storm subsided the greatest confusion existed everywhere. A large number of men on the Vandalia and several of the vessels were badly injured by falling from the rigging and being thrown about decks by the terrific seas, and it was necessary to provide a temporary hospital for their accommodation. A great many men from the wrecked vessels became intoxicated as soon as they reached the shore. Every one was drenched with the rain, but stood shivering in the storm prepared to render whatever assistance might be possible. The natives waded far out into the surf, where a white man could not live, and many a life was saved through their efforts. Americans and Germans were treated alike. No thought was given to the state of war existing between the Germans and themselves, and the men who fought the Germans at Vaiele a few months before now battled with the waves and risked their own lives to save their enemies from a watery grave. The storm raged furiously for nearly two days, and when the wind finally abated the scene of destruction was awful. On the shore houses were uprooted and blown down, and trees and fences were thrown across the streets, so that passage was almost blocked. Out of seventeen vessels which were moored in the harbor only two small schooners remained afloat, and these were badly damaged. The survivors of the disaster seemed dazed. They had seen friends and comrades swept away and go down to death, and had expected to follow them as every wave broke over their ill-fated vessels. Long exposure had rendered them weak and exhausted. Very few had tasted food for thirty-six hours. Many had clung to the rigging without a particle of clothing, and all bore marks of terrible suffering. The houses of Apia were thrown open, and both native and foreign residents did all in their power to accommodate the shipwrecked sailors.

Apia Harbor, where the fearful disaster occurred, is a little semi-circular bay situated on the northern side of the Island of Upolu. The distance across the entrance to the bay is about three miles. A coral reef, most of which is visible at low water, extends in front of the harbor, but is broken for a distance of three-quarters of a mile, about half way between Matanlo Point on the east and Motinu Point on the west. This break in the reef forms a gateway for ships to enter the harbor. The space within this reef where ships can lie at anchor is very small, and there is a shoal extending between in the eastern part of the bay, and the western portion is obstructed by another coral reef, which is from 200 to 400 yards off shore, and extends almost from the western extremity of the bay to a point directly in front of the American Consulate, which is near the centre of the crescent-shaped town. It was on this inner reef that most of the vessels were wrecked, as the wind blew into the harbor from the ocean and forced them back against it. The water in the open space between the outer reef on the north and the inner reef on the shore on the east, south, and east is very deep, but the space is not capable of accommodating with safety the number of large vessels which were lying in the harbor when the storm began. There is no holding ground at the bottom of the bay, and it has been no uncommon thing for vessels to drag their anchors whenever a stiff breeze would string up.

Another great disadvantage which the harbor possesses is the rapid currents which shoot about in several directions, the velocity of which was greatly increased by the immense volume of water coming into the bay from several rivers. The combined force of these currents rushed along shore, past the point where the American vessels struck. One hundred yards further west it was met by a roaring torrent of water pouring out of the mouth of the Vaisigano River. The consequence was that a whirlpool was formed at the mouth of the river, and a dozen men who were tossed overboard from the Vandalia were swept down to this point, only to be whirled round in the water for a moment and then forced out into the bay.

The men-of-war which were anchored in the harbor were necessarily very close together. The vessels nearest to the shore were the Eber and Nipsic, the Eber was directly in front of the American Consulate, about a quarter of a mile from the shore, and the Nipsic was about 200 yards east of the Eber. The Adler was just ahead of the Nipsic, and the Olga and Calliope were ahead of the Eber. The Vandalia was beyond the Calliope, in mid-offshore. The Trenton was the last of the war ships to arrive here, and, being much larger than any other man-of-war in the bay, there was no room for her near shore, so she was obliged to drop anchor beyond the Vandalia, just within the outer coral reef. The sailing craft were in shallow water west of the men-of-war. The Trenton and Vandalia were the most dangerous berths in the harbor, while the position of the Nipsic was considered safest.

For a few days preceding the hurricane the weather was cloudy, and the barometer had been steadily falling, but no one anticipated the storm which began to set in on Friday afternoon, March 15. At 5 o'clock it was plain that the wind had increased to a gale, and nearly all the warships had their engines working to relieve the strain upon their anchors. The crews on most of the sailing vessels threw out extra anchors, and then went ashore. The rain began to fall at midnight, and the wind increased in fury. Great waves were rolling in from the open ocean, and the pitching of the vessels was fearful. Every man was kept at work. The Eber began to drag her anchors at midnight, and an hour later the Vandalia's were also dragging. Slowly but surely, by sail power, they both succeeded in keeping well off the reef and away from the other vessels. The wind blew stronger and stronger, and the rain fell in torrents.

By 3 o'clock the situation had become alarming. Nearly every vessel in the harbor was dragging its anchor, and there was imminent danger of a collision. A panic began to break out among the men on several of the vessels, and they were kept at their posts with the greatest difficulty. On the shore the howling of the wind among the trees and houses and the crash of falling roofs had awakened many persons from their beds, and figures were seen groping about the streets looking for some spot of shelter from the tempest. The tide was coming in rapidly, and waves were washing all over the street, a hundred feet above the usual high water mark. Foam-spray was thrown high in the air, and beat into the windows of houses nearest the shore. Rain fell like sleet, and men and women who were wandering about in the storm shielded their faces with small pieces of board or any other article that could be used as a protection against the wind and sand. The natives were ready to render more than any one else that the storm would result in awful destruction. People gathered in little groups and peered out into the darkness across the sea of foaming waters.

Through the blackness of the night could be seen the lights of the men-of-war, and even above the rushing and roaring of the wind and waves the shouting of officers and men on board came faintly across the water. It could be seen that the vessels were dragging, as the lights were moving slowly in different directions and apparently crossing and recrossing each other. Every moment it seemed as though two or more of the great warships were about to come together, and the watchers on the beach waited in breathless anxiety to hear the crash of the collision and to see the vessels go down to destruction.

A little after 5 o'clock the first rays of dawn broke upon the scene, and revealed a spectacle not often witnessed. The positions of the vessels were entirely changed. The wind, which was blowing from the northeast, had swept them from their former moorings, and they were all heading in the direction of the reef. Black smoke was pouring from their funnels, showing that desperate efforts were being made to keep them so against the wind. The decks were swarming with men clinging to masts or any other object where a hold could be obtained. The hulls of the war ships were foaming about like corks. One moment the vessels seemed to stand almost on their beam ends, and the next instant their sterns would rise out of the water and expose to view the rudders and rapidly revolving propellers. Then the prows would be lifted high in the air, only to plunge into the very waves and deluge the decks with a torrent of water. Several small sailing vessels had already gone ashore in the western part of the bay.

The Trenton and Vandalia being further out from shore than the other ships, were almost obscured by the blinding mists. The vessels most plainly visible were the Eber, the Adler, and the Nipsic. They were very close together and only a few yards off from the reef. The little gun-boat Eber was making a desperate struggle for life, but every moment she was being drawn nearer and nearer the reef. Her doom was certain. Suddenly she shot forward as if making a last struggle to escape destruction. The current, however, bore her off to the right and her prow struck the port quarter of the Nipsic. The shock carried away several feet of the Nipsic's rail and one boat. The Eber then fell back and fouled with the Olga, but neither vessel sustained much damage by the collision. The two collisions, however, had checked the Eber's progress, and she seemed unable to make any further effort to save herself. She swung around broadside to the wind, and drifted slowly toward the reef. Awful seas broke over the little vessel, and forced her on to destruction. In a moment a great wave rolled in toward shore. The Eber was lifted high on its crest, and carried broadside on the reef. She came down with awful force, and in an instant there was not a vestige to be seen. She struck fairly upon her bottom, rolled over toward the open sea, and disappeared from view. Every timber of the gunboat must have been shattered, and half the men on board her crushed to death before they felt the waters closing over their heads.

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berths where the Eber sank. But the breakers on the reef had hidden a few struggling men who had come to the surface and struck out feebly for the shore. Presently a man was seen clinging to the piling under a small wharf near by. Willing hands soon grasped him and drew him upon the shore. He proved to be Lieut. Gneiseke, and he was the only officer of the Eber who was saved. He was in a dazed condition, and unable to realize his escape. Lieut. T. C. Fillette, the marine officer of the Nipsic, who has been in charge of the guard at the American Consulate for several months, took the German officer by the arm, led him to the consulate, and provided him with dry clothing. Four others from the Eber were seen struggling in the water near shore at about the same time. They were quickly rescued by natives, and also taken to the American Consulate. There were six officers and seventy men on the Eber when she struck the reef, and of these five officers and sixty-six men were lost. Lieut. Gneiseke, the survivor, was almost heartbroken over the sad fate of his fellow officers and men. He said that he was the officer of the watch and was on the bridge when the Eber went down. All the other officers were below and were probably crushed to death. Soon after the steamer sank he found himself floating on the water, and without being aware of any effort on his part drifted ashore and was saved.

It was about 6 in the morning when the Eber foundered. During the excitement attending that casualty the other vessels had been for the moment forgotten; but it was soon noticed that the positions of several of them had become more alarming. The Adler had been swept across the bay, and was now close to the reef, about 200 yards off the point where the Eber struck. Like the Eber, she was drifting her broadside on. In half an hour she was lifted on top of the reef and turned completely over on her side. Nearly every man was thrown into the water. Fortunately the Adler was thrown so far upon the reef that when she turned over on her side nearly the entire hull was out of water. Her deck was at right angles with the water and was facing the shore. Consequently, that portion of the vessel was well protected from the storm. Most of the men who were struggling in the water had but a few feet to swim to reach the wreck, where they clung to the guns and masts in safety. Of the 150 officers and men aboard, twenty men were drowned or killed when the steamer capsized. All of the officers, including Capt. Fritz, who was in command of the German squadron, were saved. Along on the Trenton Lieut. Commander Tangier Lund, Fritz, who received a severe shock and a number of cuts and bruises. The natives stretched a rope from the shore to the deck of the Adler, and a number of sailors escaped in that way; but the rope parted before a boat had left the vessel, and Fritz's account of the affair will never be clearer than it is. They clung to the wreck during the long weary hours of the day and night, and were greatly exhausted when the storm subsided and boats could be sent out to take them off.

Just after the Adler struck the attention of everyone was attracted toward the Nipsic. She was heading off the reef with her head to the wind, but the three anchors which she had out at the time were not holding. The steamer was beating back toward the point where the Eber went down, when it was seen by most skilful management that her officers and crew were out of the same fate that befell the Eber. The Nipsic also narrowly escaped destruction by being run into by the Olga, and it was the blow which she received from that vessel that finally sent her ashore. The Nipsic had on all the steam it was possible for her to carry, and had just succeeded in getting clear of the reef when the little schooner Lilly got in her track and was cut down. The Olga was bearing down on the Nipsic at the time, and the latter vessel was trying to avoid collision with the German when she struck the Lilly. The schooner sank out of sight in a moment. There were three men aboard of her—Capt. Douglass, a pilot living in Apia; Anthony Brosnan, a sailor, and a native Samoan boy. All three struck out for the Olga, but only one was saved. Capt. Douglass sank underneath the Olga twice, but finally grasped one of the anchor chains and drew himself up. Brosnan almost reached the chain, but was washed away and drowned. The Samoan boy was never heard from.

The Nipsic got well away from the reef after she struck the Lilly, and her men had attached a hawser to a heavy 5-inch rifle on the forward deck, and were preparing to hoist the gun overboard to assist her anchors, when the Olga again bore down upon her. The Olga struck the Nipsic with awful force, and it seemed as though the vessel would be shattered to pieces before the men on her decks could be saved. The waves were rolling high on the beach, and the undertow was so strong that the natives narrowly escaped being washed out into the bay. The terrible force of the wind can hardly be imagined. The rain continued to pour and clouds of flying sand grew thicker every moment. Above the roar of the wind and waves could be heard the voices of officers shouting to the men on deck mingled with the cries and singing of the Samoans as they stood battling against the surf, risking their lives to save the American sailors. Nearly all American and English residents of Apia were on the shore in front of the Consulate, and there seemed to be willingness on the part of every man to render whatever assistance was in his power. Joseph J. Davis, of the Nipsic, who had been on shore during the night, was up to his waist in water helping to rescue his comrades. On board the Nipsic the excitement which had prevailed among the men just after the fall of the smokestack had subsided, and there was no attempt made to leave the vessel in disorder. Capt. Mullan and several other officers stood by the rail where the hawsers were made fast, and directed the movements of the men. All who were in any way sick or injured were allowed to leave first, and after that the men came down the ropes quickly. The seas were rolling so high under the bows of the steamer that when the men had advanced to the foot of the ropes they would often be entirely submerged, and nothing but the noble efforts of the natives prevented them from being washed off and carried away by the current. Capt. Mullan, himself upon the last man to leave the ship. He finally found himself on deck with Lieut. John A. Sherman and two sailors by his side. He ordered the sailors to leave, which they did. The Captain, being unable to swim, did not care to trust to descending the rope by means of his hands and legs, as had the others had done, so he procured an empty water cask which he attached to the hawser. When he was seated in the cask Sherman stood alone on the deck and started his brave commander down the ropes. The plucky lieutenant reached land safely, and the rope in the usual way, and the Nipsic was left alone to battle with the waves.

Lieut. Fillette of the marine corps, who was in charge of the Consulate, had anticipated the destitute condition in which the men would be, and had ordered a quantity of clothing from a neighboring store. As the men were taken into the Consulate he provided them with dry suits of clothes. Vice-Consul Blacklee and several other persons also assisted in relieving the men, and Dr. Drea and his apothecary were busy for several hours in administering restoratives to those who were exhausted.

The Nipsic, Adler, and Eber were the smallest war ships in the harbor. The four large men of war, the Trenton, Calliope, Vandalia, and Olga—were still afloat and well off the reef. Nearly all the sailing craft had gone ashore. The Trenton stood well out into the bay, her steam and anchors barely holding her head up to the wind. The Olga was rolling terribly. Vandalia and Calliope were close together, nearer the reef than the other vessels.

Meanwhile much trouble was being experienced ashore with the sailors who had been rescued from the Nipsic. There was no place of shelter for them to go to. The dry clothing with which they had been provided was soon drenched. They had been at work all night without food, and it was impossible to give them breakfast on shore for some time. A great number of them visited saloons, and it was not long before many were intoxicated and looking for an opportunity to cause trouble. Lieut. Fillette did everything in his power to preserve order. His guard of marines was very small, and they were all needed at the Consulate, but he used his men to the best advantage. Several times during the day a number of drunken sailors went to the Consulate and demanded dry clothing and a hundred other things which it was impossible to give them. Lieut. Fillette failed to queen quietly but firmly, and this was greatly to his efforts that serious trouble was prevented. The handful of marines stood by their officer and carried out his instructions authfully. They were obliged to use force with the sailors several times during the day, and one or two unruly men were put in irons.

At about 10 o'clock in the morning the excitement on shore which had quieted a little, began to grow more intense, as the Vandalia and Calliope were seen in a most dangerous position, and a collision between the two vessels seemed inevitable. They were both bearing back to the reef, near a point where the wreck of the Adler lay. The Calliope was nearer the shore and her bow was close to the stem of the Vandalia. Great waves were tossing the two vessels about, and they were coming closer together every minute. The space between their sterns was not sufficient to allow them to come together, when suddenly the great iron prow of the Englishman arose high in the air on the crest of an enormous wave and came down with full force upon the port quarter of the Vandalia. The crash was awful. The ribbons of the Calliope was carried away and heavy timbers of the Vandalia were shivered. Every man who stood upon the poop deck of the Vandalia was thrown from his feet by the shock. A hole had been torn below the rail and the water rushed into the cabin. It was impossible to ascertain the extent of the injury. Very few men were aft at the time it seemed that the Vandalia had received her death blow. The men rushed up the hatches in the belief that the steamer was sinking, and it was only after great effort that the officers persuaded them to return to their posts.

Just after this collision Capt. Kane of the Calliope determined to make an effort to steam out of the harbor, as he saw that to remain in his present position would lead to another collision with the Vandalia or throw his vessel on the reef. He accordingly gave orders to let go all anchors. The Calliope's head was swung around to wind and her powerful engines were worked to their utmost capacity. It was an anxious moment on board the corvette, as, with her anchors gone, she had nothing but her engines to depend upon to keep her off the reef. The steamer seemed to stand still for a moment, and then she began rapidly revolving propeller and its effect, for the vessel moved up slowly against the great waves, which broke over her bows and flooded her decks from stem to stern. Clouds of black smoke poured from her funnels and fresh coal was thrown into her furnaces. Every muscle was strained in the desperate struggle against the storm. She seemed to make her headway at first inch by inch, but her speed actually increased until it became evident she could clear the harbor. As she passed abreast of the Trenton a great shout went up from over 400 hundred men aboard the flagship, and three hearty cheers were given for the Calliope. Three cheers for the Trenton and the American flag was the response that came back across the angry waters. The Calliope passed safely out of the harbor, and steamed far out to sea, returning after the storm abated. She sustained little injury outside the loss of all her boats.

When the excitement on the Vandalia, which followed the collision with the Calliope had subsided a little, it was found necessary to set her adrift to save the ship. Lieut. J. W. Carlin, executive officer, was practically in charge of the vessel, as Capt. Schoonmaker had been thrown across the cabin the night before and severely injured. His head had been badly cut and one ear almost torn away by striking violently against a chair. Notwithstanding his injuries, he faced the storm like a hero, and stood by the side of his first officer until the sea finally swept him off to his death. He was in such a dazed and weakened condition that he could do little more than give the orders which Lieut. Carlin had to see to be carried out. Lieut. Carlin had charge of the forward deck and ran up the rigging for safety until the officers allayed their fears. The smokestack rolled from side to side with every movement of the vessel, and men ran to keep clear of its track. Heavy blocks were finally placed under it, but by that time it was found that the foundation was gone, and it was seen that it would fall at any moment. Lieut. Carlin had been on duty since the morning before, and had not tasted food in all that time. Though weak and exhausted, he kept his position by the side of Capt. Schoonmaker and Lieut. J. C. Wilson, the navigating officer, and encouraged every one around him.

The Vandalia was now fast bearing down upon the reef along side of the wreck of the Eber, and hundreds of people who were watching from the shore expected to see her strike and go to pieces every minute, but she was seen to move away from the reef and make slight headway toward the point where the Nipsic lay. Capt. Schoonmaker and Lieut. Carlin saw it was useless to make any further attempt to save the ship, and as her engines were not powerful enough to steam out to sea, as the Calliope had done, they determined to beach the vessel. Two of her anchor chains were slipped and a full head of steam was put on, more than she had ever dared carry before. She was a perfect wreck in appearance, but her engines were still in good condition, and she was obliged to run along the edge of the reef the whole distance in order to reach the sandy beach beyond. Every one on shore crowded down near the point where it was expected she would strike, and watched the vessel steam across the harbor. Her draught was much greater than the Nipsic, and the natives knew she would not be able to get very close to the shore. She came on until her bow struck in the soft sand, about a hundred yards from the beach, and probably forty yards from the stern of the Nipsic. The engines were stopped at once, and every man who was left was carried on deck. The Vandalia swung around broadside to the beach, and at first it was thought her position was comparatively safe, but it soon became apparent that her officers and crew were in great danger. In half an hour it was noticed that the vessel was filling with water and settling down. Lying as she did, almost broadside to wind, the seas broke over her furiously, and water poured down her hatches. By noon the whole gun deck was under water, and from that time on the condition of the men was the most critical and pitiable. Waves would break over them in volumes, and the natives gathered around the lines to assist the men off. Seumanu Taea, chief of the Apia district, and Satu Ana, King Mataafa's secretary, directed the men in their work. The scene was one of intense excitement. The great waves would sweep upon the stern of the Nipsic with awful force, and it seemed as though the vessel would be shattered to pieces before the men on her decks could be saved. The waves were rolling high on the beach, and the undertow was so strong that the natives narrowly escaped being washed out into the bay. The terrible force of the wind can hardly be imagined. The rain continued to pour and clouds of flying sand grew thicker every moment. Above the roar of the wind and waves could be heard the voices of officers shouting to the men on deck mingled with the cries and singing of the Samoans as they stood battling against the surf, risking their lives to save the American sailors. Nearly all American and English residents of Apia were on the shore in front of the Consulate, and there seemed to be willingness on the part of every man to render whatever assistance was in his power. Joseph J. Davis, of the Nipsic, who had been on shore during the night, was up to his waist in water helping to rescue his comrades. On board the Nipsic the excitement which had prevailed among the men just after the fall of the smokestack had subsided, and there was no attempt made to leave the vessel in disorder. Capt. Mullan and several other officers stood by the rail where the hawsers were made fast, and directed the movements of the men. All who were in any way sick or injured were allowed to leave first, and after that the men came down the ropes quickly. The seas were rolling so high under the bows of the steamer that when the men had advanced to the foot of the ropes they would often be entirely submerged, and nothing but the noble efforts of the natives prevented them from being washed off and carried away by the current. Capt. Mullan, himself upon the last man to leave the ship. He finally found himself on deck with Lieut. John A. Sherman and two sailors by his side. He ordered the sailors to leave, which they did. The Captain, being unable to swim, did not care to trust to descending the rope by means of his hands and legs, as had the others had done, so he procured an empty water cask which he attached to the hawser. When he was seated in the cask Sherman stood alone on the deck and started his brave commander down the ropes. The plucky lieutenant reached land safely, and the rope in the usual way, and the Nipsic was left alone to battle with the waves.

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CAN'T BUILD THOSE ANNEXES.

THE WASHINGTON CENTENNIAL COMMITTEE STRIKES ANOTHER SNAG.

The Building Department and the Fire Board Consider the Wooden Additions to the Opera House a Menace to the Public Safety—School Children in the Parade—Capt. Norman's Continentals and the Washington Coach Will Be On Hand.

The Washington Centennial Committee has struck another official snag. The Aldermen and the Legislature granted the committee permission to build wooden annexes to the Metropolitan Opera House, enclosing the sidewalks and portions of streets on three sides of the building. This was to make it possible to have the buffet and kitchens on the same floor with the banquet hall and ball room. Work on these structures has been begun. No application for a permit was made to the Building Department, but Superintendent Brady heard of the work, looked over what had been done, and called the attention of the Fire Commissioners to what he considered grave objections to the plan. The stopping of the exits on three sides and the consequent danger in any emergency requiring the prompt egress of the persons in the building was the principal trouble in Superintendent Brady's opinion. The Fire Commissioners asked Chief Shay to look into the matter. He agreed with Superintendent Brady about the exits, and declared besides that the frame structures would add greatly to the danger of fire in the Opera House, and, by covering up the hydrants, would prove a serious hindrance to the firemen in case of fire in the neighborhood. President Purroy of the Fire Board called Mayor Grant's attention to the matter.

The Mayor invited Commodore Gerry and other officers of the Centennial Committee, with President Purroy, Chief Shay, and Superintendent Brady, at the Mayor's office. Col. Cruger was the only member of the committee who responded. He said he had no power in the matter, and no conference was held.

President Purroy said yesterday that work would be stopped temporarily on the temporary structure by order of the Department of Buildings.

Superintendent Jasper has appointed John D. Robinson, principal of Grammar School, 55, commander-in-chief of the parade of school boys that is to form a part of the educational exercises connected with the Centennial. There will be eight battalions of 250 boys each. A principal of a school will command each battalion.

The battalions will be made up of eight companies each, and each company will be made up of forty-eight boys, twenty-four abreast. The commanders of these companies will be boys who have shown special aptitude for the duties. A lady teacher will be chosen in each grammar school to accompany the boys in the parade. The teachers will be selected from the companies where they will march in the rank and file of their pupils so as to be on hand in case of accident or sickness.

But the labor and fatigue of the occasion will not fell on the teachers alone. A century ago school girls strewed flowers in Washington's path. On the 29th inst. school girls will strew flowers in Benjamin Harrison's path. Stages will be sent to the homes of the chosen girls and gather them up. They will take them to the City Hall, where the girls will await the arrival of the President from the Equitable building reception, and throw flowers in his way as he mounts the City Hall steps to the reception room. The girls will be selected from the public schools and the Normal School. The queen from the Normal School will be chosen by a general election by the fellow scholars.

Stuyvesant Fish, Chairman of the Entertainment Committee, expected to the Centennial Executive Committee yesterday a new and final programme for the President's coming. Mr. Fish has just returned from Washington, where he submitted the general programme for Mr. Harrison's approval. The President, his cabinet, and the Justices of the Supreme Court will leave Washington together by a special train on the Pennsylvania Railroad at 9 o'clock on the morning of the 29th. At Elizabeth at 8 o'clock, the President's private car will be switched off, and the rest of the party will proceed to Elizabethport. President Harrison will be met at Elizabeth by Gov. Green of New Jersey, and will have the car and breakfast on board. The breakfast is over, a special engine will take the car and the President to Elizabethport, where the rest of the train will be in waiting. The members of the Cabinet and others of the party who meantime have breakfasted on board the train will be ready to take a seat in a well-stocked car in the wake of the President.

The guests will then go up stairs and be presented "without shaking hands." The official party consists of the President, Vice-President, members of the Cabinet, Governors of States, Gov. Hill, Mayor Grant, and Hamilton Fish.

Governors of all States except eight have accepted the invitation of the committee to attend the celebration. The eight who have not yet accepted are the Governors of California, Florida, Kansas, Louisiana, Missouri, Nevada, Texas, and West Virginia.

To get aboard the Centennial ship the foreign steamship companies were kicking because their ships had not been invited to join the naval parade. Major Gardiner says that no invitations were issued to any one and only those who have made application have been assigned places in the parade. He hopes the foreign ships will stay away and says they will be gladly welcomed.

Announcement of appointments of Centennial Commissioners from Territories announced yesterday was that of Russell B. Harrison from Montana.

Bishop Potter has composed a form of prayer and thanksgiving to be used in St. James chapel in his city. It is also authorized for use in the dioceses of Pennsylvania, Massachusetts, Springfield, Newark, and Pittsburgh. It opens with "Old Hundredth," "Before Jehovah's Awful Throne." The 8th and 122d Psalms will be sung with the Doxology.

The Te Deum will also be sung, and a part of the canticle "Benedicite omnia opera," and the service will end with the hymn, "Rise, crowned with light, imperial Salem, rise." In the city the chimes in the Ascension, the Church of the Ascension, St. Mark's, St. Thomas's, St. James's, Church and the Church of the Holy Trinity, Harlem, have been designated as Protestant episcopal churches in which the same service will be used.

The old colored will take part in the celebration, the position in the parade will be on the left of the National guard.

The United Brotherhood of Carpenters and Joiners of America, 3,000 strong, will be in the civil parade under Grand Marshal C. L. Owens.

W. Jennings Demorest has written to the Army Committee, asking that the route of the military parade be altered so that it may take parades around Union square.

Malaria in all forms cured by the use of Dr. Hostetter's Stomach Bitters. Warranted.—Adv.

BIG DAY AT THE CHESS TOURNEY.

Mr. Blackburne Scores Again by Defeating Eugene Delmar.

Sunshine and a invigorating atmosphere imparted new life to the chess players yesterday afternoon, and the scene in the room at 8 Union square, where the tournament is going on, was well worth seeing. The way in which the champions were paired formed several interesting pictures. At the first table the domelike head of England's veteran Bird rose above the dark-haired warrior from France; at table No. 2 youthful J. W. Baird confronted blond champion Gunsberg from London; at table No. 3, New York's young champion, Lipschutz, faced Liverpool's wary champion, Ames Burn; at table No. 4, young Graham Baird confronted handsome Major Burnham; at table No. 5, the giant from London faced New York's favorite player, Eugene Delmar; at table No. 6, handsome Max Judd of St. Louis confronted wary Max Weiss from Vienna; at table No. 7, the tall players, Gossip and Martinez, confronted each other; at table No. 8, James Mason calmly faced Constant Burille from the land of steady habit; at table No. 9 sat a pair whom strangers would have taken for brothers, their faces and Andrew Jackson style of hair making a strong family resemblance, one was Mr. Showalter of Kentucky, the most popular of American players, and the other was Mr. Pollock of Dublin, the most popular foreign representative; at the last table the youthful player from Quebec handled the black army against the Russian champion white army.

The attendance was large yesterday, many skilful players forming lines and groups to look on at the games. Among them were Thos. F. Pendleton, W. H. Bisbey, and J. E. Ryan of the Pinkham Chess Club of Brooklyn, L. G. Janssen, President of the Columbia Chess Club; Prof. Isaac L. Rice, who subscribed $50 for an extra prize; Mr. Charles A. Gilberg, a very popular and skilful chess player, who has been sick for several months, was also present. District Attorney Fellows showed his admiration for the great game by subscribing $50 for five copies of the forthcoming book of the Congress, which will contain all the games played.

The first game to terminate was that between Mr. Teltgerin and the Canadian lad. The boy adopted the Fianchetto di Donna defense. Mr. Teltgerin obtained the advantage of a pawn by skilful play early in the game, and the end was apparent to all, but young Macleod quickly threw out for over forty moves before he gave in.

Messrs. Gunsberg and J. W. Baird played a queen's pawn's opening of about fifty moves, which resulted in favor of Mr. Gunsberg. The game was very well played by Mr. Baird, who sacrificed a piece to get a good position. The foreign masters are famous for such games, and the deep knowledge of chess possessed by Mr. Gunsberg was exhibited in the style in which he won in the end.

Messrs. Burham and D. G. Baird played a game of Mr. Burham's peculiar style, that he calls a Philidor defence in the attack, or Indian opening. The game was played in a close and the end of the game, and then succeeded in exchanging a bishop for Mr. Baird's queen, and of course Mr. Baird resigned.

Messrs. Mason and Burille played a king's bishop's pawn's opening. Mr. Mason maintained the attack for about ten moves, when it changed sides; but Mr. Mason snapped off every piece that became *en prise*, and succeeded in the end in driving his opponent.

The first round of games will end to-morrow. Unfinished games will be played off on Tuesday and Wednesday, and the second round will begin on Thursday at 1 P. M.

The game between Max Judd, champion of the West, and Max Weiss, the man from Austria, who has not yet lost a game out of the eighteen he has played, seven of his games being draws, illustrates a win from defence, in contrast to Mr. Blackburne's victory for the attack in the same opening, Giuoco Piano. Mr. Judd made an unfortunate blunder, and resigned on the twenty-ninth move.

Messrs. Delmar and Burille played a game of Giuoco piano opening, which was the drawing card of the day for the spectators. Mr. Delmar dashed along as boldly as if he were giving rook odds to a fourth-rate player. His strategic moves were easily met by his great antagonist. After playing a hopeless game for many moves, Mr. Delmar resigned.

Messrs. Taubenhaus and Bird played one of the best and hardest fought contests of the day. Mr. Bird adopted his well-known Sicilian defence, and obtained two pawns with a winning position. Afterward, through rather lucky play, he lost his pawns and had to accept a drawn game.

Messrs. Burn and Lipschutz played a very fine Ruy Lopez opening. Mr. Lipschutz defended with P Q 3, and made a very tenable defence, but the attack was conducted with masterly skill. Mr. Burn passed his forces in irresistible style, for spectators to realize after a struggle of about fifty moves.

Messrs. Teltgerin and Judd resumed play on their adjourned game. At the end of fifty moves Mr. Judd claimed a draw, but the umpire said that Mr. Teltgerin's game had sufficient merit to have the game proceed, and so paused. Mr. Judd appealed, and refused to play even under protest. The umpire then started Mr. Judd's clock, and at the expiration of the hour awarded the game to Mr. Teltgerin, subject to appeal.

Messrs. Pollock and Showalter fought as long and hard a battle. Mr. Showalter adopted the two knights' defence, and obtained a superiority of pawns for the end game. They were very difficult to advance against the stubborn resistance of Mr. Pollock, and the game was adjourned at 11 P. M.

The pairing for Monday is: MacLeod agt. Birn, Teltgerin agt. Bird, J. W. Gunsberg agt. Delmar, Blackburne agt. Burn, Lipschutz agt. Burham, Baird, D. G. agt. Pollock, Showalter agt. Martinez, Gossip agt. Judd, Weiss agt. Mason, Burille agt. Taubenhaus.

The score now stands:

Players.	Won.	Lost.	Players.	Won.	Lost.
Blackburne	4½	½	Showalter	2½	3½
Weiss	4½	3½	Bird	2½	3½
Gunsberg	3½	2	Burille	2½	3½
Yengorra	3½	2	Baird, D. G.	2½	3½
Burn	3	1	Delmar	2½	3½
Lipschitz	3	1	Burham	2½	3½
Mason	3	1	Pollock	2½	3½
Taubenhaus	3	1	Martinez	2½	3½
Judd	3	1	Baird, J. W.	1	4
Delmar	3	1	Macleod	3½	1½

Deserted his Wife and Eloped With a Pretty Blonde.

BRIDGEPORT, April 13.—Charles W. Cook, foreman in the Holmes & Edwards silver manufacturing establishment, and who has a wife and one child, has eloped with Miss Katie Semon, a pretty blond of 22 years, who worked in the silver shop. On Saturday evening last Cook went to his employers, saying that his health was poor and that he needed to take a short vacation and he was allowed to draw all the money that was due him. On Monday morning he did not appear at the shop; neither did Miss Semon. The facts were not disclosed until to-day, when a letter was received at the Semon girl's home, saying she had run away with the man she loved, and would never return. Cook has also written to his wife, telling her never to expect him home again and implorling her forgiveness. It is not known where the couple went, as the letters were from different cities.

Convicts Facing Death to Escape.

COLUMBIA, S. C., April 13.—Four years ago a gang of convicts working on the Columbia Canal, near this city, made a break for liberty. Several were killed and the rest captured. No other attempts have been made until this week, when on three successive days one convict has dashed from the canal into the river. Of these one was killed, one wounded, and the third drowned. John Farlow, under sentence for grand larceny, was brought to the penitentiary a week ago. He swore that he would die before he would work. Last evening he dashed into the river and was drowned within sight of Sidney Park. Parade Singleton, a colored female convict, serving a sentence for arson, yesterday wrapped a live coal in a pair of woollen stockings, and placed it under the mattress of a bed in which two women were lying sick with the measles. The stocking was then locked and the prisoner was left alone. Before the fire was discovered they were nearly burned to death.

THE PANAMA CANAL.

The Company's Plant is Being Neglected and Very Seriously Damaged.

PANAMA, April 5.—Orders have been received here to prepare a definitive and complete measurement of the actual quantity of earth taken out of the canal to date, and the company's engineers are now doing so.

In consequence of the depredations committed on the company's plant, houses, and machinery, the head office has given instructions to the chiefs of sections that they must pay particular regard to the surveillance of the company's property, and must personally make periodical visits of inspection.

In some of the sections on the line of the canal, the people are moving out of the houses where they are paying rent, and occupying the houses of the canal, where they do not pay anything.

One of the large contractors here who has discontinued working on the canal, has received orders to sell off all the perishable stores and supplies on hand.

The plant of the canal is being depreciated more and more in value, and if a rainy season passes over without any work being done the loss will figure in the hundreds of thousands of dollars.

The engines and machinery are for the greater part exposed along the line, and every one who has a well knows full well how this climate affects machinery. Besides that, all the tracks for the conveyance of supplies and earth will, within a year, be condemned and covered with bush as to render reconstruction necessary, and this alone will take an enormous sum of money. This damage will be done to the canal itself by an enormous quantity of earth being brought down by the charges and deposited in the half-completed canal.

Salmon Fishing Begun in the Penobscot.

BANGOR, April 13.—Sea salmon have begun to rise to the fly on the Penobscot, and the fishermen are jubilant. The first salmon captured with red and blue this year was taken just before sundown on Friday evening in the pool below the Bangor water works dam by E. W. Ayer, the Exchange street fisherman, who as luck is always good, and whose knowledge of angling is as thorough as his acquaintance with sawmills. The pioneer fish weighed only eight pounds, but Mr. Ayer resumed his casting and soon pulled out a twenty-one pounder. To-day E