The Sun.

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A GREAT SUMMER STORM.

A FURIOUS GALE BLOWING ON THE NEW JERSEY COAST.

Heavy Rains in the Interior—A Raging Sea Breaking on the Beach at Long Branch—Untounded Rumors of the Sinking of the Plymouth Rock and Sea Bird.

LONG BRANCH, Aug. 13.—A storm of unprecedented fury for this season has been raging here since last evening. The beach is submerged up to the bathing houses, about one-half of which have been taken down. Flitting is all carried on in doors, much to the disgust of quiet people. The water is rough at Sandy Hook, and many passengers coming to Long Branch were sick. Telegrams sent to the city yesterday brought a large number down to look after the safety of their families. At a late hour this evening the sea had not lulled, but the only danger here is to several thousand feet of lumber. It is feared that if the waters rise higher the railroad track near Seabright will be washed away.

RUMORED LOSS OF THE SEA BIRD.

A rumor is widely prevalent that the steamer Sea Bird, running between New York and Red Bank, foundered on her way back to New York to-day. I have been unable to trace the rumor to any reliable source. The Sea Bird carries mostly horses and other freight. She is not a very seaworthy boat. As the steamer was seen to pass Sandy Hook all right, the rumor is probably unfounded.

A schooner supposed to be from Norfolk, Va., for New York, passed to-night, keeping well out to sea. At intervals during the gale was furious, and it was feared the sun would rise on some disastrous wrecks.

THE RUMOR UNFOUNDED.

OFFICE OF THE ASSOCIATED PRESS, NEW YORK, Aug. 13.—There was a cruel report circulated late this afternoon that the hotels and other public places that a steamer bound to Long Branch had sunk on her way to Sandy Hook, and that four hundred lives were lost. There was no truth in the report, and no accident of the slightest character has occurred to any steamer plying between this city and Sandy Hook on the Long Branch line have made their regular trips, and passengers from New York by the last boat reached here this evening at the usual time. Special despatches from the Quarantine, Staten Island, and from Fort Hamilton, on the Long Island side of the Narrows, and from Sandy Hook all state that no accident to any steamer is known at either of those points.

From Sandy Hook to the Plymouth Rock—Five Hundred Frightened Passengers.

Passengers on the line between Philadelphia and Long Branch waited from 8 o'clock in the morning until 5 o'clock in the evening for the New York train, but were disappointed. The washing away of a portion of the track near Mount Holly caused the delay. At 5:15 P. M. a train of cars was despatched from Manchester, reaching Sandy Hook one hour and a half behind time. The steamboat Plymouth Rock was in readiness, and passengers numbering over five hundred immediately boarded her, and she left for New York at 7:30 P. M.

As the boat left Sandy Hook it was growing very dark. Hundreds of vessels were anchored within the harbor, and it was with great difficulty that the steamer passed them without a collision with some of them. Sandy Hook light shone out but dimly. When the Southwest Spit was passed, nothing could be discovered in the inky blackness of the night. The passengers became frightened as the vessel rolled from side to side, and many were the anxious glances cast at each other. Frail women clung closely to their male companions, who cheered them as best they could. The rain was falling in torrents, and the waves ran mountain high. The noble vessel labored heavily in the raging sea.

Capt. Westley Pearce stood in the wheelhouse ever ready to ring the signal to stop, while Chief Engineer John Sherman stood at his post with his hand on the throttle valve ready to receive the signal, and First Officer Thompson, in the heavy overcoat, was at the bow watching, peering into the darkness. Slowly the engines were run slowly. It was with difficulty that she could walk on the bell as the vessel rolled heavily. Every woman and child was sick, and many men also. Casey, the stewardess, was very attentive to invalids. Every state room, parlor, and saloon was full, and many had to lie down on the floor. The restaurant was crowded. The return trip of the steamboat Sea Bird, plying between New York and Red Bank, had sunk with all on board, had its effect upon many who feared they would meet the same fate.

When the Narrows was reached the vessel became more stable, and the congratulations offered among the passengers for their safe deliverance. When the boat reached her dock, Pier 8, North river, it was 9 o'clock. A great crowd had gathered on the pier in the rain and wind, with anxious looks scanned the faces of the passengers as they left the boat. Many questions were asked by those on the wharf, as a rumor had spread in the city that the Plymouth Rock while passing down the bay had struck on a rock and sunk with all on board. Great was the relief of those in waiting when it was learned that the report was unfounded.

Among the many passengers on board of the Plymouth Rock were Mr. and Mrs. Edwin Adams, Mr. and Mrs. William C. Rogers, Major Norton and wife of the Astor House, Mr. James Ryan of New York, Mr. and Mrs. Charles E. Cathcart, Miss Isabella Maguire, Mr. John De Hart, Gen. George Sheridan of New Orleans, Mr. and Mrs. Jere. T. Smith, Daniel Kerrigan, Mr. Charles Charles, Mr. Larry O'Brien, and others.

The Associated Press Report.

LONG BRANCH, Aug. 13.—A heavy gale is blowing here, and the surf is running high. The bathing houses have been removed to prevent their being washed away. The shore is lined with people witnessing the magnificent appearance of the sea. The storm is increasing.

The passengers for the 11 o'clock train to New York have returned to this place, and report that the track has been washed away between here and Sandy Hook. The New Jersey Southern Railroad track, between this place and Philadelphia, is also washed away. No train has yet arrived from Philadelphia to-day. The storm is the heaviest seen here for twenty years.

THE STORM INCREASING.

10 P. M.—The storm is increasing. It is now blowing a terrific gale. It is thought that the surf will rise and carry off the remaining bathing houses before midnight. The New Jersey Southern track at Seabright is in danger. Much damage is expected along the shore.

DAMAGE TO RAILROADS.

PHILADELPHIA, Aug. 13.—The storm last night was severe at Cape May and Atlantic City, but no damage was done. The track of the Baltimore Railroad was washed out near Rock Run, and the country is overflowed. The track was fixed by a railroad gang. The Pennsylvania Railroad track, near Palmyra, N. J., was washed away, and trains were delayed, but a large force of workmen repaired the track by noon.

At Newark, Del., the creek had overflowed and washed out the Baltimore Railroad track, near the culvert, for sixty yards. Passengers from Baltimore by the night train were transferred across the gap. The repairs were completed by noon, and trains are passing over as usual.

At Lancaster, Pa., the city water works were considerably damaged. The coffer dams were carried away, and several small bridges were washed out. No damage was done by the storm in Bucks, Mauch Chunk, Westchester, or Pottsville, though the rivers are all high.

Much damage has been done about this city by the storm, the breaking of culverts, and the flooding of cellars. In Camden, also, there has been similar damage.

ACCIDENT TO A LONG BRANCH TRAIN.

The A. M. Long Branch train from Philadelphia this morning met with an accident just beyond the Burlington County Railroad junction, caused by the heavy rain washing away the track. The engine and baggage cars were thrown off the rails. The engineer and fireman were the only persons injured, and they but slightly. The broken track prevents the passage of trains to and from Mount Holly and Long Branch. The passengers for Long Branch had to return to the city, all the cars but two having left the track. The Pullman car went off the track, compelling the passengers to crawl out through the windows. None of them were injured.

THE STORM IN SOUTHERN NEW YORK.

ELMIRA, N. Y., Aug. 13.—A bridge over Monkey River on the Erie Railroad, about fourteen miles west of here, was carried away this morning. One hundred feet of the bank of the Chemung canal feeder near Corning were washed out. The damage is estimated at $5,000.

A strange occurrence took place some twenty miles south of here this morning. A dam on one of the creeks broke away and carried off a dwelling house. It was during the height of the storm, and the owner of the house with his wife and daughter sought refuge in a barn. The barn was not near the path of the flood.

The dams seemed to have emptied themselves on the spot, for the building was washed away and scattered over the fields. The man was found at some distance from where the barn stood so much injured that he cannot recover. The wife and daughter have not yet been found.

The trains on the Erie Railroad were delayed some six hours by the carrying away of the Monkey Run bridge.

The Storm in Maryland.

BALTIMORE, Aug. 13.—The culvert and a portion of the track of the Philadelphia, Wilmington and Baltimore Railroad, near Elkton Station, was washed away by the heavy rain last night, delaying all the trains. The air-line train from New York, due here at 5 o'clock this morning, did not reach this city until 12:15 P. M. It took a large force of workmen three hours to repair the break. Trains are now running regularly. The branch road from Perryville to Port Deposit also suffered from the storm, large masses of rock being washed upon the track and the culvert carried away, completely obstructing travel.

The Storm about Washington.

WASHINGTON, Aug. 13.—Owing to the effects of the storm North the morning and evening mails from that section were each to-day six hours behind time.

The crops within a radius of twenty miles of Washington were seriously damaged by yesterday morning's storm. There was another rain storm here this afternoon.

The Weather To-Day.

WASHINGTON, Aug. 13.—The Signal Office predicts for the Middle Atlantic States low barometer, cloudy weather and rain, with lower temperature and fresh northeasterly winds, shifting southwesterly to-morrow. For New England northeasterly and northerly winds, threatening weather, and rain. For the lower lakes and thence to West Virginia, northeasterly and northwesterly winds, low temperature, rising barometer, occasional rain, and clearing weather.

IOWA FARMERS' CONVENTION.

A Full State Ticket Nominated with Andrew Hostie for Governor—Denouncing the Salary Grab and the Salary Grabbers.

DES MOINES, Aug. 13.—The Farmers' Anti-Monopoly State Convention met at 11 o'clock to-day, and after effecting a temporary organization and appointing the usual committees, took a recess till 2 o'clock P. M.

On re-assembling at 2 o'clock the Convention organized by the election of Mr. H. W. Lathrop of Johnson county as President, with a number of Vice-Presidents and Secretaries. While waiting the report of the Committee on resolutions speeches were made by Andrew Hostie, J. B. Grinnell, and others.

An effort to ascertain the political complexion of the Convention, as to whether the delegates were formerly Democrats or Republicans, was defeated. The first ballot for Governor, which was made formal, resulted in the nomination of Andrew Hostie of Warren. Frederick O'Donnell of Dubuque was nominated for Lieutenant-Governor on the second ballot.

The balance of the ticket is as follows: Supreme Judge, B. J. Hall of Des Moines county (by acclamation); Superintendent of Public Instruction, Prof. D. W. Prindle of Hamilton.

The Committee on Resolutions then reported the following platform, which was adopted unanimously, without debate:

Whereas, Political parties are formed to meet public emergencies, and when they have discharged the duty which called them into being they may become means of abuses as gross as those they were organized to reform; now

Wherefore, Both political parties have discharged the obligations assumed at their organization, and being no longer potent as instruments for the reform of abuses which always will cling to them, therefore we deem it consistent to attempt to accomplish a political reform by acting with and in such organizations; therefore

Resolved, That we in free convention do declare as a basis of our future political action, that all corporations are subject to legislative control; that those created by Congress should be restricted and controlled by Congress, and that those under State laws should be subject to the legislature; that it is the duty of the State creating them; that such legislative control should be an express abrogation of the theory of the inalienable nature of chartered rights, and that it should be at all times so used as to prevent monopoly corporations from becoming engines of oppression.

Resolved, That the property of all corporations should be assessed and taxed in the same manner and taxed at the same rate as the property of individuals.

Resolved, That the Legislature of Iowa should by law fix the maximum rates of freight to be charged by the railways of the state leaving them free to compete below the rates.

Resolved, That we favor such modification of our banking system as will extend its benefits to the whole people, instead of serving an monopoly now enforced by the favored few.

Resolved, That we demand a general revision of the present tariff law that shall give us free salt, iron, lumber, and all the necessaries of life, free materials for the manufacture of iron, free fabrics, and reduce the wools to a revenue basis only.

Resolved, That we will not knowingly nominate any bad men to office nor give place to persistent seekers thereof, but will freely seek for universal competent officers, as heretofore political leaders have sought office for themselves, and that we will nominate only those who by their ability, fidelity, and sympathy with these organizations, and will at the polls nominate any candidate known to be unfit or incompetent.

Resolved, That we demand the repeal of the back salary law,