SURVIVORS OF THE WRECK.

TELLING THEIR STORIES OF THE LOSS OF THE CHAMPION AT SEA.

Twenty-four Alive to Describe the Terrors of that Night, while Thirty-three are Silenced in Death—Where Does the Blame Lie?—The Names of the Passengers.

Of the survivors of the wreck of the steamship Champion, the six who sailed for this port in a Norwegian sailing vessel arrived yesterday. They came on the Petit Codiac, a Nova Scotian English bark, that reached the scene of the disaster after the Champion had gone to the bottom and while her boat and raft and the boats of the Lady Octavia were in search of survivors amid the waves. The Nova Scotian bark was bound to this port from Gloucester, England, via the Delaware Breakwater. Head winds impeded her progress on Friday, but on Saturday she made good headway. She reached Quarantine yesterday noon, and was detained there more than an hour. She laid up at a Brooklyn wharf, and her passengers were transferred to the Battery by the tugboat Hudson at about 2 o'clock in the afternoon. These passengers were Joseph Mitchell of 199 Washington street, Martin Broad of 301 West Forty-eighth street, C. E. Garner of 19 East Twelfth street, and Rev. Foster (colored) of 19 East Twelfth street. John Thompson and Charles Ehler are seamen from the Champion. Rev. Foster is the servant of Mr. Garner, who was a cabin passenger with Joseph Mitchell and Martin Broad. Mr. Garner's name is not on the list of passengers of the Champion, but his stateroom was No. 22, in which he occupied berth 2, opposite which, on the ship's list, is the name of William Siska. Mr. Siska parted with his ticket, and Mr. Garner purchased it from a broker without the knowledge of the Champion's purser. Mr. Joseph Mitchell is a contributor to the sporting papers, and was on his way to the races in various Southern cities during the coming season. He is best known by his sobriquet, "Skid." Martin Broad is a salesman for the produce commission house of Hunt & Voorhies, 298 Washington street, and was on his way to Charleston to do business there for his employers. He is on the Champion's passage list as a steerage passenger. After the Champion left her wharf, on the afternoon of Thursday last, his ticket was changed for one that entitled him to a cabin passage. These men were profuse in their expressions of thanks to Capt. Sleeves and the other officers of the Petit Codiac for the generous treatment they received on the trip from the scene of the disaster to the city. As one of the shipwrecked men expressed it, "Nothing that the bark contained was too good for us."

Mr. Garner and his servant went home at once, but Mr. Broad, Mr. Mitchell, and the seamen Thompson and Elder hurried to the company's office on Pier 27, North River. There they obtained news of the safety or death of those they knew on the Champion, and the information they gave enabled a perfected list of the rescued to be made. It was as follows:

Joseph Mitchell, cabin; C. E. Garner, cabin; Martin Broad, cabin; Rev. Foster (colored), steerage; R. W. Lockwood, Captain; Chas. Miller, second officer; John Williams, third officer; Chas. Ehler, seaman; Fred. Ros, seaman; Fred. Richards, seaman; Frank Jacobson, seaman; Richard Owings, boy; Wesley Reeve, chief engineer; C. H. Bunce, first assistant engineer; Edward Ryan, second do.; Patrick Flynn, second assistant engineer; Luke Kelly, fireman; Alex. Rose, stoker; Isaac Hancock, chief cook; John Foster, porter; Catherine Cross, stewardess; Geo. Holland, waiter; Moses Finckney, waiter.

It is declared by all the survivors that those who were not brought to Philadelphia in the Lady Octavia or to New York on the Petit Codiac are drowned. They could not have been rescued, because the disaster occurred thirty miles from land, and the other vessels than those mentioned were in those waters. Those who were saved were, many of them, nearly dead from cold and exhaustion when they were rescued. Therefore the list of the drowned is as follows:

Mrs. C. O. Andrews, Charleston, S. C.; Miss Mary A. Andrews, Andrews's daughter; W. W. Clark, H. Hax Sill, Boston; Mrs. H. Hoxtable, Boston; William Peets, Jersey City; Mrs. Jessie Peets, Brooklyn; Ross Barbary, steward; C. Horan, steerage; C. Potter, steerage; Mrs. Potter, steerage; Kate Thrackey and an infant, Miss Jackson, steerage; John F. Anderson, seaman; Wm. Curtis, stoker; August Hansen, seaman; Fred. Bier, Wm. Curtin, stoker; August Bruhl, E. Lange, steerage; Frank Garagan, stoker; Peter Gurnfield, steward; Baker, Charleston; Paul Jones, steward; Chas. Miller, first officer, Brooklyn; John H. Mabel, porter, Charleston; Andrew Middleton, seaman; Antonio Mobias, quartermaster; John Nelson, seaman; A. F. Potts, cook; Frank Pettit, seaman; John Hanson, second cook; Peter Smalie, steward; Michael Savage, fireman.

The total number lost is thirty-three and the number rescued is twenty-four. It is generally believed that there was an infant on the ship, and that it was a child of Kate Thrackey, the only female passenger. Both mother and child are among the drowned.

Capt. Lockwood said yesterday that the charge made by the Captain of the Lady Octavia, that the Champion had no lookout at the time of the collision, is untrue. Capt. Lockwood did not see any lookout, but the sailor who was acting as lookout, The Captain conversed with THE SUN's reporter again yesterday about the disaster, and his narrative was precisely similar to what he had said on the previous day. He is positive he had not left the deck more than five minutes before he was called back by the cry, "Sail ahead!" When he saw the sailor returned to the command slowed him that his instant efforts should be directed to the care of the passengers. He signalled the engineer to stop and back the vessel before he turned aft to the cabin. He declares that he cannot account for the accident. The quartermaster, who was in charge of the wheel, is a faithful and able sailor. The Captain had known him many years. The Captain saw no sail close to his vessel when he was on deck five minutes before the seaman who alarmed the vessel cried out at sighting the English ship.

Capt. Lockwood says that the accident to the gangplank at the wharf just as the Champion was about to start was not an uncommon one. The great Sound steamers of the Fall River line almost empty the dock of water when they depart from their pier, next to that of the Charleston line, and frequently the retreating water sucks the steamships out so far and with such force that they break their cables.

A sailor on a vessel of the Charleston line said, yesterday, that it would not have been an unheard of thing if the first mate's entire watch was asleep when the collision occurred, and that there was probably no lookout except First Officer Leonard, who may have been busy during the manipulation of the foresail which the men were setting. This seaman said that the steamers of the Charleston line have only about six foremast hands—three in the watch of the first officer, and three in the second mate's watch. In each watch one man goes at the wheel, another paces the upper deck near the bow, and scans the sea, and the third does whatever else is required. In case the sails are to be handled the whole watch often go aloft. The sailor knew nothing about the facts of the disaster to the Champion. He said the Charleston's officers were as good navigators as sail in the coast trade.

Seaman John Thompson, who arrived on the Petit Codiac yesterday, says that the man at the wheel at the time of the collision was a Norwegian named Frank, who was the first person aboard the Lady Octavia. He leaped on her at the time of the accident, and did not get even his feet wet. The Frank he referred to was found to be Frank Jacobson, one of the eighteen survivors who reached this city on Saturday by way of Philadelphia. Seaman Thompson is a veteran sailor. He has been washed off seaboard and wrecked almost everybody else on various vessels wished ashore during the last two disasters he has experienced; he never was so dangerously situated as in this last one. He and Charles Ehler, the boy Owings, and another sailor were asleep in the forecastle in front of the entering point of the bow of the sailing vessel. He awoke and called to boy Owings pulling him and calling to him to come to life. Falling spinners and beams fell upon deck and on the bunks around him, and he looked with astonishment at the destructive progress of the other ship seemed to be bearing down upon the bow. He says the Champion must have been backing down to produce the movement on the part of the other vessel, as no thoroughfare between the chains and the banks. It was blocked by debris. The only way out of the forecastle at the time was Thompson saw the sky through the hole made by the ship and he dived out into the open air. The boy Owings, the Champion, but Thompson reached the deck and hurried aft. He saw Mr. Garner trying to clear away the after boats. The second officer and three of the men were at the other boats. Third Officer Leonard was at the wheel. Capt. Lockwood with a pained face, blow cloth under his arm. The boy called to the ladies:

"Come for your clothes. Come out."

Then it began to sink. Thompson overturned one of the reservoirs on the deck. He had no time for his own one, but it around his neck. Suddenly the steamer ceased backing her own whistle as she went under water, and when became clear grating that had rested on the deck floated beyond the sunken vessel and rose to the surface. Had the same toward the stern he would have been picked up at

The other sailor who was brought in the Lady Octavia, whose name is Charles Ehler, stated that he had in his hand a rope which he had passed between the anchor chain and something that fell across it. Whatever it was he had got a turn of it and then the vessel began to sink with him.

Mr. Martin Broad, the salesman for Hunt & Voorhies of Washington street, says that on the day before the collision he played cards in the cabin with Mr. Garner, young Steffany, and one or two others, and went to bed at 10 o'clock. His room was aft in the lower saloon. He talked ten minutes with his roommate, whose name he does not remember, and then fell asleep. A dull thud awoke him. His roommate screamed:

"Get up; something is the matter!"

He was already half dressed, but Mr. Broad was first on deck. He afterward saw this young man on the deck with a valise in his hand. The stewardess, Catharine Cross, who had a bundle of clothing in her hand, begged the Captain to save her.

"I've got no time," the Captain said. "I must look after my passengers."

The Captain stood in the saloon door. He was calling to the women:

"Come out, come out; never mind your clothes; you have no time to dress yourself."

Above his voice sounded the cries of a man calling for an axe. The men were cutting away the boats. One boat was cut away, and it fell on the deck. Mr. Broad went and stood by it. When the ship sank he held to the boat and went under with it. It turned bottom up, and he got tangled in the rigging. He swam in the sea and met with an empty butter cask, which he could make no use of to buoy him up. He left it and swam toward the Lady Octavia. He found his friend, Mr. Mitchell, holding on to a window sash. He grabbed the sash, and afterward Mr. Garner, who floated near on a chair, swam to the sash, and all three were aided by it, though it sunk a little way under the surface. The three chilled and fatigued men saw a boat approach. They had been shouting for an hour, but now they shouted louder. The boat turned away and picked up others from the water. Again it came and again departed without its occupants seeing the three men on the sash. The third time it approached the shipwrecked passengers made themselves heard, and were rescued. They were taken to the Lady Octavia, but, as her condition was dangerous, and they were not deemed strong enough to risk another wrecking, they were transferred to the Petit Codiac at 8 o'clock, five hours after the collision.

Mr. Joseph Mitchell was found at Smith & McNeil's Hotel, in Greenwich street. He says he was depressed, and feared some accident would occur during the night. It was foggy, and he heard the passengers talking of the dangers of coast travel in thick weather. It was his first voyage at sea, and his inexperience increased his nervousness. At about 3 in the morning he heard a low thud. He did not feel any shock. Suddenly all was confusion. People ran two and fro in the cabin, and commands were heard from many voices. "Dress yourself" was the principal order, and the one oftenest repeated. He had not taken off his trousers or stockings. He put on his shoes and waistcoat. He looked out, and saw the stewardess, who cried:

"Oh, the ship is sinking."

He returned to his stateroom and took up his coat, and, in fact, everything except his valise. When he reached the deck the stern was high in the air, but the bow seemed to be in the water. He saw the Lady Octavia plainly. He observed the bright sky and clear atmosphere, and remembers wondering how such an accident could be accounted for in so calm a sea and in such weather. The Champion's whistle was blowing shrilly. He climbed the steep deck, but suddenly he slipped and rolled down, thinking many things in his course, and bruising and cutting himself. He heard the shrieks of women, but both he and Mr. Broad, as well as Thompson, the seaman, say that the women did not come out of their rooms. The vessel sunk, and he was sucked down. Some one grabbed him and pulled him down again as he was floating upward; but soon the hold was released, and he reached the surface. He is a good swimmer. He found the window sash, and was all alone for some time. In every direction cries for help were heard from persons in the water. He could see three miles, he thinks. The boat that rescued him and his companions was the small boat of the Lady Octavia. When he was taken into the boat he was unconscious. His friend, Mr. Broad, has since told him he could not have remained alive many more minutes had he not been picked up.

Mr. C. E. Garner was found at his residence last evening, having arrived in the afternoon. For twenty-four hours his family had mourned him as dead, and his sister, who was in poor health, was prostrated. The physicians are in doubt whether she will recover from the shock. In relating his experience Mr. Garner said:

"Up to midnight on the night of the disaster I was having a jolly time with four other men whose acquaintance I made. Euchre was the game. At 12:30 I took off my outside clothing, crept into my berth and fell fast asleep. The berth was the second one aft the wheelhouse on the port side. A shock awakened me, but it did not shake me up very badly. In fact, I shouldn't have taken the trouble to get up had I not heard noises of excited people in the cabin. I found that the shock had knocked the key out of my door. I found it after a search, I put on all my clothes, even to my great coat, and started out. A woman, the stewardess, I think, was dressing in the cabin. Just then Foster came down from the deck and said that there had been a collision, and that we might as well go on deck. So he picked up one valise, the most valuable one, while I grabbed the other, and we started. There were life preservers in my stateroom, but I thought it not worth the while to put one on. As we were leaving the cabin a voice called down from the deck, 'Come up; the vessel is sinking.' I think it was the Captain. Arriving on deck, the vessel was seen to be sinking rapidly. Passengers and crew were mixed up, running around half dressed or not dressed at all, and all was confusion, excepting when two sailors worked fruitlessly at a boat to unloosen it. The crew were demoralized. Down in the cabin I heard women screaming. It was frightful to see and hear. I remember saying to myself that I would try to keep my presence of mind. I looked around to get hold of something. There were only chairs. Said I to Foster, my servant, 'Boy, snatch a chair; it's our only chance.' The water had risen nearly to the deck, and we could almost step overboard. Foster grabbed a chair in one hand, his valise in the other, and stepped off. He said afterward that he took the valise down to the bottom of the ocean, and left it there. He couldn't swim. I could swim pretty well, and yet I went down to an immense distance—so it seemed. When I came up three men were screaming near, and flinging up their hands. They went down all at once, and all together. One grabbed my shoulder, and I shook him off. I had to, or die with him. I couldn't get my chair to hold me up, and it kept turning over and over in the most provoking way. When I came up the vessel had gone down, and the waves washed me further away. Then I saw two men clinging to a part of a skylight. They were Mr. Broad and Mr. Mitchell, with whom I had been playing cards a short time before. Then I swam to the skylight and grabbed it. I didn't like to climb upon it, because it wouldn't hold up three men. So I balanced myself on the edge by seizing the sash where the glass had been broken out. The glass cut my hands in many places, as you can see. For an hour it seemed to me we floated around. I turned my head away when a wave broke over us, and so, although bitterly cold, I didn't swallow water. Poor Mitchell did, however, and I expected at any moment to see him let go and sink. On every hand for a while men's cries were heard, that would suddenly stop, one by one, and be heard no more. Meanwhile the vessel that had been near us drifted away. 'We are lost,' I said; 'the vessel has gone.' Then a rowboat from the Octavia was seen; it seemed a mile and a quarter away. We shouted and it drew near. Then it moved away again. For three times it repeated this performance, although we screamed at the top of our voices. When it went away for the third time I was exhausted and gave up. 'Let's let go,' I said. 'What's the use of struggling along here and dying after all?' But suddenly the boat came directly toward us. A sailor grabbed me by the left arm, which was so benumbed that I could not use it, and lifted me into the boat. There was Foster. Lucky dog! He couldn't swim and he came up close to the boat. I want to add a word for the Captain of the Octavia. Even when he did not know whether his vessel would be afloat five minutes longer or not, he ordered his boats down for our rescue. I was transferred from the Octavia to the Petit Codiac. When at quarantine I telegraphed home."

All the colored men who survived the wreck of the Champion, except Foster, the porter, left New York for Charleston on the steamer George W. Clyde of the Charleston line at 9 o'clock yesterday morning. Charlotte Cross, the stewardess, and the only woman rescued, accompanied them. She has children in Charleston. All the other survivors of the crew will meet the Captain at the company's office this morning.

Yesterday Capt. Lockwood visited the relatives of First Officer Leonard, who went down with the Champion.

A man who did not give his name asked for news of W. W. Clark at the office of the Charleston line.

Mr. Tilden's Answer to a Railroad Suit.

From the Chicago Tribune.

Some months ago Henry Du Pont and others filed a bill against the Delaware Iron and Iron Company and its stockholders, in which the latter is an government on their stock so as to cause a sufficient loss which will pay the company's debts. Yesterday Samuel J. Tilden, one of the stockholders, filed his answer, and, as it has the interest of the company in view, it may be of some value to the company. He says that the Pennsylvania company in 1857 and its failure in 1876. He says that the Pennsylvania company, and that the company had the power as charged in the bill, or company could issue of stock to holders thereof without consideration, but should it could only be issued when fully paid for in cash, or property at the cash value thereof. He says that all debts were in the hands of a receiver, its assets were paid up. He says that some of the stockholders had since paid up their stock, but others, including himself, had never only allowed stock to be sold when paid for, the presumption was that all stock issued had been paid for. His own 1,000 shares, which he allows he owes, were bought in open market in good faith for value, and in ignorance, under the belief that they were paid for, and he does not that the original holder paid for them in full, and denies that he is under any liability to pay anything on for score. For all of which reasons he thinks the bill ought to be dismissed as to him.

Actor Porter's Murderer.

CLYDE, N. Y., Nov. 8.—Scratched in a rude, scrawling hand, evidently with a diamond, on a pane of glass in the gentlemen's waiting room of the New York Central and Hudson River Railroad depot at Clyde is the following

Jim Curry
Jacksonport
Arkansaw

J M Curry
This is supposed to have been written by the murderer of Porter of the Wardle Burrymore troupe.

Weak Eyes, Sore Eyes, and Inflamed Eyelids, styes, &c., rapidly cured by using Dr. Becker's celebrated Eye Balsam. Sold by all druggists. Depot, 6 Bowery.—Adv.

THE VERY CLOSE ELECTION.

RESULTS AS SHOWN BY THE LATEST RETURNS FROM THE COUNTRY.

Probabilities that Three and Possibly Four of the Democratic Candidates are Elected—Mr. Potter's Majority More than 2,000.

THE SUN is enabled to lay before its readers this morning revised returns from many counties in the State. Nevertheless it has been impossible to get the exact figures from several counties, and the official canvass may change the general results by several hundred. The figures given below elect Mr. Potter (Dem.), Lieutenant-Governor, by 2,931 majority; Mr. Mackin (Dem.), Treasurer, by 1,202 majority; Mr. Horatio Seymour, Jr. (Dem.), Engineer and Surveyor, by 9,759 majority; Mr. Carr (Rep.), Secretary of State, by 673 majority; Mr. Ward (Rep.), Attorney-General, by 2,645 majority, and Mr. Wadsworth (Rep.), Comptroller, by 3,075 majority. From the closeness of some of the results it is plain that the official canvass alone can determine who are elected.

Majorities for Lieutenant-Governor and Secretary of State.

	Potter's Maj.	Hoskins's Maj.	Burch's Maj.	Carr's Maj.
Albany	1806		1500	
Allegany		2880		2880
Broome		1346		1423
Cattaraugus		2650		3000
Cayuga		3200		3000
Chautauqua		4000		4000
Chemung		292		250
Chenango		1475		1455
Clinton		1043		1080
Columbia		1915		1200
Cortland		1265		1194
Delaware		100		100
Dutchess		1500		1500
Erie		3357		3386
Essex		1200		1200
Franklin		1548		1540
Fulton		900		925
Greene	1100		1150	
Hamilton	200		200	
Herkimer		1075		1080
Jefferson		1650		1983
Kings	10596		9283	
Lewis		75		75
Livingston		900		980
Madison		1814		1813
Monroe		2460		1860
Montgomery	69		58	
New York	48652		48349	
Niagara		500		500
Oneida		1420		1410
Onondaga		4117		4170
Ontario		770		800
Orange		698		594
Orleans		1595		1635
Oswego		3052		3000
Otsego		95		110
Putnam		500		500
Queens	3100		3100	
Rensselaer	600		125	
Richmond	1072		1037	
Rockland	353		337	
St. Lawrence		6856		6850
Saratoga		1557		1674
Schenectady	200		200	
Schoharie	1650		1700	
Schuyler		641		640
Seneca	70		100	
Steuben		1417		1400
Suffolk		537		552
Sullivan	600		600	
Tioga		940		940
Tompkins		594		927
Ulster	1200		1150	
Warren	100		100	
Washington		3296		3256
Wayne		2120		2128
Westchester	800		750	
Wyoming		1484		1400
Yates		1160		1144
Totals	72467	69536	67747	69861

Potter's majority, 2,931; Carr's majority, 673.

Majorities for Comptroller and Treasurer.

	Grant's Maj.	Wadsworth's Maj.	Mackin's Maj.	Wheeler's Maj.
Albany	1750		1650	
Allegany		2800		2800
Broome		1405		1500
Cattaraugus		2800		3000
Cayuga		3150		3000
Chautauqua		4100		4000
Chemung		249		250
Chenango		1470		1465
Clinton		1050		1040
Columbia		1850		1300
Cortland		1234		1160
Delaware		100		100
Dutchess		1520		1525
Erie		3400		3400
Essex		1200		1200
Franklin		1540		1550
Fulton		950		900
Greene	1075		1100	
Hamilton	200		200	
Herkimer		1100		1040
Jefferson		1670		1040
Kings	9902		10298	
Lewis		75		75
Livingston		1805		980
Madison		1837		1810
Monroe		2820		2800
Montgomery	68		60	
New York	46883		48180	
Niagara		500		500
Oneida		1600		1411
Onondaga		4179		4200
Ontario		798		794
Orange		695		593
Orleans		1678		1610
Oswego		3262		3271
Otsego		90		94
Putnam		500		500
Queens	3100		3100	
Rensselaer	600		507	
Richmond	1000		1070	
Rockland	337		338	
St. Lawrence		6800		6850
Saratoga		1582		1577
Schenectady	200		200	
Schoharie	1700		1650	
Schuyler		648		646
Seneca	100		100	
Steuben		1410		1413
Suffolk		518		520
Sullivan	600		600	
Tioga		934		972
Tompkins		810		862
Ulster	1150		1150	
Warren	100		100	
Washington		3416		3420
Wayne		2125		2121
Westchester	775		800	
Wyoming		1400		1400
Yates		1157		1120
Totals	69400	72475	71147	69845

Wadsworth's majority, 3,075; Mackin's majority, 1,202.

Majorities for Attorney-General and Engineer.

	Schoonmaker's Maj.	Ward's Maj.	Seymour's Maj.	Smith's Maj.
Albany	1900		1800	
Allegany		2800		2800
Broome		1200		1234
Cattaraugus		2900		2950
Cayuga		3000		2800
Chautauqua		4000		3800
Chemung		200		200
Chenango		1475		1460
Clinton		1055		1000
Columbia		1500		1041
Cortland		1191		1156
Delaware		100		100
Dutchess		1500		1482
Erie		3382		2878
Essex		1200		1200
Franklin		1550		1540
Fulton		915		850
Greene	1150		1175	
Hamilton	200		225	
Herkimer		950		900
Jefferson		1650		1625
Kings	10415		10343	
Lewis		75	100	
Livingston		978		924
Madison		1827		1673
Monroe		2280		2360
Montgomery	69		113	
New York	44689		49744	
Niagara		500		500
Oneida		1400		1200
Onondaga		4193		4370
Ontario		798		800
Orange		626		594
Orleans		1480		1440
Oswego		3150		2959
Otsego		67		93
Putnam		500		500
Queens	3100		3250	
Rensselaer	600		850	
Richmond	1100		1125	
Rockland	316		351	
St. Lawrence		6850		6900
Saratoga		1567		1499
Schenectady	200		200	
Schoharie	1650		1700	
Schuyler		645		641
Seneca	100		100	
Steuben		1400		1400
Suffolk		525		513
Sullivan	600		600	
Tompkins		808		842
Tioga		938		917
Ulster	1150		1150	
Warren	100		100	
Washington		3173		3300
Wayne		2124		2104
Westchester	800		750	
Wyoming		1400		1400
Yates		1150		1120
Totals	69400	69294	70070	66847

Ward's majority, 2,645; Seymour's majority, 9,759.

DEMOCRATS IN COUNCIL.

Indiana Politicians Discussing the Situation in New York.

From the Indianapolis Journal.

Members of the Democratic State Central Committee, and a number of influential men of the party, were yesterday summoned to this city by telegraph, and a meeting for conference and deliberation was held at the State Auditor's office, lasting over three hours. Speeches were made by Gov. Hendricks and Senator Voorhees, advising that the efforts of the Indiana Democracy should be directed toward bridging over the chasm between John Kelly, as the leader of Tammany, and the regular Democracy of New York State; for, said these gentlemen, it is of the first importance to carry New York State, and that cannot be a certainty while such divisions exist. It was brought defeat in the present contest. It was suggested by Senator Voorhees that if Indiana could be the means of introducing the olive branch of peace among the discordant and bitter factions of the Democracy in the Empire State, it would greatly improve the prospects of Gov. Hendricks as a candidate for the Presidency, and make him a host of friends. There were others, however, who did not favor any conciliation toward John Kelly, but advised that he should share the fate of all boilers, and be read out of the party. Congressman Cobb was very vehement in his denunciation of the course pursued by Kelly, and appeared to be of the opinion it would be easy and proper to unceremoniously turn him out of the Democratic party as a punishment for his political sins. Eventually the views of Hendricks and Voorhees prevailed, and the Executive Committee were intrusted with the duty of transmitting such fraternal messages to the New York leaders as should have a soothing effect and tend to bring harmony out of discord

GALLOPING AFTER THE HOUNDS.

The Nine-Mile Ride of the Montclair Hunting Club on the Orange Mountains.

"There will be rare sport on the mountain side, my lad, for yonder go the greatest beauties that ever followed a fox, let alone a chest of a drag," said the tall, white-haired lodge-keeper at Llewellyn Park, in West Orange, N. J., on Saturday afternoon, as a huntsman cantered past the lodge followed by a pack of trained hounds. The huntsman was Harry Howard who wore a red jockey cap, gray hunting jacket, corduroy pantaloons, and high topped boots, and was mounted on a large bay horse. He stopped on the mall in front of the lodge keeper's house, facing the Orange Valley road, where were gathered a score of ladies and gentlemen in bright-colored riding suits. The young ladies wore blue and black riding habits, and some of the gentlemen had hunting jackets of blue, black, and green velvet, and a few Guernsey jackets, with leathern and chamois leggings. They were all mounted on spirited horses, that pranced on the highway as though eager to start after the hounds. They had gathered to take part in the regular meet of the Montclair Hunting Club, which is composed of New York business men who reside in Orange, Montclair, and in Llewellyn Park. A large number of their friends sat in coaches driven up on the roadside in order to see the start. Gov. George B. McClellan and his wife drove past on their way to his residence on the ridge of the Orange Mountains, a few minutes before the hounds were let go. The Governor has recovered from his recent severe attack of illness.

At 4 o'clock the huntsman's horn was heard in a cluster of bushes several hundred feet north of the valley road. Then the horses in front of the park entrance began to prance, and their riders had hard work to keep them in hand. A minute later the baying of the hounds was heard, and out from a clump of bushes dashed Harry Howard and twelve hounds. In the centre of the highway the hounds caught the scent, and away they ran up the road to the spot where the hunters were in waiting. As the hounds crossed the valley road and entered Llewellyn Park sixteen ladies and gentlemen started in pursuit. The route led up the mountain side through the well kept, hedge-lined serpentine drives in the park, and showers of gravel were scattered over the clipped grass on either side as the horses dashed at full speed up the mountain side. Ladies and children stood on the courses in front of parlor residences or on the verandas, and waved their handkerchiefs at the party as they flew past.

Just under the ridge of the mountain, near Eagle Rock, the hounds turned north and ran in the direction of Montclair, crossing meadows, stubble fields, and orchards. After skirting the base of the mountain for over a mile, the hounds led the hunters a hot chase down the mountain side, so that the horses had to take flying leaps over rail and board fences and deep ditches in ploughed land. A hundred yards north of M. Davitt's Hotel the hounds struck the valley road again, after leading the horses through several gardens and across lawns.

The farmer who owns the farm on the east side of valley road, where the hounds crossed, had taken the precaution to let down the rail bars so that the horses might not be forced to leap over the fence. The huntsman urged him to leave the bars up, but he would not do so. He said he'd be "d—d" if any gentleman'd say on 'em was agoin' to break their necks on his farm." The disappointed followers of the hounds were therefore compelled to ride into the field without taking a flying leap, but a dash up the hill and down again, taking a wide ditch and a high fence on the way, compensated for the disappointment.

About five miles from the start the hounds doubled and went straight up the mountain side again, and then recrossed the valley road about half a mile south of the late residence of Joseph A. Buir. Continuing up the steep hill, the hounds led the huntsmen on an exciting gallop to the home of Mr. Rowland Johnson, where the finish was made. A young lady, who wore a blue cloth riding habit and was mounted on a strong-limbed dark chestnut horse, was first at the finish. She was awarded the brush. Several gentlemen were close after her. The distance covered was nine miles.

THE INDICTED POLICEMEN.

Mr. Faulkner Denies Any Threat and Mr. Rollins Promises a Real Prosecution.

Chairman Faulkner of the Democratic State Committee has telegraphed the following denial of George Bliss's assertion that he threatened, if Police Captain Williams didn't work for the Democratic ticket, it would be worse for him:

DANVILLE, Nov. 8, 1879.

There is no truth in the statement of Mr. George Bliss as to any promise of mine to Williams.

L. B. FAULKNER.

Mr. William A. Fowler, Chairman of the Executive Committee, said yesterday that he had not heard of any such threat. A majority of the Grand Jury that indicted Williams were Republicans, including Mr. George Starr, the foreman. Mr. Walter Carter of the Grand Jury said that the question of Williams's politics was not considered in ordering the indictment. The jury acted on the evidence, and any court would set aside Williams on account of his political backing, would have failed.

In reference to the supposed flaw in the indictment, which charges that the assault was committed by "Alexander S. Williams, late of the First Ward of the city of New York," Assistant District Attorney Rollins said: "It amounts to nothing. On indictments for crimes against the person the locality wherein the offence was committed is immaterial. The indictment would stand even if it alleged that Williams assaulted Smith at High Bridge or anywhere else within the jurisdiction of the court, which in this case extends over the city and county. I do not for a moment imagine that the defendant's counsel will interpose such an objection. The form is an old one, and has been in use in the District Attorney's office as long as I can remember."

Mr. Rollins added that the case against Williams and Fleming would be pushed just as any other, and that no favors would be shown on account of any supposed political influence. The case is set down for trial on Wednesday next, and the Assistant District Attorney does not apprehend any motion for postponement.

A high legal authority said last evening that the Governor and Attorney-General had an undoubted right under the law to send a deputy into the District Attorney's office to take charge of the prosecution. This was done at the trial of the indicted Police Commissioners in Gov. Dix's term, Deputy Attorney-General Charles S. Fairchild having been sent down at the last moment greatly to the surprise of the defendants and still more to the surprise of the District Attorney. "I believe," the gentleman added, "that if either Gov. Robinson or Mr. Schoonmaker imagined that there was anything underhanded in this prosecution, or any attempt to strain the law in favor of the accused policemen, they would take action very speedily."

THE SEE-SAW OF GEORGE BLISS.

TO THE EDITOR OF THE SUN—*Sir*: Mr. Lester B. Faulkner telegraphs you that "there is no truth in the statement of Mr. George Bliss as to any promise of mine to Williams."

It will be seen that Mr. Faulkner limits himself to a denial that he made any promise. He does not deny—and I don't believe he will deny—that shortly before the election he urged and pressed Mr. Interview with Capt. Williams; that in that interview he urged Williams to use his influence in favor of Robinson, even suggesting that such influence should be exerted among Jew brokers; that he assured Williams that Gov. Robinson would be elected, and that he was "a nice old man" whose "arms were long" and could do much for Williams; that Gov. Robinson's friends would be helpless to help him, and a good deal more to this effect.

Nor does he deny that he stated he had talked with Commissioner Matthews about Williams, and that he assured him of McLean's support in Williams's behalf, while his views of Commissioner Morrison were not exactly complimentary to his abilities or his nation. It is not by these facts that, not before election, Williams being under charges before a Police Board one-half of whom were covert friends of Gov. Robinson, he (Faulkner) became a member of the Democratic State Committee, sought an interview with Williams, and held out inducements to him, a Republican, to use his official influence in favor of Robinson and the Democrats who had selected and obtained a place for Williams from the Robinson Police Commissioners. If this is not denied, the question of "promise" becomes a quibble.

GEORGE BLISS.

The Good Luck of Harvard College.

From the Boston Herald.

The largest bequest ever made in favor of Harvard College is contained in the will of the late Walter Hastings, of this city, which has just been admitted to probate. The will provides that, upon the death or marriage of his wife, or sooner if in the judgment of the trustees it shall seem advisable, the latter is to be notified of the fact, and to have a trust fund adequate to provide an income sufficient for the maintenance of the wife in favor of his wife and adopted daughter, so much of the principal shall be expended as shall be necessary to erect upon the grounds of Harvard College a building of such character as shall be decided upon by the President and Fellows of the College, to cost not more than $[illegible], and not more than $[illegible] the building to be called the Walter Hastings Hall, in memory of his father, grandfather, and uncle, and upon the death or marriage of his wife, and the death of his adopted daughter, the residue of the trust fund and all accumulations thereon to be applied to the erection of a trust fund to be called the Walter Hastings Fund, the income of which is to be used at the discretion of the President and Fellows of the College, understanding, however, that the income is to be used for American students, who may be in indigent circumstances would be a most proper method of expending this income. He will provide for bequests of about $[illegible] relatives and friends in various sums, furniture to be distributed among servants and his carriage, horses, harness, plate, furniture, and the house, 117 Commonwealth avenue, to be valued at $[illegible]. He has adopted a daughter, T. E. Proctor, Alexander S. Whedon, and William H. Goodwin are appointed executors, and Messrs. Whedon and Goodwin are entitled to a reasonable compensation for their services. The estate will really accrue to Harvard College, for the Walter Hastings Fund is said to be not far from half a million dollars.

The Commonwealth Distribution Company

Have always drawn promptly at Louisville, Ky., on Nov. 29, 1879, prize, $112,000; highest, $30,000, $10,000, $5,000. The chances are better, and the amount of money distributed is larger than any other company. Macauley's Theatre, the place where the drawings have taken place, will hold 3,000 persons. Tickets have sold at $2; halves, $1; 27 and consolidated, Broadway, New York, or E. H. Porter, 1,227 Broadway.—Adv.

COUNTING CANDIDATES IN.

THE ASSERTION THAT THERE HAVE BEEN FRAUDS IN THE COUNT.

How the Tammany-Republican Frauds are Said to Have Been Committed—Charges of Treachery Being Made on All Sides.

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