DESTRUCTIVE TORNADO.

The Swath of a Three Minute Gust in the Vicinity of St. Louis.

Seven Persons Killed and Fifty-two Wounded.

Houses Levelled—Steamboats Torn to Fragments—Trees Lifted Up by the Roots—Elevators Demolished.

The Town of Fayette, Illinois, Totally Destroyed.

[From the St. Louis Republican, March 9.]

Once again our city, or at least its immediate vicinity, has been visited by a frightful elemental outburst. In this instance, however, the effects are far more disastrous than by any previous visitation. Not only has a fearful destruction of property been occasioned, but a loss of life that is far more deplorable, and also a long list of wounded. Terrible as have been the consequences, however, they would have been incalculably more so only for the fortunate circumstance that the stream of the storm swept eastward of our city proper and expended its fury on the east shore of the river and East St. Louis. Had the same irresistible wind poured over the crowded blocks of our city the destruction it would probably have wrought would be beyond the power of language to portray.

THE WEATHER BEFORE THE OUTBURST.

Yesterday morning dawned cloudy and a little sultry. There were some indications of rain, but nothing whatever to cause any apprehensions of an unusual outburst. In the afternoon, about one o'clock, the gloom in the heavens deepened to the south and west, and there were a few drops of rain now and then. A brisk breeze prevailed which was warm in its temperature, but the worst prophet of evil would only have predicted a passing thunder storm. There was nothing of that strange hush which generally falls over nature as a preface to the unloosing of her giant forces, nor that lurid light which foreboded a tumult in the sky. Between two and three o'clock the clouds assumed an appearance alarming to an inexperienced eye. The gray masses of vapor became ragged and torn along their edges, and here and there fleecy patches were rent off and hurried along by some swift power. The rain commenced to fall and the wind rose gradually, but not to an extent to create alarm.

THE OUTBURST OF THE TORNADO.

A few minutes past three o'clock the awful visitation opened its fury without a moment's warning, blowing from the southwest, coming up the river in a diagonal line, inclining eastward in its advance—a terrible whirling force, compacted in a path of about six or eight hundred feet wide, and rushing onwards with a roar like an angry sea and the velocity of a bird's flight. The tornado seems to have barely touched our southern limits, but to have kept east of the city, and no very alarming damage was done until it struck East St. Louis. Here it manifested its dreadful power within a space of three minutes, in a manner never before equalled in this part of the country, and almost indescribable. Let the reader imagine an irresistible air torrent rushing against the frail artificial structures of man, situated on an exposed river bank. In a moment the air is filled with splinters, dust and fragments of all kinds. Houses, sheds and other structures disappear as if levelled by the blow of a Titan, or fly to pieces and are borne along in the stream of the storm. The East St. Louis elevator was the first edifice struck on the Illinois shore, a strong frame building. The roof was torn to ribbons, and a large portion of it, like a black meteor, shot northward and fell far away in the river. Then came the destruction of other houses; some were unroofed and some were rent to pieces—walls and all—and the unhappy inmates buried in the ruins. The stately steamer Mollie Able, lying at the East St. Louis wharf, had her texas torn off and hurled in the river. The bridge tug Hewitt had her wheelhouse disposed of in the same way, and became a wreck. The whole forest of frame work over the east abutment pier of the bridge was twisted up like a bunch of reeds in the fingers of the storm, and crashed down in a pile of chaotic ruin. Railway cars and engines were dashed down on their sides or whirled off the tracks as if they were paper boxes. Whole trees were either struck to the earth, as if the trunks had been severed by a cannon shot or lifted bodily and carried yards away from where they a moment before stood. Put all these destructions together and a hundred others—fill the air with a maze of whirling objects, and imagine the sky as black as ink, seamed every moment with tongues of lightning and reverberating with thunder crashes, while there is a steady roar of a great rushing on earth, and some idea may be gained of the outburst of the tornado on East St. Louis. It was an awful scene—one never to be forgotten. The very suddenness was terrible. Here a moment before business of all kinds was in progress, and now the whole population is shivering aghast, while turmoil and destruction and great noises rage all around them on all sides, mingling with which is the piteous cry of the agonized sufferers, caught between timbers or pressed beneath weights that crush them to death. So swift, so sudden, so short was the storm that it seemed like the passage of some enormous invisible missile, dragging ruin in its train.

PROGRESS OF THE STORM.

The tornado did not last more than three minutes. As above stated, it seemed to come from the southwest, and, touching the Illinois shore first at the elevator, passed along the river bank, inclining eastward and terminating at the track of the Toledo, Wabash and Western Railroad, nearly at the head of Bloody Island, and at this point about 800 yards from the river. Its speed is estimated at between sixty and seventy miles an hour, and its strength was almost irresistible where any flat surface was exposed. What damage was done south of the city was not definitely ascertained, but no reports were received last night of any serious consequences.

EXCITEMENT AND DISMAY.

The scene in East St. Louis during and immediately succeeding the storm was thrilling beyond description. The destruction of so many buildings and the killing and wounding of so many persons, caused universal dismay and excitement. Hardly had the wind and rain deluge ceased before men, women and children might be seen running about in all directions, some in the very insanity of fear aimlessly flying for security somewhere; others seeking help for some loved ones buried in tempest-made ruins or looking in an agony of suspense for some relative or friend of whose safety there is uncertainty. It was a wild, pathetic scene; consternation was in every face, while many might be seen glancing excitedly at the sky, as if expecting some further dreadful phenomenon of the elements. Nothing bewilders and appals more than an outburst from the heavens, working destruction by invisible forces, to which the dullest mind realizes there is no limit. So in East St. Louis yesterday, for a time there was a fearful looking for worse things, even amid the rack and ruin already accomplished.

THE LOSS OF LIFE.

This is the most deplorable feature in the event of yesterday. Had we only to chronicle the destruction of property the task would be unpleasant, but among an energetic people the loss would easily be repaired. The dead, however, make a tragedy out of the storm and make even its remembrance a horror. So far as could be ascertained last evening there were seven men killed and fifty-two persons wounded.

THE KILLED.

First of all was Mr. John Bodkin O'Neil, purchasing agent of the Southeastern Railway. Mr. O'Neil was at the time of the catastrophe standing in front of the Southeastern passenger depot. He was struck by a flying piece of timber in the head and instantly killed. Mr. O'Neil was an estimable young man and leaves many friends to mourn his sad fate.

John Vogel, foreman of S. Mayo's lumber yard, was killed by the office in which he was writing at the time being blown completely down, terribly crushing his head.

Daniel Collins was in the house of Mr. Patrick Conway, which was blown down. His head was terribly cut and he also received internal injuries. He died five hours after the accident.

Timothy Drumm, an employé of the Chicago Transfer Company, was immediately killed by the harness shop of the company, in which he was at the time, being blown down and crushing him by the falling débris.

Probably the most horrible death which occurred was that of Isaac Evans, an engineer on the Chicago Railroad. The time the Chicago Railroad roundhouse was blown entirely down Mr. Evans was asleep in one of the rooms of the upper story of the building. As the building was carried to the ground Mr. Evans was carried with it, and then his body burned to a crisp by the fire which immediately ensued. His body was recovered about six o'clock in the evening, with nothing but the trunk remaining.

A driver in the employ of Timmerman & Co., of this city, lumber merchants, was immediately killed by being crushed beneath the falling mass of one of the Chicago freight depots.

John Eisley, a brakeman on the Toledo and Wabash Railway, was on a car which was blown from the track into the slough and immediately killed. Up to a late hour his body had not been recovered.

James Halpin, an employé at the bridge, was killed at the east pier.

THE WOUNDED.

The wounded, some of them, were in a terrible condition, and doubtless before this reports reaches the public some of them, too, will be numbered among the dead.

Mr. H. C. Creueling, general superintendent of the Wiggins Ferry Company, at the time of the accident was on the ferryboat Mulliken. He had with him in his carriage a young lad named Hawkins. The smokestack of the boat was blown down and fell immediately across Mr. Creueling's carriage. Mr. Creueling received a painful wound on the head besides having his right shoulder seriously fractured. The escape of Mr. Creueling is really miraculous, as had he been one foot from the position he was in he would have been among the dead. The lad who was riding with him escaped unhurt.

Mr. George Schope, master mechanic of the Chicago Railway, was in the shops of the Chicago Railway when the buildings blew down. He received a terrible cut on the head and had one of his legs painfully crushed.

Mrs. Margaret Conway had both of her legs broken.

Michael Conway was seriously cut on the head.

Maggie and Willie Conway were both fearfully cut on the head and body. They were all in their house when the building was blown to the ground.

Louis Parron, employed by the Chicago Transfer Company, had his head terribly cut by the harness shop of the company, which he was in at the time, being blown down.

Marcus Miller was in a passenger car of the Southeastern Railway, which was blown from the track, and had his head terribly cut.

Mr. Schufakegel, of Mount Vernon, Ill., was in one of the cars, and received a terrible cut in the head.

Mr. L. Marks, of Nashville, Ill., was also in one of the Southeastern cars, and had his head shockingly cut.

Charles Parry and Thomas Hamilton, employés of the Chicago Transfer Company, were both seriously injured by flying timbers.

Peter Flynn, a resident of East St. Louis, had one of his legs broken by a falling piece of timber in the Southeastern freight depot.

Frank Dunnegan and wife were seriously injured by the house in which they were living falling upon them. They were carried to the Sherman House, and received every attention by the humane proprietor.

George Belknap, an employé of the Chicago Railway Company, had his leg slightly cut by falling timbers.

Milton McFarland, an employé of the Chicago Transfer Company, was terribly cut in the head by a flying piece of timber.

Aaron Stannus, agent of the Adams Express Company, was badly cut in the head by the office of the company, in which he was at the time, being blown down.

George Hassett, a brakeman on the Ohio and Mississippi Railway, had one of his hands seriously cut by a piece of timber.

George Crump was also injured in the same way.

Harney Stackman, yardmaster at the Wabash road, was terribly cut in the head by some flying object.

Timothy Donohue, chief car repairer of the Wabash Railway, had his head terribly cut by fragments of timbers.

William Dennett, fireman on the engine of the Toledo, Wabash and Western Railway, which was blown from the track into the slough, had his shoulder dislocated.

William Hill, blacksmith in the employ of the Wabash Railway Company, was in the shop at the time the building was blown down; his head was badly cut by falling bricks and in all probability he will not recover.

Peter Philhon, conductor of one of Pullman's palace sleeping cars, which was blown from the track of the Wabash road, was in the car at the time and was seriously injured.

Mrs. Sarah Smith and one of her children, Hugh Smith, were seriously injured by their house being blown down.

Lucy Glasgow and Barbara Sincraft were seriously injured. The latter will probably die.

Mrs. Margaret Richardson and child were seriously injured by their house blowing down. The probability is the child will die.

Bridget Nolan, a child five years of age, was seriously injured, and will probably die. Her mother, Margaret Nolan, was also terribly cut in the head.

Mrs. Ellen Dalton's house was completely demolished, and Mrs. Dalton seriously injured.

Mr. A. H. Barnes, of Jersey county, Ill., had an arm broken by flying timbers at the Chicago depot.

Timothy Howard, employe of the Chicago Railway Company; head terribly cut by flying timbers.

William Petty, roadmaster of the Southeastern Railway Company, had his head cut by being blown from the platform in front of the passenger depot.

John Papin was in a passenger car of the Southeastern Railway which was blown from the track, and had his head seriously cut. Mr. Papin, with one or two others, crawled out of one of the car windows.

Mr. W. F. Keicher had his head cut by being struck by a piece of wood which was flying through the air.

Mrs. Eliza Powell was terribly cut in the head, the house in which she was living being blown down.

An infant of Mr. Frank Shields was blown from a second story window to the ground and seriously injured. The probabilities are that the child will die.

John McGerrihan was run over by a runaway team and his head badly cut.

William Stark, pilot of the ferryboat Edwardsville, was seriously injured by the pilot house of the boat being blown away.

Larry McGlynn was seriously cut in the head, as his house was blown down while he was within.

Mat. Quinn, an employé of the Vandalia Railway Company, had his arm broken by a heavy box being blown against him.

John Moran, brakeman on the Southeastern Railway, terribly cut in the head by flying timbers.

A child named Mary Brown was dangerously injured; the house in which the child lived with her parents was blown level with the ground.

An omnibus driver in the employ of the St. Louis Transfer Company was blown from the omnibus which he was driving, and had one of his legs broken.

Mat. Cooney, a laborer at the Vandalia Railway Company, had one of his hands mashed by being blown underneath a hand car which was passing at the time.

Harry Hawkins and Charles Chrysty, laborers, were seriously injured.

Frank Edwards, engineer on the Vandalia Railway, was terribly scalded by an escape of steam.

Mr. W. F. Gainey, foreman of the Vandalia roundhouse, had his left arm broken by a heavy door blowing against it.

A MIRACULOUS ESCAPE

which occurred to a whole family cannot be passed over without being noticed. The portion of the house near the Chicago depot, in which Mr. Charles Schaffner's family were situated at the time of the tornado, was blown from the roof to the foundation, and, strange to say, with a slight contusion to one of the children, the family escaped unharmed.

BUILDINGS AND PROPERTY DESTROYED OR DAMAGED.

The amount of property destroyed will in all probability reach or exceed $1,500,000.

DAMAGE TO THE ELEVATOR.

The upper portion of the East St. Louis elevator was blown completely off and landed 200 yards away from the building. There were 8,000 barrels of flour and 45,000 bushels of corn in store. The estimated loss is $15,000.

LOSS OF GRAIN.

Twelve cars loaded with grain, standing on the trestlework of the elevator at the time, were blown from the track and a portion of their contents strewn on the ground. One car was blown in the river and is a total loss. The cars were owned by the Indianapolis and St. Louis Railway Company.

FREIGHT OFFICE UNROOFED.

The roof of the freight office of the Indianapolis Company was blown off, as also was a portion of one of the freight houses. The loss of the Indianapolis Company is probably $8,000.

TWO BUILDINGS GONE.

Two buildings now in course of construction were blown down, which were owned by J. B. Livingston. Loss probably $1,200.

THE FREIGHT HOUSE OF THE VANDALIA RAILROAD.

This was blown down, and four cars were blown from the track. The loss of the Vandalia Railway Company probably will reach $75,000.

UNROOFED.

The roof of the house occupied by Mr. Harry Elliott, master mechanic of the Ohio and Mississippi Railway, was blown off, but fortunately none of the inmates injured.

THE OFFICE OF THE WIGGINS FERRY COMPANY

was blown down. At the time Mr. Edward Newkirk and Sam Gilbert, master carpenter, were in the building, and, strange to say, they all escaped unharmed.

A TEAM OF MULES IN THE RIVER.

A four-horse team of mules, which was approaching one of the ferryboats, was blown off the apron, and three of them drowned.

THE FERRYBOAT EDWARDSVILLE,

which was crossing to the east side, had her pilothouse carried away.

The ferryboat

MULLIKIN

had her smokestack carried away and a portion of her upper works injured.

STILL ANOTHER.

The tugboat Ram, owned by the Wiggins Ferry Company, had her deck swept clear of every movable object. The loss of the ferry company is estimated at $5,000.

FIVE TENANT BOATS,

owned by fishermen, were unroofed and the occupants left to the mercy of the weather.

BOARDING HOUSE GONE.

A boarding house, owned by Mr. Patrick Conway, was blown down, and several small dwelling houses, owned by the Ohio and Mississippi Railway Company. The loss of Mr. Conway, including personal property, is probably $2,000.

THE SOUTHEASTERN FREIGHT HOUSE.

The freight house of the Southeastern Railway is a total wreck.

Two passenger cars and eleven box cars were blown from the track. The car house was also destroyed, and one engine buried in the ruins. The loss of the Southeastern company will probably reach $35,000.

DESTROYED.

A boarding house and saloon owned by Mr. Charles Schaffner was partially destroyed, and a saloon and dwelling house owned by Mr. Frank Dunnigan was completely destroyed; loss probably $2,000.

LOSSES TO CHICAGO RAILROAD.

The passenger depot, two freight depots, the round house and water tank of the Chicago Railway Company were blown down. The round house took fire and all the woodwork burned after it had fallen. Isaac Evans, an engineer, was killed in the building. One engine was in the house at the time, and she, too, is a total wreck. Seven freight cars were thrown from the track, and all outbuildings destroyed. The loss of the Chicago company will probably reach $350,000.

THE OHIO AND MISSISSIPPI RAILROAD LOSSES.

This road suffered severely. Three freight houses, the passenger car house, water tank and Adams Express office were blown down, and twenty-two cars were blown from the track. The loss of the Ohio and Mississippi will probably reach $300,000. A number of small tenement houses owned by the company, lying north of the depot grounds, were also blown down.

THE TOLEDO AND WABASH ROAD.

The round house, Wabash Railway Company, was blown down, and two engines were buried in the ruins; three passenger cars and one Pullman palace car, and also an engine, were blown from the track into the slough. Seventeen box cars were blown from the track; all the outbuildings of the company were destroyed. The loss of the Wabash company will probably reach $200,000.

THE GRAND HAVOC.

Here the amount of destruction occasioned in East St. Louis terminates, so far as ascertainable last night. The tornado passed on and left the evidences of its frightful visiting behind. But these particulars do not sum up the general havoc wrought and the individual suffering occasioned.

LOSSES ELSEWHERE.

Late last evening reports reached East St. Louis that the town of Brooklyn, about two miles northeast of East St. Louis, had been visited by the same storm and a large amount of property destroyed. Some property also in or near Venice is reported to have been destroyed.

THE SUFFERING

among the unfortunate families in East St. Louis is really pitiable. About thirty families were rendered homeless, and many poor people had their little all buried in the ruins of their once happy homes. The good people of East St. Louis did all in their power to alleviate the sufferings of the wounded and homeless. The ferryboats up to a late hour were thronged with people from this side of the river, all anxious to learn the fate of their friends. Some action on the part of citizens on this side of the river looking toward assistance to the sufferers will doubtless be looked for, and we hope not in vain.

THE WRECK AT THE EAST ABUTMENT.

One of the most extraordinary results of the storm was shown at the east abutment pier. At the time of the outburst about twenty-two men were at work in the air-chamber, and over one hundred others were dispersed about the works, some on the masonry and some aloft in the purchase boxes and other points. The heavy rain which preceded the tornado had driven some of the men to shelter, but still very nearly the regular number were at work as usual. Nearly every citizen is familiar with the appearance of the site of the pier, as the work of laying the caisson progresses. The frame work of the derricks, with the wireways of the "travellers," and other beams crossing and recrossing each other, make a perfect forest over the pier, which is of the strongest character. The timbers employed are all of massive size, and the fastenings are of iron. High upon the southeast corner of this maze of timbers is the aerial rest which Superintendent McComas calls his office. This was the scene where it seems the very heart of the tempest struck. The crossing timbers formed a sort of latticework, but the tornado was too compact for it to resist. It struck the framework like a rushing sea. There was a moment of dreadful creaking—a shivering, as if a furious spirit was assailing the whole—the workmen looked up aghast; hardly a moment was there for a man to change his place before the dreadful downfall came. The whole framework not so much gave way as was gathered up and plied like a lot of dry twigs into a chaotic heap, and dashed down and stamped upon by the storm, the great mass inclining in a northeastwardly direction.

The noise at first was positively deafening, and men were bewildered and hardly knew what had happened. But the storm passed as swiftly as it came, and then came the terrible realization of the calamity. Cries of wounded men came from the awful wreck pleading for assistance.

Superintendent McComas, who escaped unhurt, although his office was badly rocked and strained, quickly recovered himself, and calling his men together, all that were able to go to work directed their united energies to the business of extricating the wounded.

SINGULAR ESCAPES.

So far as was possible for them to ascertain last evening only one man was killed at this pier, which is one of the most extraordinary events in connection with the storm. When one looks at the mass of timber splintered and packed together over the scene of the men's labors it seemed almost incredible that a single one escaped.

THE MAN KILLED.

His name was James Halpin, a sheet iron worker by trade. He was killed close by the office of Mr. McComas, receiving a terrible blow on the head and upper part of his body. He was on the platform east of the office at the time he received his death blow.

THE BRIDGE LABORERS INJURED.

The following are all that were ascertained to have been wounded:—

Joseph Clarke, shoulder and arm shattered. This man, who has a wife and family, was sent to St. Luke's Hospital. He was promptly attended by Dr. Jaminet, who, in view of the condition of the patient, postponed amputation until this morning. The case is a bad one, and fears were entertained that he would not live through the night.

William Grovin, seriously hurt.

P. Gannon, resides at 1,425 Broadway, seriously.

C. W. Smith, resides at 933 North Second street, seriously injured, but not considered in immediate danger.

D. Collins. This man was employed on the bridge, but was on shore at the time of the storm and was injured by a falling house.

These are all the wounded and they were all promptly attended to by Dr. Jaminet, who was either at the scene of the calamity or at the houses of the injured men all the afternoon and up to a late hour at night.

THE LOSS.

It is stated by the Superintendent that the actual loss to the bridge is between $15,000 and $20,000. It is doubtful, however, if the framework will be restored in the same shape as before the storm.

ADVENTURES OF THE TUGS.

The bridge company tug Hewett was lying near the east abutment when the storm struck it. The wheelhouse and part of the cabin, such as it was, was torn off, and Captain Montgomery went into the river with the wreck, but succeeded in getting out safe. Two or three men employed on the tug were also thrown overboard, but all managed to escape a watery grave.

John Applegate was painfully hurt on the head, either by a fall or a blow from a piece of flying timber. As soon as matters had regained some degree of calmness the wreck of the Hewett was brought over to this side and left near the bridge landing, an object of no small interest to a large crowd of spectators.

IN THE AIR-CHAMBER.

There were some twenty-two men in the air-chamber at the time of the catastrophe above. The smashing of the timbers and interruption of the machinery quickly apprised them something was wrong, and as soon as practicable they were got out. Not one of them sustained any injury, and, in fact, as things turned out, they were in the safest place on the pier. Mr. De Courcy was in charge of the air-chamber gang at the time. Thomas Malvin, who has charge of the air-chamber work, was in the main shaft at the time of the general smash-up over head. He heard the giving way, and, looking up, saw the collapse. He wisely retreated down the shaft some distance, and, no timbers falling down on him, escaped without any injury.

DISTRESSING SCENES.

As the news spread of the tornado across the river the attention of people at first was concentrated on the bridge works. It was reported that a most terrible accident had occurred, and the wildest rumors prevailed as to loss of life. Soon the wives and other relatives and the friends of the men employed at the works heard the news, and alarm spread quickly from heart to heart. Many a pallid and trembling woman might be seen hurrying to the landing of the bridge tugs, or standing there looking wildly towards the mass of ruin at the east abutment, or eagerly questioning if such a man, naming some dear one employed in the works, was hurt or killed. Even at dark anxious women were to be seen waiting for the arrival of the boats to have their anxieties allayed. The officers and employés of the Bridge Company acted with commendable kindness and promptitude, both in succoring the wounded and in answering the inquiries respecting the victims of the accident.

BLOWN AWAY.

The floating derricks of the Bridge Company moored at the foot of Laml street parted their chains and floated down the river. The towboat Porter, however, followed and brought them back and left them just above the site of the east abutment.

DAMAGE AT EAST PIER.

The framework erected at the east pier for carrying up the masonry was entirely demolished. Several men were on the pier at the time, but none of them were injured. This scaffolding was, however, of a light skeleton nature, and the loss is not serious. In connection with the storm it may be stated that several men were reported as blown in the river, but so far as known they escaped safely, with no injury but a ducking and a fright.

THE INTERRUPTION TO THE BRIDGE WORKS

will not be very serious, as prompt measures will be taken to remedy the effects of the disaster. In ten days or two weeks, probably, the wreck will have been cleared away and work will be progressing as usual. The occurrence of the tornado will serve to practically illustrate the dangers to which the bridge, when completed, will be exposed, although that of wind storms was fully comprehended in the calculations made of the forces that would have to be resisted.

FEARS OF EXPLOSION.

After the crash at the east abutment there was a general fear an explosion of the boilers would ensue, but this happily did not occur, and the steam was finally let off before any accident occurred.

THE STATE OF THE AIR CHAMBER.

The disaster only involves the derrick frame works, and of course the pier and air chamber are wholly unharmed. The connection of the air pumps, however, and the steam connections were broken up, and consequently the pumping of the air is suspended. The chamber will be permitted to fill with water, and as soon as the damage is repaired it will easily be forced dry again and work resumed therein.

A REPORT.

Late last evening a report was current that a pilot had been killed, while in the pilot house of a steamboat, near the foot of Chouteau avenue, by the smokestacks being blown over and one of them crushing through the pilot house. No further particulars were ascertained.

THE STORM AT BELLEVILLE.

The dwelling house on High street, belonging to Mrs. Wm. C. Davis, was unroofed by a wind storm which passed over a portion of Belleville, between three and four o'clock P. M. A small portion of the roof was landed in the street, and the balance lodged on the premises of Wm. Killermann, adjoining, where trees and fences were more or less damaged. Fortunately none of the inmates of either house were injured. Some sheds in the vicinity of the depot of the St. Louis and Belleville Railroad were blown down. The roof was blown from a stable owned by Jacob Dolich, and also from a stable owned by Edward Abend, in the southeastern part of the city. The fair grounds were more or less damaged, and a portion of the new amphitheatre, it is said, was levelled to the ground, while signs and chimneys were blown about promiscuously.

The Town of Fayette, Ill., Destroyed.

ST. LOUIS, Mo., March 12, 1871.

The tornado which swept with such force over East St. Louis on Wednesday, passed through the eastern part of Green county, Ill., and did a great amount of damage. It struck the little town of Fayette with great force and in less than a minute the town was fairly destroyed, the principal buildings and even the smaller ones being blown down. A steam mill, a seminary and church were completely demolished. No lives have been reported as lost.

CAUSES FOR DIVORCE.—Liova E. Jones, of Northway, Va., asks for divorce on the trivial ground that her husband has pounded her, murdered her father and committed forgery.

THE SOUTHERN DISORDERS

Alarming Condition of Affairs in the Palmetto State.

The Black Militia and Ku Klux in Battle Array.

Barn Burnings and Other Outrages Prevalent.

THE COLORED DEMONSTRATION ON CHESTER.

CHESTER, March 9, 1871.

Not since the memorable day of December 20, 1860, when the cry, "The Union is dissolved," flashed upon the wires and resounded throughout this State from mountain to seaboard, has there been such intense excitement in the town of Chester as has existed here for the past week. The changed relations of the two races since the hydra-headed monster of rebellion made its appearance with the Palmetto flag as its banner, the disastrous results of the great civil conflict, the advancement of the negro to the enjoyment of civil and political rights coequal with the whites, the dominance of the blacks over the whites by a majority of 100,000 votes in this State, and the superior advantages accorded to the negroes in the matters of civil government by partial national legislation, has again fired the spirit of the chivalry, and disaffection has broken out now under the guise of that mysterious organization known as the Ku Klux Klan. Every day for the past week this community has been on the verge of a bloody conflict—a war of races—which was only prevented by the timely arrival of a

COMPANY OF UNITED STATES TROOPS,

the presence of which had the moral effect of restoring law and order where before hostility, chaos and lawlessness reigned supreme. For a number of weeks past a most unsettled and lawless state of affairs has existed in the western portion of Chester county, which was in part the result of flagrant outrages by the Ku Klux Klan, consisting in mainly whipping and scourging, though it is strongly surmised by many republicans here that a number of

NEGROES "HAVE BEEN LOST"—

a most significant phrase in this section, which means "hanged" or "shot," or otherwise summarily disposed of. Then, in addition to these, and which all parties concede to be the origin of the recent disturbances, there have been numerous aggressions on the property of the whites and also attacks upon themselves by the armed negro militia. In the present excited state of the community it is hard to get at the actual facts which led to the threatened conflict; but from the conflicting statements and rumors that prevail it is evident that the whipping and maltreatment of negroes by the Ku Klux was in this instance provoked by the

BURNING OF COTTON GIN HOUSES

by the negroes generally and firing on unarmed people by the colored militia from ambuscades with the Winchester rifles with which they have been armed by the State. Few people felt themselves safe from attacks passing along the highways, particularly at night, and frequently the darkness was lit up by the lurid glare of some burning barn, with its valuable contents of cotton, provender and agricultural implements. Added to this, too, for some reasons there has existed recently a

SULLEN INDISPOSITION

on the part of the blacks to perform their duties as laborers. They persistently refused employment, though the spring work created a demand for their services; they broke off all contracts which had previously been made, and, armed with rifles, muskets or pistols they began roving in bands over the country, committing depredations, shooting cattle and frequently perpetrating daring acts of highway robbery. I was more than astonished to find that the entire negro race is on a

PERFECT WAR FOOTING,

as far as arms are concerned, and some people intimate that they are by no means wanting in the matter of discipline. They are often drilled by regularly commissioned officers of the State, hold their specified meetings for that purpose, and have been seen at nights in large bodies patrolling the neighborhoods in which they reside. No negro cabin is to be found without its Winchester rifle, its musket, pistol, bowie knife, bayonet or scythe, the latter formidable weapon being one of the most popular among them. An almost natural consequence of this belligerent aspect of the blacks, coupled with their marauding incursions, thefts and other outrages, which easily incited the fiery spirit of the chivalry, was a

GENERAL UPRISING OF THE WHITES,

having for its alleged object the suppression of violence, and by speedy and summary means, if possible, to put an end to so lamentable a state of affairs. It is needless to say that the ever ready Ku Klux found in the general unsettled condition of the country an ample field for their midnight operations, and, from the accounts I have been able to glean, they were not slow to take advantage of it, as subsequent developments will doubtless show. Information having been received here that an attack was about to be made on the town, and that it was to be fired, all the young men assembled here on Monday last, and under the leadership of the oldest and most influential gentlemen of the town. This section of the county has been perfectly quiet, and the rumored attack had no justification beyond an assumed right of the blacks to do as they pleased, and perhaps as a retaliatory measure for Ku Klux outrages in the western section of the county. In view of these circumstances the people claimed that no law or power could divest them of

THE RIGHT OF SELF-DEFENCE,

and they resolved to stand by their bones and their firesides. Scouts were sent out to reconnoitre on the evening of Tuesday, the 6th, and they reported a considerable body of armed blacks forming and gathering in the vicinity of Mount Carmel. So general and widespread was the apprehension now felt that parties here telegraphed to points in North Carolina for assistance, and to other places in this State, and large bodies of whites immediately started for the scene of action from each of the places applied to. Three hundred men are said to have left the county of Union on horseback on their way here, and over forty arrived from Charlotte, N. C., besides numbers of others from points nearer. On the morning of the 7th a body of colored militia, numbering about seventy-five, armed with the Winchester rifles, made their

APPEARANCE IN THE SUBURBS

of the town, on the Union road, coming from Carmel Hill. The whites, in strong force, remained in town, ready, however, for immediate action in case of an attack. What the intention of this belligerent force of blacks could have been was not known, but they alleged they came there owing to the unsettled condition of affairs in their immediate neighborhood, in the western part of the county. Upon being notified of their approach the Sheriff and other civil authorities of the town despatched messengers to ascertain their purpose. This mission was accomplished without gaining any further information than was already known, and as the blacks continued in a hostile and threatening attitude the whites became more exasperated, as they had nothing to do with outrages committed a considerable distance from them in a different portion of the country.

A COUNCIL OF WAR

was held, and the blacks were informed by the Sheriff in person that it was the determination of the citizens, if they did not at once withdraw from the town without molesting either persons or property that they should be

COMPELLED TO DO SO,

and they were allowed until four o'clock in the afternoon to consider the terms offered them and evacuate the suburbs. The hour arrived and the hostile blacks still remained in position—many supposed with the intention of storming the town and of firing it, if possible—and the whites patiently awaited some development of their purpose, whatever it might be. To their surprise, late in the afternoon the sable force began a retrograde movement and soon they disappeared from view. There was nothing further then heard from them, and it was supposed they had grounded their arms and quietly returned to their homes, until the following morning at half-past one o'clock, when a

SERIOUS DISTURBANCE

occurred near the Charlotte and Augusta Railroad depot, in the opposite quarter of the town, in which one colored man was wounded. A number of shots were exchanged, principally without effect, and at daylight the whole colored force was found

IN POSITION

near the site of the old York depot, in an excavation known as the turntable pit, while the whites were intrenched at the depot, about 250 yards distant. In this hostile attitude the opposing forces eyed each other, neither anxious to make the attack, but both eager that the other should open the battle. Luckily, however, wiser counsels prevailed and

A PARLEY ENSUED,

during which it was agreed, on the part of the colored force, that they would retire five miles in the country, there to disband and return to their homes, if not molested. The excitement was now at its highest pitch, and it was with the greatest difficulty the fiery sprigs of chivalry could restrain the older men from "pitching into the d——d niggers." It was now supposed that quiet was effectually restored, but the retiring blacks again acted in bad faith, and ambuscaded themselves behind

A STONE WALL,

from which position they fired a volley upon a party of unarmed citizens, wounding one seriously and killing two or three horses, all without any just provocation, as is alleged, by the whites. Another account given me of this affair is that the negroes, seeing several mounted men approach them, got behind the wall, and when threatened by the horsemen they fired and their fire was returned with about equal damage on both sides. This occurrence again aroused the ire of the whites, and the following morning about two hundred mounted citizens, coming mostly from the disaffected district,

SUDDENLY APPEARED

in Chester. During their stay of several hours they committed no acts of violence, and finding no hostile negroes they went away. On the evening of the 8th a company of the Eighteenth United States infantry arrived, and was received by the Intendent and civic authorities with great courtesy. An understanding was established between the troops and the citizens, the former assuring the latter they came there equally for the protection of whites and blacks. The officer in command assured the people that, in his estimation, the civil authorities were fully able

TO PRESERVE THE PEACE

with the aid of the citizens, and he would simply hold himself in readiness to obey any requisition made upon him for assistance by the Sheriff. It has now been agreed on the part of the officers of the colored militia that the arms now in their hands

SHALL BE SURRENDERED

by Saturday next, and if this agreement be faithfully observed it is to be hoped that, with the presence of United States troops, all further disturbance will cease. The excitement still continues, and a spark would blow up the ignitable magazine of intense popular feeling. A house in the heart of the town

WAS FIRED LAST NIGHT,

but was happily extinguished before much damage was done. It is feared that this mode of fighting with the torch—a powerful one in the hands of the negroes—will be continued and serious results may yet ensue.

LAWLESSNESS IN MISSISSIPPI.

Brutal Assassination.

[From the New Orleans Republican, March 8.]

Some weeks ago we reported the condition of affairs in Summit, Miss., and the lawlessness existing there. The challenge of Dr. Ferguson by young Pryor Hurst, and the shooting and dangerously wounding of the former by the latter in a street rencontre was embraced in the report. Dr. Ferguson was so seriously wounded that he has not yet recovered, but young Hurst was thirsting for somebody's blood and that insane thirst has been appeased, as we learn by passengers who arrived on the Jackson railroad train from Summit yesterday.

It appears, according to the information from the parties referred to, that a Prussian laborer named Uniacke was an active sympathizer with Dr. Ferguson at the time of the street conflict between the Hursts and Ferguson, his sympathies extending so far as to lead him to arm himself on that occasion. Last Monday Uniacke was working as a gardener for Colonel Garland, but requiring the advice of the latter on some matter, left his work and went after the Colonel. Not succeeding in finding him, Uniacke went into a saloon, where he was followed by Pryor Hurst, who accosted Uniacke and asked him if he was armed. Uniacke replied that he was not, whereupon Hurst struck him a blow in the face with a cane, and then, before Uniacke could recover from the effects of the blow, drew his revolver and shot him through the head. Uniacke fell dead, but even after that Hurst fired and lodged four balls in the body of the man already weltering in his blood. Hurst, whose reputation for bravado and desperation had previously overawed the single policeman of the town, quietly walked away, flourishing his pistol and defying arrest, and thus he escaped. With the mark of a cowardly murderer on his brow he has departed from Summit, but it is hoped that he may yet be arrested, brought to justice and be compelled to suffer for his offences. It is lawlessness like this which tarnishes the good name not only of Summit but of other towns in Mississippi and the South. It is a singular condition of affairs when no one dares to arrest a murderer, but all permit him to escape alive.

OBSEQUIES OF A COLORED STATE SENATOR.

The Emancipated Race Paying Honors to the Remains of a Representative Man.

The obsequies of Isaiah L. Lyons, late a member of the Virginia State Senate, were appropriately celebrated in Williamsburg yesterday by the colored population.

Mr. Lyons died in Virginia on the 21st ult., and his remains were embalmed and sent to his friends in Williamsburg for interment. These friends resolved on making the funeral a public one, and in order to give the various colored organizations of New York and Brooklyn an opportunity to take part in the obsequies the funeral was postponed until yesterday.

THE SERVICES.

In the morning the body was taken to St. Paul's Protestant Episcopal church, where the usual mortuary services were performed by the Rev. Dr. Fox, rector, and the Rev. John Peterson, of St. Philip's church, New York. The body was then conveyed to Washington Hall by the members of Stone Square Lodge No. 6, F. and A. M., and there remained until shortly after noon, when, the hall being densely crowded, the exercises agreed upon by the committee of arrangements were carried out.

The deceased Senator reposed in a rosewood coffin, with oval top, silver handles and silver mouldings, surmounted with Masonic emblems. A silver plate in the shape of a cross bore the following inscription:—

I. H. S.
ISAIAH L. LYONS,
AGED 27 YEARS, 5 MONTHS AND 29 DAYS.
DIED FEB'Y 21ST, 1871.

The exercises opened with prayer by the Rev. A. R. Jarvis; a solo and chorus, "I Heard a Voice," followed; the Rev. Highland Garnett read a portion of the Scriptures, and Mr. Louis H. Putnam then delivered a lengthy eulogy. He said that the deceased represented the great principle proclaimed by Thomas Jefferson and embodied in the Declaration of Independence, namely, that all men were born free and equal. In gazing upon his lifeless form he could not help remembering that before his time no plebeian ever sat in the Senate Chamber of the haughty commonwealth of Virginia, nor could he help coming to the conclusion that God bought about the great change. The deceased was born in New Jersey and was brought to Williamsburg when only four years of age. From that time until he reached the age of nine he was sent to school, and acquired a knowledge of reading and writing. He then entered the employment of Dr. Palmer as an office boy, subsequently became a clerk in Dr. Ray's drug store and remained in that position until the breaking out of the war. He then entered the Sixth Pennsylvania colored cavalry, and before the close of the war was assigned to duty as hospital steward in Hampton, Va. At the close of the war he opened a