

TO-DAY'S VOTE IN THE HOUSE.

IT WILL BE FOR UNCONDITIONAL REPEAL OF THE SHERMAN ACT.

Great Credit Due to Bourke Cockran for the Coming Victory in the House—In the Senate, if It Proves to Be Impossible to Pass the House Bill, the Voucher Bill Will Be Taken Up and Amendments Added Providing for a Larger Use of Silver—A Plan Which, It Is Said, Meets the Views of the Administration, but May Not Be Accepted by the Silver Men.

WASHINGTON, Aug. 27.—To-morrow the House will deal the death blow to the Sherman act. When Congress assembled in extraordinary session on the 5th inst., there were but few men in Congress who imagined that a vote could be reached within such a short period. Many of the oldest and most experienced legislators shook their heads doubtfully and pointed out how easy it would be for the free silver men to delay action indefinitely. The new members hurried to Washington with a desire to relieve the country of its financial distress, became more or less indifferent under the influence of official life at the capital. Here everything appeared to be running along so smoothly as to question the alarming statements that came from all the business centers. It was not until the 15th of Congress were confident that a majority of both Houses would be found voting in favor of the free coinage of silver whenever that question came up. It was that confidence on the part of Mr. Bland and his followers that led to the agreement under which the vote to-morrow will be taken. It is now believed that it is found that a substantial majority has been recorded in favor of the unconditional repeal of the Sherman act, there are not to be many claimants for the credit of bringing about the result. The influence of the Administration and the money king of Wall street will probably be cited, but the fact remains that Bourke Cockran originated the plan by which the House consented to take a direct vote at a given time.

There are a number of interesting incidents in connection with this subject which could only be repeated by a violation of confidence. In the early stages of the contest the House there was a disposition to doubt the wisdom of Mr. Cockran's plan, and even Secretary Carlisle considered it impracticable when it was first unfolded to him. Then, as it became evident that the free silver men were inclined to make a fair compromise on the subject, Mr. Carlisle's attitude toward the matter changed. He was like Mr. Cockran should teach them a lesson in parliamentary strategy.

Then it was that Secretary Carlisle was called into consultation. As the able and faithful representative of the President in financial matters, Secretary Carlisle soon realized that the House was not to be deterred by certain persons, and using a little diplomacy, gratifying results might be accomplished. After a series of conferences on the part of the anti-silver men and the free silverites, in which Mr. Cockran was forced to play a rather indifferent part, the free silver men and their friends of repeal was made at Secretary Carlisle's residence late on the Thursday night prior to the introduction of the Wilson bill in the House. Secretary Carlisle on that occasion, arrayed in his night dress and sitting up in bed, with a few trusted followers at his bedside, was the center of the gathering. He was interviewed as to the result of the conference. Here is the story of that midnight interview as it is told for the first time:

"Before the President left Washington for Gray Gables the last time, Secretary Carlisle, accompanied by Bourke Cockran and Representative Rayner, and Mr. McKim, drove out to the suburban home of the President. The situation was a delicate one. Secretary Carlisle explained the advantages of allowing the votes to be taken on the various ratios, pointing out that the free silver movement, strengthened by a division of the opposition of the several ratios. The President and Secretary Carlisle were in a room together, and the practicability of the plan as outlined by Mr. Cockran, although they recognized the wisdom of the plan, they were not prepared to propose that he should withdraw from the position surrounded by the free silver men, and allow the President and his Secretary of the Treasury to consider the matter alone. The President, however, was not to be satisfied with whatever course Secretary Carlisle might pursue, and thereupon authorized Secretary Carlisle to do as he thought best. Thus empowered to act for the Executive, Secretary Carlisle concluded that the best plan was to allow the free silver men to return to the city a mutual friend quietly determined to confer with him at the Treasury Department on business most urgent. The speaker was full of confidence, and the result was reached. The speaker left the department and his visit remained a secret except to a few intimates.

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Many German Merchants Also See Their Trade Cut in Two—Severe War Soldiers at the Coming Manoeuvres—Germany Practically Free from Cholera—Increase in the Sales of Indian Corn.

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These men reproach the Government with having proceeded flippancy and recklessly in entering at this juncture into a contest with Russia, they say, was their best customer, and their losses already amount to several hundred thousand marks. Many manufacturers who with difficulty survived the blow given them by the McKinley bill have been brought to the verge of ruin by the tariff war. Not a few are believed to have committed suicide.

The leaders in the semi-official journals increase the discontent in the industrial circles by making light of Germany's loss in trade. They continue to maintain that the effect of the tariff war is hardly felt in the empire. In proof of this assertion they refer to the fact that since the break with Russia the trade of the seaport Lubeck has not been lessened by a mark's worth. The truth of this statement may be gauged by the fact that the lines of steamships plying between Lubeck and Russia and Finland have been suspended since the outbreak of the tariff war.

Among the side issues of the tariff war is the noteworthy increase of smuggling on the German coast. The custom officers are both sides close an eye to this sort of thing, but the trade is so frequent, so profitable, and so well organized, that it is impossible to suppress it. The smuggling is done in a most ingenious manner, and the goods are often transported in small quantities, making it difficult for the authorities to detect them.

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A BARK RUNS INTO A SCOOONER OFF DELAWARE BREAKWATER.

The former's crew brought into Port yesterday, but the fate of the schooner's men is doubtful—A Survivor's Story.

The schooner Henry Clausen, Jr., Capt. Appleby, twenty-four days from Apalachicola, Fla., with a cargo of lumber for W. D. Wheeler & Co., arrived here yesterday. She had on board the Captain and crew of sixteen men of the Norwegian bark Glenagal, which was sunk in collision with a Delaware Breakwater on the night of Aug. 25 off Delaware Breakwater.

The Captain of the Clausen reports that on Aug. 23, in latitude 37° 45' and longitude 74° 30', she ran into a hurricane, which at first blew from the northeast but shifted suddenly to the northwest. During the storm, the deck load shifted, and the lift parting the sparker boom fell, smashing the after cabin skylight and jamming the wheels. The schooner was driven to the mercy of the winds, and before the boom could be put out and the wheel released, the seas flooded both cabins, destroying all the provisions.

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Last night Clausen, one of the Glenagal's sailors, narrated the circumstances which resulted in the sinking of the bark and perhaps in the loss of the crew of the unknown schooner with which she collided. Her commander, the vessel's mate, and second mate, and Nels Johnson steward, were the only survivors of the schooner. The wind died away on Friday night, Aug. 25, off Delaware Breakwater.

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At 1:40 o'clock two Wells-Fargo express cars arrived from the West. They were drawn by the engine of the Erie train, and it was announced that they would stay there overnight.

The cars contained large safes and there were several men inside each car. It was alternately asserted and denied by an official of the railway company that the cars contained the treasure. Those in charge of the train kept rigid silence.

The treasure, which weighs twenty tons, started from San Francisco on Monday over the Santa Fe road, and reached Kansas City Friday morning, protected by seven men with Winchester rifles. It was Chicago on Saturday, and started thence for this city. The government officials were careful to keep secret the route over which the gold was to be taken, and the Erie officials at Chicago would not tell which train had it, but it was believed to be the train mentioned.

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The Two Bear Cars of the Manhattan Beach Train Split in Halves by the Hookaway Train's Engine One Mile East of Laurel Hill—The Blame Lies Between the Tower Man at Hookaway Junction and the Engineer of the Hookaway Train—Difficulties of Attending the Wounded—Dr. Knapp's Exertions—Col. E. A. Buck Among the Dead—A Husband and Wife Killed—Anon in Weinstein's Morgue, His Wife and Son in an Undertaker's Morgue.

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FRATED SEVENTY-SIX DAYS.

An Austrian Sailor Who Refused to Taste Food Until He Was Dying.

PHILADELPHIA, Aug. 27.—Antonio Bachetich died early this morning in the city's boarding house of Lucas Bachetich at 607 Annopolis street, having refrained from eating food for seventy-six days.

Just before he died he called for food, but had only taken a little beef tea when he fell back dead in the arms of an old shipmate, Bachetich was 50 years old and a native of Austria.

He had followed the sea since boyhood, and when he visited this port he always lived at Bachetich's house. On June 11 last he went to the breakfast table. There was no knife, fork, or spoon at his plate, and he left the table in disgust.

He declared that he would never again eat a morsel of food. Finally he refused to talk to any person. Although he hadn't eaten for a month and had wasted away, he was able to take long walks in the city. Friends took care of him, but he never did eat. Every day he scooped up a little water from under the table and drank it. He had no physician or doctor to go to a hospital. He was well cared for in the boarding house, but he refused to eat anything that was placed at his bedside, but he always threw it away.

At a month ago he was a mere skeleton and was unable to leave his bed. Dr. J. E. Taubel, a doctor of the city, was called in to see him, but he refused to take any medicine. He died on Saturday night at 11 o'clock. His wife, Mrs. Bachetich, was with him at the time of his death.

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The former's crew brought into Port yesterday, but the fate of the schooner's men is doubtful—A Survivor's Story.

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At 1:40 o'clock two Wells-Fargo express cars arrived from the West. They were drawn by the engine of the Erie train, and it was announced that they would stay there overnight.

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The treasure, which weighs twenty tons, started from San Francisco on Monday over the Santa Fe road, and reached Kansas City Friday morning, protected by seven men with Winchester rifles. It was Chicago on Saturday, and started thence for this city. The government officials were careful to keep secret the route over which the gold was to be taken, and the Erie officials at Chicago would not tell which train had it, but it was believed to be the train mentioned.

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FRATED SEVENTY-SIX DAYS.

An Austrian Sailor Who Refused to Taste Food Until He Was Dying.

PHILADELPHIA, Aug. 27.—Antonio Bachetich died early this morning in the city's boarding house of Lucas Bachetich at 607 Annopolis street, having refrained from eating food for seventy-six days.

Just before he died he called for food, but had only taken a little beef tea when he fell back dead in the arms of an old shipmate, Bachetich was 50 years old and a native of Austria.

He had followed the sea since boyhood, and when he visited this port he always lived at Bachetich's house. On June 11 last he went to the breakfast table. There was no knife, fork, or spoon at his plate, and he left the table in disgust.