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ENGLAND AND CANADA.

THE DOMINION'S RELATIONS WITH THE MOTHER COUNTRY.

SIR JOHN MACDONALD EXPECTED TO GO TO LONDON FOR A GENERAL CONFERENCE—ISSUES AT STAKE IN THE COMING ELECTIONS.

Ottawa, May 19.—Sir Charles Tupper told your correspondent before he left Ottawa on his return trip to England that he expected to welcome Sir John Macdonald in London this summer. He is anxious to have the Premier see the Prime Minister of England on the subject of the American claims of jurisdiction over Behring Sea, the fisheries and other matters. There is a strong feeling in Ministerial circles in London that the time has arrived for a consultation between Her Majesty's Ministers and the Premier on the general subject of Canadian relations with the United States—particularly on the recent debates in Parliament on the question of commercial union and unrestricted reciprocity with the United States; the proposal discussed in the Senate of Canada, to pledge the country against discrimination against the mother country; the Imperial Federation movement; the existing tariff, which is held injuriously to affect British trade to the advantage of the United States; the state of the National defences; the protection of the Atlantic and Pacific naval stations; the establishment of mail and cable communications, and other features of a general understanding on Imperial and Provincial relations and policy. A point of importance that the English Ministry desire specially to be informed upon is the suggestion of the appointment of a permanent Canadian Minister or agent at Washington, and the right of Canada to negotiate her own treaties.

Lord Salisbury and his nearest advisers think that if England is to retain possession of British America she will be under the necessity very soon of undertaking a vast and costly system of military and naval establishments on this Continent, in order to keep pace with the intended expansion of United States naval power and defensive strength and that of other maritime countries with which England might find herself engaged in case of a European war. The feeling is that England must either do this very soon or withdraw from North America and leave Canada to work out her own destinies in her own way without further interference from the Colonial Office. The Queen it is well known here, has expressed herself in emphatic terms, both to the Prince of Wales and to Lord Salisbury, in favor of making sacrifices, if necessary, to retain Canada as an integral part of the Empire. It is due to her influence largely that Lord Salisbury has shown some favor to the Imperial federation movement. He has not hesitated, however, in private, to pronounce the idea as in its present shape chimerical and impracticable. In deference to the Royal wish and the pressure from his own party, he is willing to give the leaders of the movement a chance. He is, above all, desirous of talking the situation over with Sir John Macdonald, for whom I have the strongest reason to know he entertains a profound respect.

It stands to reason that the Government of the Queen should desire to gain a clear insight into this Parliamentary movement against British connections in favor of connection with an alien power, the United States. The movement is not a little, inconsequential affair, got up by a handful of political agitators or professional politicians, but a big, solid, serious fact, the sober, deliberate policy of a great party in the State, a party so great that the next election, if the Orange secession from the Conservatives holds good, may see it returned once more to power and swaying the destinies of the Dominion. It is a movement that admits of no misunderstanding. It is no half-and-half measure that is proposed, but a severance of the last real ties between this country and Great Britain; for the triumph of the party of commercial union means the triumph of the party of treaty rights and Canadian representation abroad. This is separation. It may not be annexation—at all events, not for awhile; but it is secession. It is a declaration of independence. It aims at accomplishing by political methods what was attained south of the line a hundred years ago at the cost of blood and treasure. The cables of the London papers and the articles in the press have awakened the Ministry at Westminster at last to the fact that separation is the inevitable result of a Liberal triumph at the elections, and now a Liberal triumph at the elections is not only a remote possibility, but begins to look like a strong probability. So queer are the turns of the political game where conditions ever varying and complicated exist, like those under which Canada is working her way to autonomy, or imperialism, or republicanism, or annexation, whatever it is to be.

The Canadian Ministry clearly understand that the British Cabinet are sensible of the critical nature of the Imperial and Provincial relations. The necessity for consultation and an understanding logically follows. England is not going to spend tens of millions for Canadian defence if Canada in a little while is going over to republicanism, or to set up for herself. The British, hard-headed, business people as they are, made some such mistake once, and in Mr. Gladstone's time the vestiges of Imperial power were cleared out and sold off, like an auctioneering settlement of a broken-down, bankrupt dealer in old iron. It was a glorious day for the Jacques Cartiers, Langevins and other brilliant Frenchmen when they saw the last British redcoat marching out of York Street Barracks, and when they afterward bought the barracks for a song and turned them into a Canadian national institution. That day the Plains of Abraham were avenged. And now comes the Jesuit question, the Orange uprising, the revolt from Imperial connection, and the slow awakening of the great body of the people. It has become clear to the Canadian Government that the English Ministry are at last aware that the time has come for a general squaring and settling up. No more English money can be spent here to insure Canada's safety unless Canada's continuance in the Empire is itself insured. That can hardly be by any promise Sir John Macdonald may make. He is a smart man, but the people of this country suspected him once, and put him out of office promptly. They are beginning to suspect him now, and may expel him again.

But it is not so certain after all that when Sir John is out a Liberal Premier will step into his place. The next popular move, if one arises, may be a loyal one. The British are in the ascendant, if they only knew it, and are liable to assert themselves. Some indications begin to point that way. Just look at the meetings that are being held in the west. One meeting denounced the whole proceedings of the Government in this matter as "truckling to the French, derogatory to the supremacy of Her Majesty as Queen, and offering a gross insult to us as British subjects." At another sample meeting the same day both Conservatives and Reformers, the two parties of State, were denounced for supporting the Jesuit bill in terms equally uncompromising.

Sir John may not go over, in spite of the persuasiveness of Sir Charles Tupper. His secretary, when spoken to yesterday, said that Sir John, if he went, certainly would not go till the fall. In the meantime he will watch the Orange agitation. He has his agents in the Orange order. Many of the spouters against him are in his pay. In grevious difficulties they have managed to work things around, and everything has been jelly; but this time it is not the leaders who are leading; it is the people who are leading their leaders. Taken all in all, Canada presents an interesting field for the study of American politicians just now.

THE LIVERPOOL POISONING CASE.

Liverpool, May 19.—Mrs. Maybrick, a niece of Jefferson Davis, who was arrested yesterday on the charge of poisoning her husband, has been lodged in jail. Arsenic has been found in beef-tea which she prepared for her husband and also in a bottle in an ante-room.

KING HUMBERT ON HIS WAY TO BERLIN.

Rome, May 19.—King Humbert started for Berlin to-day accompanied by the Prince of Naples and Premier Crispi. A large number of societies, with bands and banners, and a large and enthusiastic concourse of citizens gathered outside the railway station to witness the departure. Inside the station were assembled the Cabinet Ministers, members of the Chamber of Deputies, the Syndic of Rome and others.

THE MINERS' PROPOSALS ACCEPTED.

SIGNS WHICH POINT TO A CLOSE OF THE GREAT STRIKE IN GERMANY.

Berlin, May 19.—The Westphalia Mine Owners' Association has accepted all of the miners' proposals with the exception of those in reference to overtime, which has been referred to a committee of miners and owners.

The delegates of the Bochum strikers have decided to resume work on Tuesday. The strike continues at Wurm, the owners refusing to concede the demands of the miners. The mine-owners of Zwickau, at a meeting to-day, opposed the eight-hour shift, but expressed their willingness to negotiate on a different basis. A magisterial warning against intimidation has been issued.

SYMPATHY FROM CHICAGO WORKINGMEN.

Chicago, May 19.—The Trades Assembly of Chicago to-day indorsed the project of a mass-meeting some night this week to "demonstrate the sympathy of the American workingmen with the striking miners of Westphalia and Silesia. The speakers ridiculed the idea that the Emperor would help the miners. A resolution was adopted authorizing the name of the Assembly to be used as signature to a cable dispatch sent this evening to the striking miners, assuring them of the moral and financial support of the organized labor of America.

A BANQUET IN HONOR OF THE FRENCH CABINET.

Paris, May 19.—The banquet given in honor of the Cabinet on Saturday by the delegates of the American republics taking part in the Exhibition seemed to be a demonstration of republics against monarchies. All the European Ambassadors were invited to attend the banquet, but, with the exception of the Belgian Minister, who was present, they consulted their Governments and were ordered to ignore the invitation. The Brazilian Minister also held aloof. Mr. McLane, who presided at the banquet, was supported by Whitelaw Reid, the new United States Minister to France.

A DINNER IN HONOR OF SENATOR SHERMAN.

London, May 19.—The Radical members of the House of Commons propose to give a banquet in honor of Senator Sherman on his arrival in London.

RACING IN FRANCE.

Paris, May 19.—The Grand Poule des Produits was run to-day and was won by Cleodore, the favorite, with Tantale second, Medyn third, and Salvanos last. There was an excellent start. Medyn took the lead, but was soon caught by Cleodore, who was ahead at the rise. After the turn had been rounded Tantale closed up and pressed hard upon the leader, Cleodore winning with difficulty by a head. Three lengths divided second and third. In the last betting the odds were 3 to 1 on Cleodore, 6 to 1 against Tantale, 20 to 1 against Medyn and 6 to 1 against Salvanos.

A HUSBAND SHOOTS HIS WIFE.

THE WOMAN INSTANTLY KILLED—ESCAPE OF THE MURDERER.

A murder was committed in Eighty-first-st., near the Boulevard, last night, in which a young woman was the victim of a worthless husband. About two years ago Louisa Rausch, then seventeen years old, was married to Charles Wilson, the driver of a brick cart. They went to live in West End-ave., near Eighty-first-st. The young couple did not live happily together. Wilson was over-fond of rum, was jealous, and so ill-treated his wife that she was compelled to leave him on several occasions. About three months ago she went to live with her mother, Mrs. Louisa Rausch, who keeps a bakery in the Boulevard, near Eighty-first-st.

Since then Wilson had pleaded with his wife and used every means to get her to return to him, but she was persistent in her refusals, and at last Mrs. Rausch refused to let him see her daughter. Then he was heard to threaten to kill her, and she never left home unattended.

At 9 o'clock last night the young wife went to visit relatives in the neighborhood, accompanied by her cousin, John Sinning. While they were returning home in Eighty-first-st., Wilson, who had been in hiding, sprang out from behind a fence after his wife and her cousin had passed. The brutal husband grasped the young woman by the throat, and placing a revolver behind her ear, close to her head, pulled the trigger. With a scream of pain she fell into the road.

Sinning, as soon as he realized what had taken place, grappled with Wilson. In the struggle he got the pistol from the murderer, but the latter got free, and springing over a fence disappeared. The young woman was carried to her mother's home, where she died in a few minutes, before medical attendance could be summoned. The bullet had gone entirely through her head. All the persons concerned are Germans. Wilson is thirty-two years old. The police of the West One-hundredth-st. station are making diligent search for the murderer.

STORMS IN OHIO AND PENNSYLVANIA.

BUILDINGS DAMAGED BY WIND—CROPS INJURED BY HAIL—AN OIL TANK BURNED.

Tiffin, Ohio, May 19.—A storm passed over the southwestern part of this county last night. The wind blew a gale and at Berwick many houses and barns were unroofed and many miles of fence blown down. Near Bascomb a large number of buildings were damaged. The rain fell in torrents, accompanied by hail and the crops were injured considerably. The damage will run up into the thousands.

Oil City, Penn., May 19.—A heavy rain storm accompanied by thunder and lightning passed over this place at 1:30 a. m. to-day. An oil well on the Hancock farm, near Norway, with a tank full of oil, was ignited by lightning and destroyed. At Rouseville the Methodist church was struck by lightning and burned to the ground. There were no services at the time. Loss $2,000.

Shreveport, La., May 19.—The heaviest rainfall recorded here for years occurred last night. It was accompanied by heavy wind and some hail, but no damage was done.

Kansas City, Mo., May 19.—The railroads have been busy repairing the damage done by the storm and are now all in fairly good shape. The obstruction on the Alton track near the station has been removed and trains are runing as usual.

Kansas City, Mo., May 19.—Two large mains in the aqueduct of the National Water Works Company, which conveys water from the Missouri River at Quindaro, Kan., to Kansas City, were washed away at 3 o'clock this morning as a result of the recent heavy rains. The pecuniary damage is $20,000, and this city will depend on the Kaw River for water for two weeks or more.

ARRESTED FOR SWINDLING A WIDOW.

Youngstown, Ohio, May 19 (Special).—Peter J. Van Etten, who, under the guise of a minister, swindled a widow here, Mrs. Julia Homer, out of property worth $4,000, was arrested at Toledo last night, and an officer left this morning to bring him here for trial. Van Etten came here in August, secured board with Mrs. Homer, representing that he was a minister sent from New-York to distribute tracts in Ohio. At each meal he offered a blessing, and seemed a devout man. Van Etten offered to manage her property, and secured a deed to two houses and lots, which he mortgaged the next day for $3,000, and then left town. Officers state that Van Etten is wanted in other places for similar transactions.

TWENTY-SEVEN STREET CARS BURNED.

Trenton, N. J., May 19.—The Trenton street-car stables were partially destroyed by fire at an early hour this morning. John L. Hanly, a driver, who was sleeping in the stables, was so badly burned that his life is despaired of. He has been taken to St. Francis's Hospital. The horses were all saved, but twenty-seven cars were burned. The loss will reach about $25,000, covered by insurance.

ATTEMPTED MURDER SEEN BY DEAF CHILDREN.

Rochester, N. Y., May 19 (Special).—An ambulance was summoned to what is known as Lower Landing, a suburb of this city, this afternoon, where a young man named Murphy was found at the bottom of the cliff, about seventy feet high unconscious. The deaf asylum is just across the river and within sight of the place where he fell. Some children, inmates of the asylum, went to the principal shortly after the man was removed and began spelling out a sentence with blocks. When it was completed, it explained that they had seen some men, apparently intoxicated, making violent gestures. At last they became engaged in a fight and one man was pushed over the bank. The wounded man is still unconscious.

THE ALGONQUIN PRESS NOT AFFECTED.

Boston, May 19.—The statement made on Friday, that the Algonquin Press had made an assignment, is erroneous. The failure of Cupples & Hurd will not affect the Algonquin Press in the least.

AN OCEAN RECORD SMASHED.

THE FASTEST MAIDEN TRIP WESTWARD.

SPLENDID PROMISE MADE BY THE NEW STEAMSHIP AUGUSTA VICTORIA.

The new twin-screw steamer Augusta Victoria, of the Hamburg American Packet Company's Line, arrived at Sandy Hook shortly after 6 p. m. on Saturday. Owing to the dense fog she was compelled to anchor there until yesterday morning, when she steamed up to Quarantine, and thence to her dock at Hoboken, which she reached shortly before noon. She is one of the most handsomely fitted up steamers in the transatlantic service, and she succeeded in beating all previous records of maiden trips, completing the voyage from Southampton to Sandy Hook in seven days, two hours and thirty minutes, actual time. This, if the difference of the distance between Fastnet and Southampton be allowed for, would make her time from Fastnet to Sandy Hook six days, eight hours and thirty minutes, or the fastest first trip ever made.

The two previous records were made by the America, of the National Line, in June, 1884, her time for her first voyage being 6 days, 15 hours and 41 minutes, and the City of Paris covered the distance in 6 days, 18 hours and 53 minutes. The new ship has triple expansion engines, and was detained four hours on the 14th owing to their journals being heated, and and on Saturday afternoon she was obliged to slow down, owing to the dense fog. Her average rate of speed was 17 9-10 knots, which was made on a consumption of only 220 tons of coal a day. Her propellers registered 77 revolutions a minute, and her twelve engineers feel confident that when all her machinery is in good working order she will eclipse anything now afloat in speed.

The steamer left Southampton at 8:45 p. m. on May 11, and her daily record was as follows: May 12, 290 miles; 13, 434; 14, 410; 15, 441; 16, 435; 17, 464; 18, to noon, 452 miles, when the vessel was 122 miles east of Sandy Hook.

Her commander, Captain A. Albers, was overwhelmed with congratulations by the officials of the company and his friends when he had made the magnificent vessel fast at her pier in Hoboken. Chief Officer A. Scheel was delighted at the record having been broken, and said that the vessel would certainly beat every record yet made when she got her engines into good working order. The steamer, which was built at Stettin, is a triumph of naval architecture. Her lines are as fine as those of a yacht. Her dimensions are: length, 460 feet; breadth, 56 feet; depth, 38 feet; displacement, 10,000 tons and her engines will develop 12,500 horse power. She has three masts which are somewhat lower than is usual on a vessel of her size, and she is rigged as a fore and aft schooner. She has three smokestacks and some idea of the immense size of her machinery can be formed from the fact that her propeller shafts weigh forty tons each, while her propellers are 19 3-4 feet in diameter.

The ship has five decks, built of steel and teakwood. On the promenade deck, above the upper deck, are fourteen elegant staterooms, with family accommodations, ladies' saloons, music room and library, and smoking-rooms. The main saloon on the upper deck is 64x32 feet. The entire ship is lighted by electric incandescent lamps, in corridors, gangways, saloons and staterooms. Telegraphic annunciators communicate with all staterooms and the steward's department.

Visitors will be admitted to inspect the ship, by card, from the Hamburg-American office, at No. 37 Broadway.

BRIBERY IN BALTIMORE.

AN OIL CONTRACT OPENS THE WAY TO INVESTIGATION.

MORE THAN ONE JOB LIKELY TO BE EXPOSED—KEEPING BACK A BILL IN COUNCILS TO EXTORT MONEY.

Baltimore, May 19.—The investigation of charges of attempts to bribe several members of the City Councils promises to bring to light the peculiar operations of certain Democratic politicians who for years have controlled municipal legislation. The lawyers of the Reform League in recent municipal campaigns have shown up the corrupt practices of these bosses in the conduct of elections, but this is the first time that direct charges of bribery have been brought against city officials. The contract for supplying the oil lamps in the alleys and in the suburbs of the city with gasoline amounts to about $12,000 a year. A local concern called the Washington Automatic Gas Company, of which Charles C. Nicolai is represented as the agent, and of which Samuel J. Regsner, a member of the Board of City Fire Commissioners, was formerly president, and is now said to be a principal stockholder, had a monopoly of the city gasoline contracts. In the City Councils last year an effort was made by the agents of the United Oil Company and another oil company to have the city authorities offer the contract for competition. It was this fight of the other companies that led to the present investigation.

Mr. Louis D. Passaro, manager of the United Oil Company, states that James W. McElroy, city examiner of titles, told him that he could have the bill pending in the Councils committee for competitive bidding for the oil contract taken out of committee by paying I. Freeman Rasin $500. Rasin is senator Gorman's chief lieutenant. He has considerable influence with the City Councils. He is still Naval Officer of the Port under the Federal Government. The charges and counter-charges made before the investigating committee drag into the light of the inquiry many politicians. Some other jobs besides the oil contract may be shown up. The inquiry has just begun, the committee having only held two sessions. Charles J. Bonaparte, the Civil Service reformer, a member of the City Reform League, is conducting the examination of the witnesses at the request of the two Republican members of the committee, the third member, a Democrat, having objected to Mr. Bonaparte acting as counsel.

W. G. Webb, of the Standard Automatic Gas Company, a competitor for the contract, has proved to be one of the most interesting witnesses before the committee. He tells how "Free" Rasin informed him that the gasoline matter had been a slander upon the Democratic party ever since there were lamps to light and that he did not care to sacrifice his reputation, and did not want anything to do with it. Mr. Webb also tells how he saw "Hack" Quinn and "Sonny" Mahon, two other Democrats of considerable influence. He says that Quinn helped, but Rasin and Mahon did not come to time. Subsequently, however, Mr. Regesner reported that "Sonny" Mahon was all right and that he was going to fix it. Mr. Webb says that he did not expect Mahon and Quinn to give their time without compensation. The ordinance to open the contract to competition lay in committee one entire session of the Councils, and it is common talk that it was kept back in the hope of forcing the United or some other rival oil company to pay a big price to release it. Then, if it had been reported by the committee, another fee would have been demanded to pass it. Mr. Webb, who is a Democrat, admits that a novel plan was adopted to reward Councilman Berry for his good work for the bill. Berry was a candidate for re-election. Webb suggested that an excursion might be gotten up for election day, by which two hundred colored voters could be enticed away from the polls in Berry's ward. Their absence would insure his election. The investigation has caused the biggest sensation in City Hall circles since the Gorman "Ring" has been in control.

FALLING FIFTY FEET WITH A LOCOMOTIVE.

Nashville, Tenn., May 19.—A accident occurred on the Lebanon branch of the Nashville, Chattanooga and St. Louis Railroad about nine miles from this city about 4 o'clock this afternoon. The bridge across Stone River caught fire from a passing train. Seventeen men, two whites and fifteen negroes, who were working on the road near by, went to the bridge and took an engine on it with the intention of extinguishing the fire with the water from the tender. The span gave way, carrying men and engine into the river fifty feet below. William Morgan, the engineer, received serious internal injuries. The fireman, Charles Gribble, had his leg broken, and received other serious injuries. Three negro laborers were killed, and six were injured, four dangerously.

CONVENTION OF CHINAMEN IN NEW-HAVEN.

New-Haven, May 19 (Special).—About 100 Chinamen, from all parts of the State, have been in session here to-day. They are members of a secret society called the "Hong Song Tong," and are holding their annual convention. Fourteen new members were initiated, and addresses were made by prominent Chinamen from New-Haven and Hartford.

A WATCHMAN SHOT BY AN ENGINEER.

James Daly, watchman of Atha's steel works, near Newark, will die from three shot wounds in the breast and side, received last night at the hands of Chief Engineer Gustav Willnghouse, of Simon's factory. The latter is in custody and Daly is in the Newark City Hospital. The prisoner was thrown out of Heiner's bar-room, and in drunken fury fired his four-barrel Derringer at Daly, who was outside the place.

CUT IN TWO IN THE FOG.

A PILOT BOAT SUNK AND TWO MEN DROWNED.

STRUCK BY LA NORMANDIE EIGHT MILES OFF SANDY HOOK—THE STORY AS TOLD BY A SURVIVOR.

Among the many shipping casualties reported from the Lower Bay, which were caused by the dense fog which has prevailed for the last two days, the most disastrous was the sinking of the pilot boat Charlotte Webb by the French Line steamer La Normandie at 11:40 o'clock on Saturday night, eight miles east of Sandy Hook Light. Two lives were lost, and the boat sank in three minutes after she was struck by the steamer, which was on her voyage to Havre, for which port she sailed on Saturday morning.

The two men drowned were Pilot Albert C. Malcom, captain and part owner of the boat, who lived at No. 289 South Fifth-st., Brooklyn, and Charles Fitzgerald, the boat keeper. The names of those saved were Pilots James Heines, —— Hammer, jr., and Alexander Scott; Steward Ansel Freeman, and Seamen Daghert Olsen, Samuel Larsen, John Andersen, E. Bradley and —— Green, a friend of Captain Malcom's, who was his guest and was making the voyage for pleasure.

The story of the disaster was told to a Tribune reporter by Pilot James Heines, one of the survivors, on his arrival at his home, No. 126 Vanderbilt-ave., Brooklyn, yesterday afternoon. Pilot Heines is a typical old sailor, about sixty years old. He was much excited over the disaster, and blamed the officers and crew of the French steamer.

A PILOT'S STORY OF THE ACCIDENT.

His story was as follows: "Our cook left us on Saturday morning, and the boat was anchored off Staten Island, waiting for a new man to be shipped. Had it not been for this delay Captain Malcom would have been left behind, as he failed to join the boat at sailing time. We sailed in the afternoon from Stapleton, and the weather was foggy all the way down to Sandy Hook, when we put Pilot James Kelly on board the Steamer Richmond Hill at about 7 p. m., and she continued on her voyage up the bay. We then beat to the eastward, and were from six to eight miles off the Hook, with a light breeze blowing. At that time the fog was thickening, and Pilot Hammer, who has an eighteen-foot license, was on deck and told me that it was my next turn on deck, and I went below and partly dressed myself.

"When I returned on deck the wind died out and the fog became dense. We hove to and kept our fog-horn blowing, fired rockets and used flash lights and torches.

"Shortly after 11 p. m. I was on deck with Malcom, when we heard a steamer's fog-horn, and I said we had better go below, as she was close upon us, and I thought we should be killed by our spars falling. I started to go below, when the steamer crashed into us just forward of the fore-rigging and almost cut our boat in two. I called to Malcom, who was an old man and lame: 'Look out! She's going down, old man, bow first; let us jump over the side together.'

TRYING TO SAVE THE CAPTAIN.

"We leaped into the water, having scarcely any clothing on, and I supported Malcom on my back for what seemed hours, but was really less than half an hour, and he clung to me until I was nearly drowned. He let go his hold, and I saw nothing more of him, although I swam around for a long while. I did not see the boatkeeper, Fitzgerald, at all, and I suppose he went down with the boat. After being in the water nearly an hour, I was picked up by one of the Normandie's boats, and the first man I saw on her deck was a young pilot named Hall. He had turned the ship over to the captain, being out of the pilot grounds, and told me that he was below when the collision occurred, and rushed on deck and threw the end of the main brace, which was coiled down on the belaying pins, over the side, but I did not see any lines thrown over the ship's side.

"Hall would have been carried to Havre on the steamer, as it was too foggy for the pilotboat on the station to be seen. Some of the crew of the Normandie gave me an undershirt and a uniform coat and cap. The Normandie was put about, and ran up to where the Etruria was anchored, below Quarantine, and at 7 a. m. on Sunday we were transferred to her, where we received every kindness and attention. When the Etruria arrived at Quarantine we were taken ashore in the doctors' boat, and we all came up to the city except Hammer and Scott, who remained at Staten Island."

DESCRIPTION OF THE LOST BOAT.

The French steamer proceeded on her voyage and sustained no damage. The Charlotte Webb was known as No. 5 in the pilot fleet, and was a schooner, 71 feet long, 21 feet 10 inches beam, and 10 feet draft, and was about seventy-five tons burden. She was owned by Captain Malcom and a man named James Sullivan, the latter having the largest share of her.

Pilot Heines said that he lost clothing worth $200 and a gold watch and chain. The other men also lost all their clothing. The Rev. Father Metcalfe, of Boston, who was a passenger on the Etruria, took up a collection on the steamer and secured 75 pounds sterling, which was divided among the seamen saved from the unfortunate pilot boat. Captain Malcom was over sixty years old, and was one of the oldest and best-known pilots in this port.

A COLLISION OFF BAY RIDGE.

THE GUYANDOTTE RUNS INTO THE COMAL IN THE FOG—BOTH VESSELS DAMAGED.

The steamer Comal, of the Mallory Line, left her pier, No. 20, East River, on Saturday, bound for Galveston. She had on board a large cargo and about thirty-five passengers. When off Bay Ridge the fog closed in, and Captain Risk ordered the anchor let go when a little below the Bay Ridge buoy. Yesterday morning the Comal came back to her pier, assisted by a tugboat. She had been in collision and was severely damaged. It was about 5 o'clock p. m. on Saturday that the Guyandotte left the Old Dominion Line pier, No. 26, North River, and steamed slowly down the harbor on her way to Newport News. In the upper bay she ran into the dense bank of fog, and Captain J. A. Kelly ordered the speed reduced to four knots an hour. He was preparing to drop his anchor when he heard a steamer's bell on the starboard bow. The captain ordered the helm put hard to starboard, and the vessel answered well. At the time a strong ebb tide was flowing. Captain Kelly sighted the Comal almost instantly. The Guyandotte's captain thinks the Comal was dragging her anchor, but this is denied by that ship's officers.

A collision was unavoidable. The Guyandotte struck the Comal square on the starboard quarter. Had the Guyandotte's helm not been starboarded she would have struck the Comal amidships, and both vessels would have been sunk. As it was, the steel stem of the former steamer crashed into the overhang of the latter for fifteen feet, tearing up the decks and smashing the joinerwork and guard-rails. For an hour and a quarter the two vessels hung together, the bows of the Guyandotte being held as if in a vise in the hole it had torn in the Comal. When the former finally managed to back away it was seen that the heavy iron rail of the latter had torn an immense hole in the bows of the Guyandotte to within a foot of the water-line. The two vessels lay at anchor close together all night and came up to their piers yesterday morning.

Chief Engineer Sherman, of the Comal, says that the Guyandotte was steaming at a pretty rapid rate when the collision occurred. The exact amount of damage to either vessel could not be estimated yesterday, but it will amount to several thousand dollars in each case.

A STEAMER RUNS DOWN A SCHOONER.

The Ward Line steamer City of Atlanta, which sailed for Havana on Saturday, came into collision that night in the fog with the schooner Mary Davis, outward bound, which was lying at anchor in the Narrows. The schooner was badly damaged. The City of Atlanta struck her on the starboard bow, cutting into the foremast, carrying away the bowsprit and jibboom and doing other damage. The City of Atlanta anchored off Staten Island until the fog lifted yesterday morning. No one on board either vessel was injured.

MANY VESSELS DELAYED BY FOG.

NEWS BROUGHT BY INCOMING SHIPS—A REPORT OF VICTORIES IN HAYTI.

The Cunarder Servia, for Liverpool, which went aground in the Lower Bay on Saturday, got off without assistance at 10 o'clock the same night, and having sustained no damage, proceeded on her voyage at 5 a. m. yesterday, after a delay of nearly twenty-four hours. The fourth officer, who came up with a boat's crew when the vessel grounded, to report the accident to Vernon H. Brown & Co., the agents, was left behind when the Servia sailed. The fog was so thick that he and Mr. Brown could not reach the vessel before she sailed. He will go to Liverpool on the Etruria.

The British steamship Lisnacrive, from Girgenti and Palermo, with fruit, arrived at the bar at 4 p. m. on Saturday, and was detained thirty-six hours by the fog. At noon on May 5 she spoke the French fishing schooner Survivor, bound for St. Pierre, short of bread, and supplied her.

The ship Algoma, of Halifax, which went ashore at Long Branch on Saturday in the fog, was floated and taken in tow last night.

The steamship Chester, from Rotterdam, which arrived at the bar on Saturday and was detained by the fog for thirty-two hours, reports that on May 12, while in latitude 43.30, longitude 47.20, she passed the derelict schooner Baird W. Hunt, with masts broken ten feet above the deck, and the ribbons of the sails hanging over the bows. The deckhouse seemed to be intact and the hull appeared in good condition.

The fog detained the German steamer Marsala outside the bar for eighteen hours.

Captain Shaw of the steamship Delta, from Port de Paix, May 10, reports that previous to that date Hippolyte's forces were reported to have gained two victories, one at St. Marc and the other in the interior.

EVERY PERSON ON BOARD LOST.

New-Bedford, Mass., May 19.—From information received in this city to-day it is thought that the vessel run over and sunk by the steamer Nashua, from Providence for New-York, between Beaver Tail and Point Judith, is the schooner Nelson Harvey, of this port. The Nelson Harvey is owned by Charles W. Parker, of this city, who commanded her, and carried a crew of four persons, including two Portuguese of this city, and George H. and Frank G. Rocker, of Cottage City. She was loaded with brick, and was bound from Fisher's Island to Providence. No person on board of her was saved, as immediately after the collision the lifeboat of the steamer was lowered and cruised over the spot for an hour and twenty minutes. They found the schooner's masts sticking out of the water, but no trace of any living person.

W. J. ARKELL'S DAUGHTER BADLY BURNED

SAVED FROM PROBABLE DEATH BY THE ARTIST GILLAM—THE TEA-PARTY FIRE RECALLED.

Canajoharie, N. Y., May 19 (Special).—The Arkell home in this village was again visited with fire to-day, and a most remarkable escape from a terrible death was effected by Margherita, the lovely four-year-old daughter of W. J. Arkell, of "Judge" and "Frank Leslie's Illustrated Newspaper." Soon after dinner a grandson of Senator Arkell and little Margherita were in the upper portion of the Senator's home, when the lad endeavored to use wax in sealing an imaginary letter. The little fellow secured a candle, lighted it, and the two children began burning the wax, which dropped while in flames to the floor. A window was open, and it is presumed a small drop was blown on Margherita's dress. In a moment the child was a mass of flames. She ran screaming into the hall, where she was met by Bernard Gillam, the artist, of "Judge," who, with remarkable presence of mind, seized the child, threw her to the floor, and grabbed a rug, instantly wrapping it about her, and putting out the flames.

The child is badly burned about the body, but the doctors agree that she is not dangerously hurt. Mr. Gillam's cuffs were burned from his wrists, his hair singed and his hands horribly disfigured. He will be able to resume his labors as usual the latter part of this week.

It is a singular fact that this is the third similar fire which Mr. Gillam has extinguished, once in New-York and twice in Senator Arkell's house. The previous fire here occurred two years ago in June. Vice-President Morton, Senator Hiscock, Senator Hendricks and Carroll E. Smith, of Syracuse, were guests of the Senator at a Presidential tea-party. The wind blew a lace curtain against a gas jet in the room occupied by Mr. Morton. The carpet was soon on fire. Mr. Morton chanced to go into the room and discovered the fire. He quietly walked down stairs and said to the family: "I think there is a fire in my room, which ought to be put out." Mr. Gillam took the cue, rushed into the room and subdued the flames. The remarkable part of that fire was that the letters "V. P." were burned and well defined on Mr. Morton's travelling bag. As soon as Mr. Hiscock discovered this, he claimed that it was his grip, but it proved to be Mr. Morton's. A well-outlined dragon was burned in the carpet, which at the time was referred to as a Democratic animal endeavoring to swallow the Vice-Presidency.

Russell B. Harrison, son of the President, was in the house to-day at the time of the fire, which is the one topic of conversation in the village.

NO REST FOR RED-NOSED MIKE'S ACCOMPLICES.

Poughkeepsie, N. Y., May 19 (Special).—Efforts are making to induce Secretary Blaine to demand of the authorities in Italy the extradition of the two Italians recently arrested in that country on the charge of aiding "Red-Nose Mike" in the murder of the two paymasters, McClure and Flannagan, near Wilkesbarre, Penn., some time ago. Contractor McFadden, in whose employ the paymasters were, said yesterday that he had already spent considerable money to bring the murderers to justice, and will not be satisfied till "Mike's" accomplices are brought back from Italy to be tried. Mr. McFadden holds a letter from Senator Quay to Mr. Blaine in relation to the matter, but will not give it to Mr. Blaine until he ascertains what the Board of Trade of Wilkesbarre will do. The Board had a meeting a day or two ago, and urged, if Italy will not give the murderers up, that our Government should adopt retaliatory measures.

TUMBLING OFF A PASSENGER TRAIN.

Scranton, Penn., May 19 (Special).—E. W. Paul, a Philadelphia ship broker, fell from a passenger train on the Delaware, Lackawanna and Western Road, at Paradise Station on the Pocono Mountain last night. The train was running down the mountain at high speed when Mr. Paul attempted to pass from the smoking car to the Pullman. The lurch caused by a curve threw him off. The train was stopped and backed up, and Mr. Paul was found unconscious. His injuries were principally about the head. He was taken to Stroudsburg, where he revived. A few hours afterward he was sent home on a special train.

SAVED FROM THE STEAMER ALASKAN.

Portland, Ore., May 19.—News has just been received that eleven of the crew of the foundered steamer Alaskan have come ashore at Florence, in Lane County. After leaving the ship the men were tossed in a fearful manner, the sea breaking over the boat at times. They came near the land at Cape Perpetua, on Thursday noon, but were unable to land their boat on account of the huge breakers, and also on account of the rocky nature of the coast at that point. After carefully considering the matter they concluded to try to swim to the shore. All were successful except one, who, after enduring the horrible suffering of two nights and three days on the open ocean, lost his life. During the time they were out all they had to eat was six cans of peaches.

TRIED TO KILL THEMSELVES WITH GAS.

A young man entered Barrow's Hotel, at No. 159 Bleecker-st., at 9:15 last evening, with a young woman. He registered as Thomas F. Connor and wife. At 11 p. m. the clerk of the hotel found the gas turned on and unlit. Connor was dead and the girl unconscious. She was taken to St. Vincent's Hospital. Her name was learned to be Mary Fallon. She is nineteen years old.

NINE PERSONS DROWNED NEAR VICKSBURG.

New-Orleans, May 19.—A dispatch to "The Picayune" from Vicksburg, Miss., says: "A serious accident occurred near the foot of West Pass late this evening to a party of negroes who were returning in two skiffs from the Louisiana shore. The wind and waves were high and the people in one of the boats became frightened and capsized the boat, and nine out of the ten were drowned, a little girl being the only one that reached the bank in safety."

THE RIOT IN ARKANSAS.

FOUR MEN KILLED AT A SCHOOL ELECTION.

AN EFFORT TO KEEP THE NEGRO DOWN HAS THE USUAL RESULT—THREE WHITE MEN SHOT AND A COLORED MAN RIDDLED WITH BULLETS.

Little Rock, Ark., May 19.—The particulars of the killing of the fourth man in the Forrest City riot arrived in a special to "The Arkansas Gazette" to-day.

For several days excitement has been high over the school election, and A. M. Neely and G. W. Ingram (both colored) have been making incendiary speeches, advocating the ousting of the whites from the control of school affairs. Neely has been a disturbing element in the politics of this county for some time, having almost absolute control of the negroes. Yesterday a large crowd assembled at the junction of Washington and Front-sts., near the polls. It is alleged that Neely had a fight with a white man and was knocked down by a bystander. He then ran to Captain John Parham for protection. Marshal F. M. Folbre interfered and commanded the peace. Thomas H. Parham, son of John Parham, heard the disturbance, and came running downstairs from the County Clerk's office with a pistol in his hand. He saw the marshal and his father in close proximity to each other talking excitedly, raised the pistol and fired; the ball striking Folbre in the back of the head. In falling Folbre raised his pistol and fired two shots. "Tom" Parham fell, mortally wounded, and died in a short time. Sheriff D. M. Wilson came running to the scene, when a stray ball struck him, piercing his heart, killing him instantly. His only words were: "I am a dead man." Wilson and Captain John Parham were what is known as Fusionists. G. W. Ingram, coroner of the county, was waited on by the citizens this afternoon and invited to leave town, which he did on the 6 o'clock train. Everybody able to bear arms has been on duty since the trouble and the town was patrolled last night by armed men, under the supervision of Colonel V. B. Izard, who was by wire appointed Sheriff by Governor Eagle.

The last victim is A. M. Neely, the negro. Neely, his father and brother took refuge in the Advocate Building when the killing of D. M. Wilson, Thomas Parham and Frank Folbre occurred yesterday evening. Every effort was made to get at Neely, but these proved unsuccessful, as the