"No! no!" yelled the mob, "You take nothing from here."

"We can hold out for a few hours," said Mr. Wall, "though we are in bad shape." Then the rowboat moved off and he went up the side of the Cepheus.

BOTH SIDES READY TO FIRE.

As the Cepheus moved off one of the older passengers suggestively lifted a shotgun which he carried in his hand, and was met with a defiant yell from the crowd on the pier. Hands on the Cepheus and on the pier moved toward hip pockets for a moment. There was a breathless silence. Every one felt that the drift of a straw might bring shots and death. Then right at the critical moment the band on the Cepheus struck up the strains of "America." Amid loud cheering the Cepheus came to anchor at the western end of the dock, there to await developments.

About half an hour afterward a boat containing three policemen started out from the Cepheus and made for the steamer Ripple, which had just arrived from Babylon with a cargo of fresh stores and provisions for use in the hotel. It was evident that the policemen meant, if they could, to make a landing on the steamer and thus reach the pier, but the crowd of people rushed on to the deck of the boat. "A letter for the doctor," shouted one of the policemen, waving an envelope in his hand. "No go, back, back," yelled the opposition, and the boat returned to the Cepheus.

On the Ripple came Mr. Fischel, of Fischel & Reid, who, with his partner, walked into the hotel office and there handed to Dr. Voight the copy of the injunction granted by Judge Barnard. Then the Islip Board of Health clustered together on the piazza and discussed the situation in consultation with their counsel.

The day was enlivened by several little incidents, some of them saddening, others amusing. When the thirty good men and true from Islip landed on Fire Island late on Sunday night, President Wilson decided that it would be necessary to establish a patrol guard. This measure had become increasingly necessary from the fact that belligerents had threatened to burn down the hotel. Under President Wilson's direction the patrol was divided into three watches. Dr. Edson and two reporters took the first watch, President Wilson and two more reporters took the second, Mr. Crouch and a third brace of newspaper men had the third. Just before 3 o'clock shadowy figures were discovered in the darkness creeping around the rear of the hotel.

ATTEMPT TO BURN THE HOTEL.

Watch No. 2 followed and took a quiet observation of them. The amateur skirmishers lifted an old barrel and filled it with shavings and put it under the rear piazza of the hotel. But before they could do any further damage, the watch marched up, drove them away, and for the rest of their tour of duty kept a close watch upon the barrel. The next difficulty that confronted Mr. Wilson was the weak-kneed Pilot Weekes. This man was literally between Scylla and Charybdis. On the one side, if he tried to bring the Cepheus to the pier he would incur the enmity of the bay men. On the other hand, if he refused to pilot the boat into port, he disobeyed the directions from Washington and ran the risk of suffering a heavy fine and a long term of imprisonment. President Wilson talked to him with much force and clearness for a few moments and finally prevailed on him to do his duty. He brought the Cepheus to the pier and was hooted for his pains.

THE BRUTALITY PASSES ALL BOUNDS.

The occurrences since nightfall have displayed a degree of cruelty well nigh inconceivable. As it was getting dark, a boat put off from the steamer, rowed by two police. In the stern stood a tall, gray-haired man, Robert M. Thompson. As he approached the landing the mob gathered threateningly. He asked to be heard on behalf of the 200 women and children on the steamer who were suffering from hunger, exposure and exhaustion. After some minutes of insulting retorts by the mob, he was allowed to speak. He said the men on the steamer did not ask to land. The young women would remain if necessary, but the old women, some of them grandmothers, and the children, suffering not for comforts, but for decent care, should be allowed to land. They would be returned to the steamer after a night's rest and one meal. Willard P. Reid answered that if the captain of the steamer would come ashore, the people for whom he spoke would consider the request.

Mr. Thompson returned to the steamer after saying he would attempt to bring the captain back with him. It was dark except for the light of the stars, when the boat was seen approaching the landing again. When the boat almost touched the pier a tall spare figure was seen standing in the bow. "It is Senator McPherson of New-Jersey," called out Mr. Thompson, who was still in the stern. Senator McPherson stood silent for some moments, looking at the mob he could dimly see, crowded to the edge of the pier, ordering the police to back water, when the boat drifted too near.

"Citizens," said the Senator at last. "The captain declines to come ashore. If you will give me your injunction papers, I give you my word of honor I will give them to him, and he will accept them as legally served."

"Bring your captain ashore as you promised," said Mr. Reid. "That would accomplish no more than my offer to you," continued the Senator, "unless you want him for some other purpose than you have stated." Mr. Reid simply replied that the captain must come ashore.

THEY WANTED THE CAPTAIN.

"I do not understand you," said the Senator. "You appear to hesitate over some legal quibble, and your hesitation means unspeakable sufferings, possibly death, to women and children." The crowd remained silent. "If we can bring him ashore, will you agree to let these suffering, innocent, helpless people land?"

"They cannot land," yelled the mob. The Senator turned his face up to the mob and in an impressive voice said: "I appeal to you men in the name of God not to be longer led into heartless cruelty by this attorney, but to give your consent that these women and children can be taken from this boat where they have nothing to eat, no place to sleep, where the common decencies of life cannot be longer observed, where their surroundings are foul from seasickness. Wait before you answer; think what you will be doing. Remember your own wives and children. Be manly, do not bring an everlasting disgrace on your names; be men."

It did not seem as if human beings capable of understanding the language in which they were being addressed could withstand the appeal, but the crowd stood there sullen and silent, while the lawyer said: "They cannot land. If we permit them we will give away our case."

"They cannot land," echoed the mob. Senator McPherson sank down in the boat, overcome. Mr. Thompson cried out: "You poor people, you are being duped by a tricky lawyer."

"We are no more tricky than you," answered Mr. Reid. Mr. Thompson then said: "You will at least allow Dr. Voight to send us food and blankets?"

"Not unless the captain comes ashore," answered the lawyer, and the mob applauded. When the boat was rowed back to the steamer, the newspaper men who had listened to this at once went to every member of the Islip Health Board who was present and begged that this horrible crime be not committed. At half-past 8 o'clock a meeting of the board was held in the hotel office, where a resolution was passed that if Dr. Voight would go with Mr. Reid to the steamer and see that the injunction papers were served, the board would allow food and blankets to be taken aboard. Dr. Voight was made to promise that if this was allowed no attempt would be made to land passengers.

THE CONTROLLER EXAMINING CITY MARKETS.

Controller Myers, who returned to his office yesterday, bronzed and robust from a fortnight's vacation in the Adirondacks, began at once an inspection of the city's markets to see that they are in good sanitary condition. The Controller was accompanied by Superintendent John A. Sullivan and Chief Clerk Edward F. Walsh, of the Markets Bureau. Fulton and Washington markets were examined and found in the main to be in excellent shape. The Controller ordered a few alterations in closets and pipes. He expressed his satisfaction at the general condition of these markets.

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PRESIDENT WILSON AT FIRE ISLAND.

WATCH KEPT ALL NIGHT TO PREVENT THE BURNING OF THE HOTEL—AN ORDER TO THE COAST GUARD PILOT.

President Wilson, of the Health Board, returned to the city early yesterday afternoon in company with Sanitary Superintendent Edson. When informed of the injunction by Judge Barnard, Mr. Wilson expressed surprise and regret. "I cannot understand," he said, "on what ground such an injunction could have been granted. One misfortune after another has attended the efforts to get the passengers from the Normannia transferred to some safe place on land. I left Fire Island at 10 a. m., and then everything was quiet there. The Cepheus was expected to arrive there by 1 p. m. with the unfortunate passengers. If they are not landed soon the consequences to some of the women and children will be awful to think of. I know what I would do if I had the power. I would——"

Mr. Wilson checked himself in time to escape possible contempt of court, but his eyes flashed and he bit his lips angrily.

"Would you land the passengers at Fire Island in defiance of the injunction?" a reporter inquired.

Mr. Wilson waited a minute and then replied: "Yes. Those people have been buffeted to and fro on the water long enough. They are in desperate straits, and I would get them ashore as soon as possible."

In reply to inquiries about his trip to Fire Island, Mr. Wilson said: "The Health Board has no power to provide a landing place for the passengers from the infected steamships. I went to Fire Island, as an agent for Dr. Jenkins, to secure the hotel property for quarantine purposes, for which it is admirably adapted. Dr. Edson went with me to inspect the buildings and make sure that the sanitary arrangements were perfect. Drs. Anderson, Lyle and Seward, of the summer corps, went to serve under the orders of the deputy health officer, their services having been loaned to Dr. Jenkins in the emergency. We left the city at 11:30 p. m. on Saturday, and did not get to Babylon until 4 o'clock yesterday morning. A sailboat took us to Fire Island. Dr. Voght, the deputy health officer, was there to take charge as soon as the purchase of the hotel was consummated.

"At the hotel we found a chef and six cooks, a baker, a steward, twenty-one waiters, an engineer and assistant, a bartender, an office clerk, a housekeeper, a number of chambermaids and other help. The hotel was well stocked with provisions, which had been brought from Babylon on the steamboat Ripple. The provisions included 7,000 pounds of beef and poultry, a ton of ice, a number of cases of mineral water and groceries which had cost $1,500.

"The efforts of the Islip people to prevent the sale of the hotel by Dr. Sammis, and the disorderly proceedings on the island, have been fully described in the newspapers. Dr. Baker, of the local Board of Health, asked permission for his men to sleep in the hotel. I refused to let the crowd stay, but permitted Dr. Baker to sleep in the hotel. We kept watch by turns to prevent any attempt to set fire to the building. I told the men who were most active in opposing us that they would be held responsible for any damage to the property, as their names were known. I was prevented from getting a pilot out to the Cepheus last evening, but I telegraphed to Washington, and this morning I received a reply which commanded the coast guard pilot to take the steamboat over the bar. I showed the order to the pilot this morning and he said he had loaned his boat. I told him that he would have to go out to the Cepheus in one of the life saving boats.

"No telegraph wires from Fire Island had been cut this morning. If those wires were crippled there would still be left means of communication by telephone between Fire Island and Montauk Point, and between Fire Island and Coney Island. There was quiet at Fire Island when I left it this morning, and I did not believe that the landing of the passengers at the island would be resisted."

Shortly before 4 p. m. Mr. Wilson sent an inquiry by telephone to Dr. Jenkins's office at Quarantine, and received a reply that the Cepheus had not landed any passengers at Fire Island. Mr. Wilson left the office of the Health Board then, saying he would not return until to-day.

THE EXCITEMENT IN BABYLON.

SUPERVISOR HIGBEE AMONG THOSE WHO ADVOCATE RESISTANCE TO THE NATIONAL GUARD, IF NECCESSARY.

Babylon, L. I., Sept. 12 (Special).—There is no disturbance at this place, but the state of feeling over the attempt of the State authorities to use Fire Island for a quarantine station is intense in Babylon as well as in Bay Shore and Islip. Two or three hundred men gathered this evening at the Babylon postoffice, and the general sentiment expressed was that forcible resistance should be made to the landing of the Normannia's passengers. Several hundred bay men from the villages went over to Fire Island and only a few of them came back to-night. The bay men, and those whose property is dependent on them, are the most excited, but they have drawn in other classes of the citizens to such an extent that those who do not entirely approve the course of their neighbors, are keeping still through fear of public opinion. The bay men are trying to cut off communication with Fire Island. David S. Sammis, the former owner of the Surf Hotel, finds the place unpleasant, and has gone to New-York. It is claimed by many excited persons that the purchase of the hotel is a scheme to enrich politicians.

County Judge Smith, who assisted in securing the injunction, returned to Babylon to-day. He says that Long Island is by statute exempt from the establishment of quarantine stations. This, the people seem to think, justifies them in resenting the authorities. The curious assertion is also made that people, many of whom have been sworn in by the Health officers of the town of Islip, in which Fire Island lies, as special officers, are charged with the duty of enforcing Justice Barnard's injunction. They argue that they are justified in resisting the National Guard. Supervisor Higbee, of the town of Babylon, spent the day at Fire Island and came back in high spirits over the powers of the bay men in intimidating the captain of the Cepheus. When seen by a Tribune correspondent he said:

"The people are doing just right. The State hasn't taken Fire Island. Governor Flower bought it himself and wants to land cholera-infected people here. Is Flower alone the law? Can't we fight R. P. Flower if he wrongs us? We are not a mob. We are defending our rights, and the National Guard cannot legally be used against us. Haven't we a right to resist, the militia if it comes into our hands? The people are sworn officers and are under order of the local authorities. Flower cannot interfere with us." While the Supervisor was talking a man came up and said that there was a movement on foot to raise a force to be paid by a subscription, who should go to Fire Island and take the place of the mob already there. Mr. Higbie said it would be a good idea, but that he could do nothing officially.

A meeting of the Babylon Board of Health was held to-day. It was decided to inspect the town thoroughly and take measures to cut off communication with Fire Island in case the Normannia's people should be landed. As Fire Island is not in this town, no official action has been taken on the Fire Island matter. James P. Cooper, a Justice of the Peace, admitted to a Tribune reporter that the reasons of the trouble were purely financial. The Babylonians were afraid the oyster trade might be hurt. They were not so much afraid of cholera. When asked why the slight damage to the oyster markets should weigh against the needs of hundreds, he said that everybody had to look out for himself. He did not believe any harm would come from having the State use Fire Island, but still he thought no attempt should be made to use it against the people's will. It would be outrageous to bring the militia here. He hoped the time would come when the trades unions would overthrow the guard entirely.

Such talk as this is frequent, even among the better class of people. As usual in such cases the barrooms are centres of disturbance. The rough elements are the real fomenter of all the ill-feeling. A strong sentiment born of peace is in existence and ready to show itself, if allowed to.

There are frequent threats made of burning the Surf Hotel should the passengers be landed, and undoubtedly the oystermen had laid plans to do it, but this was frowned on by the better element. There was talk to-night of burning Governor Flower and Sammis in effigy, but about 10 o'clock the crowd dispersed and the village is now orderly. Seven cart-loads of meat and provisions were sent to Fire Island to-day from here for the Cepheus's passengers. No attempt was made to interfere with the sending of it.

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THE CONTEST OVER FIRE ISLAND.

FEDERAL OFFICERS THINK SANDY HOOK WILL SUFFICE—SEVERE MEASURES THAT MIGHT BE TAKEN.

Washington, Sept. 12.—Secretary Foster received a message this afternoon from New-York, announcing the fact that Judge Barnard had granted a temporary injunction against the use of Fire Island as a place of detention for passengers from infected vessels, and also stating that Dr. Jenkins had confirmed the report of the appearance of the cholera aboard the French liner La Champagne. To meet the first emergency the Secretary gave orders that the receiving station at Sandy Hook be immediately placed at the disposal of Dr. Jenkins, thus anticipating the effect of his first order by at least one day.

As Camp Low on Sandy Hook will be ready for the reception of detained passengers as soon as the workmen complete their task of inclosing the railroad sheds, and the camp itself is practically subject to the disposition of the New-York State authorities, who are thus permitted to trench upon the jurisdiction of the neighboring State of New-Jersey, through the superior authority of the Federal Government. The Treasury officials who have had to do with the matter view with equanimity the failure of the attempt to secure Fire Island as a place of detention for the Normannia's cabin passengers. Camp Low is planned on a larger scale and the shelter necessary at this season of the year, when fortunately no inclement weather may be expected, can rapidly be extended beyond the original limits if necessary.

But if the New-York authorities finally succeed in preventing Judge Barnard's temporary injunction from being made permanent and are still resisted in their attempts to occupy Fire Island, the Federal Government may again intervene to give a permanent foothold on terra firma to the unfortunate Normannia cabin passengers. The General Government cannot, however, intervene until Governor Flower shall have certified that he has used all the power of the great State of New-York, both judicial and military, to overcome the resistance of the township of Islip; and in that case the President, upon the Governor's application, might instruct Secretary Tracy to send to Fire Island the monitor Miantonomoh, now near by, at New-London, Conn., or recall the Philadelphia, supposed to be on the way to Baltimore from New-York. Either of these vessels lying off Fire Island, which offers no defensive shelter for an insubordinate mob, might easily command the situation and afford opportunity for the landing of militia or passengers.

THEY WILL CARRY NO IMMIGRANTS.

THE RAILROADS DECIDE TO REFUSE TRANSPORTATION TO ALL SUSPECTED PERSONS.

The action of the Illinois State Board of Health in issuing an order barring admission into the State of any immigrant who has not a certificate from a surgeon in the Marine Hospital Service, has temporarily stopped the transportation of all immigrants to the West. Dr. F. W. Reilly, the secretary of the Illinois Board, served notice last week on L. P. Farmer, chairman of the Trunk Line Association, that immigrants who could not produce a certificate from a Marine Hospital surgeon that they had been properly inspected and were found to be free from disease, would be kept out of the State, and that the expense of the detention would have to be borne by the railroad bringing them.

In reply to Mr. Farmer's inquiry whether or not a certificate from the Health Officer of the port of New-York would be sufficient, Dr. Reilly said that it would not; that the regulations demanded a Federal inspection and certificate similar to that in vogue at Baltimore. The railroads have therefore decided to refuse all immigrant business when the desired certificates are not furnished. The Baltimore and Ohio, and the Erie have refused to carry immigrants since Friday, and the Pennsylvania, which took out 400 on Sunday that were refused by the Erie on Saturday, now finds itself in a quandary as to the disposition to be made of them.

The example of the Illinois Board of Health is being followed in other States, and the chance of cholera being spread through the West by the immigrants will be reduced to a minimum. Dr. Wheeler, of the Marine Hospital Service on Ellis Island, visited Dr. Jenkins yesterday and arranged to examine all immigrants after they have been passed by the local authorities, so that now when they are ready to leave New-York they will be able to take certificates from both State and Federal authorities.

The steamboat line to Hartford and the one to Bridgeport refused to take immigrants on their steamers last week on the ground that the Connecticut State Board of Health would not allow such people to be landed unless they had certificates from a Marine Hospital service doctor. Now that Dr. Wheeler is at Ellis Island the difficulty will be obviated.

THE MUTUAL LIFE'S SUBSCRIPTION.

IT WILL GIVE $20,000 TO AID IN KEEPING OUT THE CHOLERA, IF THE MONEY IS NEEDED.

Mayor Grant was on duty bright and early yesterday morning, looking after the details connected with the precautionary measures being taken by the city departments against the introduction of cholera. At the Mayor's request the Police Commissioners placed the police steamer Patrol at the disposal of Governor Flower in his trips down the bay. One of the first letters received at the City Hall yesterday, addressed to the Mayor, was from Richard A. McCurdy, president of the Mutual Life Insurance Company of New-York. In it Mr. McCurdy said: "The company desires to express its hearty approbation of all the efforts that are being put forth in behalf of the imperilled citizens of this continent, and to assure you of its wish and intention to co-operate in every proper way in warding off the danger of pestilence that threatens our homes and every interest. To this end we stand pledged to subscribe an initial $20,000, or any part thereof, in financial aid to the recognized authorities, if at any time it may in their judgment be required. In this connection I should be gratified to consider any suggestions which you may deem it proper to make indicating any further way in which this company can aid in securing our State and country against the threatening scourge."

This exhibition of public spirit was gratifying to the Mayor, who said that it was an example which should be emulated in many directions by the representatives of the different business interests of the city. He also expressed his pleasure at the prompt action of Governor Flower in coming to New-York to take charge of the work of the Quarantine Commissioners and the health officers of the port. "In this," the Mayor added, "the Governor has enhanced the noble record he has already made in pledging his individual responsibility in support of state aid, otherwise only to be had after a considerable delay and Legislative action. It was already apparent that the people had every confidence in the Chief Executive of the State, and his presence here will be considered a great help in securing prompt action in whatever emergency may arise."

NO CONFLICT BETWEEN ARMY AND NAVY.

The body of fifty marines that left the Navy Yard on Sunday, and went to Sandy Hook to form a cordon so as to prevent the passengers who may be landed from the infected ships from making their escape, took five days' provisions with them. A little excitement was caused in the Yard yesterday by the report that the Army would not permit the marines to make use of a pier in the Government works on Sandy Hook. This story arose from a telegram sent to the Yard, which said that permission to use the pier had been asked, but no reply had been received.

The question was soon settled, however, by a word from General O. O. Howard, brought by one of the commandant's aides, who had been to Governor's Island to see him. General Howard had not heard of any difficulty about the marines using the Government pier, but he expressed his willingness to do everything in his power to help along the fight against the cholera. A guard of fifty men was about to start from Governor's Island, to camp at Sandy Hook and form a cordon for the protection of the Government works there. It was thought at the Navy Yard that an order had been given that no outsiders should be permitted to use the pier, so even the marines were excluded.

No orders have been received to put the monitor Nantucket into commission for use in the cholera fight. The vessel, however, could be made ready on short notice.

A report saying that the Navy Yard is in a filthy condition was denied at the Yard yesterday. Of course, the channels in the Yard become filled with mud, and need dredging occasionally. There are also dumping-grounds, on which garbage from the ships is thrown. But the Chief of the Bureau of Yards and Docks in the Yard said yesterday that the Navy Yard was in a good sanitary condition.

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Prof. Prosper De Pietra Santa, of Paris, says: "As a large number of patients lack the necessary power to digest solid food, and would through the use of stimulants be merely excited and weakened, therefore I regard it of immense value to the practitioner to bring to his aid a nutritious tonic and remedy like the Johann Hoff's Malt Extract, which will act not only as a tonic, but as a nutrient as well, and which is less exciting than wine as a stimulant."

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NO REST OR PEACE FOR THEM.

PLIGHT OF THE NORMANNIA'S PASSENGERS.

THE FIRST TRIP TO FIRE ISLAND AND THE HORRORS OF THE RETURN TO THE LOWER BAY—DIFFICULTY IN GETTING FOOD.

There is an old Eastern fable which tells of a luckless ship's crew burdened by Allah with a terrible curse. They were doomed to sail forever and ever, without rest, through the long days and the years, till they might be able to lay their heads on earth. Yet baffling winds ever drove them off shore when they approached the land, and still the curse would not allow their vessel to founder and so touch ground. Almost like this has been the fate of the unhappy passengers of the steamship Normannia. They fled from the cholera in Europe to find themselves face to face with it on the ocean. Their ships raced toward America, where they hoped to find a refuge from it. And they found themselves worse off than ever before. In sight of the shining spires of the city, they found themselves outcasts and exiles.

Frightened at the pestilence brought by their ships, New-York had but one thought, to keep them as far away as possible. From Staten Island and Long Island they were met with what was almost hatred. They found themselves in a floating prison, left alone with the pest for company. As day after day went on, and they found themselves still prisoners, they became wild to escape from the ship. They became willing to forego all chances of getting to New-York, "Only land us somewhere, even if you keep us prisoners," was the cry.

On Sunday it seemed to them as if their cry had been heeded at last. They were put aboard of the Cepheus and were told that she would take them to Fire Island. The story of that terrible trip, the story of the arrival off Fire Island bar, the captain's inability to cross it in the gale, and the danger and misery of the return to the Lower Quarantine was told in yesterday's Tribune. The Cepheus, it was reported late that night, had arrived at Sandy Hook after 10 o'clock. That was a welcome message to the men who had sent her out to sea. They were no happy three hours which Dr. Jenkins passed after 7 o'clock on Sunday night, when he heard that the Cepheus had been sighted off the Fire Island bar, that her lights had suddenly disappeared, and that it was believed and hoped that she had put back to sea.

For the next three hours, with the great wind moaning over the bluff at Quarantine, and the sea breaking heavily and booming dismally all along shore, there was anxious watching and waiting and straining of eyes to seaward in the hope of seeing the lights of the boat which bore almost 500 people. On board of that side-wheel excursion steamer, wallowing and rolling and fighting in the long swells of the ocean, staggering along blindly through the stormy night, there were women and children who had been reared amid the most refined surroundings and who had never, until they made the unfortunate trip on the Normannia, known what it was to suffer privation. There were millionaires, a United States Senator and a prosperous theatrical manager aboard. There they all were, huddled together like sheep, on a vessel which offered no chance for privacy, most of them terribly seasick, with every stick in the boat wet and reeking with salt air and sea spray, being sent hither and thither like merchandise.

When at last, with thankful hearts, they found themselves safe in the Lower Bay once more, they found their troubles had not nearly been ended. The Cepheus, in the darkness and wind and sea, ran alongside of the Stonington, and while the two vacant vessels rose and sank on the waves, the first cabin passengers were removed to the Stonington. The Cepheus ran off a short distance with the second cabin passengers still on board, and anchored for the night. Few of the unfortunate people on board of her slept. There were no places to sleep. Carpet had been spread on the floor to make things easier, but it was not a pleasant place for any one, and the passengers looked wretched and utterly broken down in the morning. The complication was that the Stonington had sleeping accommodations but, according to Dr. Jenkins, no facilities for cooking food, while the Cepheus had facilities for this purpose, but no place for sleeping. So the passengers on both vessels were like Mahomet's coffin, suspended between Heaven and earth.

The chapter of accidents was not by any means ended when the Cepheus anchored for the night. Her captain found that she did not have coal and water enough on board to make another trip to Fire Island. So he got up anchor and calmly steamed up through the Narrows and brought his boat to the Quarantine pier with the Normannia, with the Normannia's second-cabin passengers aboard. Then there was a lively scurrying at Quarantine. Even poor Dock Commissioner J. Sergeant Cram was awakened by a telegram sent him at New-York. At last the coal and water were put aboard the boat. While the loading was going on the passengers, kept forcibly from leaving the boat by the police, became tantalized beyond endurance at their close approach to the land which they were not allowed to set foot on. And the talk which Dr. Jenkins had to listen to, the bitter, bitter reproaches which were showered on his head, made him bite his lips, while his face grew red, and he was glad when the Cepheus got under way again. But before she started the Captain had to hunt up the policemen. A number of them did not see why they should not stretch their legs, so they calmly walked into the village, making a mockery of quarantine. Dr. Jenkins was much excrcised over it and ordered them back wrathfully. The Cepheus went back to the Stonington, took on board the first-cabin passengers, and after a breakfast had been served out to them she started off for Fire Island again, passing Sandy Hook at 12:40 a. m.

The Quarantine Commissioners, Allen and Muller, yesterday disclaimed emphatically all responsibility for sending out the Cepheus so late on Sunday afternoon, in the face of that great sea and gale. Commissioner Allen was asked: "Were you consulted before the Cepheus was chartered?"

"No," said the Commissioner.

"Should you not have been?"

"Certainly, I think we should have been consulted," answered the Commissioner. "Mr. Muller," he called out, "these gentlemen wish to know whether we should not have been consulted before the Cepheus was chartered. I have told them that I think so. Tell them what you think." "We certainly should have been consulted," answered Mr. Muller.

"Do you, as a Quarantine Commissioner or personally, think that it was a wise thing to send the Cepheus out to sea on Sunday night?" the reporter asked Mr. Muller.

"I wouldn't want to answer that question," said Mr. Muller. The question was repeated to Mr. Allen. He said, "Well, I think Dr. Jenkins has done everything for the best."

"But do you think he did right?" he was asked.

"Well, everybody can make a mistake," said Mr. Allen.

If anything had happened to those people on the Cepheus, who would be responsible—you, as Quarantine Commissioners, or Dr. Jenkins?"

"Dr. Jenkins would be responsible," the Commissioner replied quickly.

"Do the Quarantine Commissioners quite approve the Health Officer's action in taking things in his own hands so much?" Mr. Allen shrugged his shoulders. It is known that Commissioner Muller called at Quarantine to settle several questions as to authority, etc. Mr. Muller said that Dr. Jenkins had not even kept them advised of the reports which came from the Lower Bay. The messages the Lower Quarantine had been kept from them and they had been systematically kept ignorant of the true state of affairs at Quarantine.

PASSENGERS FROM ABROAD.

ARRIVALS ON THE ALLER, FROM BREMEN, AND THE BELGENLAND, FROM ANTWERP.

The cabin passengers on the Aller from Bremen are Alfred Atwood, Miss Adler, Emil Althof, C. H. Brush, Mr. Block, L. Bachenheimer, Mrs. Rosa Bachenheimer, Mr. Barnes, Friedich Backus, Mr. Bauer, Robert Bruce, Conrad Brencher, W. Brinkmann, Albert Boesch, George Bughman, Benjamin W. Clark, W. L. Clarkson, Howard Clarkson, Johannes Colsman, L. B. Caney, Mrs. Sophie Caney, H. Collmann, John M. Carll, Russel Duane, William B. Dean, Mrs. William B. Dean and children, Miss Georgia Dean, William J. Dean, George Dummling, Mrs. Minna Denney and children, Mr. Evars, David Friedmann, Miss Frida Fischer, A. Fancett, F. Gendner, H. Seymon Geary, Miss Louis Goldsmith, Simon Greenebaum, Mrs. Babetta Greenebaum, Eduard Greenbaum, the Rev. Francis W. Geler, Mr. and Mrs. George E. Hawley, Miss Hawley, Mr. and Mrs. George M. M. Harch, Miss Dollie G. M. Harch, F. Ellett Hodgskin, Mr. Hooley, Miss E. Helmsmuller, Mr. and Mrs. Philipp Hirsch, G. A. Hillemann, Richard Hillemann, Eddi Hauswirth, Miss Bertha Hahn, George Hallman, Mrs. Adolph S. Jaeger, Emil Jung, Daniel Jackel, M. Kayser, Abraham Klee, Mrs. Margarethe Kaiser and children, Henry Kalbfleisch, Mrs. Caroline Kalbfleisch, Nathan Kaufer, Miss R. Kaufer, Christoph Koch, Mrs. Mary Koch and daughter, Mr. Karr, Albert Kimmich, Mrs. Caroline Kimmich and children, Miss A. Kerndt, Ernst Kummer, Miss Marie Kummer, Augustus Kropff, William F. Kercher, Mrs. James Kelley, Mrs. Louise Kapp, Miss Kapp, Rufus H. King, jr., Mrs. H. Koch, Mrs. N. Klein and child, Frederick W. Keisker, Mr. and Mrs. William Kropf, Mr. and Mrs. Anton D. Kaufmann, Nathan Kahn, Benno Kohn, Miss Lucas, Miss Eduard Leissner, Lewis Lauer, Mrs. Sofie Lauer, Mr. and Mrs. Louis Lipmann, Miss Anna Lorenz, Mrs. Julia Lautner and child, Frederick Luhr, Henry Luhr, John Legenhausen, Dr. and Mrs. G. F. Morris, Alexander Melchers, Mrs. Mariana Melchers and child, Mrs. Elizabeth S. Mead, Miss Mary Moore, Mrs. Leo Meyer, Professor Moore, Hugo C. Maercher and wife, Mrs. Johanna Marcus, Mrs. Wilhelmine Matyko and child, Mr. and Mrs. Louis Mohr, Jacob Menges, George M. Meyer, Dr. Herman B. Mohr, Miss Clara Muller, John Magee, E. T. Mellon, P. A. Mellon, Mr. and Mrs. Oskar Naundorff, Miss Minnie Naundorff, Robert Pitcairn, Mr. Prosser, Mr. Palidos, Mrs. William Walter Phelps, Charles Lathrop Pack, Mr. Quinn, Mrs. Edward Runge, M. Rothschild, Mrs. M. Rothschild and child, Mrs. Minna J. Roese, Miss Minna D. Roese, C. A. Reitze, William Rubino, Mrs. Charlotte Rubino and children, Miss Elizabeth Rubino, Miss Annie E. Rubino, Miss Charlotte Rubino, Jacob Rosenberg, Mrs. Francisca Rosenberg, Emil J. Rall, George Reed, Roloff Spethmann, Mrs. Eugenie Spethmann, Miss Ida Snider, Ernst A. Sasse, Mrs. Elise Sasse, Miss Marie Stephani, Miss Bertha Stevane, Miss F. Suckaripa, Gustav Selowsky, Mrs. Margarethe Selowsky, Otto G. Simonson, Conrad Seimel, Arthur Scholze, Mrs. Mathilde Schulz, Rudolf Schopper, F. C. Stollmeyer, Dr. and Mrs. J. K. Sanders, Christian Schmidt, Mrs. Stevens, Christoph Schanz, Martin Schultz, the Rev. Mr. Stuckenberg, Professor H. J. Schmitz, Mr. and Mrs. Charles Sommerkamp, Mr. and Mrs. A. R. Shafford, Miss Bertha Schonberger, Henry Tenscher, Louis Tenscher, Mrs. Caroline Tenscher and daughter, Miss Clara Tenscher, Mrs. Kate Twoney, Mr. and Mrs. Felix Tellenik, Edouard Tissot, Mrs. Mathilde Valquardsen, Miss Mathilde Volquardsen, Mrs. Lina Vollmer, Mr. Waterer, George Frederick Williams, C. A. Woodward, Jean Weber, Mrs. Ida Weber, Mrs. Eertha Wagner and daughter, Mrs. Caroline Weldinger, Jac G. Willoit, Miss Josephine Windmayer, Miss R. Hirsch, Miss Dora Nasse, Mrs. A. Hufner, Sisters Alphonsa, Joepha, Andrea, Sewatis, Blasia, Sixta, Materna, Krideana, Edigno, Bashildio, Auguste, Gertrud, Christine, Elizabeth, Maria, Olga, and Eulalia; Mr. Hahn, Mr. J. Rondin, Miss Anna Zachmonn, Mr. G. Drulle, Mr. J. Wetzler, Mr. J. Tarling, Mr. A. Zillich, Mr. J. Perla, Mrs. M. Swaine, Mr. and Mrs. Levy, Mr. M. Pulido, Mr. C. Pulido, Mr. J. Pulido, Mr. Villafranca, Mrs. Hurlbut and son, J. Lennon, I. MacGea, Mr. Wernich and child, Mr. and Mrs. F. Illenick, Judge and Mrs. C. Stinson, H. de Mell, and Mr. and Mrs. J. Canary.

The cabin passengers of the Belgenland, from Antwerp, are: E. F. Artmann, Miss F. E. Artmann, Miss S. A. Bacon, Miss T. Collier, Miss Caroulyn Chapin, Miss M. H. Crane, F. Macomb Cresson, Miss H. B. Cunningham, Miss Helen S. Cushing, Professor Edward H. Day, Mrs. Day, G. F. Edminster, Miss Lillian W. Fay, A. Fischlowitz, Miss Alic E. Fitts, Miss Lena Gottsman, Henry Gretener, Miss H. H. Hefter, Otto Hein, Karl Herz, Miss Ida Hoffman, Mr. and Mrs. A. Holm, Miss Annie Holm, J. Frederick Hopkins, Miss Melvina A. Howe, Robert Ide, Miss Sophie L. Ireland, Miss Alice Isaacs, Miss Virginia Jenkins, Mrs. Porter C. Kingsbery, Miss Alice Littel, the Rev. Henry Meissner, Miss Hannah D. Mowry, Mrs. Worth Osgood, Miss Lois Macy Otis, W. S. Perry, Mrs. Henry Pfaff, Miss Math Ruaf, Mrs. Ed. T. Randolph, Miss Anna Randolph, Miss Harriet Randolph, Miss A. L. Ray, Miss Julia Richman, Miss Nellie Rogers, Remi Rossdeuw, the Rev. and Mrs. Theodore S. Rumney, Miss Rumney, Miss Shuttuck, Miss Jeanette Stengele, Miss L. Maud Stilwell, Mrs. J. C. Stirling, Miss J. Leslie Thatcher, Miss P. Van Benschoten, Baron Van Ittersum, Miss Isabel B. Wentz, Horatio D. West, Mrs. West, Henry L. Wireman, Miss Eugenie Wireman, Henry F. Wireman, Mrs. D. Zimmerman, Mrs. Marie Abakuk, Miss Rosa Aron, Andrew Becker, Philipp and Mrs. Blenot, Miss Blenot, Master Blenot, Mrs. D. Blatt, Master Blatt, Miss Emilie Boddinghaus, J. A. Bongartz, Arthur Brasseur, Miss Lina Buchsenschutz, Edward Chaffray, August Dangneaux, Miss Lure Dangneaux, Mrs. Melvina Detrogues, Mrs. Lucilie L. de Villers, Masters August and Edward de Villers, Miss Lina Draude, Louis Durieux, Miss Berangere Durieux, Mrs. Catharine Erb, Miss Bert