

Republicans to overthrow the registration and election laws of several Southern states where the negro predominates, but his vote is not a factor—the purpose being to secure either Republican domination of these Southern states or reduce the Democratic representation of Congress.

WASHINGTON, Feb. 6.—Senator Hoar, chairman of the Senate committee on judiciary, was asked today to express an opinion upon the question of the effect of an objection to counting the electoral vote of South Carolina, such as threatened by Representative Murray who has charge of the petition alleging frauds in the South Carolina presidential election, in the joint assembly for the two houses of Congress next Wednesday. He said: The whole matter is covered by an act of February 3, 1887, which prescribes very clearly the method of proceeding in case objection is made to counting the vote of any particular state. The law provides for objections, but it requires that all objections be in writing clearly setting forth the object without argument, and that they be signed by at least one senator as well as at least one representative. It is further provided that no returns shall be rejected from any state unless there are more than one return, and when there are more than one, it is directed that only the one shall be counted, which shall have been regularly given by the electors who shall have been chosen according to the law. Each state provides its own tribunal for determining the result of its election for Presidential electors, and when this tribunal has made its return the governor is required to certify the result of this action. In case any objection is made which renders it necessary for the houses separately to pass upon the question involved, the determination of the matter must rest upon the judgment of the returning board of state. We could not go into the legality of the returning board of any of them.

The senator expressed the opinion that if put to the test the law would be found adequate and "all would work out right." He declined to express in more direct terms his opinion as to the policy of making such an objection as Murray is said to contemplate.

CHICO, Cal., Feb. 7.—At 4 o'clock this morning, as overland trains Nos. 16 and 17 were passing at Nord, a small station six miles north of this city, a collision occurred which derailed three passenger cars and badly damaged the engine attached to the northbound train. Several passengers who were in the overturned cars were considerably bruised and one man sustained a fracture of the left arm.

The following account was furnished to an Associated Press representative by an eye witness:

Southbound train No. 16 reached Nord just before the northbound train and was running on to the sidetrack when the latter train rushed past the depot, and before any signal could be given dashed into the southbound coaches, derailing the smoker, first-class day coach and sleeper. The day coach was thrown on its side in a large pool of water.

"In the overturned car were many passengers, among them being seven

decoy men from Alcatraz, who were in charge of officers. The prisoners were chained together, and when the car went over the wildest confusion reigned for a time. To add to the discomfort of the passengers a heavy rain was falling at the time. A wrecking train was immediately telegraphed for and arrived at the scene of the accident about 8 o'clock."

As soon as possible the passengers were all taken aboard train No. 15 and brought to Chico. The southbound passengers were taken aboard the local at 11 o'clock and conveyed to Sacramento. The man who suffered from a broken arm was brought to this city, where medical aid was procured for him.

CHICAGO, Feb. 17.—A special to the Tribune from Charleston, S. C., says: Admiral Buncce and the four ships of the North Atlantic squadron are still somewhere out on the storm-tossed Atlantic. Up to a late hour tonight the lookout at historic Fort Sumter had not made out any ships approaching the harbor, and great uneasiness is felt regarding the safety of the ships of the squadron. The Clyde line steamer Comanchoe arrived late this afternoon, after a tempestuous trip from New York, having been blown out of her course and driven by the storm and delayed by the force of the gale on the Atlantic. He saw no trace of the ships of the squadron on his way down, although if they had been on what is known as the "Southern drill ground" he would have passed close to them. No other incoming vessel has sighted them.

The dispatch boat Fern which arrived yesterday from Hampton Roads, put out to sea again this morning with the special dispatches and mail from Washington for Admiral Buncce, but she could not find the ship tonight and she returned.

Commander Richardson Clover, who has received orders to join the North Atlantic squadron, reports that he has seen nothing of the missing ships.

WASHINGTON, Feb. 8.—Up to 8:30 this morning the navy department had received no word from the North Atlantic squadron which is supposed to be lying off Charleston. The officials do not credit the report of the grounding of the New York off Hatteras, and say they would be promptly advised by the life saving stations over their telephone line of any such accident.

CAPE HENRY, Va., Feb. 8.—No wrecks are reported along the coast from Hatteras to Henry. This shows that none of Buncce's squadron sustained any mishaps on Hatteras.

CHARLESTON, S. C., Feb. 8.—The Fern and Dolphin of the blockade fleet are already in port. Four other ships are sighted but cannot yet make them out.

NEW YORK, Feb. 8.—The Herald correspondent at Rio Janeiro telegraphs that the fanatical insurrectionists under Conselheiro have now six thousand well armed men organized and concentrated in Bahia.

The people in the rural towns are now helping the fanatics with arms and money. Where this help is not given the vengeance of Conselheiro's hand falls upon the settlers. In this manner more than sixty plantations

have already been destroyed. The government has been informed that several foreigners have joined the fanatics and are pushing forward a more scientific military organization among them.

CHARLESTON, S. C., Feb. 8.—Admiral Buncce's blockading squadron reached port today after a disastrous voyage from Hampton Roads. Three men were lost overboard from the battleship Maine during the gale of Friday, one man was crushed to death on the cruiser Marblehead, another was fatally injured, and six others were so badly hurt that several may lose limbs. The details of the accident on the Marblehead are not obtainable, but it seems the cruiser made bad weather of the blow. Tonight as she lies off the jetty she presents a dismantled appearance. Her foremast is stove in and a portion of her superstructure and two hatches are carried away. The heavy seas that swept her deck also carried away her searchlight and lower port boom, smashed the rails and swept overboard the lifeboats. Carpenter Shawberhe was crushed to death in the foremast when it was wrecked by a monster wave, and Plumber Hickey had his skull crushed by the wreckage, and will probably die. The six seamen, who were injured are believed to have been hurt at the same time, but the officers of the vessel are reticent as to the details of the accident. It is understood the injured men will be brought ashore for treatment tomorrow. Carpenter Shawberhe was buried at sea.

The other vessels of the fleet show marks of their rough voyage, their upper works and deck hamper being damaged.

The squadron weighed anchor in the Roads Thursday morning and put to sea. Friday evening (the weather thickened and by night was blowing a gale.) The Indiana returned to the Roads, owing to the condition of her turrets. The rest of the fleet, however, poked their noses into the storm and headed south. When fifty miles off Hatteras the fleet felt the full force of the blow. Open squadron formation was maintained and the vessels were put in order for a siege of weather.

The battleship Maine rolled in the big seas, the water washing her decks at every plunge. It was late Friday afternoon when the accident occurred which cost three seamen their lives. Three others were rescued only by prompt and heroic work. A gang of men were ordered forward to make more secure the lashings of the big guns. The deck was deluged and the wind was freshening every moment. The men were at work with the lashings, when an unusually heavy sea curled over her bows and swept aft. Six of the gang were picked up and carried overboard before they could escape the wave. When the cry of "man overboard" was carried back there was a scene of momentary confusion, but in an instant the splendid discipline of the crew was apparent.

Life buoys were cut loose and the order given to get a boat overboard. The high seas made this work one of peril and difficulty, but a boat's crew under Naval Cadet Walter R. Gherardi, son of Rear Admiral Gherardi, was finally lowered, excellent seamanship