New-York Tribune.

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THE HURRICANE.

IT SWEEPS THE WHOLE COAST.

A GREAT DEAL OF DAMAGE, YET AN ABSENCE OF GREAT DISASTERS.

Extraordinary gales, shipwrecks, very heavy rains, and much damage to property during Saturday and Sunday is reported from all important points along the Atlantic coast. At Norfolk and Cape May the wind blew at the rate of 70 miles an hour. Much shipping is ashore in the Southern States. The damage at the Exhibition is slight.

ITS WORK IN AND AROUND THE CITY.

DAMAGE TO PROPERTY ALONG THE WATER FRONT IN NEW-YORK AND JERSEY CITY—OTHER DAMAGE IN THIS CITY—EFFECTS OF THE STORM IN THE SURROUNDING COUNTRY.

The devastation in and around this city by the storm of Sunday seems to have been still greater than was at first reported. The returns from the different police precincts abound in lists of trees that were blown down, awnings torn away, telegraph poles destroyed, chimneys upset, and show windows and cases demolished. The heavy rain which flooded Canal and the cross streets passed off through Thompson-st., and not being carried into the sewer, which had become obstructed, flowed back and inundated the building at Nos. 31 and 33 Thompson-st., carrying away the foundation beneath the building, and endangering its safety so that Capt. McDonnell of the Wooster Street Station went to the place with a squad of officers and ordered the removal of the residents of the house. They were got out by the police, and as the building is in a tottering condition, and liable to fall at any time, the Department of Buildings has been given notice to make the place safe or tear it down.

The damage caused by the storm in the upper part of the city, except in a few instances, was very slight. A new single brick house at Avenue A and Fifty-ninth-st., completed to the fourth story, was nearly demolished before daybreak on Sunday. The contractor had anticipated the storm, and had intended to strengthen the fresh walls on Saturday, but owing to the neglect of the carpenters the timbers were not put in place. Standing upon one of the most exposed elevations near the East River, the first strong wind carried away the upper story, and this, falling, destroyed the lower walls. The proprietor, M. S. Stevens, estimated the damage at about $200. A strong gust blew down a heavy scaffolding from the rear of some buildings on Fifty-third-st., and in their fall they struck the rear walls of the new four-story buildings at Nos. 243, 245, and 247 West Fifty-fourth-st., carrying away three stories of the rear wall. This, together with the undermining of the base of the buildings, render them so unsafe that the Department of Buildings has been given notice to attend to the matter. Fortunately no persons were injured, although bricks and mortar were hurled by the force of the gale to a great distance.

In Central Park a few small trees were uprooted, and occasionally branches were blown off. At Broadway and Forty-eighth-st. considerable damage was done to the scaffolding surrounding a large building in process of erection. Trees were uprooted on Fifty-third-st., near Fourth-ave., at No. 151 West Forty-fifth-st., and on Seventy-third-st., between Third and Lexington-aves. A large number of cellars in the upper part of the city were partially flooded.

ALONG THE RIVER FRONTS.

The effects of Sunday's storm were probably more severely felt upon the streets near the Battery than in any other portion of the city. The flour merchants were the principal sufferers, especially at the foot of South, Water, and Front-sts. and upon State-st. The cellar of the store occupied by Weeks, Douglas & Co., at No. 4 State-st., was flooded nearly three feet in depth. This cellar was used for storing flour, and at the time contained about 1,000 barrels, besides a large quantity of starch. It is thought that about 200 barrels of flour were damaged, and that the starch is a total loss. This firm employed a steam fire engine to pump the water out, which was accomplished in about two hours. One of the members of the firm remarked that no water had been in the cellar before for eight years, and that he did not recollect a storm of such severity. Edward Cromwell & Son of No. 16 Front-st. had nearly 100 barrels damaged. J. L. Carbrey of Nos. 110 and 112 Broad-st., about the same number. The cellar of the Produce Exchange was submerged nearly two feet, and men were employed all day yesterday pumping out the water.

South-st. from its exposed position, facing the storm, felt its greatest fury. The tide rose over the piers, flooding the street and pouring into the cellars from the South Ferry up as far as Market-st. At No. 5 South-st., C. W. Billings had about $200 worth of wheat injured. J. Burns of No. 9 South-st. had about $400 worth of grain destroyed, there being fully three feet of water in his cellar. The majority of the cellars upon this street, which are used for storage, were filled with goods not injured by water, so that the loss was comparatively small. The stock in the basements of Nos. 79 and 81 Cortlandt-st. was destroyed by the flood, and the tide poured into the lower portion of Nos. 129, 131, 135, and 137 Cedar-st. In Liberty-st. the water flooded the lower portions of Nos. 128, 131, 132, 133, 134, 136, and 136½.

At Pier No. 25, the C. H. Northam of the line to New-Haven was tossed so violently against the side of the pier that one of the spiles was crushed, slightly damaging the pier. The schooner B. I. Hazard broke her moorings, and swinging over against the bark Carib at Pier No. 27, did some little damage. Pier No. 35 suffered somewhat, the end of the pier being battered by the tide, which lifted off some of the heavy planks. The goods upon the pier were saved from being carried away by a large amount of coal stored near the end. Pier No. 38 was flooded, but little damage was done however, as the goods stored were little affected by water. Near Fulton Market, at the Hartford pier, the bulkheads were torn away, and two of the stringers were carried some distance across the street. A large spar was thrown in such a direction as to interfere with the passage of the street.

The effects of the storm were also felt along the North River front, and upon the adjacent streets. The tide rose higher than it has for many years, and as a consequence, flooded the greater portion of the cellars in West-st., from the Battery to Christopher-st. Empty boxes, barrels, butter tubs, and other articles floated around in every direction. Some of the cellars contained perishable merchandise, which was ruined, but as many of the buildings had been visited in a similar manner before, measures were then taken to store the goods at a height which a flood tide would not be likely to reach. In West-st., the cellars of Nos. 8, 12, 15, 110, 111, 112, 113 were flooded, and in Washington-st., Nos. 15, 35, 59, 73, 75, 77, 166, 167, and 199 were inundated by the water. The cellars of Nos. 7, 9, and 10 Battery-place were also flooded. At Warren and West-sts. the water was so high in the cellar that the persons occupying it could only get in with great difficulty, and were obliged to let some of the water soak away before attempting to pump it out. At Pier No. 48, the freight depot of the Delaware, Lackawanna and Western Railroad, the tide rose completely over the pier. There was a large amount of dry goods and other articles stored there which would have been completely ruined had it not been for the arrival of some of the men at 9 o'clock Sunday night. The water was nearly a foot high on the pier, and the men were compelled to wade through it. They succeeded in placing the goods on barrels and other high places, and saved the greater part of them, so that the damage does not amount to over $500, as estimated by the overseer of the pier. The greater part of the loss is upon malt and carpets. A few schooners had their cauvas and sheeting torn by the high wind. It was generally thought by those about the piers that there would have been considerable damage done to the large ships if they had not been carefully watched.

ON THE WATER.

Little damage was occasioned by the storm in the harbor. The sloop-yacht Active of the New-York Yacht Club, owned by Mr. Hurst, which was anchored off Staten Island, dragged her anchor and was swept ashore upon the Stapleton Flats, where she now lies. The yacht is not materially injured. The Staten Island ferry-boats were unable to make a landing on account of the heavy sea on Sunday night, and were compelled to return to New-York. There was a rumor last evening to the effect that an unknown brig had been washed ashore about nine miles north of Barnegat Inlet, but further details could not be obtained on account of the break in telegraphic communication. The report that a vessel had been wrecked at Seagirt, N. J., also needs confirmation. No authentic news has been received at the Coast Wrecking Company's office of any disasters resulting from the storm, as the wires have been broken in every direction and communication is impossible.

The officers of the various steamship companies were visited yesterday, but no apprehensions were entertained at any of them regarding the safety of the vessels belonging to any of the lines during the gale of Sunday. The steamer Elysia of the Anchor line is due to-day, being now 16 days out; the steamer Scythia is due Wednesday, and the St. Germain of the French line on Thursday. All these vessels it is thought, were probably east of the line of the cyclone. At the office of I. E. Ward & Co.'s Havana line it was said the steamer Liberty was due yesterday morning; she had probably encountered the gale which accounted for her delay, but as she was a seaworthy vessel no fears were entertained for her safety. The steamer George Washington from Halifax, of the Cromwell Steamship line, was also due yesterday morning, but as she is a stanch ship, no apprehensions are felt in regard to her.

At the office of the Inman line, at No. 15 Broadway, Capt. Leech of the steamship City of Chester was found. He said that his vessel encountered the gale on Sunday morning off Nantucket, but he held on his course until within seven miles of the lightship, when, failing to make the light, he turned about and ran to the eastward. Capt. Leech said he had never experienced so heavy an easterly gale, and that it was all the ship could do to steam up against it. After running to Fire Island light, he turned about and came up to Quarantine on Monday morning. He did not think that the storm had extended over 250 miles off the coast. This was substantially the experience of the steamer Celtic of the White Star line, and the Wisconsin of the Williams & Guion line.

The steamboat Providence of the Fall River line reached her dock at 2 p. m. yesterday. One of the officers said the boat left Fall River at the usual time on Sunday, and reached Newport at about 10 p. m. The wind was blowing a gale from the east, and the sea running so high that the dock could not be reached. At 2 a. m. the steamboat was taken to the dock and remained there until 4 o'clock, when the journey to New-York was resumed. The officers said they had had one of the roughest passages on record.

IN BROOKLYN AND THE SUBURBS.

The effects of Sunday's storm in Brooklyn, although much damage was done, could not be ascertained on Sunday evening, as the police telegraph wires were injured. Many trees and signs were blown down throughout the city, and political banners especially were marks for the tempest. There were no complaints of the flooding of sewers, but along the water front it is said that the tide never rose so high before. It rose over the piers at the Erie Basin in South Brooklyn, and covered the docks at Red Hook. At the Commercial Wharf in the Atlantic Basin two vessels were blown from their moorings, and 100 feet of the front of the dock was torn away. The Norwegian bark August was thrown against the schooner Victor of New-York, and lost its cathead. The loss at this dock was about $1,000. The steamer Empire State, plying between New-York and Boston, was compelled to seek shelter at the foot of Elizabeth-st. during the storm. A carpenter shop owned by John Buchanan, in Sixth-st., between Fourth and Fifth-aves., was blown down, causing a loss of $300. The Gospel Tent of the Young Men's Christian Association, at the main entrance to Prospect Park, was prostrated, but it will be erected and ready for service to-night. The storm was very severe at Coney Island, the tide having risen to an unusual hight. Docks, bathing-houses, &c., were damaged and washed away, the loss amounting in all to $3,000 or $4,000.

The high tide caused considerable damage along the shore front of Jersey City and vicinity. Henwood's tobacco dock was covered with three feet of water, and 1,000 hogsheads were soaked in salt water and ruined. Walsh's immense coffer-dam was carried from its moorings, and damaged several canal boats against which it drifted. The piers of the Delaware, Lackawanna and Western Railroad were damaged considerably by the vessels being driven against them. At the Erie Depot 200 hogsheads of tobacco and 500 barrels of flour were wet, but the water did not soak through. The foundations of the new storehouses of the Delaware, Lackawanna and Western Railroad Company sank several feet in weak places, and the immense timbers were torn from their fastenings. In Harsimus Cove, near the abattoir, several canal boats were sunk. The Hoboken Ferry-house was damaged nearly $2,000. At Cavan Point the wool factory cellar was flooded, and a dozen barrels of unslacked lime were destroyed. The heat created was so great that the factory caught fire, and the works had a narrow escape from destruction. The wind carried the waves over the stone wall and towpath of the Morris Canal at Greenville, filling it so that it overflowed its banks all through Jersey City, doing a great deal of damage to private buildings by flooding the basements. In the Bay the schooner Sunny Showers was carried against the retaining wall of the canal and totally wrecked. The schooner Hickory of New-York broke from her moorings at the foot of Wall-st., Brooklyn, and drifted before the gale to the same place, where her bow and stern were stove in and her rigging and masts were carried away. The stone wall of the canal is badly damaged. A portion of the steeple of the Presbyterian Church on Hancock-ave. was blown down. Two partition walls and a section of the end wall in a new row of brick houses on Varick-st. were blown down, and the end wall of a new brick house on Pacific-ave. was torn out. At Guttenberg an unoccupied frame house on the Bull's Ferry road was so badly shaken, that it fell yesterday morning. The track of the Newark and Elizabeth branch of the Central Railroad was washed out, and a train was thrown off the track into the meadows. No one was hurt, however. Susan Loosey, age 8 years, the daughter of a fisherman residing at Stapleton, S. I., was found in a skiff at Robbin's Reef, whither she had drifted from Stapleton.

The storm proved very destructive on Staten Island. Early on Sunday evening all communication was cut off with New-York. The telegraph poles of the Western Union and police lines were blown down in many places, and the cellars in the low places about Stapleton were flooded with water. The street cars plying between Clifton and Port Richmond were obliged to suspend their trips, owing to the large number of trees that were blown across the track. The yacht Active, lying at anchor off Stapleton, was driven up high and dry on the flats, and slightly damaged. The yacht Clio dragged her anchor, and fouled with the yacht Mary, damaging both. The docks at all the landings were badly damaged by the wind and waves. The steam-tug Fenton, employed by the Health Officer, was sunk at the Clifton Dock. Some other vessels at anchor in the bay were more or less damaged by fouling while dragging their anchors.

The most serious damage done in Newark was the unroofing of the south wing of the City Almshouse, the roof being carried into Elizabeth-ave. A chimney was blown down from another portion of the structure, and for a time a panic seized the inmates. In the Ninth and Fourteenth Wards a large number of trees were blown down and fences and outbuildings crushed by the falling limbs. The tin roof of Dawson Brothers' tannery was torn up and wrapped about the tall smoke-stack. About 20 yards of the large fence about the silk works in Bank-st. was leveled to the ground. The chimney of the residence of A. J. Seager, at No. 125 New-st., was blown down and crushed in the roof, some of the bricks falling through into the kitchen. In different sections of the city trees were uprooted and chimneys destroyed. At the Waverley Fair Grounds a number of trees were blown down, and several tents which had been erected for the State Fair, which opened yesterday, were prostrated. The public parks were considerably damaged. As a milk train was coming down the grade on the Delaware, Lackawanna and Western Railroad yesterday morning, a falling telegraph-pole at Nesbit-st. carried away the smoke-stack of the locomotive.

At Long Branch, Monmouth Beach, Ocean Grove, and other places along the sea shore the storm was very violent, destroying bathing-houses and penetrating the wooden cottages, but no losses of life or serious destruction of property is reported as yet. The railways were all badly washed and the trains have been much delayed.

In Trenton, the spire of St. Paul's Episcopal Church, on Centre-st., was blown down. Milligan's new pottery, on Clinton-st., and Davis's pottery, on Mercer-st., were partially unroofed. The second story of the brick office of the wire mill on Hamilton-ave. was blown off.

WILD WORK AT CAPE MAY.

TWO HOTELS UNROOFED—THE BREAKERS CARRY AWAY A PIER—MANY COTTAGES INJURED.

CAPE MAY, N. J., Sept. 18.—The storm of yesterday was one of the most severe ever known on this coast. The wind blowing from the north-east attained such fury that at 4:30 p. m. it had become a tornado, accompanied by hail and rain. A terrific gust of wind unroofed a portion of Congress Hall, hurling the fragments against the cottage of George Hildreth, in the rear of the hotel, completely demolishing it. The roof of the Stockton House was also carried away, but no further damage was done to that hotel. Two cottages near the Stockton House, belonging to G. W. Grier of Philadelphia, were unroofed and otherwise badly damaged. Numerous other cottages and hotels on the island were considerably damaged, while barns, fences, and chimneys were blown in every direction. No one, however, is known to have been injured. The strong wind caused a very high tide, and at 6 o'clock the sea was breaking completely over the beach drive, ruining it, and carrying away the pier in front of Congress Hall. The wind reached a velocity of 70 miles an hour, when the indicator at the Signal Office broke. The entire loss here is estimated at $30,000. The damage at Sea Grove was slight, and no serious loss was sustained. Several vessels are reported ashore, but their names have not yet been ascertained.

THE TRACK OF THE STORM.

A VELOCITY OF SIXTY MILES AN HOUR—HOUSES, BRIDGES, AND EXPOSED PROPERTY GENERALLY BADLY DAMAGED IN ALL THE COAST STATES.

WILMINGTON, N. C., Sept. 18.—The storm in this section yesterday was violent, but so far no very serious damage is reported. In the city, fences and shade trees suffered greatly, and a few houses were unroofed. On the sound, bathing-houses, fences, and small boats were generally demolished, and a number of persons, while endeavoring to save their boats, narrowly escaped drowning. The storm was at its hight here at 8 a. m., when the velocity of the wind was nearly 60 miles an hour.

WASHINGTON, Sept. 18.—One of the heaviest rain-storms experienced in several years visited the city yesterday. The rain began falling on Saturday night, but from early on Sunday morning, till about 5 o'clock in the afternoon, it was incessant. Late in the afternoon the wind blew a thorough gale, doing considerable damage to awnings and young trees. Several cellars on certain portions of Pennsylvania-ave. were flooded. The reports from the Virginia and North Carolina coasts state that the storm was very violent, and caused much damage to shipping.

RICHMOND, Sept. 18.—A heavy and incessant rain storm prevailed here yesterday, accompanied by a high, north-easterly wind. In the afternoon the wind increased to almost a hurricane, destroying many shade-trees, awnings, and signs; unroofing and otherwise injuring houses.

PHILADELPHIA, Sept. 18.—All communication with South New-Jersey having been impeded by the storm of yesterday, and there being rumors of great damage at Cape May, a special train was started for that point from Camden at midnight to obtain information. A special to *The Times* at 4 o'clock this morning says the train was wrecked a few miles out of Camden, but the engineer was the only person injured. Telegrams report that the railroad is submerged, and the wrecked train now lies in four feet of water. The damage done to the Exhibition buildings is very slight, but elsewhere throughout the city houses have been unroofed in all directions.

NEWBURGH, N. Y., Sept. 18.—A thousand feet of the trestle-work of the old Boston, Hartford and Erie Railroad at Dutchess Junction was blown down by the gale of last night. The trestle had never been used. The company's funds gave out before it was completed. The timbers had become partially rotten. The property is now owned by Homer Ramsdell of Newburgh and Mark Healey of Boston. The loss is from $8,000 to $10,000.

ALEXANDRIA, Va., Sept. 18.—The violent storm of wind and rain yesterday caused a rise in the river of several feet above the high-water mark, and the wharves were all submerged. The lower portion of the city was flooded, and some grain stored on the first floors of the warehouses was damaged. Reports from the surrounding districts say that the storm was severe, but the amount of damage is unknown.

NORFOLK, Va., Sept. 18.—The north-easterly gale which began here on Friday night culminated yesterday afternoon at 1 o'clock in a terrific storm, with the wind blowing at the rate of 72 miles an hour. The Custom-house, the buildings of the New-York Compress Company, the depot of the Seaboard and Roanoke Railroad, and a number of private dwellings were unroofed and otherwise damaged.

SHIPPING ASHORE.

THE ATLANTIC COAST STREWN WITH WRECKS.

BALTIMORE, Sept. 18.—The schooner Shirley, from Richmond, reports a bark, in ballast, dismasted at anchor off the Horse Shoe yesterday afternoon.

WILMINGTON, N. C., Sept. 18.—The British bark Roberta, loaded with naval stores and bound for Hull, England, was blown ashore on Baldhead Beach yesterday. Her cargo is being removed, and it is thought the vessel is considerably damaged.

WISCASSET, Me., Sept. 18.—The schooner Lalla Rookh of Swan's Island went ashore in a fog today on Fisherman's Island, near Booth Bay. She will be a total loss. The crew was saved. The schooner Lottie of Calais, for New-York, also went ashore, and Benj. Newbury, son of the captain, was drowned.

NORFOLK, Va., Sept. 18.—The schooner Annie Turner, loaded with salt, from New-York for Norfolk, is ashore in this harbor. An unknown brig is bottom up off Hogg's Island. An unknown bark is sunk off the Capes. The schooner Milton, from Philadelphia for Richmond, loaded with pig-iron, is sunk off Sewell's Point. The schooner Anna W. Barker, in ballast, New-Haven for Baltimore, is ashore 12 miles south of Cape Henry. The sloop Hultz of Portsmouth was capsized, and many vessels dragged their anchors, sustaining more or less injury. The telegraph lines to the Capes are prostrated, and no information as to the extent of damage done the shipping on the coast has been received.

BALTIMORE, Sept. 18.—The tow-steamer Juniata, Capt. Richardson, of the Susquehanna Tow Line Company, left Havre de Grace at 5 o'clock Saturday afternoon, for Baltimore, with 12 barges in tow. At 9 o'clock that night, when off Poole's Island, a terrible gale was encountered, which cut the barges loose, nine of which, it is supposed, sunk. The persons on board of the sinking barges took refuge on the other three, which drifted toward the shore, but before it was reached one of them sunk, and all on board—eight persons—were drowned. The other two barges, having on board 25 persons, reached the shore safely. The persons drowned were George Hook, wife and child, of Baltimore; Thomas A. Reese of Potts Grove, Penn.; a boy driver, who was taken on board at Havre de Grace; a lady passenger from Lockhaven, Penn., whose first name was Jennie, and two unknown deck hands. The Juniata arrived here this afternoon with the survivors.

FORT MONROE, Va., Sept. 18.—A fearful hurricane from the east prevailed here yesterday until 2 o'clock in the afternoon and then veered to south-west. Fences and trees were blown down, but no accident occurred. To-day reports from this vicinity give the following marine news: The schooner Marion of Philadelphia is sunk off Sewell's Point; a light brig, bound to Richmond, is anchored below, with her sails split and foreyard gone; also, a three-masted schooner anchored on Middle Ground, outside the Capes with her sails gone. The pilot boat Slicer reports pieces of a wreck floating off the Capes. Two schooners, with loss of anchors, are ashore in Hampton Creek. Two schooners are in the Roads with their mainsails gone. A large schooner is ashore on Back River, seven miles above, and another one on Egg Island; five miles further up the schr. Canton, from Petersburg, for Boston, with a cargo of wheat, is ashore. Five miles above Newport News a mud digger and three scows are ashore. A schooner is ashore on Cobbs Island; she hails from New-York. Another is ashore at Cherrystone. The bark Clara, from Bremen for Baltimore, which anchored below on Friday, was reported in distress, and a steamer yesterday took her in tow for Baltimore. No large vessels anchored in the Roads were damaged.

ADVANTAGES OF THE RAIN.

RAFTING RESUMED ON THE DELAWARE—MILL STREAMS AGAIN FULL.

PORT JERVIS, N. Y., Sept. 18.—The rain of yesterday has raised the Delaware River several feet, and it is still rising. This will give the lumber dealers an opportunity to bring their lumber down to market. The lumber section has felt the hard times keenly this Summer, no lumber having been rafted since last Spring.

BOSTON, Sept. 18.—The storm was quite severe last night in the bay and along the coast, and 2.14 inches of rain fell, being more than for the entire month of August. It is a great benefit to the mill streams.

IN CANADA.

THE CORINTHIAN ASHORE—MARINE PROPERTY DESTROYED.

TORONTO, Sept. 18.—A violent rain and wind storm set in last evening and continued all night and well into this morning. No damage is reported beyond the drifting and capsizing of several yachts anchored in the harbor.

HALIFAX, Sept. 18.—There was a severe gale on Newfoundland Banks on the 6th inst., and it is feared some lives were lost and much property destroyed. A vessel at St. John's reports sailing through an immense quantity of casks, fishing gear, and wrecked dories.

GRAFTON, Ont., Sept. 18.—The steamer Corinthian ran ashore on a rock a little east of Grafton this morning. She had 70 passengers and a fair cargo of freight on board. The passengers were all forwarded by the train. The steamer is not supposed to be much damaged.

A NEGRO RISING IN SOUTH CAROLINA.

THE WHITES TURN OUT TO PUNISH A COUPLE OF RUFFIANS—THE COLORED PEOPLE GATHER IN SELF-DEFENSE—A TRACK TORN UP.

AUGUSTA, Ga., Sept. 18.—Mrs. Alonzo Harley, who lives near Silverton, Aiken County, South Carolina, was assaulted at her residence last Friday by two negroes. Mr. Harley was at work on his farm and Mrs. Harley was alone with her son, nine years old, and an infant three weeks old. She was knocked down two or three times. Her screams finally alarmed the negroes and they fled. When the alarm was given the citizens assembled and made search for the negroes, one of whom was arrested and shot. The other negro escaped. On Saturday a warrant was issued for his arrest and placed in the hands of a constable, who, with the aid of a posse of white men, attempted to make the arrest. This was resisted by a large crowd of negroes, about 200 in number, armed with shot-guns and Winchester rifles. On Sunday the excitement continued. Both whites and blacks were fully armed, watching each others movements. There is a report of a skirmish during the day, in which two or three persons were wounded. Toward night a compromise was agreed upon, both parties consenting to disband and retire to their homes. The negroes agreed to surrender the colored man who made the assault on Mrs. Harley, and deliver him over to the authorities at Aiken. With this understanding the whites dispersed. While retiring to their homes, it is reported that several of them were ambuscaded and shot by the negroes. The city is full of rumors as to the number killed, but there has been nothing definite ascertained.

LATER.—The passenger train from Augusta for Port Royal, which left this morning at 8 o'clock, has returned. Proceeding to Jackson Station, the track was discovered to have been torn up, and a freight train which left here at 6 o'clock this morning was found wrecked, and the negroes had possession of the road. Superintendent Fleming of the Port Royal road has telegraphed the state of affairs to Gov. Chamberlain, asking him for troops. He has also applied to Lieutenant Barnhardt, U. S. A., stationed at Hamburg, for assistance. A number of citizens have left for the scene of the disturbance, which is about 20 miles from Augusta on the Port Royal road.

CROOK'S CAMPAIGN.

SUPPLIES FOR THE STARVING ARMY.

THE WORST DAY OF THE MARCH—WHAT THE TROOPS FOUND ON THE BELLE FOURCHE—A FUTILE SCOUT.

[BY TELEGRAPH TO THE TRIBUNE.]

CROOK'S CAMP, BELLE FOURCHE RIVER, D. T., Sept. 15, via HAT CREEK, Wyoming, Sept. 18.—The march of Gen. Crook's command from Owl Creek to the waters of the Belle Fourche on the 12th inst. was the most trying ordeal of the campaign, but was perhaps a fitting conclusion to one of the most straining experiences in the history of armies. The enthusiasm created by the victory of the 9th inst. was washed away in the rain of the 12th, and the dreadful adhesiveness of the mud between Owl Creek and Bell Fourche River, mixed as it was by prickly pears, rendered the situation almost unparalleled. Fully one-third of the command did not reach camp until next day, when a push in advance a few miles further brought everybody to this excellent camp, where a band of cattle and other supplies from the Deadwood miners were in waiting. Double rations of beef, flour, sugar, and coffee were issued at once, and by yesterday morning the hungry and weary troopers were transformed into comparatively new beings. The whole command had been out of bacon, bread, coffee, sugar, and salt for several days, and was living on horse meat.

Yesterday was wholly devoted to drying out the dirty rags remaining in the shape of clothing, bedding, etc., and feasting on the change of diet. The bugle was once again allowed to enliven the silence. Of the 41 days of the great march, 21 have been wet and gloomy, yet only 2 per cent of the command are on the list of sick and wounded.

On the morning of the 12th, Col. Upham, with 150 men of the 5th Cavalry, branched off down Owl Creek on a trail of twenty lodges; but after pursuing it the whole of that day and part of the next, came south to the Belle Fourche. Yesterday he returned to the camp. He was so unfortunate as to have Private Miller of Company A killed and scalped in sight of his camp yesterday morning by five Indians. The man had gone out hunting, and was thus surprised. The officials of Deadwood have offered the freedom of the city to Gen. Crook, and will be out in great numbers to-day to receive the command. They can well afford it.

A CHANGE OF CROOK'S PLANS.

THE TROOPS NOW MARCHING TO FORT LARAMIE.

[BY TELEGRAPH TO THE TRIBUNE.]

CAMP ON THE WHITEWOOD, D. T., Sept. 15, via HAT CREEK, Sept. 18.—While on the way this morning, a courier arrived from Fort Laramie with dispatches for Gen. Crook which will affect his plans to some extent. He had intended to reëngage and hit back the Crazy Horse band this Fall. He thinks that another move would tend to disperse his followers, many of whom are already inclined to go to the agencies. The victory of the 9th inst. would teach them that scattering their forces will not prevent the troops from overtaking them. Gen. Crook will now start for Fort Laramie to meet Gen. Sheridan, and his command will follow leisurely, but of this and the future the outside world will be better informed from Laramie.

NEWS FROM THE AGENCIES.

EIGHTEEN INDIANS KILLED BY CROOK—THE SIOUX COMMISSION STILL AT WORK—12,500 ABSENTEES FROM THE AGENCIES.

RED CLOUD AGENCY, Sept. 17, via Fort Laramie Sept. 18.—Gen. Crook's chief scout arrived here last night with dispatches for Gen. McKenzie from Gen. Crook. He left the command on the afternoon of the 11th inst. He says the Indians were routed on the 10th with a loss to the whites of only three killed and nine wounded. Fourteen dead Indians were found on the battle-field, and four bodies are known to have been carried off. Thirty-five Indian lodges were burned by the whites with all their contents. During the fight the Indians received reënforcements. In the vicinity of the place where the fight occurred, it has been known that there has been a camp of hostile Indians for several months, from which raids were made on the Black Hills miners; but Gruard thinks the Indians attacked were of Sitting Bull's band, on account of the spoils of the Custer massacre which were found. Among the spoils was $900 in money.

It is reported here that Gen. Sheridan is at Fort Laramie, and that Gen. Crook is expected to meet him there to-day, but Gruard says Crook cannot get there by the time designated.

Messrs. Whipple, Daniels, Howard, and Hineman of the Sioux Commission returned from Spotted Tail Agency yesterday. They report that the council held by them with the Spotted Tail Indians was well attended, but nothing was done beyond presenting the propositions of the Government. To-morrow is set for a council here, at which the Commission hope to receive an answer to the propositions which were presented on the 7th inst.

Very few Indians are here just now, mostly all of them having gone into camp on Shadron Creek, 20 miles distant, and about half way between here and Spotted Tail Agency, for the purpose, as they represent, of consulting with the Indians of that Agency. Gruard says he is convinced that two-thirds of the hostile Sioux are Indians belonging to Red Cloud, Spotted Tail, and Missouri River Agencies, and that a large amount of the supplies has been received from the same sources. He says there are thousands of Indians now in the northern country who do not belong there. Gurard has been with Sitting Bull for two or three years, and knows the northern country and all the Indians belonging there thoroughly. The counts made here and at Spotted Tail by the military recently shows 12,500 absentees. Very old and very young Indians predominate among those remaining here.

SURRENDER OF WARRIORS.

TWENTY-NINE OF THE INDIANS IN THE CUSTER MASSACRE GIVE UP THEIR ARMS.

CHICAGO, Sept. 18.—The following has been received at military headquarters:

FORT LARAMIE, Wy., Sept. 17, 1876.

Gen. R. C. DRUM, *Chicago, Ill.*

The following dispatch has just been received from the Department of Dakota:

Col. Carlin reports that Kill Eagle and Little Wound, with 100 people, all their arms, ammunition, and about 100 ponies, surrendered to him at Standing Rock on the 15th. Twenty-nine men surrendered, all of whom were in the fight on the Little Big Horn.

P. H. SHERIDAN, Lieutenant-General.

Gen. Drum sent the following to Gen. Sheridan:

HEADQUARTERS MILITARY DIVISION, MO.
CHICAGO, Sept. 16, 1876.

Lieut.-Gen. P. H. SHERIDAN, *Fort Laramie, Wy.*

Col. Bull, commanding Cheyenne Agency, under date of 9th inst., says as follows: "Have had messengers yesterday and to-day direct from the hostile camp. They report the camp near Slim Buttes, 180 miles distant, and report Gen. Terry's column on Beaver Creek, moving toward the Missouri. The Indians are very desirous of surrendering. I have stated to the messengers that it could be only unconditional, viz.: surrender their arms, remain as prisoners, and submit to whatever punishment and other treatment the proper authority might dictate. I have sent a courier to Gen. Terry, who will reach him in about five days."

R. C. DRUM,
Assistant Adjutant-General.

WRECK OF A CANADIAN STEAMER.

THE STEAMSHIP CANADIAN OF THE ALLAN LINE ASHORE ON THE IRISH COAST—THE CREW AND PASSENGERS SAFE.

LONDON, Monday, Sept. 18, 1876.

The Allan Line steamship Canadian, Capt. Neil McLean, from Montreal Sept. 5, for Glasgow, grounded this morning at Shermanport, near Larne. All on board were safe. The vessel struck on a rock, which stove in her bow, allowing the water to enter the fore compartments.

LATER.—The fore hold of the steamship Canadian, ashore near Larne, is full of water. The remaining two compartments are supposed to be intact. There are 15 feet of rock through the vessel's bow.

THE SCENE OF THE DISASTER.

The point where the Canadian struck is on the north-east coast of Ireland. The town of Larne, which is near the scene of the disaster, is on Lough Larne, an inlet of the sea, 17½ miles north-east of Belfast. Should the passengers be landed at Larne they will experience no difficulty in procuring food and shelter. The Canadian left Quebec on the 7th inst. for Glasgow, with a large cargo of general merchandise and a considerable number of passengers. The vessel was formerly commanded by Capt. Miller, but her present captain is Neil McLean. She was built on the Clyde, in 1872, for the Allan Line, which sends a steamer every week during the season of navigation from Quebec to both Liverpool and Glasgow. The line has a contract with the Canadian Government for the conveyance of the transatlantic mails. The Canadian was 2,295 tons register, and was built of iron on the medium model. Her length over all is 350 feet; breadth of beam, 35 feet 6 inches; and depth of hold, 25 feet. She has three masts, six bulkheads, and is schooner rigged. Her engines are compound, the cylinder being 44 by 82 inches.

OBITUARY.

THE REV. EDMUND STORER JANES, D. D.

In the death of Bishop Janes, the Methodist Episcopal Church, North, loses the senior head of the Episcopacy. He was called the "Working Bishop," and was esteemed the peer of any of that devoted line of leaders, from Asbury up, under whose guidance the Methodist Episcopal Church, North and South, has grown, in little more than a hundred years, to be numerically the strongest in the United States, with a membership of over two millions. While the Methodist ministers of the city were holding their usual Monday morning meeting yesterday, at No. 805 Broadway, a dispatch was received from the family of Bishop Janes, stating that he was believed to be on his death bed. Prayers were offered for the dying bishop, and several hymns were sung. About 1 p. m. he breathed his last, at his residence in Twenty-fourth-st., near Fourth-ave. Physically, he had been a sufferer all his life, and was only sustained in his great work by his indomitable will. A complication of diseases, aggravated by the depression which succeeded the death of his wife, five weeks ago, caused rapid decline and the termination of a long and laborious career.

Edmund Storer Janes was born in Sheffield, Berkshire County, Mass., on April 27, 1807, and consequently had entered on his 70th year. The late Edwin L. Janes of Flushing, L. I., was his twin brother. When he was four years of age his parents removed to Salisbury, Conn. In his youth he was a diligent student, and aimed especially to perfect himself in English. He loved the pure Saxon. From 1824 to 1830 he was engaged in teaching, and during three years of the period gave much attention to the study of the law. When about to seek admission to the Bar his prospective associate in business died suddenly, and this event, with his own religious conversion, led him to look to the Methodist ministry for his life work. In 1830, he joined the Philadelphia Conference and was appointed to preach two years at Elizabeth, New-Jersey. Then he filled a pastorate at Orange, was agent of Dickinson College for three years, pastor of churches in Philadelphia for three years and in New-York for two years, and then Financial Secretary of the American Bible Society for four years. During this time he had devoted six years to the study of theology, and purely from a love of the science also pursued medical studies, and in 1842 received the degree of M. D. from the Vermont University. Dickinson College conferred on him the degree of A. M. in the same year, and the degree of D. D. in 1844.

In 1844, entirely unexpected to himself, he was chosen one of the nine bishops of the Methodist Episcopal Church. It was the year of the rupture between the North and South Conferences. Bishop Janes was a strong Abolitionist, and did not look upon the separation with regret. The church in the South had become pledged to the support of slavery, and Bishop Andrews, who had inherited slaves, had been elevated to the Episcopacy in defiance of the rules of the church. Bishop Janes was ordained deacon in 1852 and elder in 1854. The particular district in which each bishop is employed being a subject of arrangement among themselves once a year, Bishop Janes came to know almost every part of the country. He traveled in all the States except Florida and in most of the Territories. He twice visited California. He labored as Bishop principally in New-York, New-Jersey, and Pennsylvania. In 1859 he attempted to hold a conference in Texas in the interest of the Church, North, and the event afforded him use for the unflinching courage and strength of spirit which he possessed in large degree. A pro-slavery mob broke into the church and pistols were drawn. Bishop Janes, it is said, frowned down the mob and continued his sermon. The story gained credence afterward that he was a Freemason, and had saved himself on this occasion by making that supposed fact known. Bishop Janes was not a Freemason, however. Bishop Janes was a delegate to the British Wesleyan Conference in 1864, and helped in the supervision and inspection of the Scandinavian, Swiss, and German Missions in Europe from 1864 to 1868. In 1865 he visited England as delegate of the American Bible Society to the British and Foreign Bible Society. He attended the French Wesleyan Conference at Paris and the Irish Conference at Cork. At Bremen he delivered an address on the death of President Lincoln, which was widely disseminated and had a marked effect on the sentiment of Northern Europe favorable to the Union cause.

Bishop Janes was not so noted for his oratory as for his indefatigable energy and conscientious adherence to duty. His sermons were practical, and partook of his own roundness of character. He was a ready man, and took up a subject on a moment's notice with great directness and force of ideas. He had some magnetic influence and was a close, analytical reasoner, and his sermons before conferences were largely argumentative. His favorite themes were the divinity and the atonement of Christ. He was one of the best parliamentarians and presiding officers the Church ever had, and it is said that no one of his decisions at annual conferences was ever called by appeal before the General Conference. He was a little under the medium hight, and of a round, well proportioned person. His voice was feeble, but was well managed. He was sedate and dignified in his intercourse with the public, but accessable to all who sought him for aid or counsel. After the sudden deaths of