New-York Tribune.

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OVER A HUNDRED LIVES LOST

WRECK OF THE DANIEL STEINMANN.

STRIKING ON ROCKS NEAR HALIFAX AND SINKING IN DEEP WATER—ONLY THE CAPTAIN, THREE PASSENGERS AND FIVE SAILORS REPORTED SAVED.

[BY TELEGRAPH TO THE TRIBUNE.]

HALIFAX, April 4.—The steamer Daniel Steinmann, from Antwerp for Halifax and New-York, struck the rocks off Sambro Island, north of Halifax Harbor, at 10 o'clock last night, and sank in deep water. There were ninety passengers and thirty-four men in the crew. Of these the captain, five sailors and three passengers were saved. Seventy-six passengers were bound to New-York.

The Daniel Steinmann left Antwerp on March 20. She was only due here to-day, and made a quick trip to be off Sambro last night. A stiff southeast breeze prevailed after 6 p. m. yesterday. Between 8 and 9 o'clock there were heavy thunder and lightning. At 10 o'clock a squall sprang up, which proved to be a small hurricane. There were also a thick fog and heavy rain.

Sambro Island is three and a half miles from Sambro village, near the scene of the wreck of the ill-fated Atlantic, eleven years ago the first of this month. There is a lighthouse on the island. All around are rocks and shoals. Captain Schoonhoven had no business within eight miles of the island. He was altogether out of his course. The thick fog prevented his seeing the light, and running before the southeast wind and with the heavy sea he ran his ship right on the rocks within 300 yards of the lighthouse.

Communication from the island is made by military signals, but the fog made the use of signals impossible. Toward noon to-day the fog lifted, and a message announcing the disaster was sent to Camperdown, a military station half way between Sambro and Halifax, and thence the news was telegraphed to this city.

Since then nothing has been heard from the scene of the disaster. Brooks Chipman, the agent, immediately left here in a tug, but the sea was so high that it was found impossible to get within two miles of the wreck or to land anywhere along the coast. Mr. Chipman returned to the city and drove down the shore. The Marine and Fishery Department immediately dispatched the Government steamer Newfield to render assistance, but the heavy sea and fog will make it impossible for her to do anything. No details of the escape of the survivors or of the cause of the deplorable loss of life have yet come to hand or are likely to be received to-night, owing to the prevailing storm and the impossibility of reaching the island.

LATER.—The Dominion Government steamer Newfield has just returned to port, unable to get beyond Chebucto Head, owing to the storm. She will make another attempt in the morning. A number of people have gone to Sambro village, but the island can only be reached in calm weather by boats, and from present appearances it will be two days before a boat will be able to land there. Fishermen say that the Mad Horse Shoals are 300 yards west of the lighthouse, and believe that the steamer struck there.

MEAGRE DETAILS OF THE WRECK.

HALIFAX, April 4.—The intelligence received here thus far from the wreck of the Daniel Steinmann is meagre. It is said that the captain and five of the crew were the only persons saved. The steamer had ninety passengers and a crew of thirty-four. Twenty of the passengers, all Germans, were to land here, and seventy were for New-York. It is thought that the Steinmann struck on the Sisters, off Sambro, and shortly afterward sank. Her masts are now visible from the shore. Intelligence of the wreck did not reach here until this afternoon. Considerable of the cargo was for this port, and the remainder for New-York.

The tugs which left here for the scene of the wreck have returned without having been able to reach the neighborhood of the steamer, owing to rough seas. Another attempt will be made in the morning to reach the wreck if the weather moderates.

Later.—Three passengers from the steamer were saved with the captain and five of the crew. Their names have not yet been ascertained. They are all on Sambro Light Island, the only communication with which is by signal in rough weather. To-night the weather is thick and rainy, and it is uncertain if any further particulars can be had. Reporters have started for Sambro by land, but the roads are bad, and even when there their chances of securing information to-night are small.

FACTS LEARNED IN THIS CITY.

MEAGRE DISPATCHES—WHAT THE AGENTS SAY—DESCRIPTION OF THE VESSEL.

The New-York agents of the White Cross Line, Funch, Edye & Co., of No. 27 South William-st., received the first notice of the disaster in the following dispatch from the Halifax agents of the line, Chipman Brothers, at 4:30 yesterday afternoon:

HALIFAX, April 4.—Steamer Daniel Steinmann sunk off Sambro and is a total loss. Captain and five men saved. Tugs gone to her.

Sambro light is about fifteen miles from the city of Halifax, and the reefs against which it is intended to warn mariners are just to the south of the entrance to the harbor. Immediately off the reefs, according to the United States Survey, the soundings show fifty-five fathoms. As soon as the news was received the telegraph was called into requisition and further particulars were requested. Up to a late hour, however, no further news was received by agents, other than that there were 130 lives lost.

TALKS WITH THE AGENTS.

H. W. Edye, the head of the firm of Funch, Edye & Co., said last night: "The only explanation that I can give of the wreck is that the weather was foggy and thick and the captain, being unable to see the Sambro light, went on the rocks. Without knowing the extent of the damage he backed off and sank in deep water. In going into Halifax Harbor it is necessary to go quite near the reefs, and as the light is situated on high ground back of the reefs in very thick weather it is a difficult matter to see it before it is too late. The report about the captain and five men being saved came from some fishermen. Captain Von Schoonhoven has been in the employ of the White Cross Line about two years, and during that time has been in charge of the Daniel Steinmann. It was his first steamship command. He is a quiet little man, with very little to say, but a thorough seaman and familiar with the Nova Scotia coast. He has the reputation of a lucky captain. Up to the time he took command of the Steinmann she had been an unlucky ship, but afterward she never had the slightest trouble. It is possible that later advices may show that more lives have been saved, though I can hardly say that I believe they will."

Alfred Lembcke, of No. 21 State-st., who is the passenger agent of the White Cross Line, said: "Our advices from the Antwerp agents of the line show that there were ninety-four passengers on board the wrecked steamer. The line carries very few cabin passengers, and I suppose, without having the passenger list, that most of them were in the steerage. The White Cross steamers have only been carrying passengers to New-York for the last three years. The Steinmann I don't think has been here this year."

THE STEAMERS OF THE LINE.

The White Cross Line was established in 1865, and its vessels plied between this port and Antwerp, stopping at Halifax in the winter and at Montreal in the summer. The principal owners of the line are Steinmann & Ludwig and Theodore C. Engels & Co., of Antwerp. The former firm have the management of the business. There are some steamers used by the line. They are the Jan Breydel, the Pieter de Coninck, the De Ruyter, the Helvetia, the Herrman, the Plantyn and the Daniel Steinmann. Last summer the steamers Helvetia and Ludwig plied between Montreal and Antwerp. The Ludwig, formerly known as the Hansa, sailed from Montreal to Antwerp last July and has never since been heard from. It is supposed that she struck an iceberg side on, stove in two or three compartments and sank. During the winter months the Herrman, Helvetia and Daniel Steinmann stop at Halifax in accordance with the terms of a mail contract with the Canadian Government. The line runs a weekly service, leaving New-York every Saturday and Halifax every Wednesday. It carries usually at this season between 50 and 150 passengers.

HISTORY OF THE STEINMANN.

The Daniel Steinmann was a brigantine-rigged steamer of 1,790 gross and 1,314 net tonnage. She was one of the smaller boats of the line. Her dimensions were: Length over all, 277 feet 5 inches; breadth, 34 feet 5 inches; depth, 25 feet 4 inches. She had five thwart-ship bulkheads, and two decks. She was driven by two compound engines of 183 horse power, and was rated A 1 at Lloyds. She was built in 1875 by John Cockerill, at Hoboken near Antwerp, for Smeier & Co., of that city, and was intended for the Baltic trade. She made one or two trips and was frozen in at Cronstadt in the winter of 1875-76. On her return it was concluded that she was too large to be profitably employed in that trade, and she was sold in the latter part of 1876 to her present owners. She was originally known as the Khedive; her name was changed when she changed owners. Her original cost was 1,000,000 francs (about $200,000), and she could accommodate about 900 steerage passengers when crowded to her utmost capacity. Her cabin accommodations were meagre, and she seldom carried more than half a dozen cabin passengers. She carried four life-boats, besides rafts and other life-saving appliances.

The agents estimate her value at $125,000; she was insured for that amount in Paris companies. She had a general cargo of about 1,300 tons, consisting of window-glass, iron castings and other manufactures, woollens, dairy products, etc. Of this 300 tons were destined for Halifax.

HER LAST TRIP—THE CAPTAIN.

The Steinmann left Antwerp on March 20, with a crew of about forty men all told. She was last sighted off St. Catharine's on March 22. She was due here to-morrow. She arrived here on her last trip on January 30, after a passage of twenty days. On her previous voyage she arrived on December 8, twenty-four days from Antwerp. On both trips her passenger list was light. The time for making the trip varies from fifteen to twenty-five days.

The only officer of the Steinmann known at the office of the agents is Captain Von Schoonhoven. He is described as a small, light complexioned man, about forty years of age, quiet and unobtrusive, but a careful, trustworthy seaman. He is a Belgian. He has passed almost his entire life at sea, and has commanded sailing craft. He entered the service of the White Cross Company about two years ago as chief officer, and was shortly afterward given command of the Daniel Steinmann. He has always been regarded as a safe man, who understood his business thoroughly, and both the agents and the owners have great confidence in him. The names of the three mates, chief-engineer and steward are not known here.

WHAT THE OFFICERS OF THE JAN BREYDEL SAY.

The steamer Jan Breydel, of the White Cross Line, arrived at this port last Saturday after a twenty-two days' passage. She was delayed five days in repairing a broken crank shaft. Her captain, Henry Meyer, said to a TRIBUNE reporter last evening:

"I know nothing of the particulars of the disaster except what I heard at the office of Funch, Edye & Co., about an hour ago. I knew Captain Schoonhoven slightly, having met him in Antwerp. We arrived at that port on the same day—February 27. I remained there twelve days, starting for New-York on March 7. The Daniel Steinmann was on the dock for a general overhauling when I started and followed me on the 20th. She was a fine, stanch, strongly built ship. Captain Schoonhoven is about thirty-six years old and a thorough seaman. I did not know any of the officers." Daniel O'Connor, chief engineer of the Jan Breydel, said: "The Steinmann was a good ship and had a good pair of engines. I examined them while we lay at Antwerp. She was Belgium built; at the yards of John Cockerill. I did not know any of the officers of the Steinmann. I was chief-engineer of the Plantyn, which was wrecked early this winter."

The Steinmann is the third vessel of the White Cross Line which has been wrecked within a year. The Ludwig left Antwerp for Quebec July 2, and was never heard from. She had made but one trip to New-York under the flag of the White Cross Line. The Plantyn was wrecked in the early part of December while on a voyage from New-York to Antwerp.

THE LOCALITY OF THE WRECK.

Sambro is a little post hamlet on the Nova Scotia coast, about twenty miles from Halifax. The population numbers about 200. It has a good harbor, the mouth of which is guarded to the eastward by Cape Sambro, and to the westward by Cape Palliser. Sambro Island is a small island at the mouth of the harbor, while a little further out to sea is the Sambro light.

A FORMER GREAT NOVIA SCOTIA WRECK.

Almost exactly eleven years ago the locality of the present disaster was the scene of the wreck of the White Star steamer Atlantic, which involved a loss of over 500 lives. The Atlantic left Liverpool for New-York on March 20, 1873, touched at Queenstown on the next day to receive the mails, and then proceeded on her voyage across the ocean. She had on board nearly 1,000 passengers, of whom about fifty were cabin passengers. When nearing the American coast Captain Williams was informed by the engineer that the coal supply of the steamer was running low, and as he had encountered heavy gales on March 24, 25 and 26, he decided to put into Halifax to get additional fuel. The vessel had passed that port and was put back late on March 31. Early in the morning of the next day she struck on the rocks at Meagher's Island, and the sea, sweeping over her decks, carried away all the port boats. The keeling over of the steamer heavily to port rendered the starboard boats useless, and the persons that were saved were either taken up by boats that put out from shore, or reached the land by means of life-lines stretched from the shore to the vessel. Of 976 passengers on board 546 were lost. The vessel was running at a speed of about twelve knots an hour when she struck, and no officer on board seemed to know her exact position.

SEA DISASTERS WITHIN THIRTY YEARS.

Since the sinking of the Cimbria early last year, there has been no disaster at sea which involved the loss of many lives except the wreck of the City of Columbus on January 18, this year. That vessel had left Boston on January 16, bound for Savannah, with eighty first class and twenty-two steerage passengers, about one-third of whom were women and children, and a crew of forty-five. At 3:45 o'clock on the morning of January 18, she struck on the rock known as Devil's Bridge, in Martha's Vineyard Sound, near New-Bedford. The weather was intensely cold, and many of the passengers were frozen to death in the rigging of the steamer although they were safe from the reach of the waves. Nearly 100 lives were lost, and none of the women or children were saved.

The Cimbria, which was lost on January 19, 1883, was a vessel of the Hamburg-American Line. She left Hamburg for New-York on January 17, with 380 passengers, most of whom were immigrants, and a crew of 110. At 2 a. m. on the morning of the 19th, in the midst of a thick fog, she was run down by the British steamer Sultan, off Borkum, an island near the north of the Ems River. The Sultan proceeded to Cuxhaven after the collision, and the captain testified at the subsequent official investigation that he had no idea that the Cimbria was sunk, but thought it strange that the captain of that vessel did not stop to inquire what damage he had done to the Sultan, which was a smaller vessel. Only eighty-four persons out of the 490 on board the Cimbria were saved.

A short time previous (on January 7, 1883) the Inman Line steamship City of Brussels was run down in a fog near the mouth of the Mersey by the Kirby Hall, which was making her maiden voyage from Glasgow to the East. The Inman steamer had stopped her engines on account of the fog, while the Kirby Hall was moving at her usual speed. Two steerage passengers and eight of the crew of the City of Brussels were drowned.

The steamer City of Vera Cruz, belonging to Alexandre & Sons, sailed from New-York on August 25, 1880, for Havana and Vera Cruz. On the morning of August 29 she foundered in a terrific cyclone off the Florida coast, near St. Augustine. There were twenty-eight passengers on board, and the crew numbered forty-nine. Only seventeen persons were saved.

The year 1878 was marked by numerous disasters at sea. On January 31, the steamer Metropolis, from Philadelphia, for Para, Brazil, went ashore in a violent gale off Currituck Beach, North Carolina. A terrible panic seized every one when the vessel struck, and because of the absence of order many lives were lost which, it was believed, might otherwise have been saved. The Metropolis was carrying 200 passengers and only 58 were saved by being washed ashore.

The same year, in November, the Hamburg-American

(Continued on Fifth Page.)

THE WAR IN THE SOUDAN.

NO PROTECTORATE TO BE ESTABLISHED.

GENERAL GORDON TO REMAIN WITHOUT RELIEF—CAPTAIN CHERMSIDE'S MISSION.

LONDON, April 4.—The Cabinet, after a thorough discussion, has decided against formally establishing a protectorate over Egypt.

In the House of Lords to-day Earl Granville, Foreign Secretary of State, replying to the Earl of Hardwicke, said the Government was not prepared to send a military expedition to the relief of General Gordon. The latest advices from him were reassuring.

In the House of Commons the Marquis of Hartington, Secretary of State for War, said it was not advisable to state the measures contemplated by the Government for the defence of the Nile provinces.

THE DUTIES OF THE GOVERNMENT.

The Pall Mall Gazette this afternoon says: "Egyptian affairs are fast drifting into anarchy and through anarchy to annexation or war—possibly both. England must undertake the administration of Egypt. This will be a terrific burden, but the country must shoulder it manfully. Ministers may try to ignore the existence of the burden, but the comedy of such a course is being rapidly played out." *The Gazette* then urges the Government to assist General Gordon to establish Khartoum an independent State under his sovereignty. "Tell him," it says, "that England no longer considers the Soudan a part of the Ottoman Empire."

THE ROAD FROM SUAKIM TO BERBER.

CAIRO, April 4.—Colonel Kitchener and Major Rundell, who were sent to co-operate with Captain Chermside in the endeavor to open the road from Suakim to Berber by means of negotiations, have arrived at Assouan. They have been ordered not to proceed further at present.

CAIRO, April 4.—Clifford Lloyd, Under Secretary of the Interior, and Sir Benjamin Maxwell are quarrelling because the latter has been refused permission to visit the prisons.

FUNERAL OF THE DUKE OF ALBANY.

THE PROCESSION TO WINDSOR CASTLE—TWO SERVICES PERFORMED.

LONDON, April 4.—The landing of the body of the Duke of Albany at Portsmouth was attended with much pomp and ceremony. The Prince of Wales, the Crown Prince Frederick William of Prussia, Prince Waldeck-Pyrmont, father of the Duchess; Prince Christian, the Duke of Cambridge and the Marquis of Lorne escorted the body to Windsor, where it was received at the station by the Queen and the Princesses Christian and Beatrice. The weather was brilliant.

The body was borne to Windsor Castle from the railway station upon a gun carriage drawn by eight horses. The Prince of Wales and others were on foot.

The Dean of Windsor awaited the procession at the entrance to the Memorial Chapel. The chapel was draped in black, relieved by wreaths of flowers. Conspicuous among these was one from ex-Empress Eugenie. The Seaforth Highlanders placed the coffin in the middle of the chapel. After a short religious service, the royal personages withdrew.

A second funeral service was celebrated later. No one was present except the Queen, the Duchess of Albany and the Dean of Windsor.

IRISH POLITICS AND CRIME.

CONDITION OF THE MAGISTRACY—A PLOT TO BLOW UP MOUNTJOY PRISON.

LONDON, April 4.—In the House of Commons this evening Justin McCarthy, Liberal and Home Ruler, member for Longford County, moved that "the condition of the Irish magistracy, constituted as it is almost entirely of one religious denomination and one class, is offensive and injurious to the majority of the people, and is calculated to destroy confidence in the administration of justice.

In supporting the motion, several speakers urged that the magistrates be elected by popular suffrage.

Lord George Hamilton, Conservative, member for Middlesex, said that the experience of America, and especially the recent riots in Cincinnati, were a sufficient warning against the system of popular election.

Mr. Trevelyan, Chief Secretary for Ireland, declared that the system of popular election could never be adopted. The Irish Chancellor, he said, would impartially exercise his power in regard to the appointment of magistrates.

The recent sudden removal of the convict Irish Invincibles from Irish to English prisons is attributed to the discovery of a conspiracy to destroy the Mountjoy prison by the use of dynamite. The Invincibles in the prison were engaged in clandestine correspondence with conspirators outside. Letters were found in James Mullett's cell which disclosed the plot. The prison warders were to be bribed with money from O'Donovan Rossa's fund to convey an infernal machine into the prison. One letter contained an order for the murder of Patrick Delaney, one of the Phœnix Park conspirators, by throwing him over the balcony as he should leave the prison after mass. Delaney still remains at Mountjoy for safety. Many of the warders have been dismissed.

MARY ANDERSON INDIGNANT.

LONDON, April 4.—Mary Anderson has been asked in regard to the recent reports concerning her. She says she cannot guess who has inspired the recent slandering paragraphs. She is indignant and angry, and says: "They are all fiction, but they are none the less painful to me, and equally painful to the men whose names have been coupled with mine." She pronounces them cruel practical jokes, and scornfully repudiates the idea that they were circulated as an advertising dodge. She says she is suffering greatly from insomnia, and is going away on Saturday for a few weeks' rest. After this she will fill a three weeks' engagement in Edinburgh, and will then go to Venice. In September she will return to London and appear as *Juliet*, in "Romeo and Juliet," or as *Julia* in "The Hunchback."

Count Gleichen has completed a bust of Miss Anderson, and George Boughton, A. R. A., has painted her portrait.

NEWS NOTES FROM LONDON.

MR. BRIGHT IMPROVING.—Mr. Bright, who has been suffering from congestion of the lungs, is better.

THE UNIVERSITY RACE.—The betting is even on the Oxford-Cambridge race to be rowed on Monday.

ACCIDENT TO A SON OF THE QUEEN.—The Duke of Edinburgh, while landing near Rhodes, slipped and sprained his knee. The physician has ordered his complete rest.

POWDER MILLS EXPLOSION.—A tremendous double explosion occurred to-day at the Dartford Powder Mills. The building was violently shaken, and debris was scattered in all directions, but nobody was hurt.

DIVORCE NOT GRANTED.—The Divorce Court has dismissed the Earl of Euston's petition for the annulment of his marriage, on the ground that the first husband of Lady Euston had a wife living at the time that she was married to him.

THE SUGAR TRADE.—The Earl of Derby, Colonial Secretary of State, gave an audience this morning to a deputation of merchants engaged in the West India trade. They asked for an international conference for the discussion of sugar bounties and of the question of placing the West Indies under the favored nation clause with the United States. The Earl of Derby said in reply that he should be glad to see foreign states abolish bounties. The subject had been mentioned to Mr. Lowell, but the latter thought the present inopportune for the consideration of the question.

THE TONQUIN EXPEDITION.

PARIS, April 4.—*Le Paris* denies the statement that the French contemplate occupying Langson and Caobang and afterward entering China. The French expedition, it asserts, ends after the capture of Hung-Hoa.

ITALY AND THE VATICAN.

ROME, April 4.—Signor Mancini, Minister of Foreign Affairs, states that no foreign Government has remonstrated with the Italian Government against the conversion of the property of the Propaganda into Italian rente. The question, he says, is a purely internal one.

Cardinal von Hohenlohe has returned to Rome and sent his excuses to the Pope for his prolonged absence. The Pope will grant him an audience shortly, when His Holiness will take occasion to express his discontent at the Cardinal's conduct.

The Catholic Review has been informed that the Pope has, so far, announced no decision as to the appointment of the new Archbishop of Philadelphia. It also learns that a new See has been created in New-Hampshire, with its cathedral in Manchester, N. H., to which the Pope has just appointed as its first bishop, the Rev. Denis M. Beadley, recently rector of St. Joseph's Church, in that city, and a member of the council of Bishop Healy, of Portland, Me.

RAILROAD ACCIDENT IN QUEBEC.

MONTREAL, April 4.—The engine and seven cars of the night express from Toronto to Montreal ran off the track two miles west of Wales Station at 5:20 o'clock this morning. The engineer was killed and the fireman fatally injured. Eleven passengers were slightly hurt. The cause of the accident is unknown, but the supposition is that the rails spread through the action of the frost.

FRAGMENTS OF CABLE NEWS.

MADRID, April 4.—Twenty-one bombshells and ten rifles have been discovered in a house in the suburbs. The occupant of the house has been arrested.

PESTH, April 4.—The Supreme Tribunal has confirmed the acquittal of all the Jews who were charged with murdering Esther Salomossy.

PARIS, April 4.—The firm of money-changers which is about to be prosecuted for negotiating forged English bank notes was itself the victim in the first instance. It then desired to transfer its loss, and sent two discharged deputies in charge of the notes to the Credit Lyonnais. Both were arrested.

DENAIN, April 4.—Three thousand miners, excited by the arrival of M. Roche, Editor of the Paris *Intransigeant*, who came to lecture on the labor question, assembled in the streets to-day uttering seditious cries. The police were powerless and troops were sent for.

GENEVA, April 4.—A new anarchist journal has begun publication here. It is entitled *Explosion*.

BERLIN, April 4.—A private company has been formed here the object of which is to promote the development of German colonies, both agricultural and commercial.

RELIEF FOR THE FLOOD SUFFERERS.

THE STEAMER GENERAL BARNARD DISTRIBUTING RATIONS.—WORK OF THE RED CROSS.

[BY TELEGRAPH TO THE TRIBUNE.]

VICKSBURG, Miss., April 4.—The United States steamer General Barnard, in charge of Colonel John McGinnis, arrived from St. Louis early this morning, where she was loaded under direction of Colonel Amos Beckwith, Assistant Commissary General at St. Louis, with 100,000 rations for the relief of sufferers by the floods. The expense will be paid out of the $125,000 appropriated by Congress last Friday. The only stop the Barnard made above was at Tiptonville, Tenn., where 7,000 rations were put off for the relief of fifteen hundred reported suffering at Red Foot Lake, near that place. The Barnard then distributed here 2,500 rations for Judge Simrall's place in Davis Bend, and 1,500 rations for A. D. Mattingly's place. The boat leaves at 7 p. m. for Tensas Parish, where she will connect with the steamer A. A. Humphreys, and will reload her for further distribution in that section, if necessary. She will then proceed down the river. The Humphreys will act as tender to the General Barnard on the trip, as she will be able to make landings where the Barnard cannot. The two boats will supply the inundated districts between Vicksburg and the mouth of the Red River, and Captain Whitehead, of New-Orleans, will supply the country between New-Orleans and the mouth of Red River, and up that river. The Barnard has now on board 75,000 rations, and it is probable that another load will be sent down from St. Louis, as the steamer Ella Kinbrough has been chartered by the Red Cross Society, and will be loaded and sent out on the same mission. The Barnard brought down from St. Louis consigned to W. G. Parton, for the account of the Red Cross Society two hundred and fifty bushels of oats and three hundred and fifty bushels of corn, which he thinks is for free distribution, as forage. Captain J. I. Mulholland this morning drew from the relief boat rations for the colored people on the lower end of Steel's Bayou. This is only an advance shipment, as the Red Cross Relief steamer Mattie Belle, in charge of Miss Clara Barton, president of the National Association, has just left St. Louis fully loaded and destined for all points South that may require assistance. The local association here is in active co-operation, and no efforts will be spared to properly care for those of our people who have been driven from their homes by the devastating floods.

REAPPEARANCE OF A FUGITIVE.

[BY TELEGRAPH TO THE TRIBUNE.]

HARTFORD, April 4.—William G. Morgan, former agent and partner in this city of the banking house of Putnam & Earle of New-York, who escaped from his keeper yesterday, made his appearance again to-day. Last evening at the request of State's Attorney Hamersley a warrant was issued for his arrest on a charge of making false entries in the ledger of Putnam & Earle on December 18. The warrant was placed in the hands of Chief of Police Packard and Captain Bill to serve. They went to Morgan's house and attempted to gain admittance. This was refused by Mrs. Morgan, who told the police that if they desired to enter they must use force. Leaving his subordinate to watch the house Chief Packard went to Mayor Bulkeley, Morgan's bondsman. An agreement was made by which Morgan was allowed to remain at home over night. At noon to-day he was taken before Judge Henney, of the Police Court and was admitted to bail in $3,000, Mayor Bulkeley becoming his surety. He is now under bail in $6,500 on three charges, embezzlement, forgery and false entries. An agreement has been entered into in the civil suit instituted against Morgan by Putnam & Earle by which he is placed in the custody of his bondsman on the criminal charges until a writ of habeas corpus can be asked for early next week. The issuance of this writ will decide the question whether or not Morgan is in the custody of the Sheriff. When he eluded his keeper yesterday he drove straight to his home and remained concealed there during the day.

PREDICTIONS IN THE OIL TRADE.

[BY TELEGRAPH TO THE TRIBUNE.]

PITTSBURG, April 4.—A prominent member of the New-York Petroleum Exchange, also doing business in the Pittsburg Exchange, was found on change to-day. He has studied the situation pretty closely and expressed himself in substance as follows:

The condition of the trade just now is a most peculiar one and I look for a shaking up during the next twelve or eighteen months that will astonish every one engaged or interested in producing, buying, selling or refining petroleum. This will be the work of the Standard. It is getting ready for a big move. They now hold the bulk of the oil. You can't find a certificate in banks that carried hundreds a few months ago. Formerly the trade was carrying this oil. Now the Standard through its representatives does this. I should place the number of certificates held by the Standard at the present time at from 20,000 to 27,000. The aim of the Standard is to scoop millions out of the trade within the next two years, to put oil to $1 50, and then put up the price of pipage, as it will have the power. The development of the Russian oil fields, a district over which the Standard has no control and which is a menace to its European and Asiatic trade, is an important element and factor in the coming upheaval.

A SORCERESS INDICTED BY A GRAND JURY

[BY TELEGRAPH TO THE TRIBUNE.]

SCRANTON, Penn., April 4.—A few days ago a fine looking man in a frontier costume appeared in this city. He came from the West and gave his name as King. He registered at the hotel as a physician under a title that he said the Indians had given him. With him was a comely young woman who called herself Annie King or "We-No-Na, the Fortune Teller." They opened an office in Hyde Park and scores of people of that place visited the woman. All paid a dollar to have their fortunes told. This morning Stella Clayton was induced to appear before the Grand Jury. She charged that We-No-Na pretended on the payment of money to predict future events by cards, inspections of the head and hands, by consulting the heavenly bodies and by charms and incantations. The fortune teller was taken before the jury. She was apparently a new member of the profession and was badly frightened. An indictment was found against her and she was placed under bonds, King becoming her surety.

RESIGNATION OF A UNIVERSITY RECTOR.

[BY TELEGRAPH TO THE TRIBUNE.]

CINCINNATI, April 4.—Thomas Vickers has offered his resignation as rector of the University of Cincinnati. He states to-day that his action was taken some time ago, while an action for divorce was pending between himself and his wife, and that he was forced to give up his position by the persecution to which he was subjected on account of his opinions as a freethinker. His opponents say that he is guilty of political trickery, favoritism in the University, and of immoderate beer-drinking. They allege, also, that he is guilty of disgraceful conduct with some well-known women. The resignation was considered at an executive session of the Board of Directors last night. No action was taken, but it is thought that the resignation will be accepted. The petition for divorce was denied. Mrs. Vickers is a daughter of the German critic Gervinus. Mr. Vickers is a Unitarian clergyman, and was formerly public librarian in this city.

THE SCOTT LIQUOR LAW IN OHIO.

TWO MEMBERS OF THE COURT DECIDE THAT THE BILL IS UNCONSTITUTIONAL.

[BY TELEGRAPH TO THE TRIBUNE.]

CLEVELAND, April 4.—An important legal decision was made here to-day, relative to the constitutionality of the Scott liquor law. The motion to reserve the case of William Rutzman and Jacob Mueller against Whitbeck, Treasurer, was decided by Judge Comminger, who said that two members of the court were of the opinion that the motion to reserve should be granted, but as the statute required the unanimous consent of the court, and as one Judge dissented, the motion would have to be overruled. In deciding the motion Judge Comminger remarked that the majority of the court thought the Scott bill was equally as unconstitutional as the Pond bill, and that the decision rendered by the Supreme Court on the Pond bill governed in this case.

J. P. Dawley, attorney for the plaintiffs in error, then asked the court to decide the case upon its merits, but, owing to a defect in the petition, which Carlos Stone, as attorney for Treasurer Whitbeck asked leave to amend, the discussion on the merits was postponed. In passing on this motion the majority decision virtually decided the Scott law to be unconstitutional. The case will be fought out in the Supreme Court.

FOREST FIRES IN THE SOUTH.

DESTRUCTION IN SOUTH CAROLINA.

BARNS AND OUTBUILDINGS BURNED, AND MANY PLANTATIONS RUINED.

[BY TELEGRAPH TO THE TRIBUNE.]

COLUMBIA, S. C., April 4.—The forest fires enkindled by the gale of Wednesday continue with destructive effect in Lexington, Kershaw, Sumter, Colleton and Chesterfield counties. Near George's Station several large houses, barns and outbuildings containing provisions have been destroyed, and the flames are rapidly approaching the village. In the northern part of Sumter County a number of large plantations have been burned over and many negro cabins, with their year's supplies of fertilizers and provisions, destroyed. In the same sections trees, outhouses and fencing are piled about for miles in every direction, and farming operations are seriously retarded.

DAMAGE IN NORTH CAROLINA.

A GREAT PART OF THE TIMBER SUPPLY DESTROYED—MANY HOMELESS FAMILIES.

RALEIGH, April 4.—For three days and nights the most destructive fires ever known in that section have been devastating the Southern border of the State, extending into six or seven counties. Vast forests of long leaf pine have been attacked. They formed the chief source of the timber supply. Hundreds of thousands of trees were burned, and some of the largest turpentine orchards in the State were ruined. Many farmhouses were destroyed. At Manly, on the Raleigh and Augusta Railway, a number of houses were burned. Large stores of lumber and railroad sills on the line of the road were also destroyed, and a dozen turpentine distilleries were ruined. Many families have been rendered homeless. The fire has swept here and there, some fifty miles in one direction and thirty in another. Few places, it is reported, escaped. The fires were caused by burning brush. The high wind drove the sparks into the turpentine woods so that they went in many directions at once. The fires extended far into South Carolina. On the line of the Charlotte, Columbia and Augusta Railroad the trains have been running through miles of fire. Two dwellings and eight or ten barns were burned in that district. So far as known, no lives were lost.

FIGHTING THE LIQUOR TRAFFIC.

[BY TELEGRAPH TO THE TRIBUNE.]

WILKESBARRE, Penn., April 4.—The temperance agitation in this city and county promises to lead to a most bitter fight. The leaders of the temperance movement, chief among whom is Attorney-General Palmer, are men of wealth and influence and are firmly resolved to lessen the number of licensed liquor shops, to suppress all unlicensed rum holes and to stop the sale of drink to minors. They have established a newspaper, *The Wyoming Valley Sentinel*, and propose publishing the names of all applicants for liquor licenses, with their bondsmen and petition signers. For this purpose Ira N. Marcy, editor of the paper, visited the Clerk of the Court's office yesterday and began copying names. But in the afternoon L. K. Streng, the clerk, refused to allow him to see the files. A lively scene ensued, but Streng remained firm. Attorney-General Palmer was summoned and demanded as a citizen and lawyer to see the files. They were given to him but were refused to Mr. Marcy. The latter then applied for and to-day obtained an order of Court directing the clerk to let him see the papers. The clerk then consented to let him see the files but insisted that he should pay the regular search fees for each document. As there are nearly 1,000 this would make the cost several hundred dollars. Attorney-General Palmer denounced the action of the clerk as illegal and threatened him with prosecution for misdemeanor in office. The clerk remained firm and the money was paid. Suits will be instituted against him for every fee received. It is an open secret that the Clerk of the Court, who was formerly a liquor dealer himself, is acting in the interest of the liquor men, who are thoroughly alarmed at the action of the temperance leaders and will resort to any means to keep the names of bondsmen and petitioners from the public. The affair has created intense excitement here and is the all-absorbing subject of conversation.

COMMITTING SUICIDE IN A TREE.

[BY TELEGRAPH TO THE TRIBUNE.]

CLEVELAND, April 4.—The dead body of Ernest Weedman, a German, was discovered this morning in a tree by Floyd Pempin, a boy who was passing through his father's orchard, near the lake shore. A box which had contained poison was found, and it is thought that he took the poison and climbed the tree to die. The tree was small and bushy, and was nearly broken off by the weight.

A MERCHANT KILLED WHILE HUNTING.

[BY TELEGRAPH TO THE TRIBUNE.]

CLEVELAND, April 4.—George Sail, one of the leading hardware merchants of Cleveland, was accidentally shot and killed about eight miles from Port Clinton last night. He, with other members of the McCort Hunting Club, had been in the vicinity of Port Clinton for nearly two weeks, and had intended to return home last night. At the time of his death he was lying under a "blind" waiting for wild geese. His gun lay beside him. As a flock approached he pulled up his gun, and in some manner the left barrel was discharged, the contents entering his left side, causing instant death.

THE CINCINNATI RIOT.

CAMPBELL ASKS AN INVESTIGATION—GOVERNOR HOADLY THANKS THE SHERIFF.

CINCINNATI, April 4.—Governor Hoadly, in his letter of thanks to Sheriff Hawkins, expressed approval of his course of conduct, but made the remark that it was perhaps not proper to express an opinion in advance of the investigation which must be made. No provision, however, has yet been made for an investigation into the methods employed in defending the Court House and Jail, but an open letter to Judge Matthews, who tried Berner, is published to-day in which T. C. Campbell, the leading lawyer for Berner's defence, asks for an investigation by Judge Matthews, aided by Judge Avery and Judge Force.

The military guard has been almost wholly withdrawn from the Court House and Jail.

SEARCHING FOR GENERAL AGUERO.

UNITED STATES VESSELS ORDERED TO LOOK OUT FOR THE CUBAN PARTY.

WASHINGTON, April 4.—The Acting Secretary of the Treasury yesterday telegraphed instructions to the commanding officers of the revenue steamers Dix and Boutwell at Key West to continue the search for the schooner Shoters, carrying General Aguero and party of alleged filibusters, who embarked at that port for Cuba. The United States ships Vandalia and Swatara sailed from Key West this morning to cruise along the coast of Cuba. No direct information can be obtained at the Navy Department as to the particulars of the cruise, but there is no doubt that these vessels have been sent to intercept if possible the filibustering expedition of General Aguero.

THE FIRE RECORD.

NARROW ESCAPES OF FIREMEN.

A pot of boiling rosin was upset by accident at 4 p. m. yesterday, in the rear of G. W. Alcott & Company's kindling wood factory, at Avenue B and Eighteenth-st., and set fire to a large pile of wood which was close to the building. Before an alarm could be sounded the flames extended to the factory—a three-story brick building which extends 115 feet in Fourteenth-st. and 28 feet in Avenue B. A second and third alarm were sent out before the firemen were strong enough in numbers to control the fire. The progress of the flames was so rapid as to endanger the lives of several firemen. The ropes of a large freight elevator were burned in the centre of the building, and the heavy car, which had been drawn up to the top floor, suddenly fell with a crash. Four firemen who were near the shaft narrowly escaped being struck by burning timbers which were flung several feet from the car. Foremen Purroy, of Hook and Ladder Company No. 11, and a private of another company, went on the roof and were hemmed in by the advancing flames. Ladders were put up to them with much risk and difficulty, and they managed to get down just in time to avoid being burned. The two upper floors of the factory were burned out, and the first floor was damaged seriously.

G. W. Alcott & Co. owned the building and machinery which cost $44,000, and was insured for only $12,500. The firm occupied only the first floor. Mr. Alcott said that the loss to the firm would exceed $20,000. John Jennings, carpenter, occupied the second floor and a part of the top floor. His loss was about $10,000, and he said that his insurance would not exceed $6,000. H. Egert, manufacturer of cigar-boxes, occupied a part of the top story. His loss was about $1,000, and his insurance expired a few days ago.

FLAMES IN ELIZABETH, N. J.

Sparks from a locomotive on the Pennsylvania Railroad last evening set fire to a frame building in Morris-ave., near Broad