

BY TELEGRAPH.

AMERICAN.

NEW YORK, 30.

During a musical soiree, to-night, in the Twenty-third Street Bijou Theatre, the curtain being raised too high, took fire, and in a minute the whole stage seemed to be ablaze. The theatre was filled with a large audience, which became alarmed, but owing to the presence of mind of some of the artists, the fire was extinguished and a panic averted. The performance then proceeded without further mishap.

SAN FRANCISCO, 30.—A dispatch from San Diego confirms, by the statement of an intelligent gentleman passenger, the previous report concerning the wreck of the *City of San Francisco*. The best of order was maintained when the ship struck, the officers and crew attending to their duties as quietly as on the ordinary routine of the ship's work. When the boats were lowered an officer stood at each to prevent any baggage being put on board, and see the women and children safely disposed on board. A landing was made at the most favorable point for miles along the shore. A few of the passengers were slightly bruised in the surf, and one was reported to have a broken leg. The weather was intensely hot, the thermometer at ninety-four. For provisions there were a few boxes of hard tack, a pig that swam ashore, and a little tainted beef. Several of the ship's company were armed with revolvers, and stood guard over the passengers during the night. After being put on board the *Costa Rica*, a meeting of the passengers of the wrecked steamer was held, and the following expression of their feelings was adopted unanimously:

"On board the *Costa Rica*,
May 21, 1877.

"We the passengers on board the late splendid steamship *City of San Francisco*, wrecked off the coast of Mexico, in rendering thanks to Almighty God for our preservation from death, desire to express our appreciation of the conduct of Captain J. I. Waddell and his officers during the fearful ordeal through which we have passed. Captain Waddell, the last to leave the ship, has proven himself in our judgment, calm and selfpossessed in the hour of danger, brave and prompt in action for our protection, and unselfish in providing for our necessities. We shall bear in our hearts a warm affection for the captain and his officers, and the memory of our danger and rescue will ever be a memento of their faithfulness and devotion to duty.

(Signed) "MOSES H. SARGENT.
"CHARLES HAPGOOD.
"KINGSLAND SUTTON.
"CHRISTIAN GABRIEL.
"EDMUND B. PECK.
"J. ANTON BOYKEN.
"FRED. G. SHEEBER.
"DR. B. L. RHEIM,
and many others."

The following is gleaned from the passengers and officers: The perfect coolness of all the men, women and children was extraordinary. There was only one instance of panic; a young man from New York, fearing the ship would sink, leaped overboard, but was rescued and taken into the boat. All the passengers lost more or less money, the most of them every penny they possessed. Mrs. Smith, wife of a revenue officer of San Francisco, lost about \$8,000. A German Swiss and his sister, from Valparaiso, had between \$5,000 and \$6,000 in their trunks, which were a total loss with all their clothing. None of the cabin passengers lost less than \$300, and some up to \$10,000. Mr. Hahn and wife, of Anaheim, California, who were returning from a European trip, lost all their baggage, which included over \$3,000 worth of presents, etc., bought for friends. Dr. Rheim, dentist, from New York, lost \$1,200 worth of valuable instruments, besides his money. A Chinese servant, after the wreck, placed his little cash in the hands of an officer, saying, "You need this more than I." Another Chinaman came to Capt. Waddell with the captain's purse, which he had taken from the drawer and saved till on shore.

When the *Costa Rica* arrived at Mazatlan Admiral Murry, of the *Pensacola*, called Captain Waddell to his private room and urged upon him to take quite a large sum of money, saying, "Pay it when you can, and if never, all right." The Captain declined the offer, although

reduced to almost a penny, but the incident illustrated the characteristics of two real gentlemen.

The following paper, with nearly \$500 in cash, was handed to Captain Waddell, at Mazatlan:

Dear Sir—The officers and crew of the United States flag ship *Pensacola*, have subscribed \$488.50 for distribution by you among the women and children of the wrecked steamer *City of San Francisco*.

Very respectfully, yours,
JOHN IRVIN, Captain,
of U. S. N.

The theory prevalent among naval officers is that there had been a submarine upheaval at the time of the recent earthquake. The wrecked ship was sailing on her regular course, and as stated, Captain Waddell had frequently sailed over the spot where she struck. It was a perfectly bright, clear day, and only a few moments before the ship struck the Captain had made his log entries, so that there could have been no possible mistake about his position.

The captain and officers of the gunboat *Mexico*, of the United States ship *Lackawanna* and of the *Costa Rica* and others have carefully scrutinized his observations, and are unanimous in their judgment on this point. There is but one opinion, and that is that the commander of the wrecked vessel was using the utmost care, and that human intelligence could not have averted the disaster.

Referring to the earthquake, the observations taken on May 10th and 11th, by the officers of the *Lackawanna* at Acapulco, are interesting. The following is an extract from the log book on Thursday, 10th, from 8 a.m. to meridian—

"About 10 o'clock an unusual and rapid rise of the water in the harbor occurred. The beach was entirely submerged, the water advancing for some distance into the streets of the town. This phenomenon was followed by four similar tidal waves, at intervals of about fifteen minutes between each, the water rising and falling in each case three feet, excepting the final one, the rise and fall of which was two feet six inches, the ship swinging to each advancing and receding wave. From meridian to 4 p.m. slight tidal waves, during the watch, at intervals of about twenty minutes between each, ship lying uneasily at anchor, heading from S. S. W. to W.

"Friday, 11th, from 8 a.m. to meridian, observed a rapid rise and fall of the tide, between 11.15 and 11.40, and a second rise about 11.50. From meridian to 4 p.m., five tidal waves were observed, during the watch, at irregular intervals, varying from twenty-five to thirty-five minutes. The rise and fall being about two and a half feet."

The steamer *Costa Rica* will not be able to get away from here till noon to-morrow.

The San Diego correspondent of the California Associated Press telegraphs as follows—

Two p.m.—The Pacific Mail steamer *Costa Rica* has just dropped anchor. She has on board 137 passengers of San Francisco. Mr. Moses Sargent, brother of Senator Sargent, gives the following details—

The *City of San Francisco* left Panama on May 11th, at 4.30 a.m., with 137 passengers, forty-six cabin and ninety-one steerage, and 150 officers and crew. The value of the cargo was three quarters of a million dollars, consisting of silks, velvets, laces, etc.

On Wednesday morning, May 16, the day was bright and the atmosphere clear. At 9.18 a peculiar, indescribable tremor was felt, the ship having struck upon unknown danger, cutting into her hull the length of sixty feet, the water rushing in with fearful velocity. The ship was then six miles south-west from the Tartar Shoals, and thirteen miles from the shore, the captain having known by observation his position at eight o'clock. The danger upon which she struck is not on any chart, but the document sworn to before the United States consul at Acapulco by one Perer, and witnessed by Wm. Lund, of the gunboat *Mexico*, deposes that said Perer is perfectly conversant with the rocks extending from a point of Maldonado in a south-westerly direction, sharp-pointed, covered with four or five fathoms of water, extending in nearly a straight line south-west to a distance of twelve to fourteen miles from land, and that he fished for turtles frequently there. The ship was at once turned toward the

shore, gradually sinking. Full steam was on when she grounded on a sandbank at 10.20 a.m., fortunately three of the compartments not bursting. The captain and his officers were cool, calm and clear-headed.

As soon as the ship struck, orders were given to get the boats ready, and the life preservers on, as the danger of sinking was most imminent. Soundings between the reef and sand bank showed 5½, 7½, 20 and 22 fathoms of water, and no bottom.

During the fearful interval, while evidently sinking, not a cry was heard from the passengers. There was a little confusion, but silent anxious waiting, although there were 137 passengers, twenty of them small children, and many young men never before at sea.

The boats started for the shore, thirty miles away. Not a passenger was allowed a pound of baggage of any kind, and when reaching the shore each boat was overturned, and the passengers thrown into the surf, a scene never to be forgotten. Kind Providence preserved every life, and all were safe on Mexican shore. Fortunately a stream of fresh water was found between the mountains where, with the stars for a covering, and the roots and branches of trees for mattresses, all slept.

The Captain at once sent one of the officers to Acapulco, eighty miles distant, but fortunately the boat fell in with the gunboat *Mexico*, Capt. Lolan commanding, and although under orders to get provisions for the besieged city, the inhabitants starving for food, the Captain at once steamed off to the relief of the shipwrecked passengers. They were all taken off safely, crowding the deck of the gunboat, and the next day transferred to the Pacific Mail steamer *Costa Rica*, Captain Whiteberry commanding.

The officers and crew of the United States ships *Lackawanna* and *Pensacola* acted most nobly, supplying the passengers with clothing from their private wardrobes.

In one hour and two minutes the ship was under the waves. She was going at eleven knots an hour when she struck. The captain was on the bridge an hour before the steamer struck, and timed everything by his watch. Twenty minutes after she struck the fires were out. In that twenty minutes she was running in shore under a full head of steam, and ran forty-two minutes, making a distance of nine or ten miles, and there grounded in thirty feet of water on a sand bottom. It was a run for life. In the best drilled man-of-war the men could not have acted with better discipline, and responded to every order with more fidelity.

NEW YORK, 31.—Gen. Grant met with a grand reception at Manchester, England. Speeches were made by the Mayor and several prominent gentlemen. Gen. Grant responded. In the evening the General visited the Theatre Royal, and afterward attended, for a short time, at the Princess Theatre, where he saw the actor J. L. Toole. His reception at both places was very enthusiastic.

A panic took place in the Roman Catholic Church of Stanton County, this morning. A large congregation was gathered to witness the administration of the Holy Communion to a number of Sunday School children. These latter all wore gossamer veils, one of which took fire from the candle, upon which a cry of fire was raised, and the greater part of the congregation rushed for the doors, but the efforts of the priests and ushers, who kept the doors closed, prevented a terrible calamity, and the fire having been extinguished, and congregation reassured, the services proceeded without further interruption. Some parties received severe bruises during the stampede.

CHICAGO, 31.—A dispatch, received this morning at General Sherman's headquarters, from Lieutenant Clark, dated Red Cloud Agency, May 29th, states that after careful investigation, he considers the part of the Cheyennes' story relating to Sitting Bull absolutely false, that chief being north of the Yellowstone, and probably north of the Missouri. The rest of the Cheyennes' report appears to be founded on fact, though there is no certainty about it. Probably Lane Deer's village was captured, and the version of the affair given is correct.

One million dollars of Government gold was awarded to-day at \$106,028.

The *Post's* Washington special says, to a gentleman who called upon him recently, the President said he had decided to adopt the Jeffersonian doctrine of changing all foreign ministers who had been in office for four years. In reading some of Jefferson's works he found this doctrine set forth at length, and it met with his unhesitating approval and would now constitute part of the policy of his administration. No American citizen ought to serve his country in a foreign land longer than four years, and he ought to be content to return to his own country at the expiration of that term of service. The President said further that there would be no exception to this rule. It seems to be thought that Minister Pierpont will not be disturbed for the present, he having been minister only one year.

NEW YORK, 31.

The *Herald's* Salt Lake correspondent telegraphs that he was fired upon last Saturday evening, by a miscreant, fifty feet away. The speed of his horse, doubtless, saved his life. A bolder attempt at assassination was made to-day. He says:

"While sitting alone in my room a knock came at the door. It was opened by a man strongly resembling the one who fired the pistol. He held his hat and a paper in his left hand, and while bowing, rested his right hand in the bosom of his coat, which was closely buttoned. He asked my name, and being answered, he then extended the paper saying, 'Here is an affidavit which interests you.' He stood at a distance of some four feet. Reaching out with my right hand to receive the paper, which he offered with his left, he suddenly withdrew it, at the same time he advanced, and pulling a short knife from his bosom, struck me a heavy blow on the left breast, saying, 'Take that, you son of a b—h!' The point of the knife passed through two photographs on pasteboard, and glanced off from my suspender buckle, against which it struck, and which is badly bent by the blow. Happily the only injury is a sore rib."

The correspondent in question is Jerome B. Stillson.

NORRISTOWN, Pa., 1.—The village of New Centreville, six miles west of this place, was almost entirely destroyed by fire this morning.

DETROIT, 1.—Extensive fires have been raging in the woods along the shores of Lakes Huron and Superior, in this State, for several days past. A telegram from Marquette, received this evening, reports that the village of Onota was destroyed by fire.

CHICAGO, 2.—The *Inter-Ocean's* London special says little faith is placed in the peace rumors. The London papers think Russia will be first to make overtures, but there is no doubt that defeat and disaffection at Stamboul are playing sad havoc with the resolution of the Porte to fight the war out on its merits. The war is daily assuming a more religious character on either side, and hence will be more relentless, bitter and horrible. Should the powers intervene now the only effect will probably be to define their positions.

SCRANTON, Pa., 2.—The *Republican*, this morning, has the following particulars of the wrecking of a train, last night, on the Lehigh Valley Railroad. The first intimation the engineers had of the accident was a violent rocking of the train. A minute later the first of the passenger cars mounted the forward truck, on which it rested, and was precipitated down an embankment, a distance of fifteen feet, together with three other coaches, all laden with passengers. The coupling broke, leaving the engine and one baggage car in safety on the track. The painful scenes which followed baffles description. A wail of anguish rent the air as the passengers dragged themselves from the debris of the wreck. The four cars were smashed to pieces, and many passengers were pinned down in most excruciating positions. Mrs. Homer, of Scranton, and Mrs. Hickey, of Tonawanda, were killed, and seventeen others severely injured, four of them fatally. Most of the injured are said to belong to Tonawanda and vicinity. A miraculous escape is recorded in the case of Mrs. Cool, of West Pittston, who, together with her three children, were among the passengers, and passed through the wreck with only a few slight scratches. The work of caring for the wounded was a trying and pain-

ful one, owing to the distance they had to be removed. Assistance was rendered as promptly as possible, and everything was done that could be accomplished to assuage the pain of the sufferers.

BOSTON, 2.—Wool active, prices well sustained, market almost bare of fine wool. Sales of Ohio and Pennsylvania 70,000 pounds; medium and X Ohio 40 @ 42½, X X Ohio and Pennsylvania 46 @ 48; the market is firm at these prices. Wisconsin and Michigan 38 @ 40. Considerable fat sheep wool is arriving and sales have ranged from 25 @ 35. Some considerable lots have also been purchased, to arrive in this range. Texas wools meet with a good demand, sales include 61,000 pounds at 23 @ 32½, mostly from 27 @ 30, pulled wools have been in very fair demand. The sales of the week, comprising 273,000 pounds, principally at from 35 @ 46 for super, and 37½ @ 40 for X. The demand is for the best lines of super and X, while the low pulled is neglected. New Cala Spring is arriving freely, sales comprise 911,000 pounds at 20 @ 33½; most desirable lots of northern are selling at 40 @ 33½. The stock of Fall is much reduced; sales of 75,000 pounds at 15 @ 18.

OSCODA, Mich., 2.—Heavy fires re raging in the woods south and west of Au Sable and along the north shore towards Greenbush. Business is reported suspended at Au Sable, and the entire population of the village is out fighting the fire. Further particulars from the upper peninsula confirm the destruction by fire of Onota, Mich. Seven hundred people are rendered homeless, and property to the extent of \$100,000 is destroyed.

SAN FRANCISCO, 2.—Captain Waddell and purser Jerome, of the steamer *City of San Francisco*, Moses H. Sargent, of Boston, and Kingsland Sutton, of New York, passengers, arrived by the train, to-day, from San Diego. The evening papers publish interviews giving further particulars of the disaster. The captain and purser were unwilling to make statements until the former had submitted his report to the agents of the company. The officers avoid giving theories concerning the rock on which the ship struck. The passengers say there is deep water all around it. The Mexican gunboat officers say they knew nothing of it before the shock, when the ship struck about thirty seconds duration. In a few minutes after the striking the boats were cleared away without confusion and the passengers seated in them ready for lowering. Full steam was put on, the ship grounding about four miles from the shore. The boats were instantly lowered and pulled for the beach. On landing, out of nine boats, only one escaped upsetting. The surf was combing twelve or fifteen feet high, and when it struck the boats it came with such force that the occupants were hurled ten or fifteen feet. Babies were thrown from the arms of their mothers. Even the garments and jewelry of the men and women were wrenched from them by the waves. When the first boat touched the shore those in it threw out a rope and ranged themselves in line to help the next comers, and this system of rendering assistance was followed until every soul was safe on land. One baby was rescued just before life was extinct, and it took some time to restore vitality. One of the ladies was caught under the boat and held there for some time, but as the next swell of sea raised the craft she managed to escape. There was no time for delicate handling; the men, knowing that the safety of lives depended upon prompt and vigorous action, handled the children as they would so many bags of sand. In attempting to launch a boat to return to the wreck, the assistant engineer had his leg broken. Captain Waddell was the last to leave the ship, at five o'clock in the evening, when only about fifteen feet of her remained above the water. The waves washing over her and knocking her to pieces; he with thirty-five others came ashore on a life raft, which went over the surf without capsizing. Capt. Waddell reports that the cargo of the *Acazulco*, from New York, May 1st, was not on the *City of San Francisco*, except one package of fast freight.

NEW YORK, 3.—The *Times's* Constantinople special says interviews with several officers convince me that bribery and corruption are now going on so great that Turkish success is impossible. There are no