

## BY TELEGRAPH.

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## AMERICAN.

NEW YORK, 12.—J. H. Wilcox, adjusting agent of the New York Life Insurance Company, and a resident of Chicago, was a passenger on the *Narragansett* and relates as follows: Aroused by the noise of the collision, he immediately realized what had happened, and hastened from his state room, carrying his pantaloons and coat, but leaving behind \$500 and his crutch, which he usually uses, having but one leg. The boat was now on fire, and there was a scene of the utmost terror and confusion. A woman flung herself upon him screaming, "Save me and my child." He managed to dress himself and struggle on deck, where was a scene of equally mad confusion and frantic fear. A dense fog prevailed, and only the whistle and bell of the *Stonington* gave token of her presence, not far off. There was a cry for lifeboats, and one was cut loose from amidship from near where Wilcox was standing. He threw himself over the side of the boat and fell safely within it. Others followed, including a woman, who buried him beneath her weight. Some one cut the boat loose and it was pushed off from the burning steamer to avoid being swamped by passengers, who were swimming about supported by life preservers or pieces of furniture, and filling the air with cries for help. The boat was pulled out and within a short time the *Narragansett* left total darkness on the water. The boat remained out for a while, Wilcox judged it to be about three hours, when hearing the approach of a coming steamer, he urged the men to pull for the steamer *Stonington*, which was still blowing her whistle, as the only hope to escape being upset. They did so and were saved. The boat's load, including Wilcox, numbered thirteen, three of which he thinks belonged to the crew of the *Narragansett*. Wilcox did not learn the name of any person on the boat.

A passenger and navel cadet were swimming about for over an hour before picked up.

One young man was seen to deliberately shoot himself when the cries of fire and the boat was sinking were raised. The report of a pistol was also heard in another direction.

A deck hand of the *Narragansett* says he jumped overboard as soon as the collision took place and clung to a broken spar.

In five minutes after the collision, there were five feet of water in the hold, and in 10 minutes the steamer burned to the water's edge.

New Haven, 12.—Samuel H. Waldron, purser of the steamer *Stonington*, passed through here this afternoon for New York, with nine of the survivors. He assisted in saving 32. He has a little girl whose mother was lost, name unknown. He thinks the lost will not exceed thirty.

Mrs. E. M. Soule, of Boston, was heard to say to her child: "Nellie, if I jump, will you follow me?" The child replied, "I will, mamma." Both were saved. Charlie Clare was placed on a raft by his father and was saved, but his father was drowned.

An old lady struggling in the water was found to have an eight months' baby clasped in her arms, her grandchild. The shrieks and cries of terror of men and women was terrible.

A raft was made and the passengers crowded upon it in such numbers that some persons fainted after getting foot-hold upon it. Ropes flung from the raft were eagerly clutched and frantic efforts made to reach it, although the weight of the people sunk it six inches under the surf. It was finally taken in tow by a row boat.

Leonard, of Booth's Theatre, one of the passengers, condemns strongly the officers and crew of the *Narragansett*. The captain was the first to spring for the life boat.

A woman threw a six year old child to a life boat and then jumped from the main deck and was rescued. She only had night clothes on and the child was naked.

Some of the passengers think 150 must have been lost. Wives, mothers, husbands, children, all mourn lost ones in tones never to be forgotten. Some children were rescued stark naked, while very few women had anything on but their undergarments. It is said the officers did not let the passengers know the true state of affairs, and many women were induced by them to

return to their state rooms, thereby losing time and likely lives.

The news caused intense anxiety in this city and throughout New England, where the passengers in general belonged.

A deck hand in a life boat beat the fingers off an old lady desperately clinging to the side of the boat. She begged to be saved, but was finally compelled to let go her hold and was probably drowned.

Another passenger of the *Narragansett* estimates the number of the lost at 50. The clerk of the *Narragansett* places them at 30.

The purser of the *Narragansett* stated there were not more than 300 passengers on board the boat, and that the lost cannot exceed 50 as it is known that more than 200 were taken to Providence, and large numbers were taken back to Stonington. It is also known that a schooner which came up, sent out boats and picked up several people.

A passenger says: There were between 400 and 500 passengers on board; that all the cabins and state rooms were engaged; that there must have been a great many lives lost. He adds that the *Narragansett* was running at a pretty fair rate of speed at the time, as was also the *Stonington*. She struck us amidships and raked us clear to the wheel. The force of the collision caused the *Narragansett* to list heavily over to the port and in less than five minutes she went down as far as the main deck and then grounded. Shortly after that I saw a sheet of flame shoot up out of the engine room and immediately it seemed that the entire vessel was on fire. He also said that he endeavored to launch two rafts, but failed, and then jumped overboard and caught the rope of one floating near on which were five women and one child. The steamer *Massachusetts*, of the Providence line to Boston, also reached the scene of disaster and rescued many persons first.

Lizzie Peaks, a passenger, says: Everybody was out of his senses. I asked a man, a passenger, to save me. He pushed me away and said he had enough to do to save himself. By that time the boat was sinking. The water was up to my knees on the main deck. I knew I would be burned if I stayed where I was. The water was gaining on me all the time. I went to the rail. The captain and some other men, and everybody who could help, were getting the last lifeboat down. The captain said to the men to hurry up. They seemed too much frightened to help. The captain lifted me up and put me in before they lowered her. Another lady ran to get in. She slipped and broke her wrist, but she got in; then they lowered the boat, and as soon as she touched the water, all the men, captain and all, jumped in. No other ladies got in. A lady and her baby not more than eight months old, were left behind on deck. She begged us to let her in, but the boat had floated away several feet from the steamer and we had no oars. She kept on beseeching us to save her. The last I saw of her she had her hands raised, crying for us to come. We had to go then, because the steamer was becoming wrapped in flames. There was only a little spot left where the fire had not reached, and she was standing there crying. The gentlemen took their hats and paddled to get away from the burning *Narragansett*. In about fifteen minutes another life-boat, not as full as ours, came up and gave us two oars. A gentleman and three children were in the water near our boat. They begged to get in, but we told them no, the boat would capsize. They hung on to the stem of our boat; I don't know what became of them after that. We saw two other children, a boy about six years old and a girl a little younger, in the water. They seemed to have no life-preservers. I saw them sink a little distance off. We rowed up to the *City of New York* and she took us in. I found on the *City of New York* a good many rescued persons, some injured. A lady who had been clinging to a rope on the *Narragansett* had lost all the flesh from the inside of her hands, which was open to the bone. Almost all were drenched and were shivering with chills. The passengers of the *City of New York* wrapped them in blankets and gave them whisky. One gentleman said he had lost his wife and oldest son. He had only his youngest son with him. A lady said she had lost three children; she was weeping hard. Another lady said she had lost two children. It was said that everybody could have been saved if the Captain of the *Stonington*, who ran

into us, had sent out boats, or if he had sailed up himself, but he did not do anything, it is said. I suppose that is not so.

Le Rourke, of Norton, Massachusetts, a passenger on the *Narragansett*, says: Two young men, I was told, thinking any death preferable to being burned alive, and not knowing how to swim, went back to their cabins and shot each other. One gentleman is reported to have tried 25 life preservers before he could find one that would hold.

President Bolicack says: He is making every effort to get a list of the passengers of the *Narragansett*, but it has probably gone down with the boat. From the best information he could gather, he was led to hope the number of persons lost would not prove to be more than 20 or 25, and perhaps less. Clerk Kirnan, on the contrary, says from 75 to 100 are missing.

A survivor's story, given to the reporters of the *Boston Evening Transcript*, says there were between 500 and 600 passengers on the *Narragansett*, the berths and staterooms being all occupied, and the cabin floors covered with mattresses. He thinks all the passengers were asleep at the time, and believes that not more than half were saved. Several dead bodies were taken on board the *Stonington*. Scarcely any of the survivors were clad in a complete suit of clothes. Men and women, young and old, were wrapped in blankets or had single articles of apparel which their fellow passengers on the *City of New York* loaned them. Many passengers left the boat soon after its arrival and went clad in blankets with no shoes and no hats, to buy some clothing.

The steamer *Narragansett* cost \$320,000 in 1868. She was repaired last autumn at the expense of \$30,000, and was in excellent condition. New boilers were put in about a year ago. Her value to the company at the time of the loss was not less than \$300,000. She was insured against fire for \$100,000 and there was a marine insurance upon her of \$30,000.

None of the *Narragansett's* books or papers were saved, but the captain estimates the number of passengers leaving New York at 800.

Mrs. Frederick A. Stillson, of Atlanta, Ga., was awakened by the noise, ran to her brother-in-law's state room and called to him, when they went back into the saloon where her two children were asleep. The smoke was so stifling that they could not go in and save them. A moment afterward the flames prevented all possibility of saving the children. Mrs. Stillson lost sight of her brother-in-law in the struggle for life, but both were saved. Edward Mulhull and wife lost their only child, a boy two years old.

DENVER, 12.—To-day's Leadville advices state that at 10 o'clock this morning all the fire bells tolled, as a signal for closing all places of business, according to agreement of yesterday. Ten companies of 100 men each, armed with Winchester rifles, formed, and this afternoon 1,500 citizens, two-thirds armed, paraded the streets. Five hundred strikers were collected in front of the *Chronicle* office, when Mooney, the leader, told them to go home and behave like men. A few moments after the sheriff arrested Mooney, without resistance and he is now in jail. On the return of the citizens' procession past the *Chronicle* office, the strikers dispersed. The wildest excitement prevails, but there has been no bloodshed up to 4 o'clock, and the general opinion is that there will be no serious collision, but Lieut. Governor Tabor and others express great fear.

SAN FRANCISCO, 12.—A Portland dispatch says: The latest election reports indicate that the Senate will stand 16 republicans to 14 democrats, and the House 37 republicans to 23 democrats, with more than even chance that the republicans will have 17 in the Senate and 39 in the House.

WASHINGTON, 12.—All the regular annual appropriation bills except the deficiency bill, have passed both houses. The sundry civil bill is in the hands of the conference committee, and the deficiency bill is with the Senate. The total amount appropriated is \$184,691,062.

MILWAUKEE, 12.—The terrible storms of Thursday and Friday night have flooded the Warsaw, carrying off several bridges and 4,000,000 feet of logs; 60,000,000 feet of logs were jammed in the river, and a six-inch rise carried them away. The Wisconsin River is 13 feet above low water mark.

POUGHKEEPSIE, 14.—Dr. Kittredge, of Fishkill Landing, one of

the survivors of the *Narragansett*, states he stayed on board of the steamer while the fire was progressing till it got so hot that he had to jump overboard and during that time did not see a single officer of the boat or hear an order given, and the life boats were not lowered until the flames had made great progress. He and son were picked up by a boat from the *City of New York*.

New London, Conn., 14.—Of the 12 bodies recovered from the wreck of the *Narragansett* the following have been identified: E. J. Horton, jewelry drummer, Attleboro, Mass.; William Noyes, New York; A. Reed, East Greenwich, N. Y.; Mrs. Wm. Stevens, Boston Highlands; Mrs. J. K. Little, residence unknown. Wm. Noyes is a brother of Benj. F. Noyes, of New Haven, recently imprisoned in New Jersey for violating the insurance laws of the State. The *Narragansett* was boarded by assistant inspector of light boats during Sunday morning. She lies in seven fathoms of water. It is the opinion of mariners that the *Narragansett* is broken in two. She is grounded in the western extremity of the shoals, but for her grounding there, she would have sunk out of sight. The master of the wrecking schooner reports he inspected the wreck in diving armor this morning. A part of the port wheel house of the *Narragansett* was picked up early this morning in the race. The courses of the colliding steamers lay together, but had the *Stonington* sounded two successive whistles instead of one in reply to the signals of the *Narragansett*, the accident would in all probability not have occurred. No bodies were recovered to-day.

The *Boston Herald* has the following special: Stonington, Conn.—Captain Young, the officer who was in temporary command of the *Narragansett* the night of the disaster, during the past few days has spent the entire time at the scene of the accident. He has said but little about the collision and subsequent loss of life, except to express the belief that he was in his proper course when the accident happened, and that when all the facts are known, no blame whatever can be attached to him. He heard the whistle of the *Stonington* at intervals for several minutes before the collision, but could not exactly place her because of her lights being indistinguishable through the heavy mist and fog. He was proceeding cautiously at a very low rate of speed, and was making his course expecting to soon pass the lightship off Cornfield light. He heard the warning of Mr. Cook on the bow watch the moment it was given, and without the loss of a moment he ordered his engines reversed and did everything to avoid the catastrophe. In regard to the cause of the fire which followed the collision, he did not express even an opinion, and gave the inference that he was as much in the dark as other people. With reference to the behavior of the crew through the trying ordeal of saving his passengers, he says no crew could have done more under the circumstances. The passengers on the whole behaved admirably until the cry of fire was raised and then they became unmanageable. Through the coolness of his officers and men, every one of whom stood by their posts, many were placed safely on the life boats and rafts, who otherwise would have been lost. In regard to where the blame of the collision should be cast he would not express an opinion. It appears from conversation with leading navigators of the sound that Capt. Young has been sailing those waters the past 31 years and was considered one of the best pilots on it, before ever taking command of a steamer which he has done for many years.

Captain Scott has just arrived from the wreck. He has been down and examined the steamer and thinks it can be raised. The bulwarks are in comparatively good condition. He found the body of a child about a year old, but no clothing to identify it.

Stonington.—A large number of persons visited the scene of the *Narragansett* disaster. The investigation of divers show the upper hurricane deck and its state rooms entirely gone while the cabins and state rooms on the main deck were charred and an undistinguishable mass. A large quantity of freight has been raised.

GLoucester, 14.—The dory "Little Western" with Geo. P. Thomas and Fred Norman sailed Saturday on the voyage across the ocean.

HAVANA, 14.—In Guanatamo, two chiefs six officers 34 troops and 44

individuals belonging to have surrendered.

WILMINGTON, 14.—Ex-James A. Bayard died this morning.

MEMPHIS, 14.—Ex-Congressman Albert G. Brown of Mississippi thrown from his horse in the near his home last evening and drowned. The deceased was near Jackson, Mississippi, 67 years old.

COLUMBUS, Ohio, 14.—Yonah named David Williams, who with Miss Kate Turner, at the village, yesterday, was shot by a known person and instantly killed.

NEW YORK, 14.—A Quebec dispatch says: The American of riflemen arrived to-day per ship *City of Brussels*. The cordially received by a delegation from Dublin, including Majors. All the men are well. The reaching Dublin will practice of the Irish team on the day was indifferent, but they was stormy. Betting on theicans is going up.

A tornado with heavy lightning passed over this city (New York) and vicinity. Many were prostrated. The thermometer fell from 85 to 66.

Robert Fulton, of Attleboro, a passenger on the *Narragansett*, is missing.

MUSCATINE, Ia., 14.—Cadle & Co's planing mill and sash and factory is burned, loss \$35,000, insurance \$10,000. Several firemen hurt but none seriously.

INDIANAPOLIS, 14.—Col. W. Dudley, United States Marshal Indiana, has expressed his willingness to accept the nomination for governor, and if nominated to resign his present office and enter the State.

LITTLE ROCK, Ark., 14.—W. Binns was hung at Warren, Mo., on the 11th inst. for the murder of Com. Edwards in June 1871. Monticello. He was convicted by a change of venue. The death sentence was commuted to 21 years in prison, there being doubt as to his willing complicity. Binns, of great coolness on the scaffold, died protesting his innocence. A drop fell at noon. He died by strangulation.

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