



WIND AND RAIN MAKE HAVOC

Loss Estimated at \$2,000,000 Caused by Storm About Buffalo—Five Vessels Ashore.

FLOODS SWEEP OHIO RIVER VALLEY

Water Breaks Levees and Drives Out 10,000 at Portsmouth—Lawrenceburg in Danger—Heavy Damage at Cincinnati and Louisville.

A terrific gale did \$2,000,000 damage at Buffalo. Five large lake steamers were torn from their moorings and driven ashore.

Water in the Niagara Gorge is the highest ever recorded, and greatly damaged the electric railroad there.

Great damage was done by floods along the Ohio River. At Portsmouth, Ohio, the levees broke and about ten thousand persons were driven from their homes, many in nightclothes. Heavy damage was done at Cincinnati, Louisville, Aurora and Lawrenceburg, Ind., and the last named town was in imminent danger of being completely flooded.

HIGHEST IN 20 YEARS.

Lake Erie an Enormous Mud Puddle—Buffalo in Darkness.

Buffalo, Jan. 21.—During the last twenty-four hours this city has been swept by the most destructive windstorm of a decade. To-night, after a day and a night of continued hurricane, the Niagara frontier lies a scene of wreckage and destruction in the wake of the storm.

Two lives reported lost so far and a property damage that will aggregate \$2,000,000 when the accounting is made are the toll of the storm. Lake Erie, a giant mud puddle, with its level higher than has been known for twenty years, has gorged the Niagara River to overflowing its banks, and thousands of dollars worth of property has been carried down the stream. Miles of piers at the great lumber market at North Tonawanda have been destroyed and millions of feet of lumber have been carried into the river.

The damage to shipping in Buffalo Harbor alone is \$1,500,000. Five leviathans of the Great Lakes torn from their moorings and run aground tells that part of the story. Thirteen others making brave attempts to ride out the storm may add to it. Wreck and devastation of everything along the whole waterfront is the relic of the storm. Niagara Falls power was cut off when the cables snapped, and the city is partly in darkness to-night. Damage to homes and buildings is widespread throughout the city, but no one case is of a particularly serious nature. The tall end of the storm to-night is sweeping up the St. Lawrence Valley.

The vessels around are the Hurlbut W. Smith, the William Nottingham, the J. Q. Riddle, the Monroe C. Smith and the A. G. Brower. Most of them are owned in Cleveland. They have cargoes. Caretakers were aboard, but are believed to be safe.

For hours the gale swept the waterfront with unabated fury, tearing everything that stood in its path. Wharves were wrecked and carried away. Craft broken from their moorings smashed against bridges, doing serious damage. Smokestacks and buildings of lighter construction were blown down like paper boxes, but so far no casualties have been discovered.

The water in Lake Erie rose three feet in as many minutes. The inner breakwalls have been pounded until portions of them have been broken away. Railroads having tracks along the waterfront are holding them down with strings of freight cars.

The city has had telephone and telegraph communication with the principal cities most of the day, and much of the trouble is being remedied. The brunt of the storm seems to be west of Buffalo. Railroad service in and out of the city has been badly disarranged. The gale brought with it blinding snowstorms.

NIAGARA DAMAGE GREAT.

Gorge Railway Nearly Wiped Out—Islands Submerged.

[By Telegram to The Tribune.]
Niagara Falls, N. Y., Jan. 20.—The Niagara Gorge Railway has nearly been wiped out by the flood that has poured through the gorge to-day. All night and day the wind has been blowing a hurricane, sweeping the water in great volume from Lake Erie into the river channels. A foot above the falls means seventeen feet below, and it is not recalled that the water was ever so high before. Great sections of the roadway, rails and ties have been carried away by the currents, while miles of the road are under water yet, and the damage there cannot be learned until the flood recedes. The road has never before experienced such disaster.

Many bathouses above the falls have been wrecked, and launches are missing. It is supposed that two or three of them have gone over the falls. All of the power works were flooded, especially on the Canadian side. A horse was rescued from the new powerhouse site of the Niagara Falls Hydraulic Power and Manufacturing Company by being pulled up to the top of the bank in a sling. A quart of whiskey was administered to overcome the effects of exposure. Piers and small structures in the gorge have been swept down stream. The Maid of the Mist steamers were surrounded in their winter quarters and did not suffer. The water was over the abutments of the upper steel arch bridge and within an inch of the floor of the inclined railway building, usually many feet above water. The portals of the big power tunnels were submerged.

The shores of Goat Island were fiercely assailed by the downpour of water, and the Three Sister Islands were out of sight under the rushing torrent, and the frail suspension bridges between the two outer islands were in danger of being carried away. The damage to the islands of the state reservation will be large.

On the Canadian side the scene about the new power stations was remarkable, as the water flooded all the outer works, carrying off timber and other material. The channel of the upper river was materially widened, and the grandeur of the falls and of the river was greatly intensified by the torrent of water that roared and tumbled in frightfully chaotic fashion under the influence of the awful wind.

DRIVEN OUT BY FLOOD.

Portsmouth Residents Flee in Night Clothes—Sick Uncared For.

Portsmouth, Ohio, Jan. 20.—A terrific storm and the sudden breaking of the levees along the Ohio River caused Portsmouth a night of terror, and daylight showed that only scattered portions of the city escaped the flood. Hundreds of people were asleep in their homes when the mad rush of the waters from the Scioto River came, and scores had remarkable escapes from drowning. Many fled from sick beds, dozens of shrieking women and children staggered aimlessly through the streets, clad only in night dresses. The water rose so rapidly that people had no time to save anything. Few could render assistance to the helpless. It was necessary to chop in roofs to rescue some imprisoned families. Many found refuge in box cars and on house-tops till daylight. Much livestock was lost.

The men in charge of the flood pumping station were forced to desert their posts and to flee for their lives, leaving the structure in flames. The river has reached 61.3 feet, which is the highest record since the flood of 1884, but it is now about stationary. It is estimated that ten thousand people in this city and suburbs have been driven from their homes.

The care of the sick is the problem now confronting the authorities.

A fierce gale to-day tore some houses and barns from their foundations and swept them down stream.

Streetcar traffic has been suspended and all railroad schedules have been annulled.

A bread famine and a lack of water, gas and light supply combine to make the situation extremely critical.

COLD BRINGS SUFFERING.

Weather Adds to Flood Victims' Troubles—Further Rise Feared.

Cincinnati, Jan. 20.—Colder weather and a gale of wind increased the suffering of those thousands who had been made homeless by the flood in Ohio, and a number of buildings that had been weakened by the water went down before the wind last night and to-day. The first and probably most serious loss by collapsing of walls was during the night, when several floors in the buildings in Walnut street, occupied by the A. Janssen Wholesale Grocery Company and the Ohio Butterine Company, went down with a crash that could be heard for several blocks. Both buildings were heavily loaded with merchandise in the upper stories, goods having been moved from the cellars, and the collapse occurred just as the high wind coming along the river began to shake the high buildings. The loss cannot yet be estimated, but will probably be heavy.

The area of flooded section increased considerably during the day, each inch of rise spreading over a wide territory. For several hours the river was stationary at 64.8 feet, but the Weather Bureau officials could find only temporary consolation in this fact, announcing during the afternoon that the news from up the river indicated that the river here would go up to at least sixty-six and perhaps sixty-seven feet within the next thirty-six hours.

The rise of last night and to-day cut off approach to the foot bridges across the Ohio, isolating most of the people on the Kentucky side of the river. Some of them in Covington were still able to cross over the railroad bridges, but Newport was almost wholly cut off, and sections of Covington, Bellevue, Ludlow and Bromley were suffering from the backwaters. Efforts were made to avoid serious interruption to street railway traffic, but the isolation of the bridges prevented a continuance of the car lines to Cincinnati and there were long stretches along the Kentucky side of the river where the cars were unable to pass. In the east end of Cincinnati the car service was so badly crippled that half a dozen transfers were necessary to go a few blocks, passengers being compelled to walk around the inundated sections. All the railroads on both sides of the river, except the Cincinnati, Hamilton & Dayton and the Cincinnati, Lebanon & Northern, continued to suffer from lack of terminal facilities, the water having covered the tracks at Anderson's Ferry, west of the city and at other points in the suburbs.

Systematic efforts to relieve the sufferers, who are estimated at nearly twenty thousand in Cincinnati and the nearby cities on both sides of the river, were under way all day, the special appropriation by the City Council being supplemented by special funds, to which all the churches contributed to-day. The Lyric Theatre and Henry E. Dixey were the first to offer their services for a theatrical benefit, but the other companies now in the city promptly joined in, and it is probable that a big benefit performance will be given at Music Hall during the next few days.

Reports from up the river to-day varied little from those of last night. The lower end of Parkersburg was under water, and the railroads there were in trouble.

At Madison, Ind., several hundred people have been driven from their homes by the water, which has gradually encroached on the business and residence section.

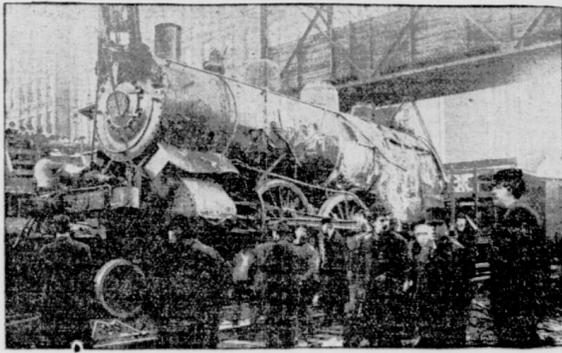
The flood in Cincinnati this afternoon hampered the efforts of the Fire Department in attempting to fight a fire in the foundry of William Resor & Co., the water cutting off access to the building.

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FLORIDA INFORMATION BUREAU.

Broadway, cor. 20th St. Great trains South. Atlantic Coast Line Railroad.—Adv.

WRECK ON THE NEW YORK CENTRAL AT 54TH STREET AND PARK AVENUE.



DRUGGED AND CONFINED.

BRONX MAN MAY DIE.

Railroad Builder Found in Insane Asylum and Freed.

Virgil Delgenovez, who lives at Montgomery and Poplar avenues, in the Bronx, is lying at the point of death in his home as the result, it is said, of being drugged and confined in a small room for three weeks.

These facts were discovered yesterday by Coroner Albert F. Schwannecke, of the Bronx, upon investigating an anonymous letter he had received, stating that a man was dying under suspicious circumstances at the address given above, and that he had better investigate, as it was a case for the coroner.

Coroner Schwannecke went to the house and found Mr. Delgenovez unconscious. He was told by Mrs. Delgenovez that her husband had returned from Venezuela about two months ago, after a ten years' absence, during which he had been engaged in the construction of railroads in several South American countries.

When he went away, she told the coroner, he gave a brother his power of attorney to act for him in certain matters. Shortly after he came back he demanded an accounting, but was put off from time to time. About a month ago, Mrs. Delgenovez said, her husband went downtown in search of the brother, determined to get an accounting. That was the last she heard of him for several weeks, though she searched everywhere. At last, by employing private detectives, she found him in a hospital for the insane on Long Island.

Mrs. Delgenovez got a writ of habeas corpus and had the case reviewed in the Supreme Court in Kings County, and after hearing the testimony the justice permitted Mr. Delgenovez, who, it is said, appeared to be a physical wreck, to be transferred to his home in the Bronx.

She and her son and three daughters, Mrs. Delgenovez told the coroner, learned from Delgenovez that he had been confined to a six by four foot room in a lodging house in the Bowery.

Prior to being taken to his home from the court he was examined by a physician, who pronounced him sane, but suffering from the effects of some drug.

Since his return Mr. Delgenovez has been attended by Dr. Charles H. Holman, of No. 251 West 145th street, the family physician. He positively refused to talk about the case last night.

Coroner Schwannecke, after his return from the Delgenovez home, last night, said that he had been unable to get a statement from the sick man, as he was unconscious. He said he thought he was suffering from the effects of some opiate or poison, and stated that he would take immediate action if he died; but as the case was not "up to him" and he was not in possession of all the facts, he was not prepared to make any further statement at present.

Mr. Delgenovez owns a lot of property in the Bronx, and the family is well known there. The son is a civil engineer in the Department of Highways.

ENGINE JUMPS TRACKS.

Central Locomotive Overturned in Yards Near Tunnel.

The locomotive of the second section of the Buffalo express of the New York Central jumped the tracks yesterday at 54th street, just below the entrance to the tunnel. No one was killed or injured, but traffic was tied up for a long time.

The engineer thinks that the engine mounted a frog and left the rails that way, but the trowman at 56th street, in charge of the switches, says that the switch was locked and the track clear.

The wreck occurred in almost the same place as a similar accident on Labor Day, when hundreds of persons bound for Larchmont to take a boat out to the naval review were unable to get there in time. A few weeks ago a train was "side swiped" by a locomotive at about the same place.

The locomotive swung around and lay diagonally across tracks 2 and 3, the inward bound express tracks. It was thrown completely on its side. The tender snapped off and lay some way further down the track.

None of the cars left the track. The train consisted of a combination coach, six sleepers, a buffet car and a private car. There were seventy-two passengers on board. They were flung about by the sudden stopping when the air was applied, but no one was hurt or even frightened.

COOKTOWN IN RUINS.

Greater Part of Australian City Levelled by Hurricane.

Brisbane, Queensland, Jan. 20.—A hurricane on Friday night and Saturday laid the greater part of Cooktown in ruins. There were no deaths.

Cooktown is one of the most important points of Queensland. It is on the Endeavor River, and is connected by rail with the Palmer gold fields. The population is something over 20,000.

BLIZZARD SCATTERS SILKEN CARLOADS.

[By Telegram to The Tribune.]
Clontarf, Minn., Jan. 20.—Oriental silks valued at \$2,000,000 were scattered over the prairie at this place late Saturday afternoon when ten express cars on a special train on the Great Northern left the track. Every car was broken to splinters, and the small packages of silk became the plaything of the storm. The trainmen and citizens hunted over the adjacent field all night to recover the precious freight.

QUICKEST—SHORTEST—FLORIDA ROUTE
See Seaboard Air Line through Pinehurst, Camden, Jacksonville. Office, 133 Broadway.—Adv.

TRAIN BLOWN IN AIR.

SCORES PINNED IN WRECK.

Tons of Powder Exploding Caused Havoc at Sandford, Ill.

Terre Haute, Ind., Jan. 20.—Twenty-two charred and mutilated bodies were taken from the smoking ruins of the accommodation passenger train on the Cleveland, Cincinnati, Chicago & St. Louis (Big Four) Railroad, following its destruction last night by the explosion of a carload of powder as it passed a freight train at Sandford, Ind., five miles west of Terre Haute. The list of injured will number at least thirty-five.

The shock of the explosion was felt for thirty miles, many believing it to be an earthquake. The entire train was blown from the track, the coaches were demolished, the engine was hurled fifty feet, and the passengers were either blown to pieces, consumed by fire or rescued in an injured condition.

Several of the injured are likely to die. The most severely hurt are in hospitals at Terre Haute and at Paris, Ill. Several others are cared for at Sandford.

According to trainmen of the freight, the explosion of the powder was caused by the concussion of the passenger train, which was slowing down for Sandford. Another theory is that gas escaping from a pipe line entered the powder car and that a spark from the passenger locomotive ignited the gas, and the belief also has been expressed by one or two persons that the disaster was due to the act of a tramp or an intoxicated man, who may have fired a shot into the car.

BUILDINGS DAMAGED BY SHOCK.

Eight freight cars were blown to pieces by the explosion. Huge masses of iron were thrown hundreds of feet from the track. The tender of the passenger locomotive was hurled one hundred feet, landing in a gravel pit. The wreckage of the train and freight cars was consumed by fire. Not a building in Sandford escaped damage. Windows were shattered, dishes and furniture broken and several doors were torn from hinges.

The accommodation train was running from Indianapolis to Mattoon, Ill. It was a dark night, and heavy rains had converted the streets and tracks at Sandford into a pond. The lights in many of the houses had been extinguished when the freight train drew in on a side track to let the passenger train go by. Shortly afterward, the passenger train approached the station, setting brakes as it passed the freight train. As the passenger train was just abreast of the powder car the explosion occurred. The passenger train was blown from the tracks into the air and crashed to the earth, a tangled mass of wood and steel, beneath which lay over two-score human beings. Fire broke out in the wreckage, and before the eyes of citizens and rescuers, who rushed from their homes, many burned to death. Aid could not be rendered on account of fire.

By the light of the burning coaches the people of Sandford did their best for the wounded. They threw open their homes to the injured and worked heroically all night.

One of the first men taken out was L. F. Rose, of Mattoon, engineer of maintenance of way of the "Big Four." His leg was broken and he was severely bruised. He was carried to a nearby house which, although partly destroyed by the explosion, was converted into an emergency hospital. Soon after Mrs. Rose was brought in painfully bruised, but she rallied to assist in the care of her husband until she collapsed from nervous shock.

WOMEN AID IN RESCUE WORK.

Others were pulled from the ruins as the flames advanced. While the rescuers frantically worked to release the sufferers from the wreck and hunted for the injured blown far from the train, the women of Sandford acted as nurses. As the fire burned down to a smoldering pile lanterns were brought. Men continued to search nearby fields where pieces of bodies and wearing apparel were picked up.

There was no efficient fire department to fight the flames, and the bitter cold added to the suffering.

Under the wreckage of the baggage car was found a charred torso, bearing a woman's belt and tools about the waist. Four mutilated bodies were found in a wood several hundred feet from the tracks.

A thousand feet of track was torn up, and a great hole shows where the powder car stood. This car was bound from Concord Junction, Mass., to East Alton, Ill., and contained five hundred kegs of powder.

The engineer and fireman on the passenger locomotive were hurled a hundred feet, and fell in a muddy field.

SANDFORD CUT OFF FOR HOURS.

The explosion and fire destroyed telegraphic communication, and Sandford was cut off for hours. The first news to reach Terre Haute was brought by those who walked the distance to get help. Relief trains, with physicians and supplies, were started at once, and they took twenty-two of the injured to Paris, Ill., and brought the others to Terre Haute.

Frank Fielder, of Findlay, Ohio, an employe of the Ohio Oil Company, was among the killed. His body was identified at Sandford to-day. Harry Shickel, who was at first reported dead, is among the injured at Sandford. He will recover.

The wreckage was cleared from the main track this evening, and traffic was resumed.

Big Four officials said that the death list might reach between thirty and forty. Already thirteen bodies have been identified and five unidentified bodies have been taken from the wreck. Four other persons are missing, and probably are dead.

According to E. W. Thiers, local freight agent, the wreckage was cleared from the main track this evening, and traffic was resumed.

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BACON DENIES SAILING.

No Friction at Kingston, the Acting Secretary Says.

Washington, Jan. 20.—Mr. Bacon, the Acting Secretary of State, after reading the dispatch from Kingston regarding Governor Swettenham's attitude toward Rear Admiral Davis, who went to Kingston with two battleships, a cruiser and torpedo boat destroyer to minister aid to the stricken people, at once said that it was not true. He charged that the newspapers were trying to make trouble between Admiral Davis and Governor Swettenham.

"There is not any truth in it," he said, emphatically. "I know what I am talking about. There is not the slightest kind of trouble or foundation for it in any way, shape or manner. The ships have not sailed. I know exactly what happened, and," he added, "there is no foundation for it in any manner. That is perfectly straight. If you are looking for the facts, those are the facts."

Mr. Bacon would not disclose the source of his information, but indicated a possibility of official advices.

At the Navy Department it was stated positively that aside from the long dispatch from Admiral Davis, under date of January 18, no dispatches had been received from Kingston to-day or to-night.

MR. HIGGINS WEAKER.

Ex-Governor Takes Little Nourishment—End Question of Hours.

Olean, N. Y., Jan. 21, 12:05 a. m.—A bulletin given out at the home of ex-Governor Higgins says that his condition shows a loss during the last twenty-four hours. Dr. Hibbard says that if the patient lives until after 2 o'clock this morning he will probably live another twenty-four hours.

Olean, N. Y., Jan. 20.—It is reported from the bedside of ex-Governor Frank W. Higgins to-night that his condition has not changed materially during the last twelve hours. Dr. E. G. Janeway, who came here from New York City, has returned to his home, saying there is nothing more he can do, and Dr. Hibbard, the local physician, is in charge.

Dr. Hibbard said that Mr. Higgins had passed a comfortable day, and that the only change in his condition was a gradual but steady weakening of vitality. The patient has taken little or no nourishment, and that is not favorable to the hope of recovery. The physicians agreed that the end was not far away.

The former Governor is in a semi-conscious condition. At times he rallies and recognizes members of his family, and then relapses into a comatose state, in which he generally remains for a long time.

When he gave up state duties at Albany and returned to his home here it was understood that his health was not good. He was suffering then from heart disease, but it was only known to his family and physicians that his condition was so critical. The townspeople believed he was worn out from work and on the verge of nervous breakdown, but it was thought that the trip he planned to Egypt would reinvigorate him. The news that came from his bedside on Saturday was startling, and since the first diagnosis there has been no change.

Mrs. F. S. Smith, Mr. Higgins's sister, arrived to-day, as did also Mrs. J. Cameron, Mrs. Higgins's sister. The former is from New York and the latter from the West.

Dr. Edward G. Janeway, who returned to his home in this city yesterday after his trip to Olean, N. Y., where he was called in consultation with the physicians of ex-Governor Higgins, said last night that Mr. Higgins was "very seriously ill." "I make it a rule never to discuss the details of a person's illness," he added, "without a request from the family. I think they would not mind my saying, however, that the ex-Governor's trip to Albany to attend the inauguration of Governor Hughes was responsible for his present critical condition. It was like placing the last straw on the camel's back. He felt that he ought to go home."

Dr. Janeway saw ex-Governor Higgins last December, when the latter went to his office in this city for consultation, but the physician had nothing more to do with the case until he was called to Olean on Friday. He said he did not expect to go to Olean again.

MORTON F. PLANT HURT.

Thrown from Cab and Has Narrow Escape from Streetcar.

Commodore Morton F. Plant, railway and steamship man, narrowly escaped with his life in a collision between his cab and a Lexington avenue car at 46th street and Lexington avenue last night, in which he was thrown to the pavement and received a bad scalp wound.

The cab was going east in 46th street when a northbound car struck it, throwing Commodore Plant out on his head. The force of the collision knocked the cab partly off the tracks and whirled it around toward the northeast corner. Only this saved the commodore from the car wheels. He was taken to Flower Hospital in an ambulance, where he had his wounds dressed. He declined to make a complaint against the motorman, and went to his home, at No. 2 East 52d street.

RIXEY'S RUN DOWN BY CAR

Surgeon General and Wife Thrown Out, but Little Hurt.

Washington, Jan. 20.—Surgeon General Rixey of the navy, Mrs. Rixey and a woman friend, while driving this afternoon, were run down by an electric car on Connecticut avenue and narrowly escaped serious injuries. Their carriage was badly smashed and they were thrown heavily to the ground, but beyond being considerably shaken up were not hurt.

BUILD TRACK TO BUSCH HOME.

Railroad Enables Brewer to Take Car for the South at His Door.

St. Louis, Jan. 20.—Adolphus Busch, the brewer, who has been critically ill for several weeks, departed to-day for Alton, S. C., accompanied by his wife, son, two daughters, three trained nurses and Dr. Luedeking. A temporary spur was laid from the Terminal Railroad tracks to Mr. Busch's home, and his private car was hauled almost to his front door. He was carried to the car in an invalid chair.

HEARS HUSBAND'S FUNERAL BY 'PHONE.

[By Telegram to The Tribune.]
Greenwich, Conn., Jan. 20.—While the funeral of the Rev. Joshua Holden was being held in the North Congregational Protestant Church, of which he was the pastor, his wife, lying sick in bed at her home, listened to the services through a telephone which connected with the church. The telephone had been put in especially for the funeral.

DAVIS SAILS AWAY.

SHIPS LEAVE KINGSTON.

Governor Swettenham's Peremptory Request—Correspondence.

Kingston, Jamaica, Jan. 19.—Rear Admiral Davis's mission of mercy to stricken Kingston came to an abrupt and painful conclusion to-day in consequence of Governor Swettenham's objection to the presence of American sailors engaged in the work of clearing the streets, guarding property and succoring the wounded and sick, culminating in a letter to the admiral per-

emptorily requesting him to re-embark all parties which had been landed.

Admiral Davis was greatly shocked and pained and paid a formal visit to Governor Swettenham to-day, informing him that the United States battleships Missouri and Indiana and the gunboat Yankee would sail this afternoon. To the Associated Press Admiral Davis said that immediate compliance with Governor Swettenham's request was the only course consistent with the dignity of the United States.

The friction between the Governor and the admiral began with the arrival of the American war vessels, when the Governor objected to the firing of a salute in his honor on the ground that the citizens might mistake the firing for a new earthquake. He also said that there was no necessity for American aid—that his government was fully able to preserve order, tend the wounded and succor the homeless.

Rear Admiral Davis, however, landed parties of bluejackets, who patrolled the streets, cleared away the wreckage, razed ruins, attended many of the wounded and won the highest praise from citizens and military officers for excellent work.

On the afternoon of the salute incident, Rear Admiral Davis wrote Governor Swettenham as follows:

My Dear Governor: I beg you to accept my apology for the mistake of the salute this afternoon. My orders were misunderstood, and the disregard of your wishes was due to a mistake in the transmission of my order. I trust the apparent disregard of your wishes will be overlooked.

I landed working parties from both ships to-day to aid in clearing the various streets and buildings, and purpose landing parties to-morrow for the same purpose unless you expressly do not desire it. The things a great deal may be done in the way of assistance to private individuals without interfering with the forces of yourself and the government officials. As the only object of my being here is to render such assistance as I can, I trust you will justify me in this matter for the cause of common humanity.

I had a patrol of six men ashore to-day to guard and secure the archives of the United States consulate, together with a party of ten clearing away wreckage. This party, after finishing its work at the consulate, assisted a working party to catch thieves, recovering from them a safe, taken from a jewelry store, valued at \$5,000. From this I judge that the police surveillance of the city is inadequate for the protection of private property.

Quarantined here are—namely, common humanity—I shall direct the medical officers of my squadron to make all efforts to aid cases of distress which perhaps do not come under the observation of your medical officers. I shall have pleasure in meeting you at the hour appointed, 10 a. m., at Headquarters House. I trust you approve of my action in this matter. Your obedient servant,

C. H. DAVIS, Rear Admiral.

Governor Swettenham responded Friday as follows:

Dear Admiral: Thanks very much for your letter, your kind and helpful assistance given or offered us. While I most heartily appreciate your very generous offers of assistance, I feel it my duty to ask you to re-embark the working party and all parties which your kindness prompted you to land.

If, in consideration of the American vice-consul's assiduous attentions to his family at his country, it would be glad to accept delivery of the safe, which it is alleged, thieves had possession of. The American vice-consul has no knowledge of it; the store is close to a sentry post, and the officer of the post professes ignorance of the incident.

I believe the police surveillance of the city is adequate for the protection of private property. I may remind your excellency that not long ago it was discovered that thieves had lodged in and pillaged the residence of some New York millionaire during his absence in the summer, but this would not have justified a British admiral landing a party of bluejackets to guard the property.

AFTER ALL, USHER'S THE SCOTCH that made the highball famous.—Adv.

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