

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

Boston, 17.—E. W. Nickerson & Son, agents of the Savannah steamship line, received the following dispatch:

"New Bedford Mass., Jan. 18.

To E. W. Nickerson & Son:

The steamer *City of Columbus* is ashore on Devil's Bridge, Gray Head, and fast breaking up. About 100 lives lost. Will leave on the early train in the morning. Saved by cutter *Dexter*. (Signed) S. E. Wright, Master.

The *City of Columbus* left Boston at 3 yesterday afternoon for Savannah. New Bedford, Mass., 18.—The following is Captain Wright's statement: The *City of Columbus* left Boston at 3 Thursday afternoon, carrying 80 passengers and a crew of 45. At 8:45 a. m. on Friday, with light bearing south half east, the vessel struck on the outside of Devil's Bridge buoy. The wind was blowing a gale, west by north. The vessel immediately filled and keeled over, the water breaking in and flooding the port side saloon. All the passengers except a few women and children, came on deck, nearly all wearing life-preservers. All the boats were cleared away, but were immediately swamped. The majority of the passengers were washed overboard. Seven passengers left the vessel on a life raft, and about 40 more took to the rigging. At 10:30 the Gay Head life boat put off, and took seven persons. Another life boat put off between 12 and 1. The revenue cutter *Dexter* came along about 12:30, and sent off two boats.

Captain Wright says he passed Cross Rip Light ship at 12 o'clock, and continued by east and west chop, with a strong breeze W. S. W. "After passing Nolska, the course being W. S. W., I stepped into my room to warm myself, as it was very cold; everything was working well. After being below a short time I heard the second mate, who was in the pilot house with the mate, sing out to the quartermaster to port his helm. I jumped out of my room, thinking that we had come across a vessel bound south. I then cried out, "hard-a-port," not knowing it was a vessel, and in the moonlight saw the buoy on Devil's Bridge, about two points forward the beam, and about 300 yards distant. She immediately struck, and I ordered the engines reversed. She backed about twice her length. The steamer immediately stopped, and I ordered the jib hoisted and endeavored to head her north, but she filled forward and listed over to port so her plankshire was about four feet under water. I went aft and told the passengers to keep cool and get life-preservers; I next told the officers of the deck to get the boats ready. The steamer settled down aft, and righted. It was blowing very hard, and a heavy sea was running. I launched port No. 6 boat, which immediately capsized. The sea was breaking over the steamer's deck, and the stern being entirely under water. We were forced up on top of the house. I stayed there awhile, but was finally obliged to take to the rigging. The mate, second mate, captain, engineer and fourth engineer took to the raft. I think the steamer struck on a lone rock."

The captain is positive he struck the outside of the buoy, and in backing, drifted inside.

The officers of the *Dexter* furnished the following statement: About 12:30 we sighted a vessel ashore on the reef, near Gay Head; blowing a gale; a terrible sea running as we approached. We saw the vessel was a steamer, and the waves were breaking over her. We anchored on her starboard quarter, 200 or 300 yards away. The cutter's boats were at once lowered, manned with five men, in charge of Lieut. Rhodes, who brought off seven men. A return trip was made and one man brought to the vessel. Lieut. Kennedy was dispatched in a gig with four men, and took off four or five men. Meanwhile the live-boat transferred several men, and at length the rigging was cleared. The vessel sank in about four fathoms of water and the railings on the bow was the only part of the hull visible. We found the men in the fore and main-top, and rigging. It was impossible to row over the rigging, as the boat would have been pounded to pieces. The men in the rigging were forced to jump into the sea, and we caught them as they rose, and pulled them into the boat. Some of the men couldn't swim, but nearly every one in the rigging was saved.

Two men hung in the rigging unable to move from exhaustion. The officer determined to save them at the peril of his life. Returning in the cutter, he asked Captain Gabrielsen to give him a man to steer, that he might swim to the wreck and rescue the unfortunate men. The captain granted his request, and Rhodes started his boat; but, on nearing the steamer, it was discovered to be folly to go alongside. Lieut. Rhodes refused to abandon the attempt, and sung out for the men in the life boat to take him to the wreck. He boarded the life boat, and tying a rope about him, when about 30 feet from the vessel, sprang into the sea. He nearly reached the wreck when he was struck by a piece of timber on the leg, and was pulled aboard the boat and later to the cutter. His leg was found to be cut, but after changing his clothing, as the sea was smoother, he determined to make a last attempt. He again set out for the wreck, and reached one hanging by the feet and

hands through the ratlines, with head downward. Lieutenant Rhodes put a bowline about him, when he murmured: "For God's sake, don't touch me."

The man, who was found to be Mr. Richardson, was placed in the boat, and died before reaching the cutter. He had about \$400 in a wallet in his pocket.

The second person removed was in the ratlines in the weather rigging, and although breathing when placed in the boat, expired before reaching the cutter.

Two men frozen so stiffly they were unable to relinquish their hold on the rigging were at length the only persons remaining except the captain. Lieut. Rhodes asked him to jump, but he shouted "Save those men first." "They are frozen," the Lieutenant answered. The captain then jumped and though he could not swim, was rescued by Lieut. Kennedy. Eugene McGarry jumped from the rigging. Lieut. Rhodes jumped for him, but the boat lifted 15 feet on a wave and it was necessary to starboard to avoid being crushed. McGarry was not seen afterward. An nearly the same instant McGarry's brother was pulled into the boat.

The ledges on which the *City of Columbus* foundered are considered by mariners to be one of the most dangerous points on the coast. They consist of a formation of submerged rocks, constituting a double ledge, that in the outer strait, which is called the Devil's Back, both ledges being called Devil's Bridges. The ledges are abreast Gay Head Light, on the mainland, and extend a little to the southward of it. The outer ledge of the Devil's Back is about eight miles from the mainland. On either side of the outer ledge is very deep water. The upper part of the ledge is formed like the gable of a house, so that a vessel striking on it diagonally naturally keels over onto her beam ends. The course of vessels is around Gay Head to pass by the outer ledge on the south.

Total number of persons saved, 23; five dead bodies recovered, and 119 souls unaccounted for. Seventeen of the saved and dead were brought here, and 16 supposed to be living and one dead are at Gay Head. The names of those at the latter place are unknown.

Wm. Wright and wife, Boston; E. S. Rand, lawyer, and wife, Roxbury; T. R. Hite, produce dealer, Boston; Levi Lawrence, residence unknown; Geo. W. W. Kellogg, residence unknown; Dr. H. C. Bartlett, Mrs. S. Kean, Miss Beach, Mrs. Geban, residence unknown; Mrs. H. R. Small, Southampton, Mass.; Oscar Fasigi, Turkish Consul General, Boston; A. J. Morton, Boston *Globe*; Helen Brooks, Northboro; Mr. and Mrs. C. A. Rand and son, Boston; Mrs. Henry Slade, Chelsea, Mass.; R. B. Belyea, wife and two children, Mrs. J. Ackerson, Mrs. L. N. Avis, C. Richardson and wife, E. T. Hutchinson and wife, S. Vance, residence unknown; H. L. Batchelder and wife, Dorchester; C. F. James, Henry L. Daniels and wife, residence unknown; Jas. A. Merrill, Boston.

Lost, residence unknown—Mrs. Jas. Beal and Miss Beal, Mrs. Whitcomb, Lew Mitchell, J. Tibbitts, T. A. Day, M. Sargent, A. Cumming, D. Eaton, A. Chase and wife, N. D. Weitland, Mrs. S. S. Hinckham, C. D. Ball, C. T. Frost, Joel Nourse.

Passengers as follows—Steerage—Anne Kelly, Susie Smith, G. E. Goddard, T. E. McCarthy, J. Hines, C. Griffin, T. Giddens, W. E. Wright, Aug. Parsons, J. Heber, J. T. Whitcomb, C. G. Millitt, Brown, Walker, Nossett. The last three applied for tickets just before the hour of starting, and full names could not be obtained.

Officers—First Mate, Edward Fuller, Barnstable; second mate, Allen Aldridge, Chatham, Mass.; boatman, Phillip Clark, Boston; master, McDonald; engineer, Archibald Morrison, Boston; second engineer, Collins; purser, W. S. Spaulding, Boston; second steward, Howe, and 33 seamen, names unknown.

Following are those on the raft, whose fate is unknown: A. Monson, chief engineer; Edwin Fuller, first mate; Aug. Harding, second mate; Wm. Murray, assistant engineer; W. Fitzpatrick, pantryman, and R. Sullivan.

Pittman, the chief steward said: "I was in my berth when the vessel struck and was not awakened by the shock. A general alarm was given and I hurried into my clothes and left the state room. The greatest excitement prevailed. Women were rushing about the cabin in their night dresses. On reaching the deck I found the men hoisting the jib. In about 20 minutes the steamer listed and her houses were carried away by the sea immediately. Her deck began to break up about 7 o'clock. As the passengers came on deck they were swept over by scores. After the vessel listed I made my way forward and into the rigging where there were about 40 persons; all the men had taken refuge there. We clung for life, fingers numb, and with floating corpses and debris at our feet. I saw one man knocked into the sea when the topmast head broke.

The steward further said he remembered a few passengers, among them a Boston *Globe* reporter, whom he recalled as he from him requested a warm place at the table, as his lungs were not strong. He said he was going south for his health. The description given answered that of N. J. Morton.

Capt. S. E. Wright is a seaman of large experience and excellent reputation. Has been commander in the Boston and Savannah line since 1869. He has commanded the *City of Columbus* since it was purchased by the line.

Never had an accident till last September, when his vessel sunk a bark off Nantucket. The Boston and Savannah line has an excellent reputation. It has carried between 150,000 and 200,000 passengers, and no lives ever before lost. F. W. Nickerson & Co. are the Boston agents.

All the rescued give the highest praise to the officers of the revenue cutter for the bravery manifested in saving them from the wreck. All the survivors now aboard the cutter are being cared for by the officers.

The Mayor tendered the hospitality of the city to the survivors, but they preferred to stay on the cutter. The steamer was fast going to pieces when the cutter left her at 6 p. m.

Boston, 18.—The *City of Columbus* was one of the finest vessels on the coast, built in 1878, by John Roach & Son, Chester, Pa., for the Ocean Steamship Company, New York, to run between there and Havana, purchased by the Boston & Savannah Steamship Company, September 1880, and since has been plying between there and Savannah, making fortnightly trips in alternation with her sister the *Gate City*. The *Columbus* was built of iron and thoroughly equipped. She was rated A 1 for ten years, 1,997 tons burden, 270 feet long, and 39 feet beam; had passenger accommodations for 84 first-class and 45 second-class passengers. The steamship was insured at a lower rate than any vessel on the coast. She was valued at \$300,000 and insured for \$250,000. \$170,000 in English and \$80,000 in American companies.

The *City of Columbus* had 59 first class and 22 steerage passengers, and a crew of 45; of those 55 were cabin and 15 steerage passengers, whom, with 34 of the officers and crew, were lost.

St. Albans, Vt., 15.—The validity of the indictments against Lawrence Brainde, of the St. Albans Trust company, is affirmed by the Supreme Court.

Springfield, Mass., 18.—Three masked men entered the county treasurer's office this evening, bound and gagged the treasurer, robbed the safe of \$300 cash and unendorsed checks to the amount of \$15,000.

Stout City, Ia., 18.—Chas. Henderson, arrested here to-day for forgery, is held in \$1,500 bonds. He worked all the largest banks in the State. His game was to purchase a coffin for his child, and enlist the sympathy of the undertaker to such an extent that his checks were invariably cashed. He pleaded his own case in a most able manner, and it has since transpired that he was formerly a noted criminal lawyer; also a journalist in the State of Kansas.

Boston, 19.—An explosion, probably of gas, last night in Nos. 157 and 159 Hanover Street, completely demolished the building, blowing out the front and sending the roof across the street. Wm. Conly, of East Boston, and A. H. Blake, of Chelsea, passing at the time, were badly hurt. The windows of almost every building on both sides of Hanover Street for a distance of two squares were broken, but nobody was killed. Loss probably \$15,000.

Haverhill, Mass., 19.—The Rev. C. A. Rand, lost on the *City of Columbus*, was rector of Trinity Church here, and had just started on a vacation with his wife and daughter. His father and mother also perished.

A dispatch from Wood's Shoals states that Captain Wright has become violently insane. The tug *Storm King* and revenue cutter *Dexter*, are storm-bound; the former at Wood's Shoals, the latter at New Bedford. A driving snow storm prevails, and the weather is very thick.

New Bedford, 20.—Passengers—Horace Waterhouse, Bath, Maine; Jas. Brown, Lawrence, Mass.; F. W. Fairbanks, Gorham, Maine; Capt. S. Vance, North Towers, N. S.; Geo. W. Farnsworth, Townsend, Mass.; Herbert Farnsworth, Townsend, Mass.; H. Weedsman, Lawrence, Mass.; John J. Cook, Portland, Maine; Capt. T. R. Hammond, Goldsborough, Me.; Eugene McCarthy, (steerage) Somerville, Mass.; G. T. Whetscombe, (steerage) Hudson, N. Y.

Officers and crew—Capt. S. E. Wright; first assistant engineer H. A. Phelps; second assistant engineer Henry Collins; purser W. H. Spaulding, quartermaster Roderick Macdonald, steward A. A. Pittman, porter E. T. Briggs, seamen John Madden, John White, Edward Leary, Robert Gallant; firemen Thomas O'Leary, John Hines, Thomas Butler; waiters Furber, Hanson, Edward O'Brien, Michael Kennedy.

The passenger list corrected foots up 81 passengers, cabin and steerage. There were 45 officers, seamen and waiters. Total death list, 97; there is a possibility that the figures may be altered by the discovery of additional survivors.

New York, 21.—A fire broke out this morning in Schaeffer's boarding house, on Houston Street. The occupants all got out except two boarders and a servant. The firemen raised a ladder through the smoke, and in a trice ascended to the roof, where they were compelled to remain until the fire was extinguished.

The thermometer is 8 degrees below zero.

In another fire at West No. 4 Bowery, the firemen had great difficulty in rescuing R. Cohen, six children and a servant. Two children in an adjoining house were nearly suffocated.

Savannah, Ga., 21.—A fire broke out in the forward compartment of the steamer *Strathleven*, loading at Tibbee with cotton; 2,000 bales in the compartment were damaged by fire and water.

Antioch, Cal., 21.—A fire this morning consumed the American Exchange

Hotel. John Griffin & Son, proprietors, and Thomas Hines, perished in the flames.

Toronto, 21.—The Erskine Presbyterian Church burned this afternoon. The Sabbath school was in session at the time; all escaped. Loss \$40,000; insurance \$20,000.

St. Louis, 21.—The Wabash "cannon ball" train, due here early this morning, struck a broken rail three miles below Macon. A sleeping car and two coaches were wrecked. Fifty passengers were on the train, six of whom were badly injured; one child fatally.

Troy, N. Y., 21.—The gas-works in the village of Malone exploded Saturday, demolishing several buildings. Watchman and boy injured.

Philadelphia, 21.—During the 9 o'clock mass at St. Charles, Bro. Borromeo, a woman fainting. Several persons rushed to her assistance. A cry of fire followed; a large number of persons in the rear of the church and galleries rushed for the doors, causing a panic, which was increased by the arrival of the fire apparatus. Several women fainted, and valuable stained glass was demolished by jumping through it to the street.

Gloucester, Mass., 21.—The schooner *Kuntsford*, fisherman, is given up for lost; fourteen men aboard; leaves seven widows, 19 orphans.

Denver, 21.—A Republican's Gunnison special says: Willis Kissee and Jack Kellogg, two sporting men became involved in a quarrel over a game of cards, both using revolvers. Kissee was instantly killed. Kellogg will die.

Patchogue, 21.—E. S. Peek, cashier of the Patchogue Bank, shot himself at 2 this afternoon, just after leaving the bank.

San Francisco, 21.—Daniel Williamson and Louis Weber, two laborers got into a rough and tumble fight; the latter called for help, and Aug. Florentine rushed up and gave Williamson a violent kick over the left eye, causing blood to start from his ears and nose, and instantly killing him.

Chicago, 21.—A *Times* Austin, Tex., special says: Burglars at Terrell, Texas, crawled under the sidewalk, tunneled through three different brick walls till they reached the foundations of the bank vault of Childress & Harris. Early on Sunday they blew off the outer door of the safe, but failed to destroy the six inch door and time lock. The dense smoke caused an alarm. The papers in the outer vault were found by the officials to be on fire. The safe contained \$150,000 in money, which the robbers failed to obtain.

Prescott, Arizona, 21.—Highwaymen robbed the Wickenburg stage last night, cut the mail bags, and rifled the letters.

Chicago, 21.—Three Chinamen and eight white persons, msst from the upper walks of life, were taken from an opium joint, by the police, and fined in the police court this afternoon.

Wheeling, West Va., 22.—Shortly after 6 o'clock this evening, Jailer W. S. Colby went into the main corridor of the Belmont County jail, St. Clairsville, Ohio, to inspect the cells before locking up for the night. One of the prisoners locked in a cell asked for a drink of water, and as the jailer handed it to him several prisoners caught his arms and held him, while one prisoner, Cass, took his revolvers. They all then began beating Colby, knocking him down and kicking him brutally. A small boy confined in a cell raised the alarm, when Cass threatened to shoot him. He hid in a corner under his bed and kept up his yelling, which attracted the attention of a domestic in the jailer's family, and she closed and locked every door. The prisoners then started to climb through the skylight upon the roof, but the girl had given the alarm, and citizens had gathered. Promiscuous firing was indulged in by the prisoners, and they retreated into the jail and were secured in their cells. Colby was found lying in the corridor insensible, and with serious wounds on his person from the kicking he had received. He was revived, but the extent of his injuries is not yet known.

At Steubenville, Ohio, a wild man who had been carrying off sheep and pigs, and committing petty thefts for several weeks, was confined in jail. He is described as the most brutal specimen of the animal creation, seemingly human, ever seen.

Philadelphia, 22.—The grand jury found true bills against W. B. Green, assistant commissioner of highways, and Alex. Armstrong, a contractor, for conspiracy to cheat and defraud the city by means of fraudulent bills for paving, under a contract with the highway department. Armstrong is also indicted for perjury.

New York, 22.—Peter J. Meaney, pool seller at the race courses, is missing from Brooklyn. He was under bonds to appear for sentence, having pleaded guilty to an indictment for keeping pool rooms.

It is also given out that Meaney, as treasurer of the Iron Moulders' Union, is short in his accounts \$20,000, that he can't make good the deficit and flight is necessary. The furniture of Meaney's palatial residence, according to advertisement, is for sale.

Richmond, Va., 22.—In the Senate today a letter was presented from a former employee at the penitentiary containing grave charges against the penitentiary officials, showing that from neglectful and careless treatment of sick convicts a number of them died. Among the cases mentioned is that of an Italian serving a term for attempted wife murder, who became ill last summer after eating undercooked peas. Owing to his writhings the doctor said he was insane, and ordered him bound on an iron bedstead. Next morning the man was

dead, his flesh dreadfully cut from the cords with which he was tied. A committee will investigate.

New York, 22.—The body of George Lathrop, aged 36, and from Chicago only a few days, was found frozen to death in South Fourth Street, Williamsburg; a whisky bottle in his pocket.

Montreal, 22.—St. Lawrence sugar refinery, with the exception of one wing, burned to-day; loss estimated at \$150,000; insured. The cigar factory of Davis & Son, adjoining, was damaged \$10,000; insured.

Reading, 22.—The fly-wheel of the sheet mill of the Reading Iron works is burnt. It throws 150 hands out of work for six weeks.

Chicago, 23.—During the trial of James H. Melville for alleged embezzlement in the criminal court, before Judge Hawes, yesterday, the prosecution desired to prove that a part of the money was sent to Melville through the Western Union Telegraph Co. The money order clerk of the telegraph Co., declined to produce the original message on the ground that messages could not be made public property. The court ruled that telegraph communication could not be considered more confidential than others and that no communication could be excluded when the cause of justice renders its production necessary.

Denver, Col., 23.—A *Times* Leadville special says the failure of the First National Bank of Leadville, absorbs public attention to the exclusion of everything else.

The announcement that the First National Bank of Leadville had closed its doors at midnight, last night, was received with considerable surprise here, notwithstanding its ultimate failure was long anticipated in financial circles. The exact condition of the finances of the bank are at present unobtainable, but the failure is generally believed to be a very bad one. Deposits probably aggregate \$325,000 with no tangible assets. It is generally known that president Dewalt is an inveterate gambler and it is rumored his account is \$50,000 overdrawn. The other Colorado banks are unaffected.

New York, 23.—General Grant has written a letter to the Washington *Star* relative to the Mexican treaty. It having been published that General Grant, as United States commissioner, had an identical personal interest in Mexico which would be benefited by the passage of the proposed Mexican treaty. Gen. Grant says: Mr. Romero and myself never had in our lives any pecuniary transactions or transactions of any kind since the close of our rebellion and the expulsion of Maximilian from Mexico. There has been a warm sympathy between Romero and myself, our views being coincident as to the relations which ought to exist between Mexico and the United States. We have both devoted much time to bringing about more intimate relations between the two republics, and entirely gratuitously on our part. I myself have no pecuniary interest in any improvements which are taking place in Mexico with American capital, but feel great interest in their success. I believe this ratification will be a great step toward establishing those relations between the two contiguous republics which ought to exist and would be of mutual advantage. General Grant says that the argument used that under the treaty it would be an easy matter to ship Cuban sugar to Mexico and re-ship it from Mexico, thus evading duties is untenable, because Mexico has a higher tariff upon sugar than the United States; and that it is only crude sugar which is admitted free under the treaty, and the difference between Cuban raw sugar and Mexican raw sugar is so great it would not even require an expert to tell the difference. The General says he is writing from a sick bed and hence cannot go into details. He says he has spent thousands of dollars of his own money and a great deal of time to advance developments in Mexico by United States capital and by American influence. He had no pecuniary interest in that country save as a stockholder to a railroad which lies wholly to the south of the City of Mexico, and the success of which is very doubtful in these times when it is so difficult to raise capital for any such enterprise.

New York, 23.—In consequence of the drain in Villard stocks, and the various rumors afloat this morning, Endicott, President of the Oregon Transportation Co., addressed a letter to President Hatch, of the stock exchange: "In view of numerous unfounded rumors put in circulation to depress stocks in which the Oregon Transportation Company is interested, I deem it my duty to state that the company has not diminished its holdings of various stocks as stated in the report of an investigation committee."

(Signed) Wm. Endicott.

Since the publication of the letter stocks have rallied 3/4 to 2 1/4 per cent.

After 2 p. m. there was a rally in Northern Pacific preferred and Oregon Transportation, but at the close Alaska renewed and stock touched the lowest figures to-day. Other active shares declined 1/4 to 1 per cent. In final sales Northern Pacific preferred broke to 40% and Oregon Transportation to 17%. Market closed down.

Washington, 23.—The Senate committee on public lands has decided to recommend the repeal of the timber culture act.

Senator Ingalls' bill to promote the efficiency of the general land office, will be reported favorably.

The Senate committee on foreign relations has ordered an adverse report on the resolutions introduced by Sen.