Isaac

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AN OLD LANDMARK RUINED.

FLAMES DESTROY THE INTERIOR OF THE BROOKLYN INSTITUTE.

THE VALUABLE COLLECTIONS PROBABLY SAVED—NEARLY A PANIC IN AN ADJOINING HOME FOR WOMEN AND CHILDREN—THE LOSS ABOUT $40,000.

The third fire which has broken out in the Brooklyn Institute building, at Washington and Concord sts., in that city, within six months, was discovered at 6 p. m. yesterday, and this time the institution did not come off so luckily as on previous occasions, when the fire started in the cellar and was put out without much damage. Last night the fire started at the top of the building, and the way it was discovered is best told in the words of Professor Franklin W. Hooper, the secretary of the Institute.

To a Tribune reporter he said: "I was just leaving the building to go home to dinner when I saw a man across the street running and shouting 'Fire!' I stepped out into the street and looked up and saw smoke coming from the roof of our building. The man I saw running sent out the alarm. I do not know who he was. I at once went upstairs with Mr. Davis, the janitor, and on the third floor looked up to the skylights, and saw the flames in the roof timbers and the charred wood dropping down the openings. I think the fire must have caught in the garret above the third floor. How, I cannot imagine, for we have had no fires in the building all summer, and the garret was entirely empty. There were no electric wires there that I know of."

The two alarms sent out brought six engines and two hook-and-ladder companies, and several streams were at once turned on the roof. The valuable paintings in the hall of the Institute on the second floor were carried out by citizens and policemen and taken to the First Precinct police station. Nothing else was removed. The first floor is occupied by the offices and the library. The books were badly water-soaked in some places, but not burned. The audience hall takes up the whole second floor, and the third floor is devoted to the studios of the teachers, the scientific collections and a lecture-room over the audience-hall.

At 6:30 p. m. the roof fell, carrying with it the ceiling and also the floor of this lecture-room, so that the whole mass lay upon the floor of the main audience-room below. At about the same time the rear wall gave way and fell against the side wall of an extension of the Home for Friendless Women and Children, in Concord-st. Assistant Chief Engineer Dale and Foreman Fitzgerald were under this wall when it fell, but the wall of the Home saved their lives. They came off with only a few bruises.

The fire did not reach the front of the building below the third floor. The front is of massive gray granite blocks, and it stood firmly. The Concord House, at Washington and Concord sts., is kept by A. F. Kramer. The building was not hurt, but a hose was carried up the hallways and water damaged the furniture to the extent of about $400. No damage was done at the Home for Women and Children, but there was nearly a panic among its ninety-two inmates. The matron, Mrs. Conkling, got the eighty children, who were in bed, dressed, but the twelve decrepit women created a good deal of commotion. Dr. Rae finally got them together and started a hymn and they quieted down.

The fire was out by 7 o'clock, but a stream of water was kept up for some time after. The interior of the building seemed to be completely burned out. As to the collections, it is difficult to fix the damage. A visit to the third story with the light of a single lantern showed some of the casts to be wrecked, but that the botanical, mineralogical, entomological and other valuable collections were comparatively uninjured. Some of the cases in the lecture-room were left hanging to the wall and it was impossible to get at them. Professor Hooper was made happy by seeing his microscope case thus hanging on the other side of a gulf. Guy's picture of "Brooklyn in the Winter of 1816," which was damaged in the fire of 1861 and restored, was saved with the other pictures. Professor Hooper thinks that the most valuable of the collections will be found practically unharmed.

The Fire Department estimates the loss at about $40,000, though if the books and collections should be found to have suffered much it would be much more. The insurance, which was general upon building and contents, is $60,000. A large part of it is in the Liverpool and London and Globe Company. No one can give a satisfactory account of the cause of the fire. Assistant Chief Engineer Dale thinks that it must have originated in some of the studios on the top floor. His theory gains credence from the fact that Professor Boyle had his studio there filled with electrical apparatus.

A meeting of the directors will be held on Monday or Tuesday to consider what is best to be done. It is probable that the fire will lead to action at once toward the building of the proposed new Brooklyn Museum, on the East Side Lands, near Prospect Park.

The Brooklyn Institute antedates in its history the incorporation of the city, for it sprang from the Brooklyn Apprentices' Library Association, which was formed in 1824. On the Fourth of July of the following year the cornerstone of the first building was laid at Henry and Cranberry sts., by General Lafayette, who was revisiting this country. A free library was one of the principal features of the work carried on in it. In 1835 the building was sold to the city, and after the library had been unused for a time it was transferred to the present building, which was erected in 1843, and the name Brooklyn Institute was adopted. Augustus Graham was instrumental mainly in the reorganization, and he paid off the debt on the building in 1848 and endowed it with the sum of $27,000 by his will. Many scientific and other lectures by eminent men were given in the hall of the Institute in the days when it was the best public meeting place in the city. Since 1887 the Institute has taken on new life and a broad and comprehensive scheme for making it the nucleus of a museum of science and art commensurate with the size of the city is well advanced.

A FALLING SASH-WEIGHT CAUSES A FIRE.

Flames were started in a peculiar manner in the big factory building No. 362 Second-ave. yesterday morning. A sash-weight which had lain on a beam in Peter Dischо's electroplating shop on the second floor was jarred out of place by the motion of a dynamo, and fell into a portable furnace, sending a shower of live coals into a jar of turpentine. The flames spread so quickly that Dischо and the other workmen had to run for their lives. Several wood-workers had shops in the building and the lumber furnished fuel to spread the fire. Three alarms were sounded, and the engines threw tons of water into the building before the flames were under control. Dischо's loss was $1,500 and his property was insured for $1,000. Other occupants of the building lost as follows: Speinberger & Unger, cigar-boxes, $2,000; George A. Zanta, refrigerators, $1,000; Terwilliger & Peck, lithographers, $1,000; R. J. Spitz, pianoforte hammers, $1,000; M. Reischmann, tables, $500. Repairs to the building will cost $3,000.

PHONOGRAPH COMPANIES CONSOLIDATING.

Albany, Sept. 12.—A certificate of the consolidation of the Metropolitan Phonograph Company and the New-York Phonograph Company, under the name of the New-York Phonograph Company, was filed to-day in the office of the Secretary of State. The capital of the new company, which equals the aggregate amount of the two companies, is $2,500,000. The trustees of the consolidated company are John P. Haines, of Tom's River, N. J., and John D. Cheever, R. T. Haines, Noah Davis, William Fahnestock, W. Seward Webb and John L. Martin, of New-York City. The operations of the corporation will be carried on in Tarrytown. The assets of each company will be inventoried, and all the property of the two companies, of whatever nature, will become the property of the new corporation. The corporation paid a State tax of $3,125 for the privilege of organization.

WYOMING REPUBLICAN.

DECISIVE MAJORITIES FOR BOTH STATE AND LEGISLATURE.

A SPECIAL FIGHT AGAINST GOVERNOR WARREN THAT ENDED IN INGLORIOUS DEFEAT FOR THE DEMOCRACY—SUCCESS OF THE SECRET BALLOT.

[BY TELEGRAPH TO THE TRIBUNE.]

Cheyenne, Wyo., Sept. 12.—It is now certain that the Republicans have carried the Wyoming State ticket by 1,000 to 1,500 majority, and have secured two-thirds of the State Legislature. Owing to the limited telegraphic facilities and the remoteness of many districts, a close estimate of the vote cannot be made for several days, but there are no districts yet unheard from that lower the present estimate materially. Estimates place the county majorities as follows:

For Warren (Rep.), Laramie, 300; Albany, 400; Carbon, 100; Crook and Weston, 200; Sheridan, 100; Uinta, 500.

For Baxter (Dem.), Fremont, 100; Johnson, 100; Converse and Sweetwater, 169. In 1888 in the election of Delegates to Congress the majorities were:

For Carey (Rep.), Laramie, 161; Albany, 560; Carbon, 789; Converse and Sweetwater, 645; Uinta, 837; Crook and Weston, 150; Sheridan, 90.

For Morgan (Dem.), Johnson, 192; Fremont, 126.

The pivotal points in the present election were in Uinta and Sweetwater counties. The voters in these districts are largely made up of miners. A special campaign was made to inflame the miners against Warren, but the attempt was not successful and both counties have gone Republican. The election has been the fairest ever held in Wyoming. The secret ballot and a complete registration system have combined to make the chances of fraud or use of money for fraudulent purposes slight, and but little money has been spent in the fight by either party.

The fight was made against Warren in both Sweetwater and Uinta Counties for the part he took in 1885, when the white miners of Rock Springs rose against the Chinese, murdered a number of them and burned down Chinatown. Warren was Governor and called out the troops to suppress the rioters. It was charged by the Democrats that he tried to pack the Grand Jury of Sweetwater County so as to find indictments. A desperate effort was made by the Democratic managers of the campaign to inflame the miners against Warren, but the attempt was not successful.

The campaign, on the part of the Republicans, has been one of education. The principles of the party have been expounded on the platform in every town in the State. The contrast between the despotic interpretation of the Land laws by Cleveland and the liberal construction of these laws by the present Administration has won the State for the Republicans.

THE WRECK AT SCHODACK.

NOT SO SERIOUS AS AT FIRST REPORTED—ONLY ONE MAN KILLED.

Albany, Sept. 12.—A freight train bound south on the New-York Central Railroad last night stopped for water about two miles north of Schodack about 8 o'clock. While the engine was taking in water a "lighter" engine came along drawing one caboose on the way to New-York. The engineer of the second engine, observing the signal of the first train, stopped. The two trains had been standing only a few minutes when another freight train came along and crashed into the "lighter" engine and caboose, on which, it is said, no signals were displayed, and drove them into the first train. The caboose of the latter train was reduced to kindling wood, as was the one behind the "lighter" engine, and both cabooses and two freight cars on the first train were burned up, having been set on fire by live coals from the "lighter" engine. The "lighter" engine was thrown from the track and badly damaged, while the front of the third engine was knocked in. In the caboose behind the second engine was Edward Dalton, a new freight conductor. He was taken to the City Hospital, where he died a few minutes after his arrival.

Superintendent Bissell in explanation of the accident said the engineer of the third train had lost control of it.

The heat from the burning cars warped the rails of both the north and south bound tracks, and when the wrecking crews arrived from Hudson it was found that for a distance of over 100 feet new rails had to be laid. The wreck was not cleared away until 2 a. m. No information relative to the wreck could be obtained last night from superintendent Bissell, who came down to his office about 11 o'clock, when he first heard of it. The first train which passed the scene of the wreck was the 4:50 train out of New-York yesterday, which arrived at 2:35 a. m. today, the half dozen other passenger trains which had been stalled in consequence of the wreck following.

An engineer in the depot yard said he had heard that the new man in the caboose behind the second engine had neglected to display the danger signal.

A COLLISION NEAR FAIRFIELD, N. J.

Asbury Park, N. J., Sept. 12 (special).—The evening express for Philadelphia leaving here at 5:33 p. m. and the accommodation train leaving Monmouth Junction at 5:32 p. m. came into collision on the main track near Fairfield to-night, and both engines were badly wrecked. The car platforms and couplings were splintered and broken; both baggage cars were crushed and the engines and coaches were thrown from the tracks. The passengers were badly shaken up, but none of them was seriously injured. The accident was caused by the express train being late. The local train waited on the switch at Howell for several minutes and then attempted to make Farmingdale. There was a heavy fog that prevented a clear view ahead, and the engines met on the single track near Fairfield. The local train due here at 7 p. m. did not arrive until 10:30.

ACCIDENT ON THE GRAND TRUNK.

Schoolcraft, Mich., Sept. 12.—A passenger train on the Chicago and Grand Trunk Railway plunged into the rear of a freight train while the latter was taking a sidetrack. The engineer was fatally injured and the fireman badly hurt. Two brakemen received slight injuries. The engine and four passenger coaches were wrecked, and the caboose and six freight cars knocked into kindling wood. The passengers escaped miraculously. The road is completely blocked.

THE CAPTIVE TRAINWRECKERS.

Utica, Sept. 12.—Ruett and Cain, who were arrested at Prescott, Ont., by Robert Pinkerton, Chief Humphreys and another officer, and brought through Utica yesterday morning, were taken by the officers to Herkimer and were there examined. They spent the night at Edick's Hotel, and left there to-day on the Central for Albany.

FREIGHT CARS CRASH TOGETHER.

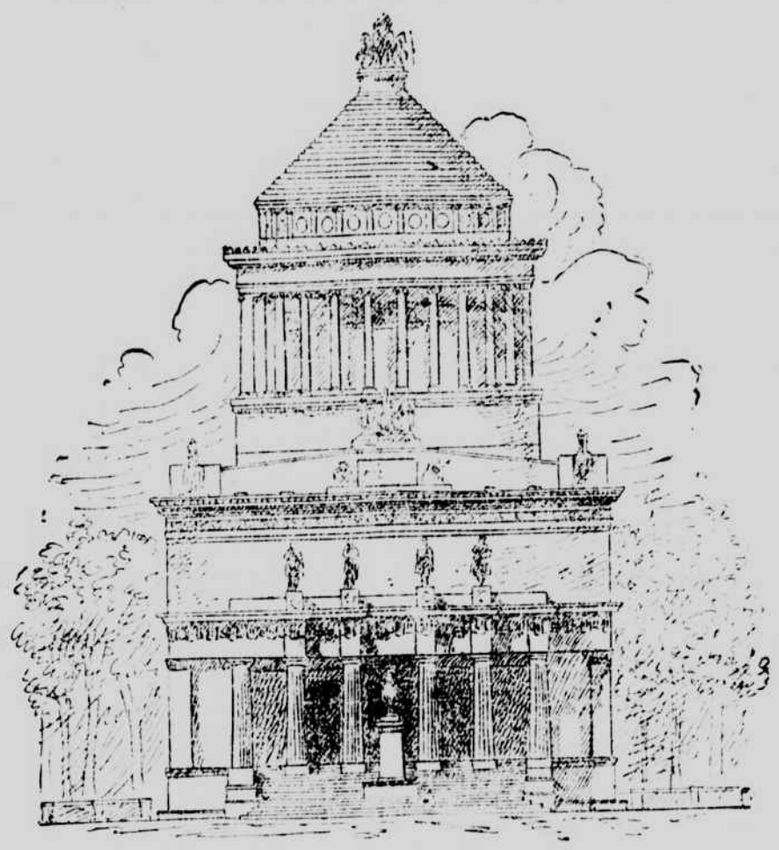
There are now over forty wrecked cars in the Sixty-fifth-st. freight yard of the New-York Central Railroad. Early yesterday a train of eighteen freight cars, with fifteen hogs and a few sheep on board, arrived from Chicago and were at once switched into what is called the "hole" in the stockyard at Sixty-fifth-st., where there is a heavy down grade. There was only one switchman on the train and he was powerless to control the eighteen cars on the grade, and so the train ran away with him and crashed into a stationary train of fourteen cars. The first car on the runaway train was empty, and when it struck the cinder-laden car of the stationary train it was thrown into the air and came down on the second car behind it, which was loaded with fifteen hogs. They all escaped injury. The second car also ran into the stationary train and was telescoped, while the third car was completely wrecked. Two cars of the stationary train were broken up. The brakeman also escaped serious injury.

TO SUPPLY EASTCHESTER WITH GAS.

Albany, Sept. 12.—The Eastchester Gaslight Company, with a capital of $350,000, was incorporated to-day by the Secretary of State. It is formed for manufacturing and supplying gas in the streets and in public and private buildings and grounds in Westchester County, and also to manufacture and supply gas for fuel and other purposes in the county. The trustees are Harr y S. Williams, Elisha K. Camp and William B. T. Keyser.

THE ACCEPTED DESIGN OF GENERAL GRANT'S TOMB.

ITS AUTHOR, JOHN H. DUNCAN, THE NEW-YORK ARCHITECT, GIVES A DETAILED DESCRIPTION OF THE PLAN.



The designs for the Grant monument submitted to the executive committee of the Grant Monument Association will be on public exhibition at the Organ Art Galleries, No. 503 Fifth-ave., for a week, beginning to-day. Yesterday there was a "private view" of the plans for representatives of newspapers. The various drawings by the competing artists fill the walls of a long gallery and form an interesting and attractive collection. All of the designs possess great merit, and it is not astonishing that each of them found advocates among the members of the committee before the final ballot gave a unanimous decision in favor of that of John H. Duncan. The following clear, concise and detailed description of the successful design was sent by Mr. Duncan to the Executive Committee:

As I conceive it, the problem is to produce an edifice which shall be at once durable a monument of tomb from every point of view it may be seen, emphatic to the accessories it shall contain a grand memorial hall and a depressed mortuary chamber with dome or sarcophagus, where will repose the mortal remains of General Grant and his beloved wife.

In striving to solve this problem, I have determined that:

1. There may be an unmistakable expression of repose and dignity in the architecture consistent with the character and purpose of the structure.

2. The treatment must be that of a structure composed of masses composed of parts. I have kept in mind and provided for certain portions of the main structure to be built from time to time, with the amount of money in hand, and provided that such parts as are finished shall give the appearance of a completed structure, as far as it is possible.

It is absolutely essential in work of this character to avoid all resemblance to a habitable dwelling, and therefore I have used the pyramidal form in preference to the dome, surmounting it with a group of stationary, afterward to be — equestrian. All the openings for light and ventilation are either perforations of the stone work or filled with metal grills, protected carefully from the elements, and provided with suitable arrangements for draining off any water which might drift in, all glass being avoided.

In the treatment of the exterior, I have kept closely to the general treatment and general detail of the best Greek architectural precedent, feeling that one could not err in holding them in constant view, while modifying their treatment to the requirements of our own day and times.

Hence, in the lower portion I have chosen the Doric order on account of its simplicity, and above the frieze. The gross size of the Memorial Hall, which I have designed to be both impressive, instructive and useful, has led me to leave the Doric construction and adopt the Ionic and such form of Ionic work. My main object is to present in the present drawing the form of my proposed mausoleum, and therefore the equestrian statue of Grant's comrade, one of the four principal officers, on the side hands, the final relief panels on the side pedestals, and the rest of major generals acting under him, the group on top as well as the other groups and figures indicated are simply suggestions showing sculpture at points where the editors would feel receptive of receiving them.

All such details are a subject of after consideration, which, in my judgment, should be kept subordinate at present to the general design.

While my arrangement of plan recalls the tomb of Napoleon in the Hotel des Invalides, so far as the open crypt is concerned, I have provided in an space, leaving the entire portion of the Memorial Hall floor for any patriotic or civic gathering, such as the annual meeting of the Grand Army, the Army of the Tennessee, the Society of the Cincinnati, etc., while at the end of the hall I have constructed a rostrum for the various dignitaries, from which a complete view of the large Memorial Hall may be seen. A view of the entire south is also obtained from the entrance, terminating in the apse and the guardian figure over the granite tomb.

The general dimension of my main structure is as follows: A square base, 100 feet by 100 at the ground line, exclusive of the steps, and the projection of the portico on front and apse at rear. The total height of the mausoleum would be about 100 feet from the base line, or nearly 200 from the water level of the Hudson River. From the centre of the Memorial Hall floor to dome is 100 feet.

The supports of the dome are four arches, under three of which are galleries, which are reached from the two circular staircases in front. From these galleries is also gained to the inner and outer galleries above by doorways, as indicated on drawings, in the thickness of the wall.

The outer gallery will be 130 feet above the ground line, affording a complete view of the surrounding country for miles.

But as the extreme top of the mausoleum may be reached by steps above this gallery, it will not be kept open for the general public.

The dome is supported on the interior by pendentives, which fill in the transition I take in the square formed by the walls and the under side of the circular dome. These I shall decorate with figure subjects, form of mosaic mosaic. At this point I would indicate the special victories of General Grant in the War for the Union.

Above these pendentives are thirteen openings into the outer gallery. In the panels above these I would place the names of the original thirteen states, and in the other panels with the names, emblems, etc., of all the states which were created in consequence of General Grant's victories, which show them all it is the object of a dome.

The details I have made the subject of particular study. It is the object of the building society of the dome of Constantine. For material I select white marble, being the purest and most enduring material, and protected from pollution.

I have designed places in the crypt for the display of banners, relics, historical souvenirs, etc., of the civil, military, literary and religious life of the great soldier.

I have made no special provision in the interior, I simply leave the entire space for the fullest possible, but the exterior of the building is capable of being made to contain, in future years, as I believe, the requirements of the city, and the expenditure of money which has been carefully expended under the direction of the board of Park Commissioners for the walk and steps of Riverside Park, south of One-hundred and twenty-fifth.

All of these I have treated in connection with my design, as will be seen in the section view from east to west, showing the open arches and descent from the tomb to the river, and over the railroad track, and a wide plaza on the river where boats may land.

In another view north and south, I have sketched the approach showing the effect of my design from the river. All of the addition would cost no more than suggested by former expenditure from the Park Board, and would no doubt be gladly acceded to by them at your request.

If the general open driveway along the line of the river is carried out, as contemplated, this treatment would lend itself admirably to graded drives from street to upper terrace, and the approach be greatly disabled by such addition.

Appreciating the situation of the committee, I have made a special study of my general scheme, with reference to such portion of the main design proper as could be built complete in itself for the amount of money which the committee hope to raise. Thus I have sketched separately and have obtained estimates which are sufficiently approximative to warrant me in saying it could be built within a year or eighteen months complete for stringent or economy. This would in no manner interfere with the completion of the general design, and no expense incurred that would be lost, and it would be a mausoleum complete in itself.

An inspection of my drawing will show how this would include nave and crypt with the staircases, the front would be left open for the inspection of visitors, after the manner so common in Italian tombs.

The whole mausoleum I have constructed on the basis of economy. The plan was so short that I was unable to obtain trustworthy estimates, but from my professional experience and quantities I have calculated, I believe the entire structure could be built within the limit. Bronze work, statuary, fresco work, etc., can never be accurately estimated, and at best is a matter of after consideration, but I have included the portrait statues.

1. In the view coming up the Riverside Drive, the pyramid apex would be 70 feet from seventy-second-st., and at one-hundred and tenth-st., the entire structure, rising on grassy foundations to the height of 100 feet, with the equestrian statue in front.

2. The view seen along the line of the Hudson from the passing vessels, as indicated in sketch more referred to.

3. The entire structure would be seen from the north to parties descending the Hudson the moment they have passed Fort Washington, while the view to the south approach from the Boulevard drive, at one-hundred and twenty-second-st., will be equally impressive.

The direction of my building, as shown on the block plan, is not exactly on a line with the river front or drive. It is so arranged for the purpose of bringing it on a direct line from the point where the lower portion is first brought to the view from the Riverside Drive, this being the general approach.

DECLARES SHE IS THE DENTIST'S WIFE.

Asbury Park, N. J., Sept. 12 (special).—The regular weekly sensation of Asbury Park was made public this morning when a handsome young woman declared that she was the wife of Dr. Louis N. Seymour, and he repudiated her. The woman is Miss Marie Ellis Watts, the youngest daughter of the Rev. Elias H. Watts, of Keyport. Her oldest sister is the widow of Francis A. Silva, the marine artist. Dr. Seymour is one of the leading dentists of Asbury Park. Last September his first wife died, leaving a little daughter. The young woman who says she is his second wife asserts that she was married to him at 4 o'clock Sunday afternoon, April 13, of this year, by the Rev. Dr. John R. Paxton. The ceremony, she says, was performed in the parsonage of Dr. Paxton's church, in the presence of two members of his family. The clergyman gave her a wedding certificate, which she now has at her home in Keyport.

The young couple had several interviews; the last one was this morning. Miss Watts says her husband flatly refused to recognize her as his wife, and when she told him that she would force him to support her he raved like a crazy man. The young woman went to the law offices of Hawkins & Durand and asked them to institute proceedings against her husband. The lawyers told her to produce her marriage certificate and other evidence, and they would bring a suit at once. The young woman has sent home for the papers. Late this evening Dr. Seymour, while talking with an intimate friend about the case, acknowledged that he was married, and that the young woman could compel him to support her. Several reporters called at his office to see him, but he positively refused to make any statements for publication.

DRILLED FOR GAS AND STRUCK OIL.

Hartford City, Ind., Sept. 12 (Special).—The largest oil well yet found in the Indiana field was drilled two miles south of Penote, on the Wolfe Farm, in Wells County, by the Salamonie Company, of Fort Wayne. Its capacity is estimated at 500 barrels, and probably 1,000 barrels, daily. The Salamonie people were after gas when they struck oil.

STRICKEN DOWN BY PARALYSIS.

Chicago, Sept. 12 (Special).—H. B. Merrill, a large stockholder in the Mutual Life Insurance Company, of New-York, and formerly the senior member of the firm of Merrill & Ferguson, of Chicago, received a stroke of paralysis this morning in his room at the Grand Pacific Hotel. His recovery is doubtful.

FOUND IN THE WOODS DEMENTED.

RESULT OF THE ROBBERY AND ILL-TREATMENT OF A LUMBERMAN'S WIFE.

Pittsburg, Sept. 12.—A dispatch from Erie, Penn., says: The little lumber settlement of Glyndon, in the big woods near Corry, is in a high state of excitement over the robbery of Mrs. Mary Batchelder, wife of Benjamin Batchelder, a prominent lumberman. She had been the bookkeeper of the mills for some time, and had gone to Corry, several miles away, for the money to pay the men. Mrs. Batchelder secured $1,800, and started back by a narrow and muddy road through the woods to the mills. Night came and the woman did not return. Her husband and another person set out for her at dark, but not until yesterday was the unfortunate woman found. She was then encountered wandering around in the woods in a demented condition. She had evidently been chloroformed and robbed by some person or persons who had followed her from Corry. The unfortunate woman is a mental and physical wreck, and can give no account of how the affair occurred. The purse in which she carried the money was missing, and the torn condition of her clothing, her bruised limbs and a lacerated throat showed that she had passed through a terrible ordeal.

GOLD DISCOVERY IN SOUTH DAKOTA.

Rapid City, S. D., Sept. 12.—An immense find of gold has been made somewhere in this vicinity during the last few days, but the finder refuses to indicate its exact locality. Several pounds were taken to an assayer, who made several assays, the results of which far exceeded anything yet found in the hills. Four pounds of the rock yielded 1.7 ounces. The prospector says he can get out without assistance 700 to 1,000 pounds daily.

A RUMOR ABOUT TANK STEAMERS DENIED.

Standard Oil officers yesterday denied the correctness of the report from Philadelphia that they had purchased the North German Lloyd steamers Main and Rhein with the intention of converting them into tank steamers for trans-Atlantic petroleum trade. The difficulty and expense in reconstructing the vessels alone stamped the rumor as untrue. While in the early stages of the business a few alterations of this sort were made, it is now recognized that the most economical method of securing tank steamers is to build them.

FLOODS NORTH AND SOUTH.

SWOLLEN RIVERS FROM NEW-YORK TO TEXAS.

COUNTY FAIRS HAVING A HARD TIME—GREAT DAMAGE IN WESTERN PENNSYLVANIA AND OHIO AND THE RAIN STILL FALLING.

[BY TELEGRAPH TO THE TRIBUNE.]

Syracuse, Sept. 12.—Rain has continued to fall here in torrents during the day. The lake resorts have been transformed from parks to duck ponds and mud holes. It is estimated that Onondaga Lake has risen thirty-six inches. The piers at Pleasant Beach and Maple Bay are under water and the ball grounds at Long Branch cannot be seen. The foreground of the Iron Pier looks like an artificial lake. Between 1 and 4 o'clock yesterday afternoon the lake rose at the rate of three inches every sixty minutes. Onondaga Creek is swollen and the work of cleaning out the weeds and grass has been suspended, as the men were in danger of drowning. At the pumping station the record of rainfall in the thirty-six hours ending at 10 a. m. yesterday, was three and one-quarter inches. The average rainfall per annum in this region is thirty-six inches, so that over a month's average has fallen within thirty-six hours. The Geddes salt blocks lying in the depressed surface between the D. L. and W. and West Shore roads have had a big bath. Occupants of the houses in the inundated section went to and fro by means of impromptu rafts. Owing to their extreme height above the level of the lake none of the railroad tracks along the lake shore have been affected.

The rainfall is playing havoc with the county fairs. Reports to-night indicate that several will not be held at all. A Phoenix dispatch to-night says: "Owing to the severe rains and consequent wet grounds the fair of the Phoenix Agricultural Society has been declared off. The fair opened on Tuesday, and that was the first of it, for the rain was almost continuous on Wednesday and yesterday. Many good horses were entered for the races. That there is no fair is a great disappointment."

Watertown, N. Y., Sept. 12.—The Black River is swollen to nearly the height of the usual spring freshet. Rain has been falling in this vicinity almost steadily for three days, and this week's fairs have been failures. On Wednesday the rainfall amounted to eleven hundredths of an inch; on Wednesday night an inch fell; yesterday, 1.27 inches; last evening, 1.78 inches, and this forenoon four hundredths have fallen, making a total in three days of 4.16 inches. Five inches have fallen within a week.

Rochester, N. Y., Sept. 12.—The rainfall here yesterday was 2.10 inches, the ordinary average fall for a summer month. The river is within two feet of the high water mark of last spring's flood and is still rising.

Pittsburg, Sept. 11.—The rivers here are rising steadily, and though not near the danger point as yet, advices from all along the Allegheny and Monongahela Rivers promise much higher water before Sunday. At the headwaters of the Allegheny the rain has been especially heavy and has been falling without let-up since Monday, the fall averaging six inches in the last three days, something unprecedented in the upper counties. Comparatively little rain has fallen up the Monongahela, but it is raining there now and more rain is promised for this city. The county fairs are suffering greatly, they being located on the bottoms as a rule, and damaged exhibits and ruined racetracks are reported for all sections, consider all the fairs to close at a loss. The tributaries to the Allegheny are all overflowing, and at Oil City, Penn., the Western New-York and Pennsylvania tracks are covered, while trouble is feared on the Allegheny Valley Railroad.

All of the lower streets in East Liverpool, are flooded and great damage is being done to the potteries, while the small farmers are also suffering. At Newcastle, Penn., the Neshannock River is higher than it has been for years, and now completely covers the lower portion of that city and a hundred homes are covered on the first floor with from one to six feet of water, and the families have been obliged to move to higher ground. A washout has stopped freight traffic on the Newcastle branch of the Pittsburg and Western, while passengers must all be transferred. One side of the Western New-York and Pennsylvania has been washed out near Newcastle, while the "Nypano" is also washed in a score of places. Mills and furnaces in Newcastle and along the Neshannock are covered with water and shut down. The Shenango River is also rising and danger is feared from that stream before morning. All reports indicate great loss to mills, roads and farmers, nothing extraordinary in any one case, but enormous in the aggregate.

A bridge on the Pennsylvania Company's track over the Neshannock was swept away, together with cars loaded with steel that had been run on the bridge to hold it down.

Advices from Charleston, W. Va., say a sudden rise in the Gauley River yesterday carried away thirty-one coal barges, all loaded, of which eleven, valued at $30,000, were lost. The barges inflicted heavy damages to the Government dam at Brown-town.

Columbus, Ohio, Sept. 12 (special).—The heavy rains in this section for the last few days caused the Scioto River to overflow its banks and forced all the manufacturing establishments to close down. Two breaks in the levee occurred just south of the city, letting the water into the bottom lands, doing considerable damage to the gardens. A large portion of the west side of the city is under water. About 300 acres are covered and several families had to be removed in boats. Two new bridges spanning the Scioto south of the city, and which were nearly completed, were swept out of existence. Farmers in low land have suffered severely by the loss of crops, and although the individual losses are small, the aggregate will foot up many thousands. The foundations of a number of buildings on the river bank, near Broad-st., were washed away, and the structures are a complete wreck. It is reported that much live stock has perished on the bottoms. An extensive washout on the Cleveland, Akron and Columbus Railroad, between Centreburg and Mount Vernon, blocked traffic. Passengers for the East were sent over the Baltimore and Ohio from Mount Vernon. About 1,000 feet of the track of the Chicago, St. Louis and Pittsburg Road, six miles west of here, sunk a foot below the level. One of the main tunnels of the waterworks system burst to-night and the city is drinking muddy river water.

Cincinnati, Sept. 12.—Dispatches from northern Ohio show heavy rains. At Tiffin four inches of rainfall was reported yesterday. The Sandusky River was so high as to cut off communication with North Lawrence.

At Akron, Ohio, the rainfall was serious. Great damage was done throughout the country, and in the city unusual destruction was wrought. North Howard-st., one of the principal business streets, was fearfully washed in some places. A portion of the street railway was left with ties in air, hanging by the rails, the main sewer exploded and water pipes burst out. Railway travel is almost suspended.

A dispatch from New Philadelphia, Ohio, says: "Incessant rains for the last forty-eight hours have caused a landslide on the Cleveland and Marietta Railway which will delay trains a long while. The bridge on the Cleveland, Lorraine and Wheeling Railway has been washed away near the city. The Tuscarawas River rose twenty and one-half feet in one hour last night. The whole valley is inundated."

Wilkesbarre, Penn., Sept. 12.—The floods that have prevailed along the Chemung River during the last few days have swollen the Susquehanna at this point to an unusual height. The current is to-night sixteen feet above the recognized summer line, and the water is still rising. Should it rise two feet more during the night, all communication on the west side of the river to points along the line of the Delaware, Lackawanna and Western Railroad will be cut off. A large part of the low land is already submerged, and farmers who have not yet harvested their late crops will be losers.

A COLD WAVE TRAVELLING EAST.

Minneapolis, Minn., Sept. 12.—A "Journal" dispatch from Ardock, N. D., says: "Snow began falling here at 5 a. m. to-day, and now lies four inches deep on the ground. Threshing is delayed at least a week."

Sioux Falls, S. D., Sept. 12.—The cold wave struck this section last night. Crops are past injury except ing corn. At Pierre the change from heat to cold was the most sudden ever known.

Chicago, Sept. 12.—Lieutenant Beall, of the Signal Service, had this to say about to-day's weather: "The storm centre in Southern Dakota yesterday is now over Duluth. Light rains with strong gales are reported from Minnesota, the Dakotas and Nebraska, with falling temperature. That freezing weather of yesterday in Northern Montana has extended southward into Northern Colorado and eastward through North Dakota to St. Vincent, Minn. St. Vincent has a temperature of 30 degrees, with two inches of snow. The temperature at Helena is 26 degrees; Fort Carter, 28 degrees, and Cheyenne, 28. The temperature along the western edge of the corn belt is as follows: Moorhead, 38; Huron, S. D., 36; Valentine, Neb., 36, and North Platte, Neb., 42 degrees. Cloudiness prevented frost there this morning."

DANGER TO THE WHEAT IN SHOCKS.

Minneapolis, Sept. 12.—A "Journal" dispatch from Halbeck, Minn., says: "The rain, which has been falling since Wednesday night, has turned to snow this morning. Farmers are afraid the wheat will sprout in the shock. An inch of snow is reported at St. Vincent. The threshing is not over and crops will be lost in the Red River Valley."

BARRUNDIA FIRED FIRST.

SO SAYS AN EYE-WITNESS OF THE SLAUGHTER.

THE GENERAL DROVE THE COMMANDANTE UNDER THE BED BEFORE THE SOLDIERS' BULLETS FINISHED HIM.

The Pacific Mail Steamship Company's ship Colon, which reached this port yesterday, brought from the Isthmus some of the passengers who were on board the steamship Acapulco at the time of the killing of General Barrundia by Guatemalan officers, while the Acapulco lay in the harbor of San Jose. An eyewitness of the tragedy relates the following narrative:

"The steamship Acapulco left San Francisco on August 13. On her arrival at Acapulco, Mexico, General Barrundia, ex-Minister of War of Guatemala, came on board from the Starbuck, a sister ship. He was known to be hostile to the present Government of Guatemala, and it was understood that he was on his way to San Salvador. He was attended by two men as bodyguard.

"When the ship arrived at Champerico, Guatemala, the authorities, who had been warned that Barrundia was on board, at once sent off two boat-loads of soldiers, and demanded that the General be surrendered to them. Captain Pitts peremptorily refused to accede to this demand, and an attempt was made to coerce him by withholding clearance papers. But after a detention of twenty-four hours, Captain Pitts persisting in his refusal to deliver General Barrundia without an order from the Government, the vessel was permitted to resume her course. This was August 27, and on the evening of the same day the steamer arrived at San Jose.

"No sooner had the Acapulco cast anchor than two boats-load of soldiers were sent off from shore to keep close watch that no one without proper credentials should leave the vessel for the shore. Within pistol shot of where the Acapulco lay, were two United States gunboats. Captain Pitts had telegraphed to their commanding officer from Champerico, requesting assistance. But his dispatch was not delivered. Now he made a personal appeal to them for help. The response was that the men-of-war could do nothing without orders.

"Next day the ship was again invaded by the commandante of a special force of men, accompanied by another boat-load of soldiers. This time the Guatemalan officers came furnished with an order of arrest signed by the American Minister, Mr. Mizner. After being politely introduced to Captain Pitts, the commandante produced his papers and made a formal demand for the delivery of General Barrundia. Then the commandante directed that all the cabin passengers be ordered below. When this order had been executed, the entire force of Guatemalan officers proceeded to General Barrundia's room, Captain Pitts going with them.

"As soon as the room was reached, Captain Pitts, after deprecating the necessity of surrendering his passenger to the authorities, began to read the order for the General's arrest. General Barrundia had quietly met them at the door, but at once divining that all was over, he reached into his room for his revolvers, and, making the remark, 'Very good,' fired.

"The ball just missed Captain Pitts, who, together with the commandante, ran to his room, locked the door, and hid under the bed, leaving the man-hunting to the special officers. Barrundia was a short sighted man, and, being very nervous, was unable to do any damage, though he closed them in and out of the saloon, firing wildly. At last the officers dropped him from different points, riddled with shot, on the hurricane deck. The brave commandante thereupon came from his hiding-place, walked up to the dead man, and fired into his skull.

"The dead body was rolled up in a piece of canvas, and aid being summoned from the other boat, as the General was a very heavy man, the ghastly burden was bundled down the gangway into one of the boats and conveyed ashore, to be sent to Guatemala, where it was interred the next day. The other boat, conveying the gallant perpetrators of the deed, their revolvers openly displayed in their hands, made a detour round by the United States warships on their way to the shore. As they left the ship, some smilingly waved their hands, and one placed his thumb to his nose and extended the other fingers in a familiar and well-known manner.

"Still the incident was not over. The Guatemalans had to wipe their feet a little more on the suffering ship, and she was not allowed to proceed until the baggage belonging to Barrundia had been searched, presumably for evidence incriminating others. This was submitted to, the gunboats still silent and sleepy, not a hundred yards away. Indeed, at the time of the tragedy an officer from one of them was aboard the Acapulco.

"When General Barrundia had first come aboard his baggage had been searched, and his arms, consisting of two revolvers, a sword and a dagger, had been taken charge of by the captain. But somehow, after the affray, six other revolvers and about forty rounds of cartridges were found. His bodyguard, at the commencement of the fighting, had run below and been locked up for safety. About forty shots were fired in all.

"Finally the disagreeable affair was at an end, at least for the time being, and the steamer was allowed to proceed. She sailed away with drooping colors; the very breeze, as one passenger remarked, seeming to have died away out of pity and shame.

"The Americans on board were full of indignation and shame at the whole affair. Ugly rumors were afloat about blood-money, as though money had had influence somewhere in securing the surrender of the man. Many passengers openly expressed regret that the American flag was theirs.

"Captain Pitts, it was generally held, was partly excusable for his action, seeing that he had applied in vain to the war-ships for assistance, and that he was confronted with an order from the American Minister. At the same time the feeling prevailed that had the captain shown the same firmness at San Jose that he did at Champerico, the man would not have been shot. The passengers condemned the action of the men-of-war, who had been appealed to for help and had refused it, for they maintained that, in any event, they might have taken charge of General Barrundia until some proper and definite expression of will had come from Washington.

"They also condemned the action of Minister Mizner, who, they thought, had no right to sign a man's death warrant by the scratch of his name (for they said that at the time he did it he knew it amounted to that), no matter what the character of the victim. They contended that the American flag should protect them, wherever it might be unfurled, and not be made a by-word for weakness and indecision."

AWAITING MINISTER MIZNER'S STATEMENT.

Washington, Sept. 12.—The State Department is awaiting with considerable interest the arrival of the dispatches from Minister Mizner giving an official and authoritative statement of the