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AMERICAN.

WASHINGTON, 25.—The President has but one letter from Conkling asking that his wishes be considered in making appointments in New York, but many favors have been asked verbally. Garfield will not answer the Senator's strictures, nor will he permit Conkling's letter to be copied for publication. Several influential gentlemen visited the White House and made a protest against Blaine's going to New York with the apparent design of entering the senatorial fight. Garfield expressed surprise to hear that Blaine was absent.

Albion, N. Y., 25.—The Lincoln Club this evening adopted resolutions supporting the administration and petitioned their representatives in the legislature to oppose the reelection of Conkling and Platt.

Albany, 25.—Senator Warner has presented remonstrances from republicans of several towns, against the return of Conkling and Platt. Sessions, Hyde and Robinson have presented similar remonstrances.

Several Tilden leaders went to Albany with Conkling. The arrival here of Blaine gave rise to a report that he would direct the administration forces, and if there was pressing need go personally to Albany. He was here on private business.

Conkling says he won't accept half a victory, but will take Platt if he goes back to Washington.

The Senate republicans have sent Speaker Sharpe the following:

Dear Sir.—The Senate caucus committee have given the question of calling a caucus the earnest deliberation which the gravity of the situation demands. The United States senators from this State have resigned, and there rests upon the republican members of this legislature the alternative of supporting or antagonizing the national administration. This issue involves the integrity of the party. The resignation of our senators has left the Senate of the United States in the control of the democratic majority. The republican party of the State cannot submit its relations to party in the nation to the decision of a majority of a legislative caucus. No member ought to be excused by a caucus action from individual responsibility; but in a joint convention of the legislature, and in the solemn exercise of his right as a legislator, each man should cast his vote according to his conscience and the wishes of his constituents. We do not, therefore, deem it wise to unite in a call for a joint caucus.

We remain, yours truly,
(Signed) D. MCCARTHY.
GEO. H. FORSTER,

While I do not fully concur in the above, I deem it unwise and inexpedient at the present time to join in, or recommend, a call for a caucus.
(Signed)
W. W. ROCKWELL.

Tribune editorial: Conkling's entry at the State capital was a poor affair. Even with the Vice-President at his heels, there were no scenic effects, no magnetic thrills of enthusiasm. At the hotel which he had selected as his temple of welcome, it was not what his sanguine desires had expected it would be. Senators personally called upon him immediately, Cornell, one of the earliest callers, being greeted with great effusion. As politicians began to swarm in the lobbies, the swagger increased, but the demonstration, as a whole, was a dismal failure. One zealous friend after another in the legislature, mustered courage to tell the cold, naked truth, that their constituencies would not re-elect them if they voted for the return of the senators who had betrayed their trusts and made war upon a republican President without cause. Conkling knows to-day, if he did not yesterday, that he cannot win without democratic votes.

Hon. S. J. Kirkwood, Secretary of the Interior:

Sir.—I have the honor to tender you, and through you to the President, my resignation as commissioner of the general land office, to take effect June 1st. My reason for resigning is: I have secured employment at a salary much greater than that paid me as commissioner. The severance of my official relations with you causes sincere regret on my part, not only on account of your recent kindly acts and expressions, but more on account of the part

when you followed with interest my career in the army and raised me up from the lowest to the highest rank in your power to bestow as governor of our State.

With the sincere wish and belief that your administration of the great office you hold will be in all respects successful,

I am, with profound respect and esteem, sincerely your friend,

J. A. WILLIAMSON,
Comm'r Gen. Land Office.

The Secretary's reply was most kindly in tone and expressed the utmost regret at the resignation.

Postmaster General James has instituted an inquiry into the practices of professional contractors, who, while holding and having no intention to perform the service, secure a large number of the routes at the annual lettings, which they sub-let at lower rates, and using the same sureties on all their bonds. These in many instances, it is stated at the department, were found to be worthless.

Inter-Ocean's Washington: Secretary Windom decides that he will receive all 5s for renewal at 3, which started yesterday. This is considered just, although only \$250,000,000 were wanted. There may be some from San Francisco or Oregon or New Orleans that will not arrive for some days, and yet, under the Secretary's decision, they will be stamped and continued when they come to hand, provided they show evidences of having been sent by mail or express on the day specified.

Events immediately attending the closing hours of congress have made a breach in the cabinet which cannot be healed except by the retirement of Blaine or MacVeagh. This fact is apparent from droppings from MacVeagh's tongue on political matters since he arrived to attend the funeral of Thomas A. Scott.

NEW YORK, 25.—The Secretary of the Navy has ordered Rear Admiral Wyman, commanding the North Atlantic fleet, to immediately send one vessel of his squadron to Merida, where the American bark *Acacia*, of Boston, 327 tons burden, is reported to have been unjustly seized by the Mexican authorities at that port a few days ago through Consul-General Hall, of Havana, with whom the American consul at Merida communicated by letter.

The information at hand is that the bark *Acacia* put into Merida in distress and was seized by the captain of the neighboring port of Progreso, and carried into that port. Two of her crew were on board when the seizure was made, the captain and the remainder of the crew having gone to Progreso for assistance, and were there when the bark was brought in. Her surrender was asked by the American captain, who, upon being refused, appealed to our consul, whose request for her delivery to her captain was also refused.

Later cable advices say that the crew of the *Acacia* are on shore and not allowed to go on board their own, or any other American vessel, and are threatened with arrest if they attempt to do so. In view of the value of the complaint, the Secretary of State deemed it important that a war vessel should be sent to the support of the American consul, and yesterday addressed the Secretary of the Navy, setting forth the facts as communicated to him through Consul-General Hall.

Rear-Admiral Wyman, who is expected in New York, from Norfolk, this afternoon, will probably order the commander of the *Kearsage* or *Nippic* to immediately go under steam to Progreso, and investigate the cause of the proceedings of the authorities at that place, and if the complaint against the vessel should not appear to justify the act, then the *Acacia* will be restored to her captain and crew.

It is not known whether the grounds for the detention of the vessel is upon a claim for salvage, or because she was alleged too dilapidated, but the information received is enough to show that the way to settle such an assumption of authority over an American vessel and her officers and crew, is to leave the matter to the judgment of our naval officers.

This is the first call under the new administration, calling for armed interference to maintain the honor of our flag in a foreign land.

The *Vandalia*, which has just arrived at Philadelphia, having in tow the *Ossipee*, is thought by naval officers here to be the most available vessel to send to the aid of Consul Wyman at Merida.

NEW YORK, 25.—An apparently well founded rumor is current that

the Oregon Navigation Company having captured the Northern Pacific, is now turning its attention to newspaper property. Horace White and Henry Villard are reported on good authority, to have purchased the whole capital stock of the *Evening Post* Newspaper Association, and it is said that under the new regime Carl Schurz will be director-in-chief. A *Tribune* reporter called on Horace White to-night and asked for particulars of the sale. He did not deny the report but replied, he was not prepared to talk on the subject.

The *Evening Post* has passed under the control of Carl Schurz, Horace White and L. Godkin. They, yesterday, completed the purchase of a large majority of its stock. Tomorrow M. Schurz will assume the editorial department.

BUFFALO, 25.—At the Presbyterian general assembly, this afternoon and evening, a report on home missions was presented. The report showed that the present outlook was most favorable, especially in Texas, Kansas, Nebraska and Colorado, and the Territories of Dakota, Utah, Montana and Wyoming. Woman work had been productive of more than usually beneficial results. The mission schools established among the Indians and Mormons have been liberally attended, and will be enlarged and extended.

NEW YORK, 25.—The *World's* special has the following details from London, Ont.: Last evening the steamer *Victoria*, of the River Thames Navigation Co., whose boats ply between this city and Woodland Cemetery, Woodland Park, Wards Park and Spring Bank, capsized on her return trip. It is believed at least 180 persons were drowned, but up to this hour it is impossible to get full particulars. On Monday evening the boats of this company, viz., the *Victoria*, *Princess Louise* and *Forest City*, took a large number of people down to the points mentioned to spend the Queen's birthday holiday. That day they took down a bigger crowd, tickets being reduced to 75 and 70 cents. Spring Bank is one of the favorite suburbs of the city and the grove in the neighborhood was crowded all day. Early in the evening three boats began to carry the excursionists home, landing them at Dundas Street dock here.

The *Victoria* left Spring Bank at six, with about 400 on board. This was her first day's work this season. She was an old boat, but her machinery was repaired this spring, and her trial trip, day before yesterday, was performed to the entire satisfaction of Mr. Parish, manager of the line. She was due here at 6.30 and a large crowd of people awaited her arrival at Dundas St. At Ward's Dock, the first stopping place after leaving Spring Bank, she was all right, but the dock men say that she was overcrowded and shaky, and it is learned from other sources that she and her sister boats took down far more people than it was possible for them to bring back again in the evening without overloading. At 7 o'clock, there being no word of the *Victoria*, the people at Dundas Street dock became extremely uneasy, and officials of the line were unable to relieve their anxiety. A few minutes afterwards, a messenger from Woodlawn Park arrived with news that the vessel had sunk with all on board. A terrible scene ensued at the dock, the cries of those who had friends on the boat being distressing in the highest degree. Word was at once dispatched to Spring Bank to send the *Louise* and *Forest City* to the scene of the disaster. But they had left for home. Two tug boats were dispatched from here, carrying Drs. Street, MacLaren, Hayes, Graham, Mitchell, Campbell and every other available doctor in the city. From the meagre particulars as yet obtainable here, it appears that the *Victoria* was going at a slow rate of speed when the disaster happened. A band was on board, said to have been a detachment of the band of the 7th fusiliers, and the people on board had cleared a space on deck for dancing, thus throwing the crowd on the forward part of the boat. The evening was fine, but foggy. On reaching Woodlawn Park dock, two hundred more people crowded on board. As the vessel swung out from cover of the railroad bridge a mile below the city, she keeled a little to one side, and the excursionists now numbering six hundred, rushed to the other side. The boat gave a lurch and sank almost immediately, going completely to pieces. Her small boats and life boats were in good order, but the vessel capsized so sud-

denly and was smashed so quickly, that there was not time to use them. Boats at once put out from the shore and the crews of the few skiffs on the river made haste to the spot and took off large numbers. The *Victoria* was lying almost on her side and the people were clinging to a boat under the wreckage that floated from her. Men made desperate efforts to save their wives and children, but in the confusion it was a hard matter to recognize a face, and the cries for help coming from every side, familiar voices could not be distinguished in the appalling uproar. At the time of writing it is estimated that 180 have perished, but it is possible that some of those now missing may have reached shore. A majority of those who are known to have been drowned are fathers, mothers and children, who probably clung to one another when the boat upset. The Master of the *Victoria* is missing with two of the four or five deck hands.

Trips were made down the river four miles to Spring Bank, a popular resort, three or four steamers plying thither daily. The *Victoria* made her last trip at 4 p.m. with a large load variously estimated at 400 to 600. The boat shipped water on the down trip but all went well until the return. When over half way home some pranks of the playful youths on the lower deck, or perhaps the boat striking a snag caused a rush to or side when water a foot or two deep broke over the lower deck which was crowded with passengers. Instantly the crowd or both crowds rushed to the opposite side and their weight and the water shipped caused a lurch in the opposite direction and the boat sank one or two feet. While the crowd on the lower deck were struggling to save themselves from slipping into the river the stanchions suddenly gave way and the whole upper deck with its load of human beings came down on those below crushing and imprisoning them. It is impossible to describe the scene that followed.

The boat continued settling sideways taking many passengers who were stunned by the fall of the upper deck and were unable to help themselves. Scores sank in the water without effort while many others who were precipitated into the river unhurt, rent the air with their vain appeals for succor which those of the passengers who were safe were powerless to extend. The utmost exertions were put forth to rescue as many drowning ones as possible and many were saved from a watery grave. As soon as possible help was secured and the work of recovering the bodies proceeded. The bodies were placed on the steamboat *Louise* as fast as brought up and then taken to the Company's dock where the task of identification began. The accident occurred at a quarter past six. It was midnight before the bodies were brought back to the city. Here a most heart rending scene ensued. The bodies as fast as transferred from the steamer were laid out in rows on the grass by the river side all in their holiday attire, and with the aid of torches the faces were eagerly scanned by a hundred anxious friends looking for their missing ones. A goodly proportion of the drowned are men in middle life and many children. Many were the wails of sorrow which followed the identification of relatives. One man was heard enquiring for four children. As fast as the corpses were claimed they were taken in charge by friends and removed home. The utmost confusion prevails. It is impossible to secure a complete list of drowned but it includes many prominent citizens.

NEW YORK, 25.—The *Herald* gives a history and map of the newly projected western grain route, showing the plans and prospects of the Hennepin canal. The canal as proposed will cut through 60 miles of country, thus connecting the Mississippi River with Illinois, and cargoes of grain entering the canal from the Mississippi River will, by the canal and the Illinois river, be floated to Chicago, and there fall into the already established grain routes to the Atlantic.

PHILADELPHIA, 25.—The *Ledger* says: Probably very few realize the magnitude and importance of the projects now being worked out in the southwest by the union of the American and Mexican capitalists and engineers. The Mexican National railroad is not a simple line between two points, but is in reality a system of roads designed to open the whole country. What may be called the two trunk lines lead north from the City of Mexico to Laredo, where connection is to be

made with the American system of railroads, west from capital to Manzanilla, on the Pacific coast, which latter line will complete a short route from ocean to ocean, to carry freight and passengers from Vera Cruz to Manzanilla. An immense amount of preliminary work has been and is being done in surveying and laying out the lines, and in the actual work of construction. It is not improbable that within two years, the City of Mexico will be connected by rail with all parts of the United States and the transcontinental line be open traffic.

INDIANAPOLIS, 25.—The Baptist Home Missionary Society anniversary closed its session with reports from the committee as to the mission among the Mormons. The report favored church and school work being vigorously prosecuted and authorized the executive board to dress a memorial to the President and Congress calling for early measures to remove and prohibit practice of polygamy and its accompanying vices wherever practised.

Hon. Geo. W. Williams, colored, of Ohio, stated, in the course of discussion on New Mexico, that 34,000 colored people of Louisiana and many from the other Southern States, were preparing to emigrate to that country the coming summer.

NEW YORK, 25.—The *Tribune* Albany special says: Several members of the assembly who were standing opposite the Delavan House during the evening, witnessed a strange scene in a little room on the floor. They saw Conkling on the floor as if mad with rage. He was vehemently talking with a person who sat further back in the room. Curiously watching him, they saw him in his anger pound the table with his fists and toss his arms in the air as if with imprecation. Later in the morning they heard that Conkling had been greatly agitated by the discovery that the pledging republican members to attend the senatorial caucus did not contain the names of a majority of republican members of the legislature. It was hinted he had bitterly reproached some eminent person not securing more names. These extraordinary efforts afterwards forth were said to have been due to this explosion of anger.

LONDON, Ont., 25.—A committee of citizens met this afternoon consider the situation and consider measures. It is decided to ask the mayor to proclaim to-morrow a day of mourning, by the suspension of business, and call upon those who are in straightened circumstances and extend such relief as may be necessary, to care for such bodies as are neglected, and devise means to erect a public monument. It is probable that such monument would be erected at Woodland cemetery, situated on the bank of the river, most overlooking the scene of the disaster. The inquest began this evening. The jury formally viewed the body of Miss Fannie Coy and adjourned till to-morrow. The field battery was called out this afternoon for the purpose of blowing up the boat, under which several more bodies are supposed to be. People throughout the city stunned and stupefied by the sight and weeping men are seen every side. Up to the present (10.30) 238 bodies are recovered. It is believed there are several yet beneath the wreck.

WASHINGTON, 25.—The appointment of a commission to investigate the charges preferred by Representative Page against Superintendent Dodge concerning the manager of the San Francisco mint, was delayed for a day or two longer await the return of Director Burdard, who is now in New York, and whose signature to the order of appointment is necessary in order to enable Commissioners to draw pay. It will, however, be selected by Secretary Windom personally. It is probable that two of the members be Judge French, Assistant Secretary of the Treasury, and Edgar S. Den, Superintendent of the Philadelphia mint. Superintendent Dodge left Washington for San Francisco this morning. Secretary Windom, in accordance with established precedents, steadily declines to make the charge in advance of the investigation, a copy has, nevertheless, been retained. They read as follows:

HOUSE OF REPRESENTATIVES,
Washington, D.C., May 21, 1891.
To the President:

Touching the controversy between Superintendent Dodge, of the