

AT HOME AND ABROAD.

Cincinnati, Nov. 23.—At 6:20 last evening the steamer *Telegraph*, one of the largest and best boats plying on the Ohio river, sunk at Ferngrove, a short distance from Louisville. The steamer's passengers had a narrow escape from drowning and a number of sensational escapes. The *Telegraph* was on her way from Louisville to this city with a small passenger list and a light cargo of freight.

The *Telegraph* was so badly wrecked that it will be a total loss.

New York, Nov. 23.—By the giving way of a scaffolding on the new sugar refinery of Dorscher & company in course of erection at Long Island City, three men were precipitated from the fifth story to the ground below today. Peter McAllister and Andrew Stewart bricklayers, were fatally injured. Patrick Hoey, a laborer, was badly hurt.

London, Nov. 23.—Mr. Walter Burns, manager of the banking house of J. P. Morgan & Co., died of heart failure this evening at his country residence. Though he had been ill for some time past his death was unexpected.

New York, Nov. 23.—George W. Schiffer, who arrived here today on the Allen line steamer *Adirondack* from Port Limon, tells a story of an alleged outrage that may call for interference by the Washington authorities. Mr. Schiffer is an American citizen and a resident of Buffalo, N. Y. He was superintendent of the gold mine of the Puma Mining company at Honda, in the United States of Columbia. Mr. Schiffer said that through ignorance of the customs of the country he failed to turn in a certificate of the quantity of native liquors sold at the mining company's store. For this offense, he says, nine armed soldiers entered his house in the middle of the night and attempted to drag him to jail. He resisted and kept them at bay until morning. Subsequently Mr. Schiffer says, he was dragged slowly in the fierce sun by the longest route to the court house at Victoria, twenty-five miles distant from Honda. A rope was tied around his neck and he was jeered at, insulted and otherwise ill-treated by the natives. Mr. Schiffer, after his release, instituted with the United States minister at Bogota, a suit for \$25,000 damages against the Colombian government.

Washington, Nov. 24.—Secretary Bliss today called on the American Asphalt company to show cause before January 1, 1898, why an important lease entered into February 17, 1893, between the Indians of the Uintah reservation of Utah, lessees, and James T. McConnell lessee, and assigning over to the Asphalt company, should not be declared to be at an end and all rights thereunder forfeited.

The lease involves valuable mineral interests in 5,000 acres in the Uintah reservation to be selected by the lessees or their assigns in not more than three tracts within limits designated. It was approved by the secretary of the interior with annexed conditions that the selection and location of tracts was to be made on or before December 1, 1893, and maps or plats showing definite location of each were required to be filed with the Indian bureau by January 1, 1894. The time for selections was extended to July 1, 1894, and for filing plats to August 1, 1894. Further application for filing plats to August 3, was denied and a map purporting to designate tracts selected was presented August 4.

The department holds that the plats were not filed in time; that there was

no satisfactory explanation given for the delay; that the plats are indefinite, vague and unsatisfactory and that the conditions of approval have not been complied with.

Paris, Nov. 24.—A dispatch from Tarbes, capital of the department of Haute-Pyrenees, announces that a ballast train today overtook a passenger train in a fog at the Tournay railroad station. The shock is described as having been terrific. Several cars were ground into splinters, ten persons were killed and many others injured.

New York, Nov. 24.—The full rigged ship *Port Patrick*, of the Port line, Glasgow, Scotland, Captain Frank Hand, was almost wholly destroyed by fire at her dock in the East river today.

Her cargo, valued at about \$100,000, was also destroyed. The cause of the fire is unknown. It broke out in the forward lower hold and spread so rapidly that the crew of twelve men and the captain and mate had barely time to get ashore alive.

The *Port Patrick* arrived here from Java October 9 with a cargo of sugar. She had discharged her cargo and was being loaded with oils and other materials for Australian ports. She was to sail from here December 5th. Stored in the hold were 25,000 cases of kerosene, each containing 225 gallon tins. There were thousands of barrels of other oils.

The fire was discovered by the watchman on the upper deck while the crew were all asleep. The watchman gave the alarm and the crew scrambled out from their bunks as best they could and made for the gangway to the pier. In a few seconds the big ship was enveloped in a thick cloud of smoke which poured out from the hatchway.

The fire boats New York and *Havemeyer* soon had a dozen streams playing on the burning vessel, with little effect. The firemen forced their way on board through the smoke, ripped up the hatches and poured such streams of water into the holes that it seemed as if the vessel would sink from sheer weight of water. The tug boats which were lying beside the *Port Patrick* were towed out into the river.

After about three hours work, when the firemen were congratulating themselves upon having the fire under control, a terrific explosion sent debris flying in every direction and knocked the firemen off their feet. Several of the firemen had narrow escapes from falling into the smoke filled holes, and one was overcome. He was dragged ashore by his companions as soon as they regained their feet. The first explosion was followed by a second and a third, and gradually the vessel began to sink, until there was scarcely anything left of her above the water.

The *Port Patrick* was built in Glasgow eight years ago by the Russells. She was 268 feet long, 38 feet beam, 28 feet draft. She was a full rigged steel clipper. She was valued at about \$100,000.

New York, Nov. 23.—A dispatch from Havana to the *Herald* says:

Deplorable as the condition of the concentrados may be Spain's first duty is clearly to relieve the sufferings of her troops. The royal soldiers are in as serious a plight as a majority of the concentrados. The concentrados have one advantage—they may beg and receive charity.

To begin with, the Spanish soldiers have received no pay for several months, and consequently they are not

able to buy anything on their own account in the small towns in which they are stationed. Then, too, the credit of the troops has been in most cases exhausted, the shopkeepers refusing to deliver more goods until they are paid what is due to them. All the soldiers have to depend upon in the way of clothing and food is what is supplied by the commissariat department, and that department is neglected and, it is asserted, corrupt.

When General Blanco in an interview with me four days after his arrival, stated that he would do his utmost to better the condition of the private soldier, he was sincere but it was impossible for him to realize then what was the condition of the soldiers. To learn the truth he must personally inspect the country districts. The reports of officers are calculated to deceive the captain-general. All that General Blanco has to judge by are the reports from hospitals, and even these, with all attempts at concealment, are appalling.

In Havana, leaving aside the hospitals, the conditions are not so bad. But if the captain general were to go to the country he would see ill soldiers dying by the wayside; he would find many forts that in reality are nothing more than hospitals, and in most of the small towns he would experience difficulty in getting together a force of any size that would be able to march five miles and then be in a condition to tackle an ordinary band of rebels.

I am not in any way exaggerating. The whole country along the road from Artemisa to Havana is in ruins, except a few small patches where tobacco is being planted under the guns of the forts.

In further proof of the assertions regarding the condition of the Spanish troops, the *Herald* correspondent has received the following copy of an official telegram from the military commander in the *Claga de Avilla*.

"Very serious conflict in this town (Garrison). No bread, no flour absolutely. Three thousand sick in hospital without provisions whatever, besides the garrison itself. With greatest urgency must be sent flour asked for on October 28 and send cash to buy effects. No credit."

In Matanzas, Cienfuegos, and in fact in nearly all the towns, credit to the troops has been refused and telegrams similar to the above are pouring into the palace daily. If this lasts much longer the troops will surely mutiny, especially if relief is first afforded to the concentrados.

Such is the condition of affairs in the Spanish army which Gen. Blanco has to contend with. It is hardly to be wondered at that he feels incensed at the way in which he has been deceived, by the Spanish officers.

Stories of the sufferings of the reconcentrados have been so frequently published that there is little that is new to tell. However much in earnest Gen. Blanco may be, it will be weeks before he can effect any visible improvement. The officers in the country are opposed to his policy and will dally with his orders.

If Spain has not exterminated the reconcentrados, she has cut across the island a wound that will take generations to heal. The children's children of the Cubans within the concentration zones today will bear the marks, physically and mentally, of the existing misery.

Berlin, Nov. 26.—A dispatch to the *Frankfurt Zeitung* from Rome reports that a sanguinary conflict has taken place between the French and British at Nikki, in the Lagos Hinterland.

London, Nov. 26.—While the accuracy of the Rome dispatch announcing that a conflict has taken place between