

GREECE GIVES IT UP.

She Will Withdraw from Crete and Asks Mediation. POWERS WILL INTERVENE. There May Be Fighting To-Day, for the Turks Push On.

PRIME MINISTER HALL BELIEVES THERE WILL BE A FORTNIGHT'S ARMISTICE, BUT TURKEY DISMISSES GREECE ASKS FOR FREE PASSAGE OF A SHIP TO CRETE TO BRING BACK THE TROOPS—SHE IS NOT A SUPPLIANT, BUT FEELS STRONG ENOUGH TO MAKE CERTAIN DEMANDS—IT IS BELIEVED THAT GERMANY IS STICKLING FOR CONDITIONS THAT GREECE CANNOT ACCEPT—MEANWHILE EDHEM PASHA'S ARMY HAS ADVANCED TO WITHIN SIX MILES OF THE GREEK POSITION AT DHOMOKO—THE TERRIBLE PANIC AT VOLO WHEN THE TURKS WERE APPROACHING—GREAT RELIEF AND CHEERS FOR THE SULTAN WHEN EDHEM PASHA'S PROCLAMATION PROMISING PROTECTION TO THE RESIDENTS WAS READ—THE CRETAN INSURGENTS ARE STILL FIGHTING THE TURKS.

SPECIAL CABLE DISPATCHES TO THE SUN.

LONDON, May 9.—In an interview to-day with the Athens correspondent of the Daily News Prime Minister Hall said that the diplomats had informed the Government that if the Greek troops were withdrawn from Crete the powers would offer their mediation. The Government acceded to the advice of the diplomats, and asked for the free passage of a ship to bring the troops to the Piræus.

A semi-official note has been issued to the press in Paris confirming the report that Greece has written to the diplomats in Athens with a view to obtaining the mediation of the powers between herself and Turkey. The diplomats, with one exception, acknowledged the receipt of the note, and promised to use their good offices to bring about the desired end.

Baron von Pllessen, the German Minister, merely acknowledged that he had received the note, adding that he was awaiting instructions from his Government.

The Porte, the note continues, will not consent to an armistice, not desiring that the Greeks should be enabled to reorganize under the pretext that they are treating for peace. The Sultan will, however, be conciliatory, adhering to his promise to grant autonomy to Crete. While it is not expected that he will demand an excessive war indemnity, he will ask for a slight strategic modification of the frontier near Nesros.

Despite a slight conflict in the reports it is clear enough that Greece has by no means approached the powers in the attitude of a suppliant.

The most reliable statements prove that the Government verbally notified the diplomats of its desire for peace, but felt it impossible to appeal to them to intervene, as the army remained intact. The diplomats replied that if Greece would withdraw her troops from Crete the powers would offer to mediate between her and Turkey.

The Government thereupon, judging it prudent to sacrifice Crete in order to save the country from further calamities, acceded, but felt its position to be strong enough to stipulate certain conditions, as already announced. It is here that the delay occurs.

While it is declared in one direction that Greece's stipulations are of such a mild character that the powers are almost certain to acquiesce in them, it is declared on the other hand that Germany is sticking for conditions that Greece cannot possibly accept, as they are calculated to shake the very foundations of the State. These conditions, it is said, are equivalent to a demand that the dynasty be dethroned.

The Athens correspondent of the Chronicle, probably referring to this, says that he is in a position to say that if the concert is instigated by one imperial power with a wish to impose conditions touching the integrity of the Empire and the national honor, the situation, though bad, is not desperate, and the national forces are not exhausted.

It is expected in all quarters that the powers will definitely reply to-morrow. Interest will then centre upon the position until peace shall have been concluded.

Prime Minister Hall believes that the immediate effect of the note will be a fortnight's armistice. But Turkey's unwillingness to agree to this has already been noted in the despatches to THE SUN.

The Turkish soldiers are eager for more fighting, and they are supported by the war party in Constantinople, which is daily gaining in strength. Even recent peace advocates are being carried along with the current.

However, the ablest Turks, equally with the diplomats, are keenly alive to the internal dangers to the Ottoman Empire from a victorious army.

Anyhow, it seems impossible that the powers will allow hostilities to be continued until peace is definitely settled. If they do, probably the bloodiest work of the war is yet to come.

The royal family is working actively to obtain the reestablishment of peace. It is believed that the Czar, at the instance of Queen Olga, will use his influence at Constantinople to procure an armistice, and also the evacuation of Thessaly by the Turkish troops. Crown Princess Sophie has approached her brother, Emperor William.

The Times says editorially: "The powers cannot call upon Turkey to withhold her victorious hand until she is assured unmistakably that Greece will submit to the terms which they decide are fair. It is all nonsense to talk of the humiliation that this will involve for Greece and of driving her to desperation. Nothing that a majority of the powers are likely to do is likely to be of a character to drive any reasonable nation to desperation. They will see that Greece gets fair terms and more, but they are not likely to let their hands be bargained as to what the terms will be. If she wants intervention she can have it, but she cannot have intervention and the privilege of making her own bargain too."

The correspondent of the Times at Athens telegraphs that the change in public sentiment is great that no opposition whatever has been provoked by the decision of the Government to abandon Crete. King George, who was believed to be unapproachable regarding the withdrawal of the troops from the island, has yielded.

A despatch to the Daily Mail from Volos, describing the visit of the French and British Consuls to Edhem Pasha at Velestino for the purpose of arranging with him for

"BILL" STRONG SHOT DEAD.

THE FAMOUS KENTUCKY MOUNTAIN FIGHTER ASSASSINATED.

Shot on the Roadside from Ambush—Seven Bullets in His Body and His Revolver Unaccounted For—He Is Supposed to Have Killed a Score of Men, but Would Never Own It.

LEXINGTON, Ky., May 9.—Capt. William Strong, the greatest mountain fighter in eastern Kentucky, died with his boots on to-day after having successfully dodged rifle bullets for twenty-five years. He had left his home, which is about ten miles east of Jackson, to go to the house of a neighbor, and had been gone only a few minutes when his family was startled by shooting, which appeared to be not more than half a mile away. Members of the family ran toward the place where the sound of shooting was heard, and found Strong dead on the roadside, seven bullets having penetrated his body.

Strong was lying on his back with his revolver in his right hand. The revolver had barely been drawn from his pocket when a bullet broke the arm. Not a shot had been fired from the revolver.

Investigation showed that a blind had been constructed in a place immediately above the road commanding a full view of the thoroughfare for a distance of several hundred yards. Scraps of bread and meat were found behind the blind, and other signs which showed that several men had been hiding there for some time.

Strong was credited with killing and having killed more than a score of men during the feuds in which he has participated for more than a quarter of a century. He never admitted having killed any of his enemies, but on one occasion told the story of the death of several of them. Amos faction, who were trying to assassinate him at his home. He said:

"I looked out at some little holes I had made in my house and I saw a number of men with guns."

"Did you kill any of them?" asked the reporter.

"Well, they did not all get away. On one occasion a citizen of Breathitt county was sentenced to two years in the penitentiary for killing a man. He met Capt. Strong a few minutes before the sentence had been passed, and he said: 'How is it, Capt. Strong, that when I kill one man they send me to the penitentiary and when you kill twenty men you are not even indicted?'"

"I was right when I killed my men, and you were wrong when you sent me to the penitentiary. I was ever known to make that kind of a mistake."

Strong was one of the most prosperous citizens of Breathitt county. He owned two farms and a half interest in 400 acres of the finest canal coal land in Kentucky.

The story of his remarkable career was fully told in THE SUN recently. Since he made peace with the Callahans, a few weeks ago, the old Captain had settled down to hard work and made a great deal of money.

Gen. Swozetta, the hero of Velestino, is expected speedily to join the main Greek army with his brigade.

ATHENS, May 9.—Col. Vassos and the other officers who were recalled from Crete have arrived here.

An interview Col. Vassos said that the affairs of the island were now being administered in the name of the King of Greece, and that its union with Greece already exists as a fact, the sanction of Europe alone being lacking.

Col. Vassos added that the foreign Admirals in the waters recently ordered by the Government to evacuate the international troops beyond the zone they had previously occupied, and they had to ask authority to do so. Therefore, the powers may do what they like, but the union remains an inevitable necessity.

ATHENS, May 9.—A census of the Christian volunteers in Crete is being made. It is estimated that a golden bridge they would all soon leave.

The Cretans do not appear to notice the recall of Col. Vassos, and show no signs of desiring to treat for peace. They continue to attack Turkish outposts, which attacks result in unimportant skirmishes.

WM. HALLETT PHILLIPS DROWNED. A Well-Known Washington Lawyer Loses His Life in a Yacht Trip.

WASHINGTON, May 9.—William Hallett Phillips, a well-known lawyer of this city and a member of one of the oldest and most prominent families in Washington, was drowned this afternoon while on a yachting trip on the Potomac, about fifteen miles below the city. His companions were former Commissioner of Patents John W. Phillips, and a boatman.

The boat belonged to Mr. Seymour. The yacht was coming about under the management of the boatman, and Mr. Phillips lay at full length on the deck. In swinging around the boom cleared him, but when it was almost within reaching distance Mr. Phillips sank out of sight. A prolonged search was made, but the body was not found, and the party returned to the city.

This evening a party of Mr. Phillips's friends went down the river in the yacht of former Representative Tyburn to search for the body. The police boat will also go down the river at an early hour.

Mr. Phillips was about 45 years of age and a son of the late Phillips Phillips of this city, whose widow resides at the family residence, 1707 H Street. He was a brother of P. Leo Phillips, an expert cartographer employed in the Congressional Library, whose services were employed by the Government in the case of Henry Adams in preparing the report on the Cameron Cuban resolutions at the last session of the Supreme Court, and at the time of his death held office under the State Department as chief of the review Wharton's digest of International Law.

REPRIMAND FOR ROMEY?

Court-Martial Said to Have Decided on Eight Punishment Because He Retires Soon.

ATLANTA, Ga., May 9.—It is announced here on semi-official authority that the verdict of the Romey court-martial is not acquittal for Capt. Romey.

It is declared that the findings, which are now before Gen. Smith, to retire in three weeks on account of age and the court-martial wished to let him off as lightly as possible, in view of his record of thirty-four faithful years of service in the cause of the United States.

Undoubtedly the sentence was mitigated by the fact that Capt. Romey is to retire in three weeks on account of age and the court-martial wished to let him off as lightly as possible, in view of his record of thirty-four faithful years of service in the cause of the United States.

According to the report here he has been censured for insubordination in striking Lieut. O'Brien on the parade ground. The court-martial felt, it is reported, that there was sufficient gossip in circulation at the barracks regarding the conduct of Mrs. O'Brien to warrant him to make the comments that he did.

From the same source comes the news that the sergeant-major, William Leitch, Bamford and O'Brien by Capt. Romey will be ignored for the present, the department being convinced that Romey was influenced by feelings of a purely personal nature in lodging the complaints, and that, if they were in good faith for the good of the service, they should have been filed to the tune of the occurrence of the provoking actions.

Capt. Romey said that if the verdict is as reported he will prosecute his charges to the fullest extent as soon as his prospective retirement releases him from the necessity of employment in the army.

It is said that the report of the court-martial passes some severe strictures on the prevalence of the gossip as an unnecessary element in a military tribunal.

SAILED OFF AFTER THE CRASH.

It Was the Schooner B. F. C. Hurley of Boston That Ran Down the Chase.

CHARLESTON, S. C., May 9.—This morning the United States practice ship Chase came struggling into Charleston harbor after a serious collision, news of which was sent to THE SUN last night. The flying jibboom, the bowsprit, and foremast were lost, and the woodwork forward was smashed.

The Chase had put her helm hard down when the schooner was seen driving ahead. This stopped the Chase, and she was struck on the starboard side.

The schooner made an effort to slip away, but her anchor fell overboard, and she was obliged to stop. She was then struck on the starboard side.

The practice ship began to drift back toward the shore, and the Chase was struck on the starboard side.

The officers and men had worked hard to save the schooner, and all had their hair, whiskers, and eyebrows burned. The eyes of several of the officers suffered badly.

OMAHA HAS TWO MAYORS.

A Municipal Squabble That Can Be Settled Only in the Courts.

OMAHA, Neb., May 9.—A half score of police officers and several other city officials were arrested to-night, and several other city officials were arrested to-night, and several other city officials were arrested to-night.

The probabilities are that to-morrow Moore will maintain his office as Mayor, and the controversy without violence. The element of uncertainty is in the fact that in any event the Mayor will be in the office to-morrow.

NEAT ONE, BY THE PRESS AGENT.

Any Lady with Arms Like This Can Get Into the Newspapers.

The snake charmer, so the press agent says, bared her right arm and seized the ten-foot boa that was coiled around her.

HE IS SORRY FOR THE SNEE. When drunk he bought a bunch for \$25,000 that is not worth \$1,000.

SAN JOSE, Cal., May 9.—William B. Trus, son of a wealthy inventor of mining machinery, is plaintiff in a peculiar suit. He charges that Mitchell Phillips, a prominent real estate operator, got him intoxicated and took him to a ranch in Monterey county, where he kept him for days and supplied him with liquor.

SMUGGLING IN CHINESE FROM MEXICO.

SAN ANTONIO, Tex., May 9.—Several parties of Chinese who crossed into this country from Mexico on the lower Rio Grande border were brought here to-day for trial. It is alleged that their certificates are forged, and they will be tried on that charge.

13 DEAD ON THE LEONA.

Smothered and Burned In a Fire At Sea.

10 WERE STEERAGE PASSENGERS.

Mallory Liner Comes Back to Port Bringing Their Corpses.

Fire Came in the Middle of Saturday Night, and Men, Women, and Children Were Suffocated in Their Bunks Over the Burning Hold Forward—The Boat Was Ten Hours Out From New York—The Worst News Was Carefully Kept Secret for Hours After Her Return, but the Coroner Was Notified at Last—Capt. Wilder Tells the Story of the Disaster.

The Mallory liner steamship Leona, which sailed from her pier, foot of Burling slip, East River, on Saturday afternoon, tied up there again at 10:30 o'clock last night with thirteen corpses of men, women, and children aboard. They had been smothered and suffocated on Saturday night. Ten of them were steerage passengers, one was the ship's butcher, and two were stewards.

It was not until 12:45 o'clock this morning that the news was made known, and even then the police had to demand a verification of the report to notify the Coroner. The Leona had kept the secret well all the way up.

The observer at Sandy Hook caught sight of her at 7:15 P. M. About the same time the wrecking steamer J. Merritt, coming back from Little Egg Harbor, passed and spoke her. The Leona was then under her own steam and Capt. Wilder said he had a fire aboard. He wanted no assistance.

The steamer had forty passengers aboard when she sailed on Saturday, twenty-two of whom were steerage passengers, men, women, and children. The steerage passengers were quartered forward on the steerage deck, in bunks.

They retired as usual at 10 o'clock on Saturday night, and when Capt. Wilder made an inspection of the vessel at midnight everything was in ship shape and the passengers were sleeping peacefully.

At 1 o'clock in the morning, while the Leona was off the Delaware Capes, the forward watch was startled by a smell of smoke. Immediately after the smoke was discovered it was traced to the steerage deck.

The sailors jumped down there, but were forced back as quickly by the overpowering fumes. The steerage was charged with the smoke, and the glimpse that the sailors got of it showed the unfortunates in there trying to get out of their bunks, while some of those who had got out were huddled up on the floor unconscious.

The officer of the deck was alarmed at the cries of the sailors, and rushing forward he took the situation in a moment, and aroused Capt. Wilder. There was a commotion among the sailor men when it was learned that there was a deadly fire in the hold forward below the steerage deck.

Capt. Wilder gave orders for fire pumps to be manned, and calling for a couple of volunteers, he and two officers dashed into the steerage deck to see the fact that all was smoke and flame in there.

The rescuers dragged out as many of the passengers as they could, and then returned for a breath of air. They started in again but saw that it would be suicidal to attempt another venture.

The officers and men had worked hard to save the passengers, and all had their hair, whiskers, and eyebrows burned. The eyes of several of the officers suffered badly.

For three hours the officers and men battled with the flames. The cabin passengers were awakened by the shouts and noise on deck and then started out of their staterooms in their night clothes. It was difficult to quiet them.

It was known by this time that thirteen persons were missing.

Two stewards and a butcher were among the thirteen. The others were foreign immigrants, recently landed, who were on their way to Texas.

It was impossible to steer the vessel from the pilot house as the entire vessel was hot, and the heat was so intense in the pilot house that it drove the men out of there.

The Captain was obliged to use the hand-steering gear, and the vessel was managed by the wheel in the stern.

The officer in charge of the fire brigade finally reported to Capt. Wilder that the fire was extinguished, and an examination showed that the ship was in no danger.

The ship's carpenters went through the burned section, and said that the fire had just hopped out the forward hold, but that the hull was intact.

Capt. Wilder then decided to return to this port. He came up the coast yesterday morning and was halted by the Philadelphia tug James McCully, which passed a hawser aboard.

The McCully arrived off the Scotland Lightship at noon steering the Leona in, as she was able to use her own steam.

A SHIP ON FIRE AT NIGHT.

BRILLIANT SPECTACLE OFF LITTLE EGGS HARBOR.

Full-Rigged Ship Francis Burned—Strike-Work Hard at First, Then Got into a Riot—Fire Discovered by Captain, Who Feels the Deck Grow Warm to His Bare Feet.

ATLANTIC CITY, N. J., May 9.—The full-rigged ship Francis, 111 days out from San Francisco for New York, lies on the bar near Little Egg Harbor inlet, burned almost to the water's edge. Yesterday she was seen passing up the coast, closely followed by a tugboat, and evidently in distress. The crew of the local life-saving station, perceiving that some mishap had befallen the vessel, got out their apparatus and held it in readiness. The vessel was watched until it could be seen no longer. This was shortly after sunset.

About 9 o'clock last night Capt. Rider of the Little Egg Harbor life-saving station, ten miles north of here, saw the blue lights flashing from a vessel about five miles off shore and heading for the beach. He ordered out the lifeboat and waited for the ship to ground. A half hour after the vessel stranded on the beach, the flames were seen.

The life-saving crew in a short time had covered the half mile of sea between the beach and the ship. It proved to be the Francis and a dangerous fire was raging in her hold. Capt. Rider found the ship's crew working heroically to suppress the blaze and save the ship. He and his men lent all the assistance possible, but their efforts were unavailing. When the hatches were opened the flames shot up in an immense sheet, enveloping the mizen rigging and driving the men from the ship.

Going to windward they returned to the console of the Merritt Wrecking Service, which was the same observed in the Francis's wake yesterday, got out a line of hose, but was unable to accomplish much, as the water to windward of the Francis was too shallow and the flames and smoke rendered it impossible to get near enough on the leeward side. All night long the flames kept up, but about sunrise the water from the McCully's hose and a lack of further prey commenced to tell and the flames subsided.

When your correspondent reached the scene the Francis was lying alongside the sea buoy marking the north channel of Little Egg Harbor Inlet, in about twelve feet of water. The mizen mast to starboard. Her mizen rigging was entirely gone, and the fore and main planks showed the ravages of the conflagration. Her quarter deck, companionway, and cabin were also entirely destroyed, and the flames still smoldered in the hatches in the fore and main.

The Francis was a ship of American registry, having been built at Bath, Me., in 1855. She was 275 feet long, 32 feet beam, and 43 feet deep. She was a screw steamer of 2,331 tons burden. She is of iron and was built by the Roaches at Chester, Pa., in 1880. She is 314 feet long, 45.2 feet wide, and 20.3 deep. She is equipped with a triple expansion engine, cylinders with 54, 44, and 70 inches in diameter and 48 inch stroke, make her a 13 or 14 knot boat.

DASHED THROUGH PLATE GLASS.

Runaway Horses on Coney Island Cause Injuries to Two Men.

James English of Gravesend and Avenue B, Coney Island, in company with his son, was driving a team of spirited horses in Surf avenue, Coney Island, yesterday afternoon, when the animals became frightened.

They left the road and sprang through the plate glass window of a drug store owned by Dr. Chambers, smashing the soda fountain and creating a panic.

The runaway was thrown to the road and his skull was fractured. His son, Thomas English, 22 years old, was also injured.

STUDENT SHEPARDSON DIES.

His Parents Arrive from Richmond in Time to See Him Alive.

PRINCETON, N. J., May 9.—Rowley Shepardson, the Princeton freshman who accidentally shot himself yesterday afternoon while returning from a fishing and hunting trip, died at the Princeton infirmary this afternoon at 1 o'clock.

His father, George Shepardson, who is a merchant in Richmond, Va., arrived at Princeton to-day at 12 o'clock, accompanied by his wife. The patient was conscious and chatted with his parents about his condition for nearly an hour. Finally he became unconscious and soon afterward expired. The immediate cause of death was physical exhaustion. An operation requiring nearly two hours was performed last night at the Princeton hospital.

Shepardson was 18 years old. He was the smallest freshman in the class, and was familiar with the campus as a member of the Princeton football team. He was riding on the big pile of boxes and barrels which were collected by the freshmen last night in anticipation of the Yale football game.

It is believed that he was almost heart-broken. His wife had died on the voyage to San Francisco, and to top it off, his mother had been so near port had almost prostrated him. He had not closed an eye since the fire broke out on the ship on Saturday afternoon.

The cargo of the Francis consisted of canned goods, fruit, 1,000 barrels of Calumet, and several hundred barrels of lime. She was beating up the Jersey coast in a fresh breeze on Saturday afternoon, and was riding on the Fifteenth street dock, Hoboken, where the Portsmouth was moored.

About a dozen members of the reserves stood on the deck of the Portsmouth watching U. S. Bank, who rode out to the end of the dock and then started back at a lively rate. He had just reached the bow of the Portsmouth, when he tried to turn. In some way he lost control of his bicycle, which struck the strop and he fell overboard between the dock and the ship.

The pumps were manned and the men started a stream down the companionway, while those on the deck worked at the pumps to get the water. The fire spread, and soon the deck became so hot that the men were obliged to quit their post at the pumps.

The ship was off Great Egg Harbor, about 22 miles from the shore when the fire broke out. When the pumps were driven forward by the heat of the deck they seemed, according to the crew, to be running on a hot surface. They cried frantically to the Captain to beach the ship. He saw that this was the only hope and he ordered the ship to beach.

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TWO RODE AWAY, ONE SWAM BACK.

Capitulated Boat Found in the Morning Off Holden Point.

THE WEATHER PREDICTION.

For New York and Its Vicinity: Showers and thunder storms; cooler.

SHIP'S COMPANY.

CATLINE, J. GEZZA, MRS. C. GEZZA, MISS MADER, MARIA SCHWARTZ, SOPHIE SOLOMONSON, MISS HANNAN, SOLOMONSON, BRIDGET, YALCHER, MISS I. Two children, unidentified.

SHIP'S COMPANY.

HAFTMAN, H., aged 27, New York, butcher. HOWEY, ALFRED, aged 40, steward. LANG, ALFRED, aged 19, New York, steward. The Leona is a screw steamer of 2,331 tons burden. She is of iron and was built by the Roaches at Chester, Pa., in 1880. She is 314 feet long, 45.2 feet wide, and 20.3 deep.

She is equipped with a triple expansion engine, cylinders with 54, 44, and 70 inches in diameter and 48 inch stroke, make her a 13 or 14 knot boat.

At 12 o'clock this morning this list of the names of the dead was given out:

STEWARDS AND PASSENGERS. CATLINE, J. GEZZA, MRS. C. GEZZA, MISS MADER, MARIA SCHWARTZ, SOPHIE SOLOMONSON, MISS HANNAN, SOLOMONSON, BRIDGET, YALCHER, MISS I. Two children, unidentified.

When your correspondent reached the scene the Francis was lying alongside the sea buoy marking the north channel of Little Egg Harbor Inlet, in about twelve feet of water. The mizen mast to starboard. Her mizen rigging was entirely gone, and the fore and main planks showed the ravages of the conflagration.

Her quarter deck, companionway, and cabin were also entirely destroyed, and the flames still smoldered in the hatches in the fore and main.

The Francis was a ship of American registry, having been built at Bath, Me., in 1855. She was 275 feet long, 32 feet beam, and 43 feet deep. She was a screw steamer of 2,331 tons burden.

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