

BY TELEGRAPH.

FROM WESTERN UNION TELEGRAPH LINES.

AMERICAN.

SAN FRANCISCO, 6.—A frightful affair occurred this afternoon in a saloon, whereby Thos. Mullen, a cooper, was shot dead by Edward Lacey, another cooper, in a drunken frolic. Both men had spent the day visiting saloons, and were much intoxicated. After taking a drink in the place where the tragedy occurred, Mullen felt a pistol in Lacey's pocket, and told him to exhibit it, when Mullen placed the muzzle in his mouth, telling his friend to pull the trigger. Lacey did so, forgetting in his drunken condition that the pistol was a self-cocker, and Mullen fell dead. The two have been warm and intimate friends for the last 11 years.

Galveston, 6.—In Galveston yesterday the jury found C. D. Sharper guilty of rape, and assessed his punishment at 50 years in the penitentiary. The crime was committed on the person of Emma Clark, after the death of her mother, with whom Sharper was living as husband. On divers occasions he outraged the person of Emma, aged 15, and her sister, aged 13. They were deterred by threats from revealing their shame until Sharper was placed in jail on another charge. The trial of Sharper for raping the younger girl occurs during the week.

Bridgeport, 6.—The hearing in the Rose Clark case was in progress secretly all day at Stratford. All sorts of rumors are flying about, suspicion gaining ground toward Norman Ambler, former husband of deceased, from whom she was divorced two years ago. Ambler recently wrote letters to deceased, urging her to forget the past and live with him again. She refused, being engaged to Mr. Lewis, a cousin of Ambler's. Relatives of Lewis claim they heard Ambler say Rose should never marry.

The hearing in the Rose Clark murder case is still secret. A number of witnesses were examined, among them Dr. Matting who made the post mortem examination. It is now generally stated that no rape was committed, which strengthens suspicion toward Norman Ambler, Rose Clark's former husband. Ambler was seen in this city by several persons. Rose was also seen in company with a man Sunday evening after leaving Wm. Lewis's house, which man was not positively known, but it is suspected he was Ambler.

Brighton Beach, 6.—J. P. Westcott, sometime cashier of the Coney Island Club pool room, West Brighton, is a fugitive, and short in his accounts from five to six thousand dollars.

San Francisco, 6.—A second murder occurred this evening. Edward Davis and Joseph Jeffcott, both employed in Woodward's Gardens, got into an altercation, Davis attempted to strike Jeffcott with a hammer, when the latter drew a revolver and shot Davis dead.

Reading, Pa., 6.—Frederick Laner, a well known brewer and first president of the U. S. Brewers' Congress, is dead, aged 73.

Pensacola, 5.—Five new cases and one death at the navy yard; one sick, doing well.

Washington, 6.—Commodore English last night telegraphed Lieut. Commander Welsh that it would be impossible for the marines now camped near Pensacola to be moved north at present; but instructing him to move the camp further from the infected district, if the quarantine authorities would permit it. He authorized him to inquire if the marines would be allowed to pass through the Gulf States, in case it were decided to move them north. There has not been yellow fever among the marines since they went into camp. No new cases of fever yesterday among the naval forces; one death in hospital, private Pen-fan.

The Surgeon-General of the Marine Hospital service received a dispatch this afternoon from the president of the Board of Health at Pensacola, stating that house to house inspection had been discontinued, and reporting that the fever is getting worse at the Navy Yard, there having been six deaths the last 24 hours. He stated also that he was improving the cordon around the Navy Yard wherever he could.

Senator Gorman, of Maryland and a committee of the Board of Trade of Baltimore visited the office of the Surveyor General of the Marine

Hospital Service this morning, to ask that vessels bound for Baltimore be allowed to pass the Capes and be quarantined twenty miles below Baltimore. Dr. Hamilton told them the quarantine at the Capes had been established at the request of the municipal authorities of Baltimore, and if the latter endorsed the request of this delegation he would lay the matter before the Secretary of the Treasury; otherwise he declined to have anything to do with making a change.

Gallatin, Mo., 6.—A large audience was in attendance to hear the prosecuting attorney close for the State in the James trial. The majority of the audience were in sympathy with the State. There was enthusiastic applause at the close of the speech. The bailiff then took charge of the jury, which retired at 2.20. The prevalent idea is the jury will disagree or return a verdict of murder in the second degree. Court adjourned till 4 p.m.

Col. Shanklin spoke for the prosecution in the James trial yesterday morning, consuming nearly all the morning session. He was followed by ex-Lieut. Governor Charles P. Johnson, of St. Louis, for the defense, who made an elaborate speech occupying most of the afternoon. His chief points were similar to those of Col. Phillips yesterday, but he was more elaborate and covered more ground. He counted but four men who were engaged in the Winston robbery, and that Frank James was not one of them; that the Liddell testimony was not reliable; it was not properly corroborated to be effective; that the States' evidence generally was weak and insufficient; that an alibi for the prisoner had been established, and closed with an impassioned appeal for a verdict of not guilty.

St. Louis, 6.—A dispatch from Gallatin says the jury has just returned a verdict of acquittal in the Frank James case.

Kansas City, 6.—The news of James's acquittal was received with various comments. Gov. Crittenden, when asked by a reporter if he had any opinion to express regarding the verdict, replied that he had not. "It is the verdict of a jury and it would be improper for me to comment upon it. The case has been pushed with great energy. It has been both prosecuted and defended with great ability; perhaps more so than any other criminal case in the history of the state."

"What effect does the acquittal have upon Frank James, in regard to the requisition from Minnesota? are there not other indictments here?"

"I believe so, for the murder of Westfall and Sheets, and for the Blue cut robbery. He would still be regarded as in the custody of the State, so far as requisitions from other States are concerned, yes; but what course will be pursued towards him in the counties where the indictments are found, I cannot say."

Gallatin, 6.—Upon the announcement of the verdict quite a decided demonstration of applause came from certain quarters of the court room. The court, however, quickly frowned it down, and singling out a young man who had thrown up his hat called him to the bar and administered a severe reprimand. The youth proved to be Luther James, of Kansas City, a cousin of the defendant. The question of the disposition of James is yet unsettled.

Seranton, Pa., 6.—By an explosion of gas at Fairlawn mines this afternoon, Daniel Sargin, secretary and treasurer of the Fairlawn Coal Company, and D. C. Blackwood, were fatally injured.

Waterbury, Conn., 6.—Twenty towns in Nagatuck Valley report a frost disastrous to the crops, especially to tobacco and buckwheat. In Southbury thirty acres of tobacco were destroyed. Corn, grapes and melons also suffered.

New Orleans, 6.—H. Dudley Coleman & Bro., iron founders and machinists, are suspended. Liabilities \$250,000; assets \$400,000. The suspension was caused by inability to realize on investments. It is said the firm will resume business.

Halifax, 6.—On Wednesday the 22d a gale struck the steamer *Lamport*, increasing in fury as the day advanced. The steamer was frequently swept by seas of fearful power. After dark the storm grew worse, the wind blowing with terrific violence and the sea rising to a fearful height, and threatening every moment to swamp the steamer. At 11 o'clock the storm was at its height, and the vessel was almost at the mercy of the elements. Great seas swept over her, the seas carry-

ing away 130 out of 150 cattle aboard and badly injuring a number of the crew. Wm. Moran, who had charge of the cattle, describes that night as terrible. The waves were tremendous in size, and swept over the ship. They would lift a great portion of the cattle pens on their crests, hold them for a moment, and then hurl them with their living contents with awful violence to the deck. The next wave would carry off the bleeding and dying animals in the twinkling of an eye. The live stock were over the side of the ship by this time, and by morning all that remained numbered forty, of which four have since died, leaving thirty-six out of four hundred cattle taken out only two weeks ago. During the storm all the tow boats were either carried away or disabled. The cabin, sky-light, store and lower cabin were flooded. A portion of the bulwarks and port poop wheel were carried away, and other damage was suffered. Thursday morning the storm abated somewhat, but a heavy sea rushed almost as much as during the preceding night, and between 8 and 9 o'clock the engines broke down. The steamer was then almost 300 miles southeast of Halifax. A sail and mast were rigged, and she was headed for Halifax.

Thursday afternoon the water continued pouring over the vessel and got into the stove hold and put out the fire by which the steam pump was run; but the ship kept on until temporary repairs in the machinery were made. Monday, four days after the machinery broke down, the engines were started again, and the vessel made all sail for Halifax. The *Lamport* will probably be here in a few days. Besides the accident to her machinery and other damages, her cargo shifted and a portion will have to be restored.

Havana, 6.—A hurricane is blowing at St. Thomas, moving westward.

Chicago, 6.—Late yesterday afternoon a fire was discovered in the Wabash Division of the stock yards in the cattle sheds, and but for a favorable wind the entire yard containing millions of dollars' worth of stock would have been destroyed. As it was the firemen were only able to stay the flames after fifteen sheds covering two and a half acres had been consumed. There were in this division between 15,000 and 18,000 head of cattle. Of this number 55, together with four ponies, were burned to death. It was very exciting work for a time getting the maddened inmates out of harm's way, as they went plunging and bellowing from side to side of the pens in which they were confined. Loss on buildings \$30,000; on stock, \$7,000; fully insured.

Halifax, 6.—The bark *Seamen* from Galveston for Hamburg, discharged her cargo here for repairs. She has cattle and sheep on board.

The stranded steamer *Viking*, for London, is expected to be saved if flat bottomed boats can be got along side immediately.

Gloucester, Mass., 8.—The schooner *Hyperion* arrived from the Banks. She reports the loss of two dories and four men, natives of Cape Town, in the storm of the 28th.

Sandy Hill, N. Y., 6.—M. S. Teller, druggist, shot himself fatally last night with the same weapon, in the same room, and at the same hour his father killed himself two years ago.

Springfield, Ill., 6.—The house of John Everts at Riverton, seven miles from this city, burned to-day. Mrs. Phoebe Foglan, mother of Mrs. Everts, aged 63 years, and two children of Mrs. Everts, aged two and a babe, were burned to death. The fire occurred in the lower part of the house, which was used for a carpenter shop, the family living upstairs. Mrs. Everts was in the yard washing at the time the fire was discovered. She rushed up stairs and tried to rescue her mother and children, and was badly burned and finally forced to leave them to their fate and save herself. The old lady was very fleshy, and would not trust herself to the stairs which were then in flames, and would not give the babe up which she was holding for its mother. The father was absent at a coal shaft and knew nothing of the fire until its dread work was accomplished.

New York, 6.—The Senate Committee on Labor and Education resumed its session to-day. John Swinton took the stand, and testified at considerable length. He recommended the revival of the income tax, as originally in force; the establishment of a National Board of Industry, empowered to collect labor statistics of every description, and including power to enforce the eight

hour law; the establishment of effectual boards of health, education and public works; industrial schools and colleges on the French system; public management of railroads and telegraphs, and the Belgian system of freedom of patents; postal banks under the British system; and laws which will prevent the holding by private individuals of great tracts of land; public ownership of coal, iron, gold and other mines, and all oil wells. Every one of these measures has been put in practice in one country or another, and were all capable of enforcement by legislation and have in every instance proved successful.

John Jarrett, president of the Amalgamated Association of Iron and Steel Workers, Pennsylvania, said he had been engaged 25 years in the iron industry. The Pennsylvania Association of which he was head was composed of employees in iron and steel rolling mills. The object of the organization was to secure the moral, social, mental and financial improvement of its members, and bring about conditions whereby the rights of workmen are recognized, and that they get a fair day's wages for a fair day's work. There were many mills in Pennsylvania which were not under the control of the union. In the States wages in such were invariably lower than in the union mills. There had been numerous strikes before the supremacy of the union was acknowledged by the mills.

Among the members of an organization there was always a tendency to strike at the least provocation. Now the method of arbitration was pursued largely with satisfactory results. Representatives of workmen and manufacturers met once a year and decided on a scale of prices and wages. Iron workers were in favor of protection, because it protected them in their wages. Protection did not increase the price of steel, but if it did not exist there would be no employment for iron and steel workers. In some mills which are not controlled by the union, workmen are paid the same wages as those in England's manufacturing. Jarrett, in reply to Senator Call said the man who sold his iron \$10 per ton less than his competitor and disposed of four times the quantity of his competitor would be able to pay better wages, but the trouble would be to make him exercise his ability in this respect. Laboring classes should be compelled to attend school; the Government should appropriate means to carry out a system of public education. Jarrett said if the industry of the tin plate manufacture was carried on in this country it would give employment to 4,000 men. The ore could be obtained from California and Australia cheaper than England could obtain it from her own mines. Under the present tariff rate, tin plate manufacture could not be carried on. That interest was connected intimately with iron working; tin plate manufacture was attempted a year ago in Pennsylvania, but failed on account of the reduction in the tariff. England can produce plates at a cost of \$1 a box. It cannot be done here at any such price. Seventeen million dollars was paid to English manufacturers last year by American merchants for the commodity. Plates are used in the manufacture of all tin. In the interests of tin the tariff should be increased so that American manufacturers could afford to pay wages to men engaged in the industry.

Butte, Mont., 7.—The citizens of Butte feel highly incensed at the treatment received at the hands of the Northern Pacific Railway management in connection with the ceremonies of driving the golden spike on the eighth instant. None but a few favored ones have been invited. The road may be the loser from this slight. The freight shipment from Butte being greater than the combined shipments of the balance of the territory.

The *Inter-Mountain's* Helena special says: The agent of the Northern Pacific state there will be no regular passenger train either way on Saturday over their route, nothing but the excursion train and none but invited guests will be permitted to ride on that. Invited guests at Butte will be taken aboard at Garrison, persons from Butte not invited will have to furnish their own transportation from Little Blackfoot to and from the place of the celebration. Visitors from Butte here who intend to witness the celebration of the driving of the last spike are, by these arrangements, prevented from doing so; in fact the general public is cut off

from travel either way over the Northern Pacific road from here to Garrison on Saturday. This arrangement does not reflect much credit upon the management. There are hundreds of Montanians here and at other points who desire to witness the ceremony, but by these arbitrary arrangements are rendered powerless to do so.

WASHINGTON, 7.—The following dispatch was received at the Navy Department from Commander Burke, of the U. S. steamer *Enterprise* at Batavia, where she was directed to go for the purpose of investigating the results of the recent volcanic eruption in that vicinity. The *Enterprise* arrived on the 4th instant. The Princess and Great Channels are safe but in the Avar Beze channel all the lights were out except at Java head. It is Dutch business to warn vessels.

A syndicate of three wealthy gentlemen, one from this city and two from Omaha to-day completed the purchase of a large tract of land immediately surrounding the great Shoshone Falls, of Snake River, Idaho. The falls are surrounded by the grandest scenery in the world. The syndicate will build a mammoth hotel, put steamers on the river and make it a place of resort.

ARLEA, Mont., 6.—Gov. Crary, Senator Vest and Delegate Murphy reached here last night from Missoula and held a council with the Flathead Indians to-day.

BAR HARBOR, Maine, 7.—The U. S. Revenue steamer *Manhattan*, about which anxiety was expressed at Washington, bound from Quebec to Philadelphia, with the chief of the revenue department on board, arrived here late last night. She encountered a gale Aug. 30, off Prince Edward's Island, without damage, and experienced heavy weather crossing the bay.

WINNIPEG, Manitoba, 7.—The steamer *Lily*, of the Winnipeg and Western Transportation Company, rebuilt this season at a cost of \$35,000, foundered while on her trip in the South Saskatchewan river, about 100 miles west of Winnipeg. It is not known whether the passengers escaped or not. The accident occurred fifty miles from a telegraph station.

WALL ST., N. Y., 11 a.m.—The day opened with an active and higher market for stocks; prices advancing $\frac{1}{2}$ to 1. Toward eleven o'clock the improvement was partially lost under realizations.

NEW YORK, 7.—Business failures reported throughout the United States and Canada, the last seven days, 157 as compared with 186 last week.

WASHINGTON, 7.—The President arrived this morning and was driven directly to the White House.

The Acting Secretary of the Navy received the following telegram from Pensacola: Since last report no new cases among the naval forces. One death at the hospital—private Golden.

HUNTERS POINT, 7.—About two o'clock this morning a fire was discovered in an out building of the Long Branch Hotel. The building was used as laundry and sleeping apartment for musicians who had been escaped with their lives. Several were almost suffocated and had to be carried out to prevent suffocation up a stairway. One musician named Adolph Fredricks was burnt to a crisp. The remains were gathered up. The musical instruments and music were totally consumed, also the bathing pavilion and laundry.

TORONTO, 7.—Hanson cable to England that he will row Laysan of Australia, on the Thames course, for \$5,000 a side. Hanson gives no exhibition at the Cincinnati regatta, he will then go to St. Louis and give an exhibition.

ANNAPOLIS, 7.—The naval cadet Ramsey, of the third class, was sentenced to seven days solitary confinement for attempting to hit Thos. H. Morgan, of the fourth class.

NEW YORK, 7.—Captain R. J. Francisco, of the steam tug *Edna Hawley*, which was run into and sunk by Jay Gould's yacht *Atalanta* a few nights ago, filed his report to-day with the local board of steamboat inspectors. He lays the blame on the master of the yacht. One of the persons interested in this collision said he had been told by a well-known pilot that Gould's standing order as soon as he went on board the yacht was to let her go for all she was worth and stop at nothing. He also stated that the *Atalanta* had plenty of sea room if she had only made use of it.

BOSTON, 7.—Chief Justice Cole-ridge is to-day the guest of Governor Butler. After breakfast, the