New-York Tribune.

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BALFOUR'S IRISH JOURNEY.

THE CHIEF SECRETARY VISITS THE ANCIENT TOWN OF GALWAY.

HE HEARS CHEERS FOR MORLEY AND O'BRIEN—THE TIPPERARY TRIAL—LORD HARTINGTON'S NOTE OF ALARM.

Dublin, Oct. 31.—Mr. Balfour drove to-day from Costello Lodge, the home of Police Commissioner Byrne, at Carraroe, to Galway. Upon his arrival at the latter place he received a large number of the representatives of the local trades, who made suggestions to him for remedying the distress in the western counties of Ireland. In reply Mr. Balfour said he was glad the present Government had been instrumental in bringing into effect the projects which had hovered before their eyes as a dream for many years past. From Galway Mr. Balfour took a train for Dublin. A crowd assembled at the depot and gave hearty cheers for William O'Brien and John Morley as the train departed.

Mr. Balfour was interviewed in Galway by the chairman of the Town and Harbor Commissioners and other prominent persons. In the course of his reply, after referring to means for improving the fishing industry, he said he feared he would be unable to do more for Galway in the matter of railways than he had already promised.

"The Express" says that delegates appointed by the landlords' convention will meet Mr. Balfour upon his arrival in this city and will urge him to change the proposed Irish Land Purchase bill by providing for the appointment of a Judge of the High Court of Justice as the head of the Land Commission, and limiting the powers of the local authorities to interfere with the purchase of land.

Tipperary, Oct. 31.—Upon the resumption of the conspiracy trial here this morning much excitement was caused by the action of the police, who ejected Mr. Dalton, a member of the House of Commons, as he was entering the gallery in the court-room. An appeal was made to the bench and the magistrates ordered the police to allow Mr. Dalton and Mr. Kilbride, who is also a Member of Parliament, to enter the gallery.

The court ordered the release from jail of Alice Sadler, who, with Simon Gleeson, witnesses summoned by the prosecution, was committed for refusing to answer the questions put to her on Wednesday last.

Cork, Oct. 31.—The Recorder of Cork has granted eviction decrees against numerous tenants on the Ponsonby estate, including Father Rice, the parish priest of Ladybridge.

London, Oct. 31.—A meeting of Liberal-Unionists was held at Edinburgh to-day. Lord Hartington delivered an address, in which he said that the results of the recent bye-elections had shown the necessity for increased activity on the part of the Liberal-Unionist associations, although it was a mistake to predict the issue of the next general election from the bye-elections. He feared that unless the Liberal-Unionists presented their policy more clearly and showed greater activity and vigor the cause of union would be much endangered. The Irish policy of the Liberal-Unionists had never been developed as a whole. Hitherto they had been compelled to present the case too much as a restorative of order in Ireland. The remedial side of the policy must clearly be placed before Parliament and the country, thus giving the country a chance for its approval, accompanied by vigorous condemnation of the unscrupulous tactics of its opponents.

Lord Hartington devoted his evening speech to a general defence of the Government against Mr. Gladstone's criticisms. He said that coercion was freeing the Irish people from League tyranny, and had been more valuable than the widest local government. He would not accuse Dillon and O'Brien of cowardice, but their action had thrown a strong light on the condition of affairs in Ireland. The League had nearly ruined once prosperous Tipperary. Only the Crimes Act had prevented such things from being repeated throughout the length and breadth of Ireland. The present Government had, perhaps, made mistakes, but their work, on the whole, had been creditable. He was proud that they had had the courage to face unpopularity. He would far rather bear reproaches for administering needfully severe laws than the responsibility which Mr. Gladstone incurred in excusing breaches and hatred of the law.

Mr. Courtney (Liberal-Unionist), Deputy Speaker of the House of Commons, had a mixed reception at a meeting of his electors this evening. He contended that a universal scheme of land-purchase for Ireland was unnecessary. A resolution expressing confidence in Mr. Courtney was rejected by a large majority.

SEEKING TO PURCHASE CANADIAN NICKEL.

Montreal, Oct. 31.—The Dominion Mineral Company has been approached by Secretary Tracy of the United States for prices of nickel to be used in the manufacture of steel armor plates. This company, which is formed of Montreal and New-York men, informed the Secretary that it had nickel matte. To satisfy himself of the fact Secretary Tracy sent Commander Folger, Inspector of Ordnance at the Washington Navy Yard, and an engineer to examine the properties at Sudbury, and he is now in possession of all the facts and as a result has asked prices from the mine controlled and worked by Canadians which may lead to the purchase of Canadian matte, as it is sold on the nickel basis, the by-product not being charged for.

THE NEW GREEK MINISTRY.

Athens, Oct. 31.—M. Delyannis, who, upon the resignation of the Tricoupis Ministry on Tuesday last, was summoned to form a new Cabinet, has succeeded in his undertaking. In an interview to-day the new Prime Minister said he hoped that no events save of a pacific character would occur in the foreign relations of Greece during the new Ministry's term of service. The Cabinet, he said, would protect the honor and dignity of Greece without resorting to an offensive policy.

THE KING OF HOLLAND A LUNATIC.

London, Oct. 31.—A dispatch from The Hague says: "It has transpired that the statements made regarding the condition of the King of Holland by the doctors and the Ministers were untrue. The King's physical health is good, but he is suffering from a mental malady which renders him unfit to govern. In other words, he is a lunatic. The statements that he was physically ill were made simply to delude the general public and to explain the necessity of the appointment of a regency."

SUICIDE OF AN INSANE MAN.

St. John's, Que., Oct. 31.—A lunatic named Blais, who escaped some time ago from a Michigan asylum, and who on Wednesday morning last committed a murderous assault upon Constable Larcan and Joseph Lajeuse in Lacolle, was this morning found dead, having committed suicide by twisting pieces of his sheet into a rope and hanging himself with it from an iron bar in the corridor of the jail.

FRENCH FREE-TRADERS STIRRING.

Paris, Oct. 31.—M. Aynard, chairman of the Lyons Chamber of Commerce, and Deputies Donnat and Deloncle have called a meeting for November 5 to form a league for the protection of French export trade. The league will oppose the Government tariff on silks, oils and wools. Its general tendency will be toward free trade.

THE WRECKED STEAMER IDAHO GONE TO PIECES.

Quebec, Oct. 31.—The Signal Service officials here have received a dispatch from Anticosti, saying that a strong gale from the east is prevailing there, and that the steamer Idaho, which has been ashore there since July last, broken up and completely disappeared.

THE CZAREWITCH'S TOUR.

Trieste, Oct. 31.—The Russian ironclads are at this port awaiting the arrival of the Czarewitch, who will depart on his Eastern tour from this city. He will make a tour of Greece and thence go to Egypt.

STRENGTHENING THE GARRISON OF TRIPOLI.

Constantinople, Oct. 31.—The Porte has ordered the authorities in Tripoli to prepare provisions for large additions to the garrison and fortifications of the province.

ADVICE FOR THE PATRIARCH.

St. Petersburg, Oct. 31.—The "Novosti" counsels the Patriarch of the Greek Church to arrive promptly at an entente with the Government of Turkey regarding the troubles of the Church in that country unless he seeks to become a victim of politicians at Athens, who, acting for selfish interests are likely to aggravate its crisis.

AN ESCAPE FROM SIBERIA.

EXPERIENCES OF A YOUNG RUSSIAN WHO HAS JUST REACHED LONDON.

London, Oct. 31.—A young Russian named Kelchosky, who succeeded in making his escape from Siberia after having served fourteen years there, has arrived in this city. He was arrested in Vilna when only eighteen years old on suspicion of having in his possession revolutionary documents and of being concerned in a conspiracy against the Government. His escape from Siberia was attended with many hardships and perils. M. Kelchosky is unwilling as yet to publish an account of his life in exile and his escape, for fear that by so doing he will endanger his comrades left in Siberia. He states that the exiles there are greatly encouraged by the expressions of sympathy with them in their fate by the American people, and he says that the Russian Government is much disturbed thereby.

The "Official Messenger" of St. Petersburg recently announced that the rumors current in Russia that Americans and others were severely criticising Russian prison management were simply concoctions of the Nihilists.

M. Kelchosky also brings news that two exiles named Peshekeroo and Makarenko, who were recently arrested at Oushour, have been condemned to solitary confinement, pending an official investigation, for having in their possession clippings from American newspapers upon the subject of the feeling aroused abroad by the alleged maltreatment of political prisoners in Siberia.

IRON AND STEEL MEN IN CANADA.

Ottawa, Ont., Oct. 31.—About ninety members of the British Iron and Steel Institute and the German Steel Association, accompanied by their wives, arrived here this morning from the Sudbury, Ont., nickel mines. After breakfast the visitors proceeded to the City Hall, where Sir Adolphe Caron, the Minister of Militia and Defence, welcomed them to Canada on behalf of the Dominion Government. The Mayor then read a civic address. George Snelles, vice-president of the association, replied. He said the visitors were more than astonished at the marvellous mineral wealth of Canada as evidenced at Sudbury. The visitors then inspected the fire brigade. After luncheon they entered carriages and were treated to a drive around the city and suburbs, visiting on their way the great lumber mills and manufactories for which Ottawa and the vicinity are noted.

WORK ON THE NICARAGUA CANAL.

St. Louis, Oct. 31.—Max Reber, a member of the engineering staff of the Nicaragua Canal Construction Company, is in the city on leave of absence. He says that the work upon the canal from the entrance at Greytown has gone forward into the interior or about thirteen and one-half miles to what is known as the Divide Cut. A railroad running ten miles into the country has been built by the company from Greytown through the swamps to the Divide Cut for transporting its men and material. It is built entirely upon the corduroy pontoons of felled tree logs. The work at the Divide Cut is the most difficult of all, as it is through the solid rock. The balance of the construction will be comparatively easy to the Pacific Coast, and will be pushed forward as rapidly as possible. The canal will be completed and open for traffic in the next four years.

THE MURDER OF MRS. HOGG.

London, Oct. 31.—Mrs. Crichton, alias Piercey, who is under arrest on the charge of murdering Mrs. Hogg and her infant, and with whom Hogg, the husband of the murdered woman, acknowledged he had had a liaison, admitted to-day that she had invited Mrs. Hogg to visit her. In response to this invitation, Mrs. Hogg visited her on Friday last, during the afternoon. In the course of their conversation Mrs. Hogg made a remark that Mrs. Crichton disliked, and she resented it. A few words were then exchanged by the women. At this point the prisoner abruptly finished her admissions with the remark that she had better not say anything more.

AFFAIRS IN THE CANTON OF TICINO.

Berne, Oct. 31.—At a meeting of the Grand Council of the Canton of Ticino to-day M. Soldati, the Conservative leader, introduced a bill providing for a revision of the electoral laws. The bill was referred to a committee consisting of five Conservatives and four Radicals. The Council will meet again on November 6, when it will receive the report of the elections for members of the new Grand Council in which the Ultramontanes have offered the Liberals two seats. The elections will be held next week.

CANADIANS MOVING TO MASSACHUSETTS.

Montreal, Que., Oct. 31.—A large number of French Canadians from lower Quebec, with their wives and children, arrived here to-day on their way to Worcester, Mass., to engage in cotton weaving. They said that they were tired of the poverty of farm life, and that many of their friends had gone to the United States before them and done well. They wanted to do better, and felt that there was no chance for them in Quebec.

SHOOTING OF THE POLISH EMIGRANTS.

Berlin, Oct. 31.—The "Vossische Zeitung" confirms the report from Warsaw that while a number of persons were leaving Russia, their intention being to emigrate to Brazil, they were fired upon by the Russian frontier guard at Slupca. The Warsaw report, however, stated that nine persons were killed, while the "Zeitung" says that only four of the party lost their lives.

PROJECTED CABLE TO THE BAHAMAS.

Nassau, New-Providence, Oct. 27.—An English company has submitted a proposal to lay a cable from Nassau to the Florida coast, in consideration of an annual subsidy from this colony. Details of the project are not yet made public. It is thought that the Legislature, which is to meet in extra session, will accept the proposition.

THE McKINLEY TARIFF AND ITALIAN TRADE.

Rome, Oct. 31.—The "Italie" states that the Italian Consul-General in America has sent a memorandum to the Chamber of Commerce which is intended to correct erroneous comments made by the European press on the effects of the McKinley law. The Consul-General declares that the new law is favorable to Italian interests and will lead to a marked increase in Italy's trade with the United States.

ELEVEN LIFEBOAT MEN DROWNED.

Berlin, Oct. 31.—Eleven German lifeboat men were drowned to-day while trying to rescue the crew of the British vessel Erik Berendsen, which was wrecked off Slesvig. Only one of the vessel's crew was saved.

GOLD AND SILVER QUOTATIONS.

Buenos Ayres, Oct. 31.—Gold closed to-day at 162 premium.

Amsterdam, Oct. 31.—The price of fine silver has fallen to 85 guilders per kilo.

THE VICTORIAN CABINET RESIGNS.

Melbourne, Oct. 31.—The members of the Colonial Cabinet have resigned in consequence of the passage yesterday of a vote of want of confidence by the Victorian Parliament.

KING LEOPOLD STARTS FOR HOME.

Berlin, Oct. 31.—King Leopold left Potsdam to-day on his return to Belgium. He was accompanied to the railway station by Emperor William, who bade him a warm farewell.

A BANK MANAGER RESIGNS.

Montreal, Oct. 31.—W. J. Buchanan has resigned the general managership of the Bank of Montreal, owing to ill-health. He retires on a pension of $5,000.

THREE MORE CUBAN BANDITS EXECUTED.

Havana, Oct. 31.—The vigorous crusade against brigandage in Cuba is still being carried on, three more bandits being executed to-day in the town of Colon.

SALE OF A LITTLE ROCK RAILWAY.

Little Rock, Ark., Oct. 31 (Special).—The Capitol Street Railway Company to-day purchased the City Electric Street Railway Company, better known as the "Dummy Line," and will operate the lines under one management. The consideration was about $50,000 in the securities of the Capitol Street Railway. This gives the Capitol control of the entire street railway system of the city.

TWO NEW RAILWAY SUPERINTENDENTS.

The resignation of George H. Worcester, as superintendent of the Harlem Division of the New-York Central and Hudson River Railroad, will take effect to-day. He will be succeeded by Clinton W. Rossiter, of this city, brother of E. V. W. Rossiter, treasurer of the road. Superintendent Allen, of the Hudson River Division late division superintendent of the New-York, New-Haven and Hartford Railroad, has also resigned and will be succeeded by D. B. McCoy, of Syracuse, late superintendent of the Buffalo Division of the West Shore Railroad.

WAS HE KILLED FOR HIS MONEY?

STRANGE DEATH OF A LONDON DRUGGIST IN YONKERS.

A NOTE SAYING HE COMMITTED SUICIDE DECLARED NOT TO BE IN HIS HANDWRITING—THE POLICE AT WORK ON THE CASE.

The man who registered at the Getty House, in Yonkers, last Saturday night, as George Smith, of New-York, and who it is supposed committed suicide by taking morphine, was on Thursday night fully identified by P. H. Sumner, a broker, of No. 198 Broadway, New-York. He said the dead man was James H. Edgar, a wealthy druggist, of Chiswick, London, England. Mr. Edgar lived with two of his nephews, George H. Edgar and Robert Roe, in a flat in Ninth-ave., in this city. James H. Edgar was worth $90,000. Mr. Sumner paid him $5,000, the result of a business transaction, two weeks ago. There was still a balance due him of $15,000, which was subject to his order.

Mr. Edgar used to wear a gold Howard watch. He had this on his person when last seen by Mr. Sumner. When his dead body was found in the Getty House he had a silver watch and only sixty-six cents in his pocket. A leather satchel which Mr. Edgar had always been in the habit of taking with him was missing. It had been Mr. Edgar's invariable habit to take the satchel with him wherever he went. Mr. Sumner says that the letter which the suicide left for the proprietor of the Getty House is not in Mr. Edgar's handwriting. Mr. Sumner unhesitatingly pronounces the letter a forgery. He declares it was written by some one else, and not by Mr. Edgar. The letter read as follows:

To the proprietor of the Getty House:

I ask pardon for causing you or your guests any trouble. The inhumanity of a few persons has driven me to despair and death.

The entry on the hotel register, "Geo. Smith," which was written by Mr. Edgar when he took his room at the hotel, is in his handwriting. Mr. Hall, the clerk, saw him sign it. The handwriting in the letter differs in some points from that on the register.

Mr. Sumner is positive that there has been foul play. When Mr. Edgar was found in the room a revolver of large calibre lay upon the bureau. It was then supposed that the man had intended to shoot himself in case the poison he had taken did not kill him. All this looks to Mr. Sumner as if it was a carefully prearranged plan. No one recollects having seen any one in Mr. Edgar's room, although Edgar told the clerk that he expected a caller. Mr. Sumner has no theory or suggestion to offer, but persists in his belief that Mr. Edgar is the victim of foul play. Mr. Edgar was sixty years old.

Mr. Sumner says that the dead man and his nephews had some difficulty in England. Mr. Sumner did not tell what the precise nature of the difficulty was, but said that it was of a serious nature. Mr. Edgar, the dead man, took the name of Smith in New-York a few months ago. He wanted Sumner to go to London and settle some troubles there. He offered to pay Sumner $5,000 for his services. Sumner refused to go.

The authorities now have possession of the letter purporting to have been written by the suicide to the proprietor of the Getty House. They have also taken charge of his other effects, and will make a careful investigation of the whole mysterious affair. Some clothing was found in the room, but it was of inferior make and was too small to fit the dead man.

ENTERPRISE IN THE OIL FIELDS.

Oil City, Penn., Oct. 31 (Special).—There were 567 wells completed during October in the various oil districts of New-York, Pennsylvania, West Virginia and Southeastern Ohio, 107 of which were dry, and the new production on the last day of the month is estimated at 10,453 barrels. Compared with September, this represents a decrease of four wells and 5,762 barrels new production. The work under way at the close of the month consists of 644 drilling wells and 365 rigs up and building, an increase of twelve wells and fourteen rigs over the corresponding figures for September. In the Buckeye field, Northwestern Ohio, 319 wells were completed in October, with a yield of 17,426 barrels, and the dry holes numbered thirty-two. Compared with September this was an increase of twelve wells and 1,117 barrels production. The same field showed 294 drilling wells and 194 rigs on October 31 contrasted with 298 drilling wells and 210 rigs on September 30.

IOWA AND THE ORIGINAL PACKAGE LAW.

Little Rock, Ark., Oct. 31.—The opinion of Judge Caldwell, of the United States Circuit Court, in the original package case of H. M. Van Vliet, of Iowa, was filed to-day. It discusses all the questions raised and extends over more than fourteen large typewritten pages. The court holds that the act of Congress and the laws of the State are valid.

Des Moines, Iowa, Oct. 31.—Attorney-General Stone received a dispatch this morning from Little Rock from Judge Caldwell, of the United States Circuit Court, stating that he had filed his decision in the Iowa original package case, sustaining the Iowa Prohibitory law and the Wilson law and remanding the prisoner to the Iowa courts. This decision, with that of Judge Shiras, will prevent the sale of liquor in original packages in Iowa until the United States Supreme Court shall finally decide upon the validity of the laws affected.

ACQUITTED OF THE MURDER OF A PRIEST.

Memphis, Tenn., Oct. 31.—"Al" Reeves, who has been on trial here the last week for the murder of Father Ashfield, of St. Peter's Church, on the morning of February 11, 1889, was to-day acquitted of the charge. After Reeves committed the murder he was declared insane and sent to the asylum at Nashville, from which he escaped about a year ago and made his way East, being arrested in Philadelphia, where he was at work in a drug store. He was brought back to this city and given another trial, which ended to-day in his acquittal.

THE BOODLERS OUSTED IN CINCINNATI.

Columbus, Ohio, Oct. 31.—In the case of Louis Reemelin and others against Mayor Mosby, of Cincinnati, the Supreme Court this morning overruled the motion for leave to file a petition in error to the Superior Court of Cincinnati, holding that "the petition below does not make a case for an injunction."

Cincinnati, Oct. 31.—The new Board of City Affairs was sworn into office this afternoon upon receipt of news from Columbus about the action of the Supreme Court. Thomas G. Smith was chosen president. It is said that the members of the old Board will institute quo warranto proceedings in the Supreme Court.

A CANADIAN FUGITIVE ARRESTED.

Omaha, Oct. 31 (Special).—John W. Yardley, who is wanted in Montreal for embezzlement, was arrested here to-night by a detective in the employ of the American Security Company, of New-York City. Yardley was cashier of the Canadian Express Company of Montreal, and disappeared on September 10 last.

A RAILROAD AUDITOR ARRESTED.

Concord, N. H., Oct. 31.—Charles L. Stratton, auditor and transfer agent of the Northern division of the Boston and Maine Railroad in this city, was arrested this afternoon, charged with embezzling $4,000 of the railroad's funds, and in default of $6,000 bail was committed to jail. He refuses to say anything as to what became of the money.

COMPANY B NOT MUSTERED OUT.

Company B, of the 71st Regiment, was not mustered out of the service last night, for the reason that an order was received from the Adjutant-General rescinding the order disbanding the company. The order was not entirely a surprise to the members of the company, because it had been intimated, since it was known that Captain Beilknap had resigned, that the company would not be mustered out. The members were all on hand, however, at 8 o'clock, ready to receive their discharges. The order in reference to Company B was received at Brigade Headquarters on Thursday afternoon, at the same time that the order rescinding the order to muster out Company C, of the 22d Regiment, was received.

DROWNED IN A COLLISION.

SEVENTY LIVES MAY BE LOST.

A SPANISH STEAMER CUT DOWN BY A BIG SCHOONER.

BOTH SINK WITHIN SEVEN MINUTES—ALL THE PASSENGERS ON THE VIZCAYA SUPPOSED TO BE DROWNED—HER CAPTAIN INSTANTLY KILLED—SAILORS CLING TO THE RIGGING FOR HOURS—A WEALTHY CUBAN MISSING.

The Spanish steamer Vizcaya and the schooner Cornelius Hargrave were in collision off Barnegat on Thursday night. Both vessels went down. It is impossible as yet to tell the loss of life, but of the ninety-three people on board the steamer only nineteen have been reported alive. Twelve were brought to this city by the steamer Humboldt and seven were carried into Lewes, Del., by the tug Hercules. The officers and crew of the Vizcaya numbered seventy-seven people. She had sixteen passengers. Ten of the crew of the Hargrave were also reported as saved.

The Vizcaya left this port on Thursday afternoon with a general cargo for Havana and other West Indian and Central and South American ports. Her passengers were all Cubans or Spaniards. They were:

JUAN PEDRO,	JOSE ACAIBIA,
M. A. CALVO,	RAMON ALVAREZ,
Mrs. CALVO, a son and a maid,	JUAN BEDMAN,
Mr. PURR and three children,	OSCAR ISLAUR,
A. RUIZ,	LIONI PELLON,
	JOSE M. GARCIA.

The night was a clear one, a bright moon shining. At 8:30 the Vizcaya was off Barnegat, the shore being about six miles distant. It was after dinner and most of the passengers were on deck enjoying the night. The children had been put to bed below. Captain Francisco Cunill, the commander of the Vizcaya, was on the bridge. A large four-masted schooner was coming up the coast, standing off shore on the port tack. Somehow, just exactly how will probably never be learned, the schooner struck the steamer on the starboard side, nearly amidships, cutting through into the coal-bunkers. The bridge and upper works of the steamer amidships were carried away, and Captain Cunill was instantly killed, being struck, it is thought, by the bowsprit of the schooner.

BOTH VESSELS SINK.

In seven minutes both vessels sank. The crew attempted to lower the boats of the Vizcaya, but there was no time for this, and the steamer sank stern first into the waves. The schooner had rebounded from the shock of the collision and sank near the steamer. The passengers, when the vessels struck, were thrown into a state of the greatest excitement. Some rushed wildly about the decks and went down with the steamer. Others of the passengers and crew jumped into the water, clinging to pieces of wreckage. They hung to these until chilled by the cold water and exhausted with the terror of the situation they relaxed their hold and went down. Twelve of the officers and crew climbed into the foretop, which was above water, and clung there for nearly twelve hours, until the steamer Humboldt from Rio de Janeiro came along and rescued them.

It was not until daylight that the twelve men were rescued, and all the terrible night while they hung there they could hear the calls for help of the drowning people floating about on planks and pieces of wreckage, and every now and then a cry as some one gave up exhausted and sank beneath the waves.

When morning broke those twelve men were apparently the only survivors of the ninety-three souls that sailed from New-York on the Vizcaya. Then by the light of the morning they saw the Humbolt coming toward them, and knew that they were saved.

The rescued men were Filipe Hazas, first officer; Gabriel Cavas, second officer; the ship's doctor, Valdes Rico; Francisco Serra, chief engineer, and Carlos Zaccarias, F. Lopez, Juan Leyjas, Angel Leon, Jose Mendinna, Ramon Martinez, Ramon Perez and Pedro Arellano, all seamen. The officers lost were Captain Cunill, Purser Deza, second engineer A. Guezala and the third officer, whose name is not known.

JUAN PEDRO DROWNED.

Among the passengers lost was Juan Pedro, the well-known Cuban millionaire. When last seen he was rushing frantically from one side of the steamer to the other, looking in vain for some means of safety. Mrs. Calvo, one of the women passengers, when the crash of the collision came rushed below and came on deck again bearing in her arms her baby-boy. The chief engineer tried to assist her to the mast, but the rush of waters as the ship went down tore her away from his grasp, and she sank clasping her baby to her breast.

There was a rumor afloat last night that one of the crew of the Vizcaya had been picked up by a surf boat from shore.

As soon as the steamer Humboldt arrived here with the rescued men yesterday and reported the accident, Ceballos & Co., the agents of the line to which the Vizcaya belonged, sent a tug to the scene of the wreck.

Captain Cunill, who commanded the Vizcaya, was a native of Minorca. He was fifty years old and had been in the employ of the company for twenty years. He leaves a wife in Havana. Juan Pedro was a special partner in the Spanish Transatlantic Line. He was worth several million dollars and had two beautiful plantations near Matanzas. One of these plantations is named La Conchita and the other La Assumcion. They are in the sugar district of Cuba.

Senor Pedro was born in Barcelona fifty-nine years ago, but went to Cuba when a boy. He married, thirty years ago, the daughter of Jose Baro, Marquis of Santa Rita. The Marquis died about eight years ago and left a large property to his daughter. One of Senor Pedro's brothers-in-law is the Count Diano, a member of the Spanish Cortes from Cuba. Another brother-in-law is the Governor of the Province of Matanzas. Senor Pedro came to this city from Paris recently and has been staying at the Hoffman House. He left his wife, a married son and a niece in Paris. They were to go to Spain, and, taking a steamer from a Spanish port, meet him in Cuba.

Two Cubans booked to sail on the Vizcaya saved their lives by procrastination. They were Pablo Tarutti and M. Perez. They got to the pier too late to take the steamer and are now congratulating themselves on their narrow escape.

EAGER FOR NEWS.

The loss of the Vizcaya was a theme of conversation in maritime and commercial circles all day yesterday. J. M. Ceballos & Co.'s office was filled with people all anxious for news of the accident. The rescued men brought in by the Humboldt were taken to the steamer Ciudad Condal, of the same line as the ill-fated Vizcaya, which was lying at Pier No. 21, North River. The Ciudad Condal was quickly besieged by reporters, who were met on the gangway by a short, dark, perky youth of loud voice and aggressive demeanor, who with self-importance bristling from every pore refused to allow any of the Vizcaya crew to be seen. It did not appear that he was acting on any responsibility but his own. "I am doing as I please in this matter" he said. "I suppose the company don't want these men to be seen by any reporters, and until I get orders to the contrary no one can be allowed to come on board."

A Tribune reporter, however, saw both the first officer of the Vizcaya and the chief engineer. These officers resolutely refused to say a word about the accident, alleging as their reason that Mr. Ceballos and the other members of the company had given them solemn warnings to say nothing whatever to the newspapers. It had been decided that all information for the press must be filtered through the company.

This is not the first time that the Vizcaya has met disaster. About three years ago one of her boilers burst and killed nearly the whole of the night watch. It was after this accident that the vessel was overhauled and refitted.

The Cornelius Hargraves was a four-masted schooner, belonging in Fall River. She registered 1,332 tons, and was built in Camden, Me., in 1889. She was owned by J. F. Allen, who commanded her. She was on her way from Philadelphia to Fall River with a load of coal. She left Philadelphia on October 27.

A TALK WITH MR. CEBALLOS.

Mr Ceballos said to a Tribune reporter, at his home, in Sixty-second-st., last night: "I have provided the survivors with every comfort and have placed them in the charge of a competent physician, with positive instructions that they must not be disturbed. The poor fellows are in a pitiable condition, and it would be an injustice, at this time, to allow them to be annoyed. They are very weak from their exposure to the cold, and the long time that they remained in the almost freezing water. None of them speaks English, and the additional effort necessary to make themselves understood by the aid of an interpreter might have a serious effect, and greatly retard their recovery. I think with the care and attention that they are now receiving, combined with perfect rest, that they will be all right in a few days.

"I have sent my representative to Barnegat, with directions to do everything possible to find and recover the bodies of those lost, and to have them either forwarded to their relatives or to bury them at the expense of the company.

"One of the saddest things in connection with this terrible affair, to me, is the loss of my old friend and special partner, Mr. Pedro, who has been my guest while in New-York. He was not only my partner, but the dear old friend of my father, whom I have loved from my childhood."

Captain Percy, of the steamer Chalmette, which arrived from New-Orleans yesterday, reported that at 7:30 in the morning he sighted the wreck of the Vizcaya with the unknown schooner sunk near her. The schooner's headgear was gone, and she was sunk in fourteen fathoms of water. A big tug was near the place.

SIGHTING THE WRECK.

Charles Winham, chief steward of the steamer Humboldt, who was left in command of the steamer yesterday, told an interesting story of the rescue to a Tribune reporter. It is best given in his own words:

I am not boasting when I say I know as much about how the rescue was effected as any one on board of the steamer, as I was in the galley when the wrecks were first sighted and saw everything that took place. Altogether it was an eventful passage for us. We had splendid weather after leaving Santos, until off the Bermudas, when we were struck by a heavy squall and were hove to for thirty-six hours. It was the worst squall I have seen for many a year and more than once our decks were swept fore and aft, but nothing gave way and fortunately the lifeboats were not injured or we would have been in a bad way for rendering any service to the Vizcaya and the schooner. All day tons of seas broke on deck and had we not been well battened we should have been floated out of the cabin. Well, after weathering this storm, things went along pretty smoothly until about 4 o'clock this morning, when the pilot came on board and relieved Captain Black on the bridge. The captain went below, but did not turn in. It is always considered more or less dangerous in coming up the coast at this season and all hands were ordered on deck until port was made. The morning was clear and only a light breeze was blowing from about south-southwest. Except for a bank of fog to westward, I could see easily three miles in any direction. I noticed the weather particularly because we had been looking for squalls all along at this time of year. The captain had been below about thirty minutes when the pilot sings out to the chief officer, Mr. Barry: "Tell the captain I make out a steamer straight ahead to the northwest. She looks to be sinking. Ask him if I shall bear away."

In a few minutes the captain went up on the bridge with his glass. Then he gave orders to clear away the lifeboat as lively as possible. I went into the foreigging and could just make out some masts and sails in the distance. They seemed to come up out of the water. We changed on full speed and pretty soon I could make out the rig of a four-masted schooner with all sails set and the water over her deck. About 500 yards to the westward were the bare poles of a steamer. The steamer seemed to be sunk half way up to her mainyards.

When we were within a mile or so of the vessels, the captain ordered the speed slackened and the lead was hove several times as we approached the wrecks for fear of a sand bar, as we at first supposed both vessels had grounded. As it grew lighter I could make out a number of men in the steamer's rigging, but I could see no one on the schooner on account of the sails. There was no signal of distress flying from either vessel, but before we slowed up I saw one of the men waving what looked like a white shirt. The steamer stopped her screw about 100 yards from the wrecked steamer, and by that time it was light enough to make out both vessels very distinctly. I counted ten men in the steamer's rigging and two in the foretop of the schooner.

The lifeboat was all ready by this time, and the captain ordered the first officer and five men to man her. They pulled away to the steamer and made fast to the rigging of the mainmast, as her hull was entirely under water. They had a good deal of trouble in getting the men into the boat, however, as they seemed nearly frozen and shivering so that they could hardly help themselves. Most of them were dressed as if they had turned in and some of them had nothing on but a shirt. One poor fellow came near drowning as it was. In trying to cross over from the port to the starboard rattlins he lost his hold and fell into the water. He was pulled into the lifeboat by one of the men in the stern sheets, who reached him an oar. They took off ten men from the steamer and then rowed over to the schooner and got two more. When our boat returned with the survivors I was ordered by the captain to make every arrangement for their comfort. It was bitterly cold and some of the poor wretches were nearly frozen. They tumbled over the rail and were so weak they could scarcely stand. Their teeth chattered as if they would fall out. One fellow with bare legs, who wore a little silver cross suspended from his neck, fell on his knees and tried to thank God for his deliverance, but he was so benumbed he could only mumble.

We did not question them until we had them down below by the cabin fire. They were all Spaniards and none of them could speak more than a few words of English. We were able to understand, however, that the captain and all the passengers had gone down with the steamer when the collision occurred. It had all happened so quickly that only those who were on deck had been able to save themselves by springing into the rigging after a hurried attempt to clear away one of the boats.

They all seemed unwilling to talk about the collision, even when questioned by the second officer, Mr. James, who speaks Spanish. The most they would say was that the schooner was entirely to blame for the accident, as the steamer had steered to port and given the schooner plenty of sea room had she not chosen to back and try to run across the steamer's bows. Just how the collision happened we were unable to learn, and it certainly seems mysterious.

The two sailors who were taken from the schooner's rigging had been washed overboard, and had swam to the schooner. They were both in the water a long time, and one of them had kept himself afloat for nearly an hour with a life-preserver. When he finally reached the rattlins of the schooner he saw no one but his companion, who had saved himself in the same way. They could see from where they clung that both boats of the schooner were gone. They were unable to make out the schooner's name.

DESCRIPTION OF THE STEAMER.

SHE WAS ONE OF THE BEST OF A LARGE FLEET AND CARRIED A VALUABLE CARGO.

The Vizcaya was a ship of 1,900 tons register. She was built in Glasgow in 1872. The company by which she was owned has a fleet of about sixty vessels. The Marquis de Camilla, the Spanish millionaire, is at the head of it. For about four years the company has been running a line of steamers between this port and ports in the West Indies and along the Spanish Main.

The Vizcaya was one of the favorite boats of this line among passengers and in 1888 had been elegantly fitted up. She had an after cabin, a handsome dining saloon that occupied about 100 feet of the main deck and a ladies' saloon fitted in white and gold with marble ornamentation. She had accommodation for 200 saloon passengers, but carried no steerage or intermediate passengers. She was valued at $500,000.

No estimate can be obtained of the value of the Vizcaya's cargo, but it is probably considerably in excess of $100,000. The cargo consisted of general merchandise, consigned to Havana, Santiago, La Guayra and Santa Marta by the following houses: A. R. Capote, Hugh Kelly, the New-York Biscuit Company, L. Leoni, Thomas & Co., Fairbank & Co., Hobson & Co., J. M. Menendez & Co., S. & J. Meyer, Consolidated Ultramarine Company, Graham Henchley & Co., L. A. Shussdorff & Co., M. P. Delgardo, H. Maillard, S. G. Y. Renz, M. Janer, P. Harmony & Nephew, J. Ferrer, A. S. Lascelles, J. M. Zorjano, New-York and Flushing Lumber and Building Company, H. W. Peabody & Co., Scholtz, Sanchez & Co., Cadenas Company, Louisiana, J. S. Moulens, Coombs, Crosby & Eddy, Kunhardt & Co., G. Amisinck, W. Laarzo & Co., D. A de Lima & Co., Necke & Co.

The detailed list of the cargo is as follows: Two hundred and fifty barrels of potatoes, 200 packages of lard, 70 crates of butter, 200 tons of preserves and

(Continued on Seventh Page.)

OVER SIXTY-TWO MILLIONS.

THE POPULATION OF THE UNITED STATES ANNOUNCED BY THE CENSUS BUREAU.

A TOTAL OF 62,480,540 PERSONS—THE INCREASE FROM 1880 24.57 PER CENT, COMPARED WITH 30.08 PER CENT INCREASE BETWEEN 1870 AND 1880—THE APPARENT FALLING OFF EXPLAINED BY THE FAULTY CENSUS OF 1870.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Oct. 31.—The contents of "Census Bulletin No. 12," which was published to-day, will disappoin a great many persons, especially those who for two or three years past have been in the habit of discoursing in somewhat grandiloquent style about "this Nation of 65,000,000 people"—a phrase which has been embalmed hundreds of times in "The Congressional Record" alone. But Superintendent Porter makes explanations which, on the whole, probably will be generally regarded as fair, if not entirely satisfactory. It will be noted that the "representative population," that is, the population which is to be taken as the basis for the apportionment of Representatives in Congress, and the consequent appointment of District Electors for President and Vice-President, falls somewhat below 62,000,000, after subtracting the total population of the Territories and the District of Columbia. This seems to point toward a smaller basis of representation than has been generally regarded as likely to be adopted.

The bulletin says:

The population of the United States on June 1, 1890, as shown by the first count of persons and families, exclusive of white persons in Indian Territory, Indians on reservations and Alaska, was 62,480,540. These figures may be slightly changed by later and more exact compilations, but such changes will not be material. In 1880 the population was 50,155,783. The absolute increase of the population in the ten years intervening was 12,324,757, and the percentage of increase was 24.57. In 1870 the population was stated as 38,558,371. According to these figures the absolute increase in the decade between 1870 and 1880 was 11,597,412, and the percentage of increase was 30.08.

Upon their face these figures show that the population has increased between 1880 and 1890 only 727,345 more than between 1870 and 1880, while the rate of increase has apparently diminished from 30.08 to 24.57 per cent. If these figures were derived from correct data, they would be indeed disappointing. Such a reduction in the rate of increase, in the face of the enormous immigration during the last ten years would argue a great diminution in the fecundity of the population, or a corres