

BY TELEGRAPH

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AMERICAN.

PHILADELPHIA, 3.—A terrific cyclone sweeping up the Delaware river this afternoon struck this city near Greenwich Point, demolishing a portion of the works of the Pennsylvania Salt Manufacturing Company and injuring several employees. It then took a course across the river, wrecking four steamers and the ferry boat *Peerless*. The storm blew the pilot of the *Emory Townsend* and Captain Eugene Reibold of the steamer *Major Reybold* into the river, drowning the former and painfully injuring the captain. The *Peerless* was swept clean, almost to the water's edge. When the *Major Reybold* left the dock for Salem, N. J., she had on board about fifty passengers, although, as no tickets were sold, it is impossible to ascertain the exact number. There were also about fourteen officers and deck hands. Of the number of people on the wrecked boat it does not appear that any lives were lost except that of the pilot although it is possible that some of the passengers were washed off and lost. A steam tug coming up the river after the disaster reports that the body of a woman was seen for a few minutes floating near the spot where the cyclone struck the steamer, but sank out of sight and could not be found when the tug made a search for her. B. I. Warner, one of the passengers, described the scene as follows: I was standing on the upper deck and saw a black storm approaching, but as it moved rather slowly, I supposed it was a rain storm. When it struck the boat I discovered that its immense force came from its rotary motion. Myself and several others were thrown through a hole to a lower deck and all the upper works were swept away like chaff. The confusion among the passengers was indescribable. Several jumped into the river but Warner believed all were rescued. While the cyclone was upon the vessel everything was black as the blackest night. Sofas were broken to splinters and carpets torn to shreds in the cabin as if they had been paper. The cyclone, he thinks, lasted about a minute, and after it passed the vessel rolled and pitched fearfully in the great waters and came near swamping.

The storm then passed over to the Jersey side, striking John Dialogne's ship yards below Kaighn's point and destroyed the buildings of the establishment. It then took a course along the New Jersey bank, demolishing all the buildings in its path up to Bridge Avenue, Camden. At this point the cyclone took on easterly course to Fifth Street, Camden, embracing in its path all that section of the city between Second and Third Streets to the Delaware River, which washes the northern section of the city. Passing over the river, skirting Betty's Island, the storm passed over to that part of the Twenty-fifth Ward of Philadelphia known as Richmond. In its ravages in Camden scores of dwelling houses were unroofed and some of them were thrown down, and the damage to business property along the river front was enormous. Hundreds of families were rendered homeless, and one of the victims, Charles Daisey, was killed outright, at the American Dredging Company's wharf. Another, Harry Stevens, had his leg cut off by a flying piece of timber, and will probably die. The track of the storm through Richmond was marked with death and destruction. It was almost due north from the Fort Richmond coal wharves. About 150 dwelling houses were wrecked or so badly damaged as to be rendered unfit for habitation, and 200 families were driven from their homes to be cared for by neighbors. A number of persons were seriously, and some fatally injured. A girl of ten years, Lizzie McVeagh, was killed at her home, 1821 Melvale Street, in sight of her mother, who was herself pinioned to the floor by the falling rafters a few feet from her dying child. The cyclone is described by those who witnessed its progress up the river as an immense black cone-shaped cloud with the apex resting upon the water and the base mingling with the rain clouds which hung in dense masses from the sky. It is impossible to estimate the amount of damage done.

John Dialogne, of Camden, whose works were destroyed, says: "Looking out the door upon the river I saw the tornado's approach. I could see the buildings of the Philadelphia Salt Works on the Philadelphia side going off like chaff. Then the storm struck the *Major Reybold*, which was partly abreast of my place. Portions of her upper works were hurled fully 400 feet in the air. A tremendous roar preceded it. The moving fury resembled a dense mass of rolling black smoke and it traveled within ten feet of the surface of the river. A singular phenomenon was noticed not only by myself, but all my men in the yards. This was

A HUGE BALL OF FIRE

fully ten feet in diameter, which swiftly accompanied the storm cloud. After playing havoc with my establishment I saw this ball of fire explode about 250 yards north of me, with a report so terrific as to shake the very foundations of the buildings in my yard. Following this came a number of explosions but with less force. All the sky to the eastward was unusually bright and had a sort of rainbow appearance. In fact, this was one of the most remarkable sights of the kind that I had ever seen.

The ball of fire which exploded I am satisfied played the mischief at the American Dredging Company's place." Short & Harb's three story mill on Salmon street, Richmond, in this city, was completely wrecked and scattered in all directions. There were about eighty people employed at the mill, most of whom were young girls and the effect was to throw them into a panic. A large number jumped from the second story window and were only slightly injured, while others were hurled to the ground with the falling walls and were struck by flying timbers and bricks.

Before the storm the air was filled with flying debris, and the people seeing the awful sight fled in terror by the hundreds to the cellars. The cyclone lasted between four and five minutes, and was marked with terrific puffs and roars. It is a singular fact that the flatroofed houses suffered the most, the wind catching them under the cornice and lifting them as though they were sheets of paper. There is hardly an instance where a mansard roof building was wrecked. So great was the violence of the wind that the fronts and sides of houses and bay windows were mashed as though they were egg shells. Roofs were carried hundreds of yards away. Shade trees were mowed down like platoons of soldiery on a battle-field. Monster trees that had stood the storms of years were uprooted or broken off like pipe stems. The eccentricities of the wind could be seen on every side. Buildings which it would seem that ordinary storms would have demolished, were spared, while their neighbors, structures of brick, were wrecked outright.

ITS EFFECTS IN MARYLAND.

Baltimore, 3.—Advices from various parts of the State show that the storm to-day was the most disastrous that ever visited this section. The cyclone swept a path 200 yards wide through Cecil county. Houses mills and bridges were carried away; trees were carried half a mile, and a loaded freight train with brakes all down was blown a mile along the track. Two men were badly injured by being struck with flying debris. Through Middletown Valley very heavy damage is reported. The loss throughout the State is estimated roughly at \$150,000, and may considerably exceed that.

A Smyrna, Delaware, dispatch says: A terrible cyclone visited this section Monday afternoon, totally destroying property for miles, in a path 300 feet wide. Stock was killed and orchards, cornfields, etc., destroyed. No lives are known to be lost.

LEAVENWORTH, Kansas, 3.—A meeting was held at Gen. Miles' headquarters at Fort Leavenworth to-day for the purpose of devising plans for raising a subscription fund to place a Grant monument on the military reservation at Fort Leavenworth. Gen. Miles presided. Among those present from abroad were ex-Gov. Crittenden, of Missouri, Gov. Martin, of Kansas, Col. Stewart, Department Commander G. A. R., of Kansas, and Gen. Ruger and Gen. Martin of the army. A committee of arrangements was appointed with Gen. Miles as chairman. The idea of placing a Grant monument west of the Mississippi river at Fort Leavenworth originated with Generals Miles and Sheridan in a conversation between these gentlemen while in camp in Indian Territory.

Alexandria, Va., 3.—The following telegraphic correspondence passed to-day between Gen. Fitzhugh Lee and Gen. Hancock:

GOVERNOR'S ISLAND, Aug. 3.

Gen. Fitzhugh Lee, Alexandria:—

Would it be agreeable to you to be appointed as an aide on the occasion of the ceremonies in connection with the obsequies of Gen. Grant? If it would you will be so announced. Please reply by telegraph.

(Signed) W. S. HANCOCK,
Major General.

Alexandria, Va., Aug. 3.

Gen. Hancock, Mt. McGregor:—

Your telegram received. I accept the position because by so doing I can testify my respect for the memory of a great soldier, and thus return as far as I can the generous feelings he has expressed towards the soldiers of the South.

(Signed) FITZHUGH LEE.

Mount McGregor, 3.—Gen. Hancock arrived here this morning. He telegraphed here from Saratoga that no salutes should be fired in his honor upon his arrival at Mount McGregor, as it would be in bad taste. The General marched at the head of his staff up the slope to the cottage, where he was met by Colonel Grant. None but the General and his staff officers were admitted to the cottage at the time, but later the doors were thrown open to the general public.

MONTREAL, 4.—The fate of Riel was the leading topic of conversation yesterday. Many French Canadians express the opinion that his condemnation was a preconcerted affair and that the judge was not impartial in his rulings. Some of the more rabid declare that the government dare not bring Riel to the scaffold. They also say that petitions will be signed asking for Riel's pardon on the ground that the rebellion was justifiable. Subscription lists are being rapidly filled to secure funds to enable Riel to make an immediate appeal.

RATWAY, N. J., 4.—The rain and wind storm of yesterday and last night, did great damage in this city and vicinity. Cellars of houses in the lower

part of the city were flooded with water, and farmers report the almost total destruction of the corn crop.

TORONTO, 4.—Representatives of different insurance companies met yesterday afternoon and compared their figures as to insurance upon the buildings destroyed by fire. It was ascertained that besides the large number of risks held by the Fire Insurance Association, the amount of which could not yet be ascertained, there was insurance for \$190,000 upon the buildings burned. The loss by the fire is now estimated at \$750,000.

JERSEY CITY, 4.—John Lohman, who boarded the steamer *Werra* of the Bremen line, at Bremen, just before her departure for Hoboken, is a prisoner on the vessel. Lohman, who is a young American, was caught in the act, while the vessel was at sea, of robbing the safe in the purser's room. He had chloroformed the purser and was getting away with a box containing diamonds valued at \$12,000 when an officer of the vessel detected him. He will be sent back to Germany.

MT. MCGREGOR, 4.—At half past eight o'clock the doors of the cottage were thrown open and a stream of visitors poured in steadily for over an hour. At 9 o'clock the head of a long line of buggies, wagons, omnibusses and various kinds of vehicles appeared climbing up the steep incline near the eastern outlook, and soon the area in the vicinity of the cottage was thronged with horses and wagons and farmers with their wives and families. At 9.30 a train of two cars brought Gen. Hancock and a number of distinguished visitors. The two companies of regulars were drawn up to receive them. They proceeded from the station to the cottage in the following order, General Hancock and Col. Jones, Admiral Rowan and Gen. Sherman, Senator Evans and General Rufus Ingalls, Senator Miller, Jas. W. Drexel and Gen. Hancock's staff. At 10 o'clock services were held at the cottage in the presence of over 2,000 persons. Cane chairs and rustic seats were provided for the ladies under the trees in the grove. Ceremonies were opened with the reading of Psalm No. 90 which was followed by an impressive prayer by Reverend Bishop Harris. The hymn "My faith looks up unto Thee" was joined in by the whole assembly present with fine effect. Dr. Newman then delivered a sermon, the family sitting meantime about the remains in the parlor.

MT. MCGREGOR, N. Y., 4.—Dr. Newman spoke very feelingly in the address which consumed one hour and a half in its delivery. He took as his text the twenty-first verse of the twenty-fifth Chapter of Matthew, "Well done, thou good and faithful servant, enter thou into the joy of thy Lord."

"Such, my brethren," said the speaker, "is the eulogy that God shall pronounce upon human goodness and fidelity wherever found among the sons of men." He said some comrades in arms would speak of the splendor of the martial genius of the dead; statesmen would review the majesty of this civil administration; historians would place him on the pedestal of his renown.

"But, let me," said the speaker, "as a minister of religion, dwell upon that great character which will ever be his crown of glory and the imperishable heritage of the country he loved so well."

The minister dwelt upon the honors which had been bestowed upon him and the homage which was done his memory, and declared that the secret of his power on the thought of the world and love of mankind was his loftiness of character, grandeur of intellect, and the fact that he was none other than himself. He was one of the few men in history who exceeded expectation by doing what all others had failed to do. He had no hatred in his heart. His holy evangel to the nation was "Let us have peace." In his dying chamber he grasped the hand of him whose sword was the first he had won, and as illustrative of this, the broad spirit of sorrow was national to-day in its broadest sense. Duty to his conscience, his country and his God was his standard of successful manhood. He was the humblest of men and a lover of the most lowly. His love of wife, children and home was supreme. Speaking of the deep and tender affection he bore his wife, the speaker said, "And such was the tenderness of his love and solicitude for her and hers that he surprised her by a letter found after his death. He had written it secretly and carried the sacred missive day after day during fourteen days, knowing she would find it at last. He quoted from the letter as follows:

"Look after our dear children and direct them in the paths of rectitude. It would distress me far more to think that one of them would depart from an honorable, upright and virtuous life than it would to know they were prostrated on a bed of sickness, from which they were never to arise alive. They have never given us any cause for alarm on their account, and I earnestly pray they never will. With these few injunctions and the knowledge I have of your love and affection and of dutiful affection, I bid you a final farewell until we meet in another and I trust a better world. You will find this on my person after my demise." This was dated Mount McGregor, July 9th, 1885. Dr. Newman said the principles of Christianity were deeply engrafted upon the spirit of General Grant.

On 18th of April last he had said: I believe in the Holy Scriptures and whose lives by them will be benefited. Men may differ as to the interpreta-

tion, but the scriptures are man's best guide." He held broad religious views and believed in the kinship of all mankind.

The closing portion of the address was devoted to a description of the last hour's of the General's life. His calm fortitude, unwavering patience and clear brain, knowing that the end was near and praying for its coming.

At the conclusion of the discourse the hymn "Nearer my God to Thee," was rendered impressively by the congregation. The services ended with a benediction. After services ended there was a movement of the people towards the cottage to get a final look at the corpse, but it was not deemed advisable to admit any one in view of the fact that it was near the time for the funeral train to start. General Sherman, General Hancock and Senator Evans left the balcony together. Mrs. Grant concluded not to go with the funeral train, but to wait over until 4 o'clock, when she and the other ladies of the family will leave for Saratoga, and from there go direct to New York.

U. S. Grant, Post 327, of Brooklyn, bore the remains from the cottage to the station shortly before 1 o'clock. The military were drawn up and a salute was paid the remains as they passed to the depot, and the throng stood with uncovered heads while the casket was borne to the car. The mountain train waited at the little rustic depot. Seven cars were there. Next to the engine the funeral car with open sides and solid massive drapery, was placed. The transfer from the cottage to the train was completed without difficulty and the train started for Saratoga.

Saratoga, N. Y.—The funeral train arrived here at 1.50 p. m. and left for Albany at 2.05 p. m.

MT. MCGREGOR, 4.—On the mountain brow by the eastern lookout the gun boomed suddenly at 4 o'clock this morning. The shock of the vibrations was yet on the heavy air, when a second report shook the earth and startled the birds in the trees. The artillerymen had begun firing thirteen guns to mark the sunrise of Gen. Grant's last day upon the mountain. In quick succession and at short intervals the guns were fired. The rain had stopped, but a mist still concealed the valley. The soldiers received orders to break camp, and in less than 20 minutes all the tents had disappeared from among the trees and were packed away in boxes for shipment. Notwithstanding the heavy and continuous rain of last night the soldiers slept well and were comfortable. Down on the mountain side at six o'clock the bugles were sounding the reveille, and as the strains floated over the mountain they were swallowed up in the booming of the gun that will be fired every half hour throughout the day, and at sunset will close with 38 volleys. The mountain train at 6 o'clock had begun bringing up people. The funeral car to carry the remains from the mountain to Saratoga came up early and lay waiting. Last night the family had taken their final farewell of the remains of the dead General and to-day they gave up his body to the nation. At 9 o'clock the family except Mrs. Grant repaired to the hotel for breakfast. On their return Col. Grant and his wife with Mrs. Sartoris paused upon a ridge at the rear of the cottage among the pines to scan the bright picture of the mountain and valley and then the family entered the cottage and preparations began for the funeral journey.

SARATOGA, N. Y., 4.—The funeral train arrived here at 1.50 p. m., and drew alongside the tracks of the Delaware and Hudson River Railway, on which stood the funeral train of the New York Central road, waiting while thousands of persons were being held back by the military. The mountain train drew alongside the other train stopped. There were nine cars in the New York Central train. Next to the engine came the funeral car "Wood-lawn." The other cars were occupied as follows: Second car, clergy and Dr. Douglas; third, sons and notable mourners; fourth, General Hancock and staff, fifth, Governor Hill and staff; sixth, the press; seventh and eighth, military escort; ninth, baggage. The remains were lifted in silence by the Guard of Honor to the car "Wood-lawn" which was draped with black, and hung with flags, and the funeral parties were transferred to their respective cars, which were all trimmed in plain black. The Brooklyn Guard of Honor and six men of the Loyal League, with a detachment of regulars entered the dead car, also two men of Wheeler Post G. A. R. Soon after 2 o'clock the impressive and heavy train moved through the throngs and away from Saratoga.

Albany, 4.—The Grant funeral train arrived here at 3.40 p. m.

With all on board the funeral train the beautiful drapery of the cars was the subject of much comment. None of the woodwork, except the sashes of the windows was visible. The engine tender was draped in plaited black radiating from a rosette centre. The sides of the cab were covered in a like manner. Black crape was draped from the boiler rails and the front was fixed with taste. The funeral car "Wood-lawn" was draped in panels and centres, and the national flag was festooned gracefully, but so that there was no fluttering. The other cars were not so elaborately finished, but all were draped with good taste. Twenty-seven hundred yards of cloth were used. The train had been prepared under the direction of Mr. D. M. Kendrick, General Passenger Agent of

the New York Central road, who will accompany the train to New York. The starting of the train from Saratoga was almost imperceptible, so slowly was it done. At the rate of eight or ten miles per hour the train moved eastward out of Saratoga. At every street crossing and on every veranda and balcony all vantage ground for observation was taken up.

The bells in the steeples of Saratoga tolled as the black train trailed slowly out of the village toward Albany. The town clock dial in Saratoga indicated 2.10 as the train passed through the suburbs. Twenty-five minutes later the train pulled slowly into Ballston. About the depot were throngs of men and women. The church bells were slowly tolling, and a field piece near the depot saluted the train. High street was passed at 2.37 p. m., and East Line four minutes later, when the train was quickening its speed. In the funeral the U. S. Grant Post were with the remains, mounting guard at the casket. The remains rested upon a black dais, and the compartment in which it was communicated with the main saloon by folding doors, which were open. The doors at the side of the funeral compartment were also open, and the afternoon sunlight shone upon the royal purple velvet and the silver mountings of the casket. The first and each succeeding detail mounted on guard, consisted of two men of the U. S. Grant Post. One stood with folded arms at the head of the casket and the other at the foot. The first guard was mounted as Ballston was being passed. Round Lake, Rev. Dr. Newman's summer home, was passed at 2.48 o'clock. The depot platform, fences and fronts of cottages in the grove were black with mourning drapery. The resident population of the resort formed lines of uncovered heads on each side of the track and scarfs of mourning were fluttered by many ladies in the throng as the sombre train moved by the hamlet. Coons was left behind at 2.55 o'clock.

At Mechanicsville, only five minutes ahead, the sound of the village bells came faintly above the rumble of the train, and signals of grief were displayed. Watford Junction was passed at 3.04, and between there and West Watford, which was three minutes beyond, the train going in an opposite direction slowed and halted as the funeral train approached.

Cohoes was reached at 3.22, and when the black train rolled through the town it had emptied its factories and workshops, its stores and its homes, and everybody had crowded to the track and the near by buildings to see the train that bore the dead General and ex-President. West Troy was passed at 3.28 p. m., and the heavy black draped train rolled into Albany at 3.40 o'clock on time as per special schedule. Superintendent Voorhees, of the Delaware and Hudson Canal Company, stepped down from the cab of the engine. "From the first movement of the train from Saratoga to this instant," he remarked to one who had ridden on the train, "you have heard no sound or whistle." It was true.

PHILADELPHIA, 4.—The uppermost topic to-day is yesterday's cyclone and the devastation it wrought in its rapid and relentless course. It is probable that no exact figures as to the number of its victims, and the complete details of the havoc to property, can ever be secured. The best information at hand is that five persons lost their lives. Four are reported missing and 60 injured, some so seriously that recovery will be impossible. The scene in the Twenty-fifth ward of Philadelphia to-day is one of desolation, many houses being razed to the ground. Others are completely gutted while many more are roofless. The appearance of the localities on both sides of the Delaware River in the direct track of the tornado, bears a resemblance to a once thickly populated region that had been visited by an extensive fire. The total loss will amount to about \$500,000 including \$250,000 on property in Camden \$15,000 in Philadelphia and \$25,000 on vessels damaged in the river. The rainstorm which followed the tornado also did a great deal of damage. The water in the Schuylkill river this morning is higher than it has been for many months.

NEW YORK, 4.—Negotiations have been pending for some days past looking to a change in the position of the indebtedness of the Oregon and Transcontinental Company. The plan proposed is to deposit the stocks of the Oregon Railway & Navigation Company and the Northern Pacific, both common and preferred, owned by the Oregon Transcontinental, with a trust company, upon which trust the bonds will be issued. The idea advanced is that the growth in value of the company's deposited securities will ultimately pay off the company's entire debt.

WASHINGTON, 5.—The President to-day appointed Wm. Jones of Kansas to be Marshal for the District of Kansas.

ALBANY, N. Y., 5.—The flies of people which began passing the remains of General Grant in the Senate corridor at the capitol when the doors were first thrown open yesterday afternoon had not diminished at midnight. The solid tide of visitors entering from Washington one split at the foot of the casket and in two files streamed out through the State Street portals until one o'clock this morning. Showers fell but the throng has been maintained without diminishing. After one o'clock the crowds lessened and at two o'clock the guards on duty by the coffin began to relax and stand at ease. After two o'clock the numbers were less and less until at