

will be sent forward to Hamburg, where there is the greatest excitement. It was asserted that life saving belts were issued to the women, but it is certain that most of the passengers found none. An order was issued that the first boat should take women and children; but this boat capsized. Poleman says that seven boats were launched, only two of which lived; the others being staved and swamped at once. The cries for help lasted until three o'clock, the last voice heard being that of a little child in the cabin. It is not probable that the boats could have lived, even if they had been successfully filled. The whole number saved is forty-four, and thirty bodies have been recovered."

MEMPHIS, Tenn., 8.—Vice President Wilson arrived at 3 o'clock, on the Memphis and Louisville train. He was met at the National Cemetery by a committee from the general council and chamber of commerce and, on arriving at the depot in this city, was met by Mayor Loague and the remainder of the city officials. The Mayor received him with a brief address tendering the hospitalities of the city, to which Wilson responded appropriately, taking occasion to say that he was traveling simply as a private citizen to see the country, and after referring to his anti-slavery record, and to the late war, which he thought could not have been averted by any power of man, he hoped that peace and good feeling would succeed its bitterness, and that our country would prosper and become the greatest nation upon earth. After an air from the band in attendance, the party took carriages for the Peabody Hotel, where an immense crowd assembled. In response to a loud call the Vice-President appeared upon the veranda, and made a short address. During the afternoon a large number of prominent citizens, including Col. Casey Young, member of Congress, ex-Governor Harris, Gen. Patterson, collector of internal revenue, and others called upon Mr. Wilson. He remains here until Monday evening, when he leaves for Little Rock. The state of his health and the weather will determine whether he will go thence to Texas or to St. Louis, and if to the latter, he will extend his trip to Denver, but it is his intention to reach home early in June.

WASHINGTON, 9.—Richard R. Beattie has been appointed postmaster at Call's Fort, Box Elder co., and Samuel Stanworth to the same office at Grafton, Kane co., Utah. The post office at Deep Creek, Tooele co., Utah, is discontinued.

The steam yacht *Signal*, belonging to Mr. Grinnell, formerly owner of the Fashion race course, was run down in Hell Gate yesterday, by the steamer *C. H. Norham*. Grinnell and family were aboard, but all were saved by boats from shore.

CLEVELAND, 9.—L. A. Benton, jeweler, went to his store this morning, to see that all was right, when he was attacked by two masked robbers, who, it is thought, obtained entrance during the night; they knocked him senseless, and robbed his safe of a quantity of watches and diamonds, value not known. Benton's injuries are quite serious.

ALBANY, N. Y., 9.—The jewelry store of Benj. F. Hood was robbed to-day of \$15,000 worth of diamonds, watches, and other jewelry.

SAN FRANCISCO, 9.—A fire this afternoon at the foot of Fourth Street, near Mission Bay, burned a lumber yard, planing mill, grist mill, and several frame buildings variously occupied; loss, \$75,000 to \$100,000.

John Bender, the Kansas murderer, recently in custody at Florence, Arizona, has again escaped, and is supposed to have reached Mexico.

Senator Booth arrived at Sacramento this morning.

There was a collision near Lucin station, on the Central Pacific railroad, this morning, between freight trains; three engines and twenty-five cars were wrecked, the conductor was seriously injured, and the brakeman killed.

CALAIS, Me., 10.—Signor Wannabanna, the sword swallower, while performing last week, cut himself internally; inflammation ensued, and he died last night.

TOLEDO, O., 10.—A tornado passed over the village of Green Springs, O., yesterday afternoon, blowing down three houses, killing two children and demolishing every chimney in the place; passing northward, several houses and

barns between Green Springs and Clyde were blown down, and trees and fences destroyed. At Clyde the Nichols House was partially unroofed, and considerable damage was done to stores and residences between Clyde and Bellevue. Along the line of the Lake Shore Railway, scarcely a building escaped uninjured. The course of the storm was from south to north, and its track was about two miles wide.

CHICAGO, 10.—Near Nevada, Iowa, on Saturday night, a mob of masked men took Geo. H. Kirkham from his house, and hanged him; the only reason for the outrage was that he was suspected of having set fire to his son-in-law's barn, which was burned some time ago.

A week ago yesterday, a man passing under the name of James Welch, a performer in a low variety show, in a fit of jealousy stabbed Charles Davlin, also a variety performer. Davlin died of his wounds yesterday, and at the coroner's inquest to-day it transpired that Welch's real name is Chas. De Sinclair, and that he is well known in San Francisco and other places in California, where he led a roving life and had the reputation of being a great scoundrel.

WILKESBARRE, Pa., 10.—A cable dispatch announces the death of ex-Chief Justice Woodward, of Penna., at Rome, to-day.

ST. LOUIS, 10.—Sixteen business houses and dwellings, in Springfield, Mo., were burned yesterday; the total loss is not known, but one block destroyed was valued at \$50,000.

FOREIGN.

ROME, 4.—The pope is again under a physician's treatment.

LONDON, 5.—The Chester cup was won to-day by Freeman, The *Distin* second, Dukedom third.

KINGSTON, Jamaica, via Havana, 5.—A revolution broke out in Port-au-Prince, on Sunday. Gen. Brice was dragged from the church and shot; forty foreigners have been killed. Among the victims is a servant of the British Consul General. Buildings were fired, and every species of disorder prevailed. A state of siege has been proclaimed. A British gun boat is there, and another will be sent tomorrow. Steamers are not permitted to enter the port, and have landed their cargoes here.

PARIS, 5.—Michel Levy, the well known publisher, is dead.

BRUSSELS, 5.—There is no truth in the report that Belgium has received a fresh note from Germany.

LONDON, 6.—The *Morning Post* says that China has engaged the confederate General Ripley to construct works on an extensive scale for the defense of the coast and principal rivers; General Ripley sails for the east in a few days.

The Presbyterian Synod now sitting here adjourned, to-day, by a unanimous vote, to attend the Christian convention, which has been in session since yesterday, for the purpose of considering the best means of continuing the revival work in England; the convention is a great success.

A reduction of fifty per cent. in cable rates to America went into force May 1st.

In the Commons, to-night, the Marquis of Hartington asked when the debate on the privileges of the House would be resumed and the budget discussed. Disraeli said there was no immediate prospect of resuming the debate, which was unexpectedly terminated on Tuesday night. He intended, however, when attention was again called to the presence of strangers, that a division be taken to decide whether the galleries should be closed. The government was charged with wasting time over the question of privilege, but the opposition to the Irish peace preservation bill was the real obstruction. The Irish members were justified in opposing it, and the government was equally justified in seeking to have it passed. At this point Disraeli was called to order for digressing from the subject of the inquiry put by the Marquis of Hartington. He resumed his remarks and said that allowing for a fair opposition, he believed that it would be possible to prorogue parliament in July.

The government was determined to pass all its measures, even if in order to do so it should find it its duty to advise the Queen not to prorogue the session till all of them had received the royal sanction. He added that the government intended to open the discussion on the budget on Friday a.m.

tended to open the discussion on the budget on Friday a.m.

Gladstone said he regretted the tone of Disraeli's remarks. The House was entitled to respectful treatment, even from premiers; never before had he heard such a statement as that relative to the passing of government measures. The Right Honorable gentleman threatened to keep the House sitting till a number of unspecified bills were passed. Was that a becoming method of procedure on the part of the head of Her Majesty's government? If such a tone was again adopted he (Gladstone) would feel it his duty to avail himself of his privilege as a member. He protested with emphasis against moving the discussion of the budget.

Disraeli consented to take up the budget in the evening session. The consideration of the Irish Peace Preservation Act, which had been nine days under debate, was then resumed in committee, and the bill was passed in committee, with important amendments, by which the penalty for the unlawful possession of arms was reduced, and the right to search houses for arms was limited to the day time. The House has yet to take action on the bill.

The Christian Convention brought its session to a close to-night. Mr. Sankey, Major Cole of Chicago, and many English and Scotch ministers made speeches. An interesting discussion was had on the value of Sunday Schools. The speakers strongly advocated lay agency as a means of conversion.

BOMBAY, 6.—The cholera prevails in the City of Baroda.

SHANGHAI, 7.—The American Methodist chapel at Quickang has been destroyed by a mob; the Chinese authorities have offered amele reparation.

LONDON, 7.—Captain Sherard Osborn, of the royal navy, is dead.

LONDON, 8.—The Eagle line steamship *Schiller*, Captain Thomas, which sailed from New York April 28th, for Hamburg, by way of Plymouth and Cherbourg, has been wrecked off the Scilly Isles; it is reported that two hundred persons have perished. The *Schiller* sailed from New York with 149 cabin passengers; and their names were published on the 10th page of the New York *Times* of April 28th.

12.30 p.m.—Additional particulars received of the wreck of the *S. S. Schiller*, show that the disaster is fully as terrible as at first reported. An accident occurred at ten o'clock last night, at which hour the steamship struck on the dangerous Retartare ledges, near Bishop's Rock. A fog prevailed at the time. A boat belonging to St. Agnes, the southernmost of the Scilly Islands, has landed some of the survivors of the wreck at St. Mary's Island, another of the Scillies. They were picked up while swimming with the tide; they had several narrow escapes from drowning, and were a number of times washed off the rock. They declare that the number of lives lost by the disaster is 200. A fearful sea is raging, and it is scarcely possible for boats engaged in searching for the survivors to live. The Scilly life-boat has put off for the wreck.

1 p.m.—Up to this hour, in this city, only five passengers and two of the crew of the *Schiller* are known to have been saved. The captain and second mate were drowned. The *Schiller* is now lying with her broadside on the rocks. She is under water, and her mainmast is gone. A steamer and several boats are cruising about the scene of the wreck. The disaster was owing to a dense fog, which prevented either of the Scilly lights being seen.

2 p.m.—The wreck of the *Schiller* causes great excitement in this city; extras have been published containing all the particulars of the disaster at hand.

2.30 p.m. Up to this hour it is known that the following persons have been saved from the wreck of the *Schiller*: H. Hillers, the chief officer, seamen, Lemke and Balling, stokers, Goudberg and Wallis, and Peterson and Peck, sailors; Louis Reiderer, a cabin passenger of New York, Kern, probably Dr. F. J. Kern, cabin passenger of Shenandoah, Kuhn, probably E. H. Kuhn, passenger of N. Y., Weste, probably Leo Weste, a cabin passenger of Philadelphia, and F. Schillenberg, steerage passenger, of New York. The bodies of two dead passengers have been landed.

A dispatch just received from Penzance, Cornwall, says that a

life boat and steamer left there at 1.30 p.m. for the scene of the wreck. The sea is rough, preventing small craft from going out. The Retartare ledges, on which the *Schiller* struck, are barely a third of a mile inside of Bishop's Rock, and the steamship should have heard Bishop's fog bell.

5 p.m.—Twenty-six of the persons who were on board the *Schiller*, in addition to those reported saved, have been landed at Trescow and Bryor Islands, of the Scilly group; among these are the second, third and fourth officers; the captain is drowned.

A later dispatch holds out hope that some of the passengers and some of the crew may have reached some other of the Scilly islands than those already mentioned.

LONDON, 8.—The following passengers are known to have been saved among the first class passengers:—H'y Stern, N. Y., Leo Weste, Phila., and Karl Kusil; second class and steerage: Silas Hoester, Charles Thran, Carl Dantzen, Marcus Panwiler, and Charles Jones and wife; four other steerage passengers were saved, but their names have not yet been ascertained, as they are in a state of insensibility. The following members of the crew were saved—Blusmer, Packendorff, Weiser, Dan. Blackhouse, Rehberg, Jensen, Adamsen, Hanmann, Blom, Jurgejensen, Werneck, Fahler, Hoffmann, Ernstson, Piel, Winsch, and Schweinske.

9 p.m. Up to this hour but forty-three of all who were on board are known to be saved. Twenty-five sacks of mail matter have also been saved. Several bodies have been picked up near the wreck, among them a woman with a child clasped in her arms.

LONDON, 9.—A dispatch just received says that Richard Williams and Chas. Henry Percy, steerage passengers, were saved. Nine corpses and some bales of hay and other portions of the cargo have been recovered. The survivors and a portion of the mails have reached Penzance, and will be forwarded to Plymouth by the first train this Sunday morning. Those who are going to Cherbourg and Hamburg will be sent to their destination by the *S. S. Pomerania*, of the Hamburg and American line, now on her way from New York, and expected to reach Plymouth to-day.

Of the forty-two survivors of the crew and passengers of the *Schiller* which have arrived at Penzance thirty-three have gone to Plymouth, the other ten are too ill to be moved.

The following additional about the disaster has been received: A heavy fog prevented observations on the *Schiller* since Tuesday, and the engines were put at half speed and the sail was reduced at 9 o'clock on Friday night; at 10 o'clock on the same night the ship struck the ledge. A great panic prevailed. Captain Thomas was highly praised for his conduct during the terrible scenes which followed. Two boats were filled with men, who refused to come out. The captain fired his revolver over their heads to drive them out; and then fired at them, but without effect. Afterwards the ship was washed ashore, broadside to the sea, and all on board these boats perished. The tackle at the sterns was released too soon, leaving it suspended by the bows. Three boats got away, but one, a life boat, was so badly injured that she sank and eleven of the people on board were rescued by other boats. The fog lifted an hour after the ship struck, and the lights were plainly visible. Two of the boats on the steamer were crushed by the falling of the funnel. Rockets and guns were fired from the steamer till the powder became wet. The deck, which was crowded with people, was swept away. At two a.m. the captain gathered some survivors on the bridge, and all were gradually swept away by the flood tide, which took the doctor and captain. The last rigging which remained above water was crowded with passengers and crew all night. The mainmast fell at 7.30 a.m., and being of iron it sunk with all on it. The foremast gave way soon after. The lifeboats and wreck stuff saved the lives of some, who were drifted miles away. One man was rescued after being in the water ten hours. Two boats from St. Agnes arrived a short time before the masts fell; they were unable to approach the steamer on account of the shoals, but they picked up stragglers in the water. The passengers say that Captain Thomas left the bridge at 3

a.m., to assist those on the deck, and when he reached the deck he was swept away by a heavy sea. All concur in saying that he exercised the greatest care, and was not abed for five night previous to the disaster. The sea began to break over the vessel half an hour before she struck, and the tide rose twenty-five feet before daybreak. Only one woman was saved. The survivors who were landed at Trescow escaped in the *Schiller's* iron boats.

LONDON, 10, 4 a.m.—Fifty-six mail bags, with twenty-two from New Zealand were saved from the *Schiller*. The steamer *Pomerania* sailed from Plymouth during the night for Hamburg, without taking the survivors of the *Schiller*. The statements made by the officers of the *Schiller* add nothing to the particulars already telegraphed. All accounts agree that the panic which followed the striking of the ship was heartrending and terrible beyond description.

5.30 a.m. Fifty corpses from the *Schiller* have come ashore, or been landed at St. Marys alone; the dead are much mutilated.

6 a.m. Mr. Darrien Smith, of the Scilly Islands, writes the *Times* that many additional lives were lost because the guns and rockets fired from the *Schiller* were thought to be merely ordinary signals of arrival, which have frequently been the cause of false alarms. Among the bodies rescued and already identified are those of Rowne, Luerchne and Andre Peterson.

Boats cruising in the vicinity of the wreck of the *Schiller* continue to pick up bodies of the drowned. When the steamer left St. Mary's Island to-day, nearly fifty had been found. Seven mail bags in addition to those reported recovered have been saved; they contained mostly San Francisco and Auckland newspapers.

The sea is too heavy to-day for boats to approach the wreck of the steamer *Schiller*. No cargo of any importance has yet been recovered. Fishermen report that the *Schiller* is firmly settled on the rocks, and will not fall off in deep water, and although it is difficult to approach the wreck now there will be many days in the Summer when salvage may be effected. There was a life belt in every one of the *Schiller* berths when the disaster occurred. Captain Thomas issued orders that one should be fastened to every woman, but the women were drowned by the heavy sea.

RAILROAD FREIGHT TRAFFIC

DURING APRIL, 1875.

UTAH CENTRAL.		
INWARD.		
	Tons.	Lbs.
Building Material.....	10	
Coal.....	2187	1190
Coke.....	128	1980
Charcoal.....	276	
Hay.....	45	1491
Lumber.....	277	1400
Live Stock.....	40	
Merchandise.....	583	487
Machinery.....	45	175
Produce.....	385	425
Sundries.....	36	850
Wood.....	20	1550
Wagons.....	47	426
Total, inward.....	4093	1974
OUTWARD.		
Building Material.....	41	1400
Crude Bullion.....	892	
Merchandise.....	133	821
Ore.....	412	826
Produce.....	211	
Sundries.....	31	
Wool and Hides.....	39	1913
Wagons.....	13	
Total, outward.....	1754	970
Total for the month.....	4093	1974
Total for the month.....	5848	904

UTAH SOUTHERN.		
INWARD.		
Crude Bullion.....	482	433
Coke.....	50	
Charcoal.....	137	1509
Coal.....	31	885
Ice.....	10	
Iron Ore.....	90	
Merchandise.....	44	483
Ore.....	651	1689
Produce.....	130	680
Rock.....	220	
Slag.....	10	
Sundries.....	5	
Total, inward.....	1892	1070
OUTWARD.		
Building Material.....	75	61
Coal.....	384	1840
Coke.....	132	
Charcoal.....	272	1000
Hay.....	16	931
Lumber.....	179	1375
Live Stock.....	20	
Merchandise.....	294	1905
Ore.....	90	350
Produce.....	52	1186
Slag.....	60	
Sundries.....	10	
Wagons.....	35	676
Total, outward.....	1632	1417
Total for the month.....	1892	1070
Total for the month.....	3525	487