New-York Tribune.

VOL. LIII.....No. 17,089. NEW-YORK, TUESDAY, AUGUST 29, 1893.—TEN PAGES. PRICE THREE CENTS.

SIXTEEN ARE DEAD NOW.

ANOTHER ADDED TO THE LIST.

FRIGHTFUL RESULTS OF THE COLLISION ON THE LONG ISLAND ROAD.

DATE OF THE INQUEST FIXED, BUT NO ARRESTS MADE—RAILWAY OFFICIALS REFUSE TO MAKE ANY STATEMENTS—CONDITION OF THE INJURED IN ST. JOHN'S HOSPITAL.

The full extent of the catastrophe at Berlin, near Long Island City, on Saturday evening, when two trains on the Long Island road came in collision, is being revealed as the days advance. Still another victim was added yesterday to the grim list, which now numbers sixteen names in all, of those who have lost their lives. His name was August Jacobson, a head cutter of No. 428 Fourth-ave., this city, who died at 5 a. m. in St. John's Hospital, Long Island City. There are others who cannot yet be said to be out of danger, and who, while they live, are suffering the keenest pain from their injuries.

One of these is Aaron Weinstein, of No. 347 East Fifty-eighth-st., whose wife Bertha and son Sydney, thirteen years old, were both instantly killed. The unfortunate sufferer, who does not himself know that they are dead, was pleading all day long in the hospital to have his wife and child brought to him. The truth was not told him, for the physicians believe that in his present condition a knowledge of it would kill him. The bodies of his wife and son were so terribly mangled that it was decided not to remove them to their home, but to have the funeral at Skelton's undertaking establishment, Newtown, at 2 p. m. to-morrow. The burial will be at Cypress Hills.

IDENTIFYING THE DEAD.

All the bodies at the Newtown Morgue, with one exception, had been completely identified last night, and all but five of them had been removed. The corpse thought to be that of James J. Hyland is the one which has not been identified beyond every doubt. John C. Dyckhoff, who was a partner in the rectifying firm of Elsing & Co., No. 47 Front-st., and Mrs. Dyckhoff, his wife, each about forty-five years old, were identified by their son, fifteen years old, who is a member of the New-York Athletic Club, and lived with his parents at No. 10 West Thirtieth-st. It was a touching scene. The father and son were so affectionate that they used to kiss each other every morning when parting for the day. The young fellow was so overcome that he could not trust himself to look at the bodies, but identified his parents by some of the clothing which they wore.

He also identified Mrs. Theodore Graeven and Max Stein. Stein came to this country from Vienna six months ago. He had wealthy and influential parents and was himself a well-educated man. He will be buried in Cypress Hills Cemetery.

Richard Newman and James J. Hyland were both waiters and were part of a company of sixty-eight waiters who went to get employment at the opening of business at the Sheepshead Bay track. Newman was identified yesterday by his sister, Mrs. Hester Brennan, of No. 17 Washington-st., this city, and she also said she believed she knew Hyland. The body of Alexander Grillet was taken to Philadelphia by his brother.

Joseph M. Phelan, an actor whose stage name was George Fielding, was identified by his brother, Edward Phelan, and his body was removed to this city for burial. The corpse of Mortimer Dittman, manufacturer of children's cloaks at No. 72 Greene-st., who lived at No. 75 West Fifty-second-st., was taken to his home. It was said that Newman and Hyland would probably be buried by the county.

A PLACE OF MOURNING.

Henry Skelton keeps the morgue in Newtown, and the scene around it during all of yesterday was weird and grewsome. There are signs of death on all hands. The place is surrounded by cemeteries. Then there came from time to time people wringing their hands and wiping their eyes, who would go into the yard in the rear of the house where the keeper lived and where the coffins were piled. It was a sort of storage-house for carriages of various kinds, and men were busy washing these vehicles and dashing water all around them when relatives or friends came to see if they could find out a missing member of the family.

Now and again sobs and cries were heard, and it was then as well as on the approach of some one regardful of the presence of the dead who would bare his head, that the busy and thoughtless workmen would stop talking, remove their hats and look on silently.

August Jacobson, who died from his injuries in St. John's Hospital, was born in Sweden about forty years ago, and was a bachelor, but was to be married in the autumn. He boarded at No. 428 Fourth-ave., and was head cutter for the L. Bertram Cady Co., tailors at No. 327 Fifth-ave. He had an interest in the business of the company. He attended the Sheepshead Bay races on Saturday afternoon with three friends, and dined with them at the Manhattan Beach Hotel. He remained to see the fireworks in the evening. The body was brought to the undertaking establishment of William J. Minor, at No. 433 Fourth-ave., where the funeral will take place at 1 o'clock to-morrow. Mr. Jacobson was a popular member of several Swedish societies. The burial will be in the Swedish plot at Cypress Hills Cemetery.

THOSE WHO MAY YET DIE.

Most of the patients at the St. John's Hospital, Long Island City, are doing well, and their recovery is looked for. There are five cases, however, in which death is feared. These are those of James B. Thompson, of No. 102 West Sixty-fourth-st.; Theodore Graeven, of No. 1,696 Broadway, New-York; his daughter, Eleanor F. Graeven; Eugene M. Weiss, of No. 237 West Sixteenth-st., and William Lynch, of No. 985 Park-ave., all of New-York. It was reported in the afternoon that Mr. Thompson would not live the day out. This brought many of his relatives and friends to the hospital. Last night, however, he was resting quietly. He has a severe contusion on the head, and many cuts and wounds on the body.

Theodore Graeven's injuries are serious. He is fifty-five years old, and the physicians say that this will be against his speedy recovery. He has many severe scalp wounds and his body is bruised almost from head to foot. The internal injuries, however, are the most feared. Dr. Bumster, the hospital surgeon, is of the opinion that Graeven swallowed steam and is scalded internally. He has not heard that his wife is dead.

Miss Elenor F. Graeven, his daughter, lies in the adjoining ward. She is badly scalded and bruised and may have internal injuries. She does not mention her mother, although she is perfectly conscious. Dr. Burne says she undoubtedly believes her to be dead.

Eugene M. Weiss's injuries are severe scalds, incised wounds on the right thigh and chin. In the morning he was in a very weak state, but during the day he seemed to improve.

BADLY HURT, BUT STILL A JOKER.

If Thomas Lynch gets well he will owe it largely to his cheerful disposition. Dr. Burne says he has kept the patients about him laughing as much as their bandaged condition would permit. Sunday while the attendants were dressing his wounds he kept talking constantly to those about him. He suffers much from severe

Continued on Third Page.

GRAIN CROPS OF THE WORLD.

THE NORTH AMERICAN WHEAT YIELD PLACED AT 382,000,000 BUSHELS.

AUSTRIAN OFFICIAL ESTIMATES OF THE PRODUCTION OF WHEAT, RYE, CORN, OATS AND BARLEY IN MANY LANDS.

Vienna, Aug. 28.—The annual grain fair in this city was opened to-day. A report was read confirming previous Austrian estimates that the Austrian wheat yield will amount to 14,000,000 metre centners. The North American wheat yield was placed in the report at 382,000,000 bushels; rye, at 24,333,000 bushels, and corn, at 1,809,000,000 bushels. The wheat yield of India is placed at 2,236,000 tons, against 5,442,000 tons last year.

The report gave the following figures as the percentage of averages in Austria: Wheat 90, rye 89, barley 93, oats 83. For Hungary, the following averages were given: Wheat 89, rye 88, barley 100, oats 88.

The averages in Prussia were placed as below: Winter wheat 94, summer wheat 72, rye 96, barley 80, oats 53. For other parts of Germany the following averages were given: Saxony—Winter wheat 105, summer wheat 94, rye 109, barley 96, oats 82. Bavarian and Hessian Palatinates—Winter wheat, from 70 to 80, rye from 75 to 85, barley from 70 to 75, oats from 50 to 60. Wurtemberg—Winter wheat 88, summer wheat 84, rye 94, barley 87, oats 71. Mecklenburg—Wheat 105, rye 90, barley 75, oats 45.

The following figures are the averages of countries other than Austria-Hungary and Germany, as given in the report: Denmark—Wheat 100, rye 100, barley 70, oats 50. Sweden and Norway—Wheat 100, rye 90, barley 85, oats 85. Switzerland—Wheat 80, rye 70, barley, not estimated, oats 65. Holland—Wheat, from 85 to 90, rye, from 90 to 95, barley from 75 to 80, oats from 70 to 75. Belgium—Wheat from 85 to 90, rye from 90 to 100, barley, from 75 to 80, oats 50. France—Wheat 82, rye 85, barley 86, oats 86. Great Britain and Ireland—Wheat 90, rye not estimated, barley 75, oats 80. Italy—Wheat 103, rye 60, barley 63, oats 83. Servia—Wheat 80, rye 75, barley 90, oats not estimated. Rumania—Wheat 90, rye 60, barley 100, oats 100.

These averages are given for the following six divisions of Russia: Podolia—Wheat 90, rye 70, barley 85, oats 100. Mid-Southwest—Wheat from 70 to 80, rye from 80 to 90, barley from 110 to 120, oats from 120 to 130. Mid-Western—Wheat 70 to 80, rye 80 to 90, barley 110 to 120, oats 120 to 130. Cherson and Ekaterinoslav—Winter wheat 100, summer wheat 150, rye 100, barley 175, oats 120. Courland—Wheat 120, rye 120, barley 80, oats 80. Northern—Wheat 90, rye 95, barley 70, oats 70.

BURIAL OF DUKE ERNST AT COBURG.

EMPEROR WILLIAM AND THE PRINCE OF WALES WALK IN THE LINE BEHIND THE FUNERAL CAR.

Coburg, Aug. 28.—The body of Duke Ernst of Saxe-Coburg and Gotha, who died at the castle of Reinhardsbrunn on Wednesday night, was brought to this city to-day and buried in the Moritzkirche. The funeral procession started at an early hour this morning from the castle for the railway station at Schnepfenthal, where a special train was in waiting. The coffin was carried from the castle to the hearse by twelve foresters. The procession that followed the hearse comprised the State officials, members of the Diet, the officers of the garrison at Gotha and the municipal officials at Gotha. The route to the station was lined with army veterans, who raised their hats and bowed their heads as the body of their old leader was carried slowly by.

It was only a short journey to Coburg, where thousands of spectators from all parts of the duchies had gathered to witness the final ceremonies. Members of the Landwehr and the various veteran associations guarded the route from the Coburg railway station to the church. The procession moved through Bahnhofstrasse to the Burglass, and thence past the Residenz Schloss to the Moritzkirche. First in the line were regimental bands and a large number of troops, followed by a long train of court officials and clergymen. Then came the funeral car, behind which, walking three abreast, were the Duke of Edinburgh (the new Duke of Saxe-Coburg and Gotha), Emperor William and the King of Saxony; Prince Alfred, son and heir of the Duke of Edinburgh; the Prince of Wales and the Duke of Connaught; Prince William of Baden, Prince Philip of Coburg and the Grand Duke of Baden. Other members of the German royal families followed.

The Dowager Duchess of Saxe-Coburg and Gotha and her daughters, accompanied by the ladies of the court, assembled at the Moritzkirche, to which they had gone direct from the railway station. The spacious church was crowded with mourners. The services were conducted by the Rev. Dr. Mueller. After the benediction was pronounced the troops outside the church fired volleys and the castle batteries fired a salute of twenty-one guns.

A grand dinner was given in the ducal palace this afternoon. Emperor William occupied the centre of the table, with the Duke of Edinburgh, the new ruler of Coburg, on his left, and the Duchess on his right. All the members of the royal family now here with their suites and the Ministers of State were present.

The Duke of Edinburgh has issued a proclamation announcing his accession to the throne of the Duchy of Coburg, assuring all officials of their retention in their present places, and declaring his loyalty to Emperor William and the Empire. The proclamation is signed "Alfred," and the signature of Prime Minister Strenge is also attached.

PRINCE BISMARCK NOT A PARTICULARIST.

EXPLAINING IN AN ADDRESS TO 1,000 ADMIRERS FROM FRANKFORT HIS RECENT REMARKS TO THE THURINGIANS.

Berlin, Aug. 28.—A thousand persons from Frankfort-on-the-Main journeyed to Kissingen yesterday for the purpose of paying their respects to Prince Bismarck, who is sojourning at Kissingen. This is the third important deputation that has visited the ex-Chancellor during his visit at that Bavarian watering place.

In replying to an address presented to him by his visitors, Prince Bismarck said he was rejoiced that the old Frankfort Bundestag had not been revived. Referring to the comments made upon his speech last Sunday to the deputation from Thuringia, he protested against being stigmatized as a Particularist. In his remarks to the Thuringians he had simply advised that the Diets of the Federal States carefully watch the doings of the Federal Council, because that body was working with closed doors.

Prince Bismarck is suffering from an attack of sciatica at Kissingen. Dr. Schweninger, the ex-Chancellor's physician, has been summoned to attend him.

PROGRESS OF THE CHOLERA ABROAD.

London, Aug. 28.—The cholera reports for the last twenty-four hours show one new case and two deaths in Rotterdam, five new cases in Leerdam, one case in Delft, five new cases in Naples, and one new case in Cassine. The "Buda-Pesth Correspondence" announces that a case of cholera has occurred in that city. In Smyrna there were fifty-eight new cases and forty-eight deaths reported from August 24 to August 27.

Berlin, Aug. 28.—A case of cholera has been discovered on the Rhine boat Flora at Rudesheim, opposite Bingen.

MR. MACNEILL NOT TO BE DISCIPLINED.

London, Aug. 28.—The Speaker of the House of Commons has declined to interfere in the case of Mr. MacNeill, Nationalist member of Parliament for Donegal, who assaulted Harry Furniss for caricaturing him in "Punch."

NAVAHOE TO SAIL FOUR RACES FOR A CUP.

Southampton, Aug. 28.—The American yacht Navahoe has gone into dock here. She will be thoroughly overhauled and refitted preparatory to the races for the International Gold Cup, given by the Royal Victoria Yacht Club. The races will begin on September 6, and the Prince of Wales's cutter Britannia will defend the cup against the Navahoe. The probable courses for the races are as follows:

First race, from the Warner Lightship to the Nab Lightship, then ten miles to windward or leeward and return, twice around; second race, from Warner Lightship to Owers Lightship, thence to a flagboat off Dunnos, east of Princessa Buoys, and then to and around the Nab Lightship and back to the starting point; third race, from the Warner Lightship, to and around the Cherbourg (France) breakwater and back; fourth race, around the Isle of Wight.

Any race sailed under an average of five knots an hour is to be sailed over again. This regulation is designed to prevent a drifting match.

PERILS OF BIG WAR SHIPS.

THE RECENT NAVAL DISASTER DISCUSSED IN THE HOUSE OF COMMONS.

STRONG CRITICISM OF THE CONSTRUCTION OF GREAT VESSELS OF THE VICTORIA TYPE—ALLEGED NEED OF STRENGTHENING THE NAVY.

London, Aug. 28.—In the House of Commons today, Edward T. Gourley, member for Sunderland, a well-known shipbuilder, asked whether, since the sinking of the warship Victoria, the Government's attention had been directed to the criticism of experts at home and abroad as to the utility of ships of monster size, and whether an inquiry would be made regarding the capability of the lower structure of such ships to prevent capsizing in the event of some of their compartments being with water. He also asked whether the Admiralty officials were aware that the lower structure of these ships when pierced might, as in the case of the Victoria, disturb the centre of gravity and cause them to "turn turtle."

Sir U. Kay-Shuttleworth, Secretary to the Admiralty, answed that the Admiralty had not failed to consider the criticisms referred to, but that it was decidedly of the opinion that it would be advisable to build more ships of the dimensions already decided upon, in view of the strength of those they might encounter in case of war. The Admiralty saw no reason for a special inquiry into the subject, as the question of the lower structure had necessarily been dealt with in designing the ships.

Sir E. J. Reed, member for Cardiff, who was for several years Chief Constructor of the Navy, declared that the disaster to the Victoria was just what had been anticipated in regard to this class of vessels for years past. A ship with a large armored centre citadel and unarmored ends was bound to capsize if badly injured in the ends. How many more ships, he asked, would have to capsize before the Admiralty gave up the construction of such vessels? Owing to the requirements of these vessels, the space taken up by the men's quarters and so forth, it was impossible to provide them with trustworthy water-tight compartments.

Mr. Goschen, formerly First Lord of the Admiralty, said he regretted the tendency shown by the Secretary of the Admiralty to make light of the loss of the Victoria. In view of the opinion of experts that a like fate might overtake other vessels, a full and immediate inquiry into the construction of this class of warships was desirable.

In the course of a general reply the Secretary to the Admiralty said that a further inquiry in regard to the loss of the Victoria would be instituted if the Admiralty should consider it desirable.

On the navy estimates coming up for consideration, Lord George Hamilton (Conservative), member for the Ealing Division of Middlesex, and lately First Lord of the Admiralty, attacked the Government for neglecting to maintain the efficiency of the navy. He declared that unless a determined effort were made to construct new warships, England's supremacy on the sea would vanish within three years. Already the French and Russian battleships together reached the total of twenty-five, against twenty-two effective British vessels of that class. France and Russia have ten battleships in course of construction, while Great Britain has only three. In first-class cruisers only was Great Britain slightly superior to France and Russia. He suggested that supplementary estimates be allowed for the purpose of pushing on the work of building new warships.

Sir William Vernon Harcourt, Chancellor of the Exchequer, in reply, held that the superiority of the British Navy over the navies of other countries was never so great as now. He denied the accuracy of the figures presented by Lord George Hamilton, and closed his speech by declaring that the Government was fully alive to all its obligations, and would maintain the naval superiority of Great Britain.

RIOTS BY SPANISH PLEASURE-SEEKERS

MUSICIANS ASSAULTED FOR REFUSING TO PLAY THE BASQUE HYMN—TWO OF THE MOB KILLED RIOT AT A BULL FIGHT.

Madrid, Aug. 28.—There was a riot last night at San Sabastian, the well-known Spanish watering place in Guipuzcoa, one of the Basque provinces. A concert was being given in the principal promenade of the city, and the audience demanded that the band play the Basque hymn. The leader of the musicians refusing, the mob hooted the players and then assaulted them. The police and part of the audience defended the musicians and a furious riot ensued. The rioters were driven from the bandstand, but they proceeded in a body to the hotel where Senor Sagasta, the Prime Minister, is staying, and stoned the building. The police were unable to handle the mob, and troops were summoned to aid them. When the soldiers appeared they were stoned by the mob, many of them being cut and bruised.

An order was then given for the troops to fire with ball cartridges into the frenzied mob. The order was promptly obeyed, and two of the rioters fell dead, while several were seriously wounded. The prompt action of the troops had the desired effect and the mob quickly dispersed.

The old city of Saragossa was the scene yesterday of a serious riot, growing out of the dissatisfaction of the spectators at a bull fight with the character of the performance.

NO DOGS YET BOUGHT BY PEARY.

THE EXPLORER REFUSES TO PAY THE EQUIMAUS THEIR PRICE—ALL HIS BURROS DEAD.

St. John's, N. F., Aug. 28.—Further discouraging news concerning the Peary expedition comes from Labrador by the mail steamer which arrived here last night. According to the last report, Peary was at Davis Inlet on August 2, and on August 5 had reached Nain. There he tried again to purchase dogs, but failed. He offered the Esquimau 40 cents each for dogs; but as they are worth $4 to $5 each, the Esquimau would not sell, so Peary started for Okkak, the next Moravian settlement. As he would not pay greater prices there either, he could not get dogs. Then he announced his intention of going to Hebron, Ramah and other settlements further north, making every effort to secure dogs at those places; if unsuccessful, he said he would depend upon getting dogs at Disco, Greenland, as a last resort. Dogs are now doubly necessary to Peary, as the burros all perished before Nain was reached, and consequently it is impossible for the expedition to accomplish anything without a far greater number of dogs than at first considered necessary.

The steamer has been delayed a month behind her regular time, making it doubtful if she reaches her destination at all, and it is almost certain that she will be frozen up before the cargo and supplies are unloaded.

AN ENGLISH YACHT SEIZED IN GERMANY.

Kiel, Aug. 28.—The English yacht Insect, lying at this port, has been seized by the German authorities. Her seizure is due to the fact that two Frenchmen, who were living on board of her, incurred suspicion by their actions, and were taken into custody on a charge of espionage. A search was made on board the yacht, and there were found photographs of the defences of Cuxhaven and of the North Sea Canal batteries. It is supposed that the yacht was chartered by the prisoners for the purpose of securing knowledge of the German defences by pretending that they were yachtsmen.

THE LUCANIA LISTED ON LEAVING THE DOCK.

Liverpool, Aug. 28.—The new Cunard Line steamer Lucania, sister-ship to the Campania, went into a graving dock at Birkenhead several days ago. It was said at the time that some of her plates had been damaged in a collision she had had with a dredger in the Clyde. To-day she was floated out of the dock. While coming off she listed to port, and there was great excitement among the dockyard employes and others who saw the great vessel heel over. She soon righted, however, and when wholly in the water floated on an even keel. It is thought that possibly her bilge touched the gridiron at the side of the dock as she came off. It is not probable that the Lucania sustained any damage, but she will nevertheless be placed on the blocks again to-morrow morning, to allow of an examination of her bottom being made. It is expected that she will be taken off again to-morrow afternoon.

LORD SALISBURY CONFINED TO HIS BED.

London, Aug. 28.—Lord Salisbury was not able to attend the session of the House of Lords to-day. He is suffering from a severe cold, and is confined to his bed.

A CYCLONE'S AWFUL WORK.

RUIN REPORTED IN THE SOUTH

FORTY PEOPLE SAID TO HAVE BEEN KILLED IN SAVANNAH.

TEN MILLIONS OF PROPERTY DESTROYED.

ALL COMMUNICATION WITH THE GEORGIA CITY CUT OFF.

WIRES RUNNING SOUTH AND SOUTHWEST PROSTRATED—THE STORM CAME FROM THE WEST INDIES, AND WAS PREDICTED SEVERAL DAYS AGO BY THE WEATHER BUREAU—ITS WIDE SWEEP—IT RAGES ALL ALONG THE ATLANTIC COAST.

The following dispatch was received in this city at a late hour last night:

Louisville, Ky., Aug. 28.—Forty persons reported killed by the cyclone at Savannah, Ga.

Ten million dollars' damage done.

Efforts were made to secure confirmation of this startling bulletin and to obtain details of the awful calamity which it seemed to announce. These efforts were without avail. The wires leading to the south and southwest were down to so great an extent as to shut off telegraphic communication.

A storm, taking the place of a West Indian cyclone, was due off the coast of Florida yesterday, and its savage intensity might easily have extended to Savannah. This prediction was issued by the Weather Bureau at Washington as early as August 25. Reports last night indicated that a severe storm was raging along the entire Atlantic coast, though with what degree of violence could not be learned with accuracy or in detail.

Savannah, the port of entry of Georgia, is the Capital of Chatham County, and one of the most important cities of the State and of the South. It is situated on the Savannah River, eighteen miles from its mouth, and is 115 miles by rail from Charleston and 294 miles from Atlanta. The site of the city is a sandy plain, elevated about 40 feet above lowwater mark. It is regularly laid out, with wide streets, which, however, are closely shaded with trees. The city is built mostly of brick, and many of the private dwellings are handsome specimens of architecture. Among the public buildings worthy of notice are the Custom House and the exchanges. There are many handsome churches in the city, the principal ones being the Independent Presbyterian and the Roman Catholic Cathedral. There are about thirty churches in all in the city, a medical college, three hospitals, four banks and savings institutions, a fire department, a historical society's building, a public library and several reading-rooms. The public schools are fine structures, well conducted, and stand high in popular estimation.

Among the charitable institutions may be mentioned the Savannah Hospital, St. Joseph's Infirmary, the Episcopal Orphans' Home. Monuments to General Nathaniel Greene and Count Pulaski stand in the city.

The harbor of Savannah is one of the best on the Southern coast, and the river is navigable for steamers to Augusta. Steamers run regularly to New-York, Boston, Philadelphia, Baltimore and other ports. Savannah is the terminus for three railroads—the Central of Georgia, the Atlantic and Gulf, and the Savannah and Charleston.

The chief articles of export are cotton, rice, lumber and naval stores. The quantity of cotton shipped from Savannah is about 700,000 bales a year. As a cotton port the city ranks second in the United States. The value of the exports, including coastwise exports, is about $50,000,000 yearly. Savannah has gas-works, water-works, street railroads, a cotton factory, a paper mill, several foundries, planing-mills, etc.

The city was founded in 1733 by General Oglethorpe; it was chartered as a city in 1789. Savannah was captured from the Confederates by General Sherman, December 21, 1864. The population in 1850 was 15,312; in 1860, 22,292; in 1870, 28,235; in 1880, 30,709; in 1890, 43,189.

HAVOC IN A NORTH CAROLINA TOWN.

FOUR PERSONS KILLED AND MANY INJURED—ONE HUNDRED HOUSES DESTROYED.

Raleigh, N. C., Aug. 28 (Special).—The town of Kernersville, this State, was struck by a cyclone to-day. One hundred house were blown down, four persons were killed and many wounded.

A FIERCE STORM UP THE STATE.

Gloversville, N. Y., Aug. 28.—A severe storm struck Mayfield, six miles north of here, yesterday, and demolished and damaged buildings to the extent of $15,000. The buildings include a blacksmith shop, a store and several dwelling houses.

Saratoga, N. Y., Aug. 28.—The most severe electrical storm of the season occurred here at 8:30 o'clock last evening. Rain fell in torrents and did much damage. Highways were washed out in a number of places. The Mount McGregor Railway suffered severely and is impassable to-day. Several barns and the telegraph tower in the southern part of this village were struck by lightning and burned. All the wires entering the Western Union office and the railroad lines entering the Delaware and Hudson station were cut out by lightning.

AN ITALIAN BARK LOST.

New Bedford, Mass., Aug. 28 (Special).—The whaling schooner Hattie E. Smith, of Edgartown, arrived at this port this afternoon bringing the captain and crew of the Italian bark Vicenzo Galatola, which foundered in Wednesday's gale. The bark left Charleston August 16 with a cargo of resin and turpentine consigned to Hamburg. She encountered two severe gales, the last one being on Wednesday. Every piece of sail was blown from the vessel, the rudder was made useless, and the boats carried away. The crew clung to ropes for twenty-four hours. The Hattie E. Smith rescued them on the morning of the 24th, when the bark was nearly full of water and could have floated only a short time longer.

The vessel was built in 1875, was of 535 tons, and was owned by Antonio Galatola, of Naples. The crew numbered eleven men.

HIGH WINDS AT CAPE MAY.

Cape May, N. J., Aug. 28 (Special).—Another heavy storm—this time from the southeast—struck this vicinity late this afternoon. It was accompanied by little rain, but the wind was high, with a tendency to back around to the northeast. The tides promise to be high during the night, and people are making preparations accordingly.

Asbury Park, N. J., Aug. 28.—Considerable excitement was caused here to-night by the posting of a United States Government weather bulletin warning people that a terrific storm was approaching. This is the first time in the history of this place that such a bulletin has been posted. An afternoon newspaper immediately published an extra.

THREE VESSELS LOST AT SEA.

Halifax, N. S., Aug. 28.—The Lunenburg brig Sceptre, with a cargo of sugar from Porto Rico, has been towed into Lockport dismasted. She was on the edge of the Gulf when the gale struck her. One man was swept overboard. She cut away masts and made the coast with sails set on stumps. The schooner Minnie M., which left Maimedieu on the morning of the storm, has not since been heard of. The brig Francie, from France for St. Pierre, was run into on the Grand Banks and sunk by the steamer Collingham, of London. The crew were rescued and landed at Ferryland, N. F. Two French fishing vessels were lost in the great gale.

DEATH CAME IN THE SQUALL.

SIX LIVES LOST ON LAKE CHAMPLAIN.

A YOUNG MAN AND FIVE BOY COMPANIONS DROWNED BY THE CAPSIZING OF A YACHT—ONLY ONE OF THE PARTY ESCAPED.

Whitehall, N. Y., Aug. 28.—George P. Witherbee, of Port Henry, and six young companions, who were sailing in Witherbee's yacht, the Alpha, were capsized in Lake Champlain at 11 o'clock to-day. Witherbee and five of the boys were drowned. Their names were: William Gildea, thirteen years old; William Breadner, fourteen years; Eddie Jubert, thirteen, and John Whitman, twelve years, all of Port Henry, and Albert Brush, twelve years, of Brooklyn, N. Y., who was a guest of Jubert. Joseph La Barge, eleven years old, saved himself by swimming to the Vermont shore. The yacht was a twenty-four foot boat and was considered a strong and substantial one.

Witherbee was twenty-two years old and an all-round athlete. He was graduated from Cornell College in June, and was elected captain of the "Varsity" football team shortly before graduating. He had been a member of the "Varsity" crew for three years. He was a competent yachtsman, but the boat was ballasted heavily with iron ore, and when a stiff squall struck her she went over without warning. Witherbee died in a heroic effort to save young Brush's life.

The yacht was raised during the afternoon, but none of the bodies of the victims were found until 9 o'clock this evening, when four bodies were recovered.

STORMY WINDS COMING.

THE CYCLONE TRAVELLING UP THE ATLANTIC COAST.

TELEGRAPH AND TELEPHONE WIRES DOWN AT SOUTHERN POINTS—A TEMPEST EXPECTED HERE TO-DAY.

The cyclone is on the way. It will swoop down upon New-York to-day, according to the prediction of Observer Smith, of Boston, who is purveying weather to New-York while Mr. Dunn is enjoying a vacation. There were signs of the coming tempest late last night. The winds blew through the street at a twenty-knot rate, and the air was humid. This storm, which is winging its flight Northward, is not all fuss and feathers. It may equal the storm of last week in force and destructiveness.

The swift beat of its wings was heard all along the Southern coast yesterday, and last night it was wheeling and circling over Virginia as a centre. All communication with the stations of the Weather Bureau on the Atlantic coast below Cape Hatteras, has been cut off. The wires have been swept down by the tempest raging along the shores. The cyclone began its flight from the reefs of Florida four or five days ago. It has been steadily coming this way since then. Early yesterday morning it was central over Charlotte, N. C. Several North Carolina towns were damaged, and death came with the whirling winds. The velocity of the cyclone was great, and the amount of rainfall was as much as that which is usually precipitated in the course of a month. The rainfall at Augusta, Ga., was 3.81 inches. The barometer stood at 29.30 inches.

The city of Savannah was attacked by the storms and much property was damaged. At Lynchburg, Va., the barometer went down to 29.28 inches last night. The wind blew at a tremendous rate, and 2.68 inches of rain fell.

Early last evening telegraphic communication with Washington and Baltimore was affected. The storm crossed over into Pennsylvania, and lifted up its strident voice along the borders. Philadelphia had a touch of the storm last night, and the telephone and telegraph service there was crippled.

Signals were hoisted by the Weather Bureau yesterday morning, and yesterday afternoon Mr. Smith received orders to display danger signals and to warn mariners. The cyclone is scheduled to arrive here early this morning. It may reach this city before daybreak in its full force, or it may postpone its coming until later in the day.

TORNADO IN A SUMMER RESORT.

A COTTAGE WRECKED AND OTHER BUILDINGS DAMAGED AT EAGLESMERE, PENN.

Williamsport, Penn., Aug. 28 (Special).—Eaglesmere, the beautiful summer resort on the crest of the Alleghanies, in Sullivan County, was struck last night by a tornado, which wrecked a cottage and several barns, and badly damaged other buildings. Many of the cottagers were on their verandas about half-past 8, when a storm cloud was noticed in the southwest. It approached with great rapidity, accompanied by vivid electrical flashes and heavy thunder. Within ten minutes from the time the cloud was discovered the storm burst in all its fury. A barn of Dr. G. D. Nutt, which stood in the tornado's path, was demolished, and its timbers, with the roof of a gable of the doctor's cottage, disappeared before the blast. The rest of the cottage, though badly twisted, stood the shock. The large Hotel Raymond received a severe shaking, but suffered most in shattered window-glass.

From the hotel the wind veered, striking broadside one of Spencer's cottages, occupied by Judge Wilson, of the Common Pleas Court, Philadelphia, and his family. The first story of the cottage was swept asunder, allowing the second story to rest on the foundation. The Judge was struck on the head by a flying timber, causing a painful contusion, and several of the young people were slightly injured. Mrs. Wilson and her two younger children were upstairs, but suffered only a slight shock, so gently was the building dropped. The path of the tornado was one-fourth of a mile wide.

CROPS DAMAGED BY HAIL.

Greenfield, Mass., Aug. 28.—Reports received this morning state that great damage to tobacco and other crops in Vernon was done by a hailstorm yesterday. Franklin Pond at Guilford rose six feet in an hour, and Green River nearly as much.

A stallion owned by Mather Barber, of Colerain, and valued at $1,000, was killed by lightning yesterday.

OIL HELPS A BRIG IN A HEAVY SEA.

While skirting the southern edge of the Gulf Stream the brig T. Towner, which arrived here yesterday from St. Croix, met the hurricane of August 21. Her decks were flooded with water, and her foremast, bowsprit and jibboom went by the board. The sails of the brig were carried away, and her decks were littered with the rigging. The crew threw overboard some oil, which partly broke the force of the waters about the vessel.

THE HAMILTON CASE SETTLED.

PRINCIPALS AND COUNSEL AGREED ON TERMS AND THE CHARGES AGAINST THE GENERAL HAVE BEEN WITHDRAWN.

E. B. Frost, who was appointed a commissioner to take testimony on the application of Mrs. Sarah E. Hamilton against her husband, General Alexander Hamilton, to have him adjudged a lunatic, did not convene the Sheriff's Jury, at Tarrytown, yesterday, as the case had been settled by the attorneys in the case, and Mrs. Hamilton had withdrawn her charges. It was said yesterday that on last Friday Abram Elkus, attorney for Mrs. Hamilton, and Edward Vollmer, counsel for the General, had consultations with their principals and settled the case. The conditions were, it is said, that General Hamilton was to pay to his wife $1,500 a year, or one-half of his income derived from the estate of his father, which is $3,000 a year. Mrs. Hamilton refused to be seen when a reporter called at her house.

OFFICERS OF THE AMERICAN TRACT SOCIETY.

Milton, Wis., Aug. 28.—The Rev. B. C. Davis, of Alfred Center, N. Y., preached at the Seventh Day Baptist general conference yesterday morning. Following this the annual session of the American Tract Society was held, the president, Charles Potter, of Plainfield, N. J., in the chair. The reports of the corresponding secretary and treasurer were presented. The following officers were elected for the ensuing year: President, Charles Potter, Plainfield, N. J.; vice-president, George H. Babcock, Plainfield, N. J.; treasurer, J. F. Hubbard, Plainfield, N. J.; secretaries, F. E. Peterson, Dunellen, N. J., and A. L. Titsworth, Plainfield, N. J.

REPEAL BY 130 MAJORITY.

SILVER'S CRUSHING DEFEAT.

FREE COINAGE NOT WANTED BY THE HOUSE AT ANY RATIO.

FRIENDS OF SOUND MONEY TRIUMPH.

ALL THE AMENDMENTS VOTED DOWN AND THE WILSON BILL, REPEALING THE PURCHASING CLAUSE OF THE SHERMAN LAW, PASSED—RE-ENACTMENT OF THE BLAND-ALLISON ACT DEFEATED—ANALYSIS OF THE VOTE.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Aug. 28.—Mr. Bland knew on Saturday that the defeat of himself and his followers in the House of Representatives was inevitable, but he did not believe it would be so crushing or the overthrow of his cause so complete as the votes to-day showed. He expressed the opinion this morning that the adverse majority on one or more of the silver propositions might exceed fifty, and admitted that the passage of the Wilson bill by the Senate seemed probable, but he had no idea that the majority against free coinage at a ratio of 16 to 1 or 20 to 1 would exceed 100, as it did in both cases, or that the Wilson bill would ride in triumph through the House of Representatives on a tidal-wave majority of 130. It is only fair to say that the supporters and advocates of the Wilson bill were as much astonished by the extent of their victory as were their opponents. The most hopeful and confident man among them would have been satisfied with a majority of forty against one or two of the ratios and against the proposition to re-enact the Bland law, providing for limited silver coinage, and the greediest man in their ranks would have rejoiced over a majority of 100 on the passage of the bill.

The story of the day's voting is told in the shortest and most instructive manner by the following table:

Ratios.	Yeas.	Nays.	Majority.
16 to 1	124	226	102
17 to 1	100	240	140
18 to 1	103	239	136
19 to 1	104	238	134
20 to 1	121	222	101
Bland-Allison act	136	213	77
Final passage	240	110	130

THE "DEBATE" A WANTON WASTE OF TIME.

The leaders of the Administration Democrats realize at last that they were guilty of a serious and costly blunder when they consented to a postponement for nearly three weeks of a measure which could and should have been promptly passed in order to aid in the restoration of business confidence and ameliorate the general financial distress. The free-silver men were playing a game of "bluff" of the most stupendous proportions, and their opponents appear to have been easily unnerved. It has been known from the beginning that an overwhelming majority of the Republicans in the House of Representatives would vote against free coinage at any of the ratios proposed, and would also vote for the Wilson bill, and that there were enough "sound money" Democrats, aided by the votes of certain other Democrats who were susceptible to Administration influences, to carry the measure through against all the opposition that could be mustered. The long "debate," which influenced not one vote, probably was a useless and wanton waste of precious time.

That the interest felt in the result of to-day's voting was deep and general was clearly shown in more ways than one. Long before the sitting of the House began at noon the galleries open to the public were packed with people, who waited patiently in a hot, stifling atmosphere and listened eagerly until the last vote was recorded and announced at 3:30 o'clock. Nearly every member was in his seat, and only two members—Messrs. Graham of New-York, and Shell of South Carolina, both Democrats—were paired, the former in favor of and the latter against the bill. The total vote cast on the amendment to re-enact the Bland law was 349, and the total vote on the passage of the bill was the same. The total living membership of the House is 354, so that the names of only five members, including the Speaker, were not recorded. There were no Republican absentees, although Mr. Wheeler, of Illinois, was detained by illness until nearly the close of the sitting, and Mr. Cooper, of Wisconsin, after voting on several of the amendments, was called away by a dispatch which brought the news that his father