went down with scarcely a moment's notice. The crew did not even have time to mount the rigging after realizing that the vessel was foundering. "She seemed to go down like a lot of lead, and inside a minute or two," was the way Captain Johnson described it. The captain jumped into a yawl boat which drifted rapidly toward the breakers. The yawl was half full of water and being knocked about in a desperate manner. Meantime the tug Simpson, towing the lifeboat and crew was making toward the wreck against a heavy sea. Captain Boutin of the life-saving crew, discovered the yawl rapidly drifting toward the breakers and at the risk of losing himself, the boat and

crew, cut the rope which attached his boat to the tug and began the life and death chase for the drifting yawl. After a lively run the life boat overtook the frail craft and rescued Captain Johnson. The life boat crew then put about and beat out of the breakers which were washing over their head every moment, finally making the harbor under sail. "The life boat was under water about half the time," said Captain Boutin. "I never before have seen in Milwaukee such breakers. At times the sea passed entirely over the houses at the lighthouse station, and the piers along the harbor were entirely covered by water when we were out. Before taking out the life boat and crew, the tug Simpson made a trip to the Sumatra and rescued the mate and cook who were drifting among the wreckage. One member of the Sumatra's crew was rescued by Robert Werley, the engineer of the tug Simpson, by pulling him on board by the hair of the head, but a heavy piece of drifting timber struck the unfortunate fellow and knocked him beyond reach and he sank before the tug could again get near him. Some heroic work was done by Captain Caswell and the crew of the Simpson, but, like Captain Boutin and the life savers, they were working against fearful odds. The steamer Arnold found it impossible to do anything for the barge and made for the harbor without her.

LANCASTER, Pa., Sept. 30.—Over an hour last night this city and vicinity were subjected to the severest wind-storm ever known here. It is impossible to estimate the number of buildings wholly or partially demolished or the monetary extent of the damage. The greatest single loss is that of the Pennsylvania railroad bridge, across the Susquehanna, at Columbia, nothing being left of it but the piers, the span in the middle and the first span at each end. The bridge was a mile and a quarter long and said to be the largest railroad bridge in the world. It cost a million dollars.

PHILADELPHIA, Sept. 30.—Last night's storm did great damage in this state, but as the wires are down in nearly every direction, it is difficult to obtain reliable information. The storm swept through Lebanon valley doing great damage. North of Reading there was also much damage, but no trains are arriving and there are no wires. The wires of the Western Union and Postal telegraph companies and the long distant telephone are down in all directions. The Western Union sent fifty linemen from this city on early trains through the state and on the main lines south.

PITTSBURG, Pa., Sept. 30.—A terrible wind and rain storm broke over this section about 2 o'clock this morning and raged with fierce intensity nearly three hours. The wind attained a velocity of sixty miles an hour, prostrating telephone and telegraph wires, entirely cutting off communication with the East, but otherwise, as far as known now, doing no serious damage. Heavy washouts are reported on the Pennsylvania railroad east of Huntingdon, and all trains are four to six hours late. Large forces have been sent out to clear the tracks.

READING, Pa., Sept. 30.—At 2 o'clock this morning the east house of

the Temple furnace at Temple station, five miles above Reading was blown down by the wind and nearly a dozen workmen were covered in the ruins by heavy timbers. It was some time before they could be reached. Killed are: Edward Rismiller and Samuel Trout. Injured: William Collar, Joseph Rosenberger, Harry Brecker, William Schadler and William Meriz.

BALTIMORE, Sept. 30.—A severe hurricane struck this city at about midnight last night. Houses were unroofed, wires prostrated and windows smashed. The high wind forced the water in the harbor into the streets. Almost the entire northern water front is submerged. Several schooners tied up at Pratt street wharf, broke from their moorings and are resting in the middle of Pratt street. The lower floors of the warehouses are flooded. The storm was accompanied by a heavy downpour of rain.

CHICAGO, Sept. 30.—Great damage to property and many accidents resulted from the furious gale on the lake last night. The most serious accident in the port of Chicago occurred this morning when the schooner Seaman broke from her moorings in the slip at the foot of Randolph street and while being hurled about by the storm was wrecked and damaged a number of small craft. A number of men had narrow escapes, among them being Captain McCreary of the Seaman. Three or four sailors were thrown into the water and forced to battle for their lives.

BUFFALO, N. Y., Sept. 30.—The wind raged here at a velocity of fifty miles an hour this morning. Small out-buildings were blown down. The storm center had passed by daybreak. High water prevails in the harbor and all navigation proceeds with great caution.

WASHINGTON, Sept. 10.—The wind-storm last night gave Washington the worst shaking up it ever had. The wind blew in a rotary manner, reaching a velocity of seventy-five miles an hour. The rain was driven in torrents. Lightning pierced and lit up the black clouds and sharp claps of thunder contributed to make nature a weird caldron. A new brick building, five stories, was demolished, the ruins crushing Betty's restaurant and Kelley's Dairy Lunch adjoining the imprisoned six men. Four were soon released. George Sutton, a cook, was pinned in the wreck at 12:45 o'clock. The steeple of the New York Avenue Presbyterian church was blown off. The tower of the Grand Opera house was hurled to the sidewalk. Trees were everywhere uprooted, branches being strung so thickly as to form complete blockades. Some of these were made compact with the addition of tin roofs from the houses, sign boards, shutters, fencing, etc. Telegraph, telephone and electric light wires snapped and the ends dangled.

TREATMENT IN MONTANA.

FLORENCE, Montana,
Sept. 24, 1896.

As we are laboring in a very peculiar field as missionaries, we thought a few items from here might be of interest to your many readers.

We presume it is generally known that this is a new field so far as mis-