HAYDEN ON TRIAL

Dr. Treadwell's Lecture Continued on Blood Corpuscles.

A VERITABLE FREE LANCE.

A Discovery Affecting the Motive of the Murder.

NEW HAVEN, Conn., Nov. 13, 1879.

The interesting scientific lecture by Dr. Treadwell, of Boston, on blood corpuscles was continued in the Hayden trial to-day. At one time the Doctor branched off from his subject to give some severe raps to scientific gentlemen who differed with him as to the method of examining corpuscles and as to the results obtained. Surgeon Woodward, of the United States army, was savagely attacked, on scientific grounds alone, of course, and the defence made no effort to check Dr. Treadwell's onslaught. It was interesting to the spectators, and, while it did the State no benefit, it was a gain for the defence as an illustration to the jury of the differing opinions of scientists on a subject on which the witness professed to be so confident. Generally speaking, Dr. Treadwell was a careful and good witness, but by this attack he added no value to his testimony, and at another time during the forenoon he made an embarrassing slip in his arithmetic. One of the claims of the State has been that Hayden was prompted to murder the girl because she believed she was pregnant by him and he feared damaging revelations. The post-mortem examinations showed that she was not pregnant, but Dr. Jewett, of New Haven, was called this afternoon and testified that the girl was afflicted with an ovarian tumor. This would give rise to symptoms closely resembling those of pregnancy. When Dr. Treadwell was recalled for further cross-examination he made a correction of the measurement of the four blood corpuscles obtained from a spot on Hayden's shirt No. 2, and was proceeding to explain when checked by Mr. Watrous with, "Never mind the words, Doctor, let us have the thought (and, after a second's reflection), if there is any there."

AN ARITHMETICAL BLUNDER.

Two particular corpuscles of the four—infinitesimal atoms, measuring about 1-3,000 of an inch—were the subject of fifteen minutes controversy between Mr. Watrous and the witness. Finally the latter was asked to give the average of the two, measuring, respectively, 1-3,137 and 1-2,758 of an inch. He made the addition on his blackboard correctly, 5,895, but, on dividing by two, gave as the answer 2,997.

"Eh? What's that?" exclaimed Mr. Watrous; "my figures are different."

The Doctor, going over his figures again, saw his error; and Mr. Watrous did not relieve his embarrassment very much by exclaiming:—

"I just wanted to show to the jury that experts are fallible, as well as other people. Your other figures may have been wrong, as well as these."

Mr. Watrous next advanced the ingenious theory that the minute blood spots on the shirt might have been made by the killing of mosquitoes which had sucked human blood, but Dr. Treadwell rejoined that they presented no such appearance. The blood found in the groove of Hayden's pocket knife was next considered, and the witness said that, while the blood corpuscles had been preserved from rust by the dirt gathered in the groove, there was no means of determining how long that dust had been there nor how many years it might have been exercising its preservative qualities. After some questioning Dr. Treadwell said that he was unable to produce the microscopic slides on which he had mounted the blood specimens, as after examination by the microscope the matter had been destroyed in submitting them to a chemical test—the guaicum test—to determine whether the particles were really blood corpuscles. Two of these guaicum tests were made, as the witness doubted the accuracy of this method, and proved one by the other. The doubt is due to the fact that other substances than blood give by this test results very nearly similar.

"Are there no minute vegetable growths with corpuscles nearly resembling those of blood?"

"There are none having the bi-concave form of blood corpuscles."

"But Professor White, of Yale College, said that infinitesimal spots on the stone found near the body contained blood corpuscles, and now says they did not."

"He may have said they resembled blood, but could not have seen, as I did, that the matter had no bi-concave corpuscles."

A TEST QUESTION.

"Now, Doctor, if you have five specimens of different bloods given you, will you be able to say which are human?"

"Yes, if an honest and competent man prepares the slides for the microscope and with fresh blood. Then I could give you an answer in a couple of hours."

"But was the blood in the groove of Mr. Hayden's knife fresh?"

"Of course not. But if you give me dried blood I should want three weeks to determine, for it would be necessary to treat the blood for some time so as to restore the shrunken corpuscles to their normal condition. Even with perfectly fresh blood it would be necessary for me to send to Boston for a special kind of mounting varnish. I don't care to use slides mounted by Professor White, of the Yale Medical School, because I don't know his process. But I would be willing to trust to slides prepared by Professor Wormley or Professor Richardson, of Philadelphia, whose process I am familiar with."

"Suppose we give you the blood of a dog and a pig, respectively, telling you that the blood comes from the two, but not telling you which is which, will you be able to distinguish them?"

"Yes, in two days; but I must have my own man to see that the blood is taken properly and that it does not clot before it is delivered to me."

"What authorities agree with you as to blood corpuscle measurements and methods of distinguishing?"

"Professor Richardson and——"

"One moment," exclaimed Mr. Watrous. "I have here an article by Richardson, published in the *American Journal of Medical Science*, 1875, in which he appears to doubt the possibility of distinguishing corpuscles."

"But Professor Richardson now agrees with me, also Professor Wormley, and a French or German physician (Malinin) entertains similar views in a paper published in Virchow's 'Archives of Medicine,' which I have seen in the Boston Public Library, and there are other authorities."

TREADWELL VS. WOODWARD.

Then occurred one of the most interesting and spicy events of the trial. Being questioned as to the accuracy of certain statements by Surgeon Woodward, of the United States Army, on blood corpuscle measurements, Dr. Treadwell launched out into a scathing criticism of Dr. Woodward, his methods and his deductions. It was an unusual spectacle of a witness employed as an expert at a large per diem pay seizing the opportunity and occupying time to pitch into another professional gentleman who didn't happen to agree with him. Dr. Treadwell said that while Woodward had done good work in the preparation of the medical records of the war, he had, by his own admissions, been able to give but a few hours weekly to the subject of corpuscles. He disagrees with other close students in this branch of science, yet while he is against Richardson, for instance, in a paper on the blood corpuscles of the dog and pig, he abandons his position in a later paper.

By this time the Doctor's attack was becoming interesting. He was running on as he pleased, lifting Woodward's scalp about an inch with every sentence. Mr. Watrous sat apparently reading a pamphlet and with a sarcastic smile on his face, as he appreciated the fact that the State's expert, by showing these radical disagreements on the accuracy of corpuscle examinations, was doing the defence great good with the jury.

"Why," said Dr. Treadwell, substantially, "Woodward purports to give corpuscle measurements made from photographs. A man who does that either doesn't know what he is talking about or he is a knave." (Laughter.) Dr. Treadwell next went into a detailed account of what he regarded as the salient defects in Woodward's system, and, exhibiting a series of photographs prepared by that gentleman, pointed out what he regarded as the impossibility of doing what Dr. Woodward claimed to have done. Dr. Woodward measured all the corpuscles on the photographic print, when every optician could tell him that figures near the sides would be photographed different from those in the centre. Hence the measurements could not be right. In his earlier experiments Dr. Woodward measured none of the oval corpuscles, which are those which might have been pressed out of shape in mounting. Later he came around to the improved plan of measuring all the corpuscles and getting the true diameter of the oval corpuscles by taking both the long and short diameters and finding the mean.

"But," interrupted Mr. Watrous, "didn't you show us photographs yesterday of corpuscles in this case?"

"Certainly, but I made my measurements in the microscope, not in the photographs. And as to measurements, it was my practice as long ago as 1873, in measuring corpuscles, to get both the long and short diameters and find the mean."

AN IMPORTANT DISCOVERY.

Dr. P. A. Jewett, recalled, corrected his previous testimony regarding the effects of arsenic. He had said that pulse would drop to thirty or forty per minute, but wished to add that when the poison first reached the brain it increased the pulse. The strength, however, diminished, and soon the pulse lessened the number of its beats. To further inquiries Dr. Jewett said that on examining Mary Stannard's uterus at the Yale Medical school he discovered disease, and was severely cross-examined as to why he failed to make this discovery at the time of the post-mortem examination. He said that he did not make a complete investigation at the time. Witness proceeded to explain the appearance of the organs, &c., when the Court adjourned until nine o'clock to-morrow.

WAS SHE POISONED?

AN INQUEST ON THE BODY OF MRS. POPE, OF CHITTENANGO, N. Y.—CHARGES THAT SHE WAS QUIETLY "PUT OUT OF THE WAY" AND HER PROPERTY SEIZED.

[BY TELEGRAPH TO THE HERALD.]

CORTLAND, N. Y., Nov. 13, 1879.

Coroner Hendricks, of Cortland county, continued the inquest at Truxton to-day on the body of Mrs. Louisa Pope, who died at Chittenango, August 5, 1876, under circumstances which have lately developed the fact that she was poisoned to death. The person suspected of the poisoning is Mrs. Frances Shrouder, now living in jail at Morrisville, Madison county, on the charge of poisoning her own mother some few weeks ago. District Attorney Smith and ex-Senator Kellogg, of Madison county, appeared in behalf of the people. At the inquest held some three weeks since Dr. Manlius Smith, chemist, of Syracuse University, testified to finding arsenic in the stomach of Mrs. Pope. The chemist was not present to-day, but sent an affidavit giving this additional fact that he had verified his former analysis and had found arsenic and also mercury and copper. Both the copper and the mercury were in very small quantities, but rather more than the arsenic. The chemist adds:—"Of course neither arsenic nor mercury nor copper should be found in the normal human body. There is no means of discovering in what form they were introduced into Mrs. Pope's system. If corrosive sublimate had been taken it would account for the mercury and Paris green and would account for the copper and arsenic. I get the mercury in the form of a metallic substance and the copper I recognize by tests."

The people desired to show that the motive which actuated Mrs. Shrouder in poisoning the old lady was to obtain possession of her property. It is known that when Mrs. Pope died she had $800 in government bonds and this amount Mrs. Shrouder was charged with stealing, but she declared at the time of her arrest that she knew nothing about the bonds and had not seen them.

MRS. SHROUDER AND THE BONDS.

The first witness was Daniel Gates, an old gentleman who lived at Chittenango, next door to where Mrs. Pope was boarding with her niece, Mrs. Barnard. Mr. Gates testified that Mrs. Barnard told him that Mrs. Pope had her bonds concealed in a satchel, which she kept with her in bed; that the old lady called on him to obtain for her the interest on the coupons, and that Mrs. Shrouder then saw the bonds, as she brought the scissors to cut them off. After Mrs. Pope's death a relative, named Mrs. Hannahs, of Utica, came to Chittenango to obtain possession of the bonds, and witness heard Mrs. Shrouder say, in answer to a question as to whether or not her family would give up the deceased woman's property, "I've got them bonds, and they've got to get them from me first." The father of Mrs. Shrouder then spoke, saying, "I'll stick them bonds in the stove first, before the Utica folks shall have 'em." The witness recalled this latter remark especially, because he wrote it down in his diary. Still later, when Mrs. Edick, another Oneida county heir, called up to look after the property, Barnard said to the witness that the Utica folks shouldn't have the bonds and they couldn't touch him for it because his wife owned his place.

SUSPICIOUS OF DR. ENDERS.

Rev. Dr. Enders, pastor of the Reformed Church, testified that Mrs. Pope sent for him several times before her death to talk with him about what disposition she should make of her bonds and mortgages, but that Mrs. Shrouder or her mother were always listening at the bedroom door, and whenever Mrs. Pope alluded to her property they would rush in, when Mrs. Pope would throw up both her hands, as if warning the witness to say nothing in their presence. No physician was called at the time of Mrs. Pope's death, but a lady who was present states that she complained of a terrible sensation in her stomach, which the District Attorney expects to show was an indication of arsenical poisoning.

THE VERDICT.

The verdict of the Coroner's jury was as follows:—"There are strong indications that Mrs. Louisa Pope came to her death from arsenic and mercurial poison administered to her by Charles O. Barnard and Frances Shrouder, with intent to murder her."

NOT GUILTY.

LEBANON, PA., Nov. 13, 1879.

The jury in the Zechman murder case, after being out twenty hours, returned a verdict this morning of "not guilty."

THE PASSAIC TRAGEDY.

More testimony was taken in the inquest in the Nieuman case in Passaic, N. J., yesterday. Three unimportant witnesses were examined. Koman Nieuman, the son of the murdered man, is still confined in the County Jail at Paterson. No one is allowed to see him except his counsel. The defence claim that the old man went to the barn to feed the horses and fell down with the ladder against some agricultural implements, fracturing his skull. Thus they account for the blood in the barn. They will not deny that a bad feeling existed between father and son, but claimed that it was due to the alleged fact that the old man was contemplating marriage, after having told his son that he could have the farm to obtain a livelihood from. Relative to the bloody clothes found the defence claims that Koman wore them the day before when cleaning two rabbits he had shot.

THE EXTREME PENALTY.

EXECUTION AT SHERMAN, TEXAS, OF JULIUS TOETTEL FOR THE MURDER OF JOSEPH A. BRENNER—DETAILS OF THE CRIME, THE TRIAL AND CONVICTION.

[BY TELEGRAPH TO THE HERALD.]

SHERMAN, Texas, Nov. 13, 1879.

Julius Toettel was hanged here at two o'clock to-day for the murder of Joseph A. Brenner, a saloon keeper of Dennison. The city was filled with strangers, and thousands of people tried to witness the sad event, though but few succeeded in getting a position from which they could see the gallows. The execution took place in the jail yard.

THE MURDERER.

Toettel was a Hessian and thirty-two years of age. He came to America seven years ago, and soon after enlisted in the regular army. At the close of his term of service he went to Dennison, Texas, and soon after committed the deed for which he to-day suffered the extreme penalty of the law. The relations between the murderer and his victim had been of a very friendly character, and Toettel, being fond of drink, ran up a bill of several dollars at Brenner's saloon, and when asked to settle refused to do so. Brenner then forbid his entrance into his place and Toettel became very much enraged in consequence. On the 15th of last January Toettel went into the saloon and was ordered to leave. Hot words and a scuffle followed, resulting in Toettel's being compelled to leave. At about ten o'clock that night Toettel went to his boarding house, and, getting a whetstone, sharpened a butcher knife, and, as the evidence showed, he told the landlord that he wanted it to "cut a man's guts out." An hour later he went to a butcher shop and got the salesman to sharpen his knife on his steel. He told the butcher that if a man was found dead next morning, with his bowels cut open, to tell the people that Toettel killed him.

THE MURDER.

Returning to the saloon about midnight Toettel entered into a tussle with Brenner, and in a moment left him and ran from the house. Brenner spoke to an acquaintance who sat at a table some distance away, saying that he was stabbed. On examination it was found that a large blade had penetrated the abdomen, and the wound was a serious one. Brenner lived three days. He was a man universally respected in the city, and had Toettel been captured the next day Judge Lynch unquestionably would have been called upon to settle the account.

ESCAPE AND RECAPTURE.

Toettel made his escape over into the Indian Territory, but three or four days later was captured and returned for trial. The case was taken up at the March term of the District Court, and after a lengthy trial Toettel was found guilty of murder in the first degree. The Appellate Court sustained the verdict of the jury, and on the 8th of last September Judge Bledsoe pronounced the final sentence, fixing yesterday, the 13th day of November, as the day of execution.

Governor Roberts, though appealed to by a long list of our best citizens, refused to commute the sentence, and the last dread act in vindication of the law took place to-day, as stated.

A priest of the Catholic Church made daily visits to the condemned during the past two weeks, and he seemed reconciled to his fate, though up to the last moment he protested his innocence of premeditated murder.

DEATH SENTENCE COMMUTED.

PHILADELPHIA, Pa., Nov. 13, 1879.

President Hayes has commuted the sentence of Isaac Jacobson, the sailor who was recently convicted in the United States Circuit Court of the murder of Charles D. Brooks, mate of the ship Sea King, and sentenced to be executed on January 30, to an imprisonment of eighteen years. The papers containing the intelligence were received this morning by United States District Attorney Valentine and the prisoner will be informed to-day.

BUELL'S COMING FATE.

THE EXECUTION TO TAKE PLACE TO-DAY—THEORY OF THE MURDER HELD BY THE PROSECUTION—A TEXAS GENTLEMAN'S INTEREST IN THE MURDERER.

[BY TELEGRAPH TO THE HERALD.]

COOPERSTOWN, N. Y., Nov. 13, 1879.

Myron A. Buell, the murderer of Catharine M. Richards, will positively be hanged to-morrow morning, between the hours of ten and eleven. The gallows was to-day erected in the court yard. Great excitement prevails. His final confession has not yet been made public.

THEORY OF THE MURDER.

The counsel for the people think that Buell lied in the confession first made. They believe he attempted to outrage the girl first, and when she threatened to tell her parents then he killed her. Their theory is that Buell thinks that his determination to murder will appear less disreputable than if he admitted that the gratification of his murderous lust was the principal motive. He is a singular being, and on the trial told the story of his movements and asserted his innocence with such an appearance of truth that many sincerely doubted his guilt until he made the confession. He was twenty years old at the time of the murder and the girl fourteen, but she was large and finely formed. Her father will be one of the Sheriff's jury.

INTEREST IN BUELL.

Dr. Hubby, of Harris county, Texas, became so much interested in reading the report of the trial that he forwarded to Counsellor Lynes, of the defence, a very powerful appeal to Governor Robinson to pardon Buell.

THE SCAFFOLD.

The scaffold to be used is the one on which Felix McCann was hanged at Norwich recently. The weight has hanged nine other murderers. It is dropped by the pulling of a lever which supports it at one side and this avoids cutting the rope. Buell inspected the photographs taken of him yesterday and expresses a preference for a sanctimonious front view which makes him look like a parson.

MRS. POTTS IN TROUBLE.

THE PEDESTRIENNE ATTEMPTS SUICIDE AFTER WRITING A LETTER TO THE NEWSPAPERS.

PHILADELPHIA, Nov. 13, 1879.

At a late hour last evening the police officer on duty at the New York junction observed a woman who was acting in a strange manner a short distance up the railway. She was standing in the middle of the track, apparently indifferent to the fact that a train was due. The officer finally concluded to address her, and after some difficulty found that she was Mrs. Potts, the woman who recently walked from Philadelphia to New Orleans and back. She stated frankly to the officer that she had come to that place with the intention of throwing herself before the coming train. The reason assigned for the act was the refusal of certain persons in Philadelphia, who, she alleged, had promised to pay her $5,000 if she completed the walk in a specified time, to pay her the money that she had earned. She said she was discouraged and desired to die. The officer took Mrs. Potts to the station house, and a search of her pockets revealed the following letter:—

TO THE BALTIMORE AMERICAN, PHILADELPHIA TIMES, NEW YORK HERALD, CHARLOTTE OBSERVER, N. C.; ATLANTA CONSTITUTION, GA.; NEW ORLEANS TIMES, N. O.:—

NOVEMBER, 12, 1879—4:30 P. M.

DEAR EDITORS—I am about to do a rash act, which I hope the world will forgive me for doing. It is nearly five weeks since I returned to Philadelphia from my Southern tour. I stopped at the Allegheny House on my return until last Saturday. I was in debt for one week's board, and I was politely told by the proprietor that I could stay no longer. On Sunday I stated my case to Mrs. Thompson. She gave me $1 and told me to go to the Women's Christian Association on Seventh street and get employment and lodging. On Thursday morning I went, but the clerk of the Employment Bureau sneered at me when I told her who I was, and she said she could not find me any employment without reference. I went away in search of employment, but no intelligence office would give me employment unless I paid them. I did not want to give them my dollar, for I knew unless I got employment that day I would have no money to get anything to eat nor nowhere to stay. After walking all day to three o'clock P. M., I asked a policeman what he could do for me. He sent me to the matron at No. 419 Clinton street. I told her who I was, and that I wanted employment. She sneered at me and said that she could do nothing for me. I then went back to the Women's Christian Association and gave forty-five cents for supper, lodging and breakfast, what they charge. Yesterday morning I went to the Employment Office, No. 34 South Seventh street, and gave the agent fifty cents, with the understanding that he was to return it at night unless he got me a situation during the day. I was not successful, therefore he returned the fifty cents, and I went to the Woman's Christian Association last night and stayed, returned to the office, No. 34 South Seventh street this morning, hoping the agent would get me something to do, but he did not, and I left about half-past two P. M., and walked out near the Germantown Junction and sat down on the stoop of an empty house to write this. My valise is held for board bill at the American Hotel, in Baltimore, with my notes in it that I intended to write my book. I have a trunk at No. 204 East Twenty-seventh street, New York, and I have some things at the Allegheny House; but what are they to me? for I have come out here to lay my head down on the railroad tracks to-night to be run over. I am in hopes this will be found in my pocket and published in all the above-mentioned papers, when I am dead. I want my body given to the medical students in Philadelphia. I am perfectly sane, but I have nothing to live on nor nothing to live for. So good-by to the world. MRS. MATTIE POTTS.

P. S.—I have no friends nor relatives; am a native of North Carolina. Lived at New York city for nine years.

TO BE CARED FOR.

Mrs. Potts was brought up at the Central Office this morning, and for a time there was some doubt as to what could be done with her, but Chief Givin finally recollected that there is an old statute making it a misdemeanor for a person to attempt to take their own life, and on this held her for a hearing. It was afterward decided, after consultation with some of the officers of the courts, to make arrangements whereby she could be placed in a temporary home. A conversation with her at the Central Office failed to elicit any facts further than stated in her letter.

PIGEON SHOOTING.

The monthly pigeon shooting contest by members of the Excelsior Gun Club, of Brooklyn, E. D., took place yesterday at Monteverde Park, off Graud street. There was a fair attendance of shooters and members. Of the former Messrs. Heiser, Kampfmuller and Dumweg tied, each killing seven straight. On the shoot off, at three each, they tied twice. On the third shoot off Mr. Dunweg went out, missing his last bird. Messrs. Kampfmuller and Heiser continued, each killing three straight. On the next shoot off Mr. Heiser killed his three, Mr. Kampfmuller missing his third bird, giving the badge to Mr. Heiser. The following is a

SUMMARY.

EXCELSIOR GUN CLUB—MONTEVERDE PARK, BROOKLYN, E. D.—Regular monthly contest for club championship badge. Shot for at 7 birds each, 21 yards rise, 80 yards boundary, H and T traps.

		Killed.
Mr. Keiser.....	111111—111—111—111—111	19
Mr. Kampfmuller..	111111—111—111—111—110	18
Mr. Dunweg.....	111111—111—111—110	15

MATAWAN, N. J., Nov. 13, 1879.

The monthly shoot of the Midway Gun Club of this place for the club's badge took place this afternoon at Mount Pleasant. The conditions were ten birds, handicap rise, five traps, English rules; ties shot off at five birds. There were fifteen competitors, Messrs. Hart, Haight and J. Lambertson killing ten straight. On the shoot off Haight won the badge, killing four birds to Lambertson's three.

In a free-for-all sweepstakes, three birds, twenty-five yards, single trap, old Long Island rules, L. B. Campbell, of Red Bank, won, killing all.

In the second sweep, same conditions, J. Lambertson and J. Van Brouckle killed all and divided the stakes.

EAST RAHWAY, N. J., Nov. 13, 1879.

In a 100-bird match between William Bayles, of Brooklyn, and Charles Selven, of New York, twenty-five yards, Long Island rules, purse $100 and the cost of the birds, Mr. Bayles won, killing 43 to Mr. Selven's 39.

SOMERVILLE, N. J., Nov. 13, 1879.

In to-day's sweepstake pigeon shooting between New York and New Jersey marksmen, handicap rise, five ground traps, Burlingham rules classified, the following were the winners:—Ten-bird sweep, $5—Woods 9, Catlin and Dard 8 each, Wilson 7; Catlin and Dard dividing second money. Seven-bird sweep—First money, Dard, killing all, at 27 yards; second, James, after a shoot off with Woods; third, Watterson. Ten birds (not classified)—First money, Mervin, killing all; Watterson and Coyle tieing on 8. On the shoot off (three birds, miss and go out), Coyle and Watterson tied again and divided second and third moneys.

TROTTING HORSE BREEDERS.

The third annual business meeting of the National Association of Trotting Horse Breeders will be held at the Everett House, in this city, at one o'clock on Wednesday, 19th inst.

PEDESTRIANISM.

SARATOGA, N. Y., Nov. 13, 1879.

James H. Riley, the celebrated oarsman, won the fifty-one hours' walking match, having made a fraction over 163 miles. Marcus Beadle made 156 miles.

THE LOST CHAMPION.

CORRECTED STATEMENT OF MR. MITCHEL, ONE OF THE SURVIVING PASSENGERS—DID THE CAPTAIN DESERT THE SHIP?

Mr. Joseph Mitchel, of No. 199 Washington street, one of the surviving passengers of the ill-fated steamship Champion, in conversation with a HERALD reporter yesterday, said that the statements obtained from him on his arrival in this city were, in many respects, grossly inaccurate because of his being stupefied by liquor at the time. He did not know, he said, one-half of what he was saying, and made many statements that he now knows to be mistakes. His manner, while in conversation, was extremely straightforward and cool, although at times he showed plainly that he had not entirely recovered from the nervous condition his extraordinary escape had created. He said that he had never drank liquor before and was filled with it on the way to the city. He was cold and in a state of extreme nervous debility, and the liquor seemed to quiet and warm him more than anything else. As he now tells the story of the disaster and rescue it differs widely from his previous statements and reflects greatly upon the captain and officers of the ship. When the ship struck, he said, he was in his stateroom and made all haste to reach the deck. He is positive that he did not occupy more than two minutes in doing this. As he was going on deck he met the stewardess going below. She was crying out, "My God, my God, the ship is sinking!" and wringing her hands. He did not see her after that and does not know how she was saved. When he reached the deck he could not see the captain or officers, nor did he see the liferaft. He never saw the raft and did not know whether there was any on board. He looked about for a life preserver, but could find none. Then he turned his attention to the boats and saw some people, whom he thinks were passengers, trying to lower one. Some one called for an axe, but none could be found. He thinks if there were any of the crew about they would have known where to find the axes if there were any on board. The ship then began to settle forward, and he ran up the after-deck to catch the rail. Before reaching there, however, the ship gave a great lurch and went down headforemost, carrying him and others with it. It was about eight minutes, he thought, from the time of the shock until she went down.

He heard no one calling the passengers, and says distinctly that he believes the captain left the ship on the raft with some of the crew within three minutes after the shock. It was a very clear night and not foggy, and he is quite positive that the boats were not lowered or cut away, but went down with the ship. The story of his struggle with the waves and the assistance received from a skylight has already been told. He is very positive, indeed, about his statements reflecting on the crew, and says he is willing to make affidavit to the facts as he relates them. He went to the company's office in this city, he says, and asked the manager what he could do for him. He had lost $205 in money and all his clothes and effects. They told him, he says, that they would give him his passage money, but laughed at him when he asked for clothes.

TESTIMONY OF THE FIRST MATE OF THE LADY OCTAVIA.

PHILADELPHIA, Nov. 13, 1879.

The investigation by the British Court of Inquiry into the causes of the Champion disaster was resumed this afternoon, Acting Consul Crump presiding.

James Ferguson, the first officer of the Lady Octavia, testified:—At two A. M., November 7, I had charge of the Lady Octavia's deck; she was sailing barely three and a half knots per hour; at twenty minutes to three I walked forward and saw both my lights burning brightly and the lookout at his post; I then walked up on the poop, and in a few minutes noticed a green light on our port bow; thinking it was a sailing vessel I took a bearing of the light, which was north-northeast; I finally saw, with the aid of night glasses, that the vessel approaching had a masthead light which burned very dimly, and yet a few minutes later discovered her red side light; the first light I saw was the green side light; I was standing to the weather side of the wheel, and about three minutes after I saw the green light I saw the red light, the former being shut out entirely, and I made sure she was going astern; I saw the red light about two minutes and said it must be a New York tugboat going to speak us; I said this because I thought she was going around under the lee quarter; then she shut out the red light and showed a green light again; about three minutes after I saw the light first she appeared to be sheering about; she was either badly steered or altering her course; when she shut out the red light and showed the green I was almost certain there would be a collision, more or less, and before I had time to do anything the steamer struck us end on a little abaft the stem; when she struck us I was on the weather side of the wheel; it was a heavy shock and caused me to stagger, and when I was going down off the poop I met the master; I ran forward on the forecastle to see which vessel was most damaged; I looked over the bow; of course, the first thing I saw was the steamship in actual contact with us; one of her anchors was lying on top of our stem; I only heard one man cry for help.

Ferguson was plied with questions by members of the Court, but insisted that he had no time to get out of the steamer's way after seeing the green light the second time, and that scarcely half a minute elapsed after this before the collision occurred. In all only ten minutes passed between first seeing the green light and the collision. The night was dark but the atmosphere clear.

The inquiry will be resumed to-morrow.

THE FALCON DISASTER.

CAPTAIN KIRBY EXONERATED.

BALTIMORE, Md., Nov. 13, 1879.

The Steamboat Inspectors to-day completed their report in the collision case between the steamer Falcon and the schooner S. C. Tryon, which occurred on Saturday night last. The investigation was made with closed doors, but it is known the testimony was to the effect that the schooner was sailing up Chesapeake Bay at a speed of nine miles per hour, and was about one point on the port bow of the Falcon, which was going down at a like speed. Captain Kirby, of the Falcon, ordered his vessel to be steered off to avoid the schooner, and had changed his course to an angle of forty-five degrees. Captain Nickerson, who was on the deck of the schooner at the time, ordered his wheelman to put the helm up, and did not discover his mistake until he went forward, when it was too late to avoid the collision. The report of the inspectors entirely exonerates Captain Kirby, of the Falcon, from all blame for the collision.

The report from the Falcon this evening was that she lies in an easy position, and very little of her freight has floated out. The wreckers are now preparing to raise her, having arrived at the scene of the disaster yesterday.

The schooner is now in the hands of the United States Marshal, and will not be released until the libel is disposed of or a bond given to cover the demand.

THE ARIZONA'S PASSENGERS.

THIRTY-SEVEN LEAVE ON THE CASPIAN—HOSPITALITY OF THE PEOPLE OF ST. JOHNS—ANOTHER OCEAN STEAMER IN TROUBLE.

[BY TELEGRAPH TO THE HERALD.]

ST. JOHNS, N. F., Nov. 13, 1879.

The first detachment of the Arizona's saloon passengers embarked at five o'clock this afternoon on board the steamship Caspian of the Allan line. There were thirty-four adults and three children in the party. When the Caspian arrived in port she was greeted with cheers by the distressed Arizonians, but as there was no response from the passengers of the incoming ship the enthusiasm soon subsided. There was no formal leave-taking, but warm wishes were expressed for the safety of the departing travellers.

Since the arrival of the Arizona the passengers have been the object of unremitting attention on the part of the citizens of St. Johns. Invitations to lunch were extended by the Governor to several of the British passengers, and private receptions have been organized by Messrs. Harvey & Outerbridge, at which the passengers had the opportunity of meeting the beauty and wealth of St. Johns. The impression made by Newfoundland society has been of the most favorable character, and every one is surprised at the warmth of the hospitality extended in the seemingly inhospitable region. Several shooting parties were organized, but met with poor success in their expeditions.

The steamship City of Bristol, bound from Philadelphia to Liverpool, laden with cotton, arrived in this port about four o'clock this afternoon. During the voyage she met with heavy weather and her ballast had shifted. When sighted off the port she was listed heavily to starboard. Her appearance caused considerable excitement, as the rumor was circulated that she had also struck an iceberg. This proved to be unfounded. She is short of coal, but has suffered no injury, and as soon as her ballast has been readjusted will proceed on her voyage.

DISMASTED AND WATERLOGGED.

ANOTHER INCIDENT OF THE CYCLONE—THE CREW OF THE HARRY DAVIES RESCUED FROM THE WRECK OF THEIR VESSEL.

The bark Northern Chief, of Yarmouth, N. S., thirty-eight days from Rotterdam, in ballast, to Boyd & Hincken, of this city, and commanded by Captain Miller, arrived in this port yesterday afternoon, having on board a shipwrecked crew of nine persons taken from the British brig Harry Davies. The Northern Chief fell in with the brig, dismasted and waterlogged, on the 31st of October, in latitude 42 deg., 9 min. and longitude 59 deg., 25 min. Captain Miller reported that on the 29th of October he encountered a terrific hurricane and a very heavy sea. The following morning the storm somewhat subsided, but the water was still rough. At four o'clock in the afternoon, with the wind blowing hard from the southeast, he discovered a vessel with a signal of distress flying about half a mile to windward. Small boats were sent to the rescue and the strange vessel was found to be the brig Harry Davies, Captain McFee, bound from Charlottetown, Prince Edward Island, to the Barbados. She had encountered the same storm as had the Northern Chief. On the night of October 29 she was dismasted and waterlogged. The hatches were torn off by the violence of the waves breaking over the deck and the water poured into the hold at a dangerous rate. The hold was filled with a miscellaneous cargo, principally fish. Everything was ruined. Before daylight the next morning the ship had filled so rapidly that the cabins and forecastle were flooding, and it was but a short time before the crew and officers were obliged to remain on deck. They gathered a large amount of food and water together and prepared for a siege. The deck of the vessel was laden with horses, sheep and cattle, and the presence of these animals did not add to the safety of those on board, for, becoming frightened, they rushed in a body to one side of the deck and almost caused the vessel to capsize. Many of the animals died during the storm, and when the Harry Davies was abandoned all of them were left on board, where they must starve unless they are picked up by some passing steamer. The vessel and cargo were a total loss.

THE MISSING STEAMERS.

NO TIDINGS RECEIVED OF THE JOSEPH PEASE OR TELFORD—ALL HOPES OF THEIR SAFETY ABANDONED BY THEIR AGENTS.

No tidings have yet been received of the two steamships which left this port in the beginning of October, and which were reported as overdue in yesterday's HERALD. It is believed by their agents in this city that both vessels have gone down in a storm which prevailed off the Banks of Newfoundland a short time after they sailed. The steamship Joseph Pease, one of the vessels, is an extra steamer in the Red Cross line, of which Bowring & Archibald are the American agents. When she last arrived here a regular steamer of the line was lying in port and the agents decided to load the Joseph Pease for Marseilles, France, with a cargo of wheat and corn. Mr. Bowring, of the firm of her American agents, said yesterday afternoon:—"I am positive that the vessel is lost, for she is out over forty-four days. It is her custom to go across in about thirteen days. Her longest passage was fifteen days. I felt at first, when the information of the delay reached me, that the vessel had met with some mishap in the violent storms prevailing on the Atlantic after she left here, and was probably making her way to some haven under canvas. Even if that were the case enough time would have elapsed since she left for her to have reached the other side before November 1. But if she were disabled we would have heard from her before this. Some of the many steamers now travelling between this country and from Europe would have brought the news that she was making her way under difficulties. We are almost assured that she has gone down. Her crew are, of course, in that event, all lost, for information would have been sent to us or our London agents on their safe arrival at any port in any vessel. The captain, Joseph Parkman, who commanded the Joseph Pease, was an able seaman and well skilled in the management of steamships, and had been in the Joseph Pease three years. The crew were shipped in Newcastle, England, just previous to her coming here with a cargo of tin. The Joseph Pease is an iron vessel, built in Stockton, England, in 1876, and is of 1,751 tons displacement. She was the property of Dixon & Harris, our London agents.

THE TELFORD.

The other vessel, whose arrival in the port of Antwerp is awaited with much anxiety, is the Telford, of Newcastle. She was an extra steamer in the White Cross line. The New York agents of the line—Joshua S. Tucker & Co.—have been uneasy as to her safety since the 20th of October. On that day she ought to have put into the harbor of Antwerp, allowing her sixteen days to complete her passage. Her agents sent a cablegram to Antwerp yesterday and also to their office at Newcastle asking if anything had been heard of the Telford, but none was returned to them, except that the Lloyds had put the vessel down in the list of missing steamships. Three months must elapse before they will begin to pay insurance losses. Mr. Joshua S. Tucker said of the Telford yesterday:—"There is not the slightest hope that the vessel will ever reach port. She has gone the way of the Benina, of the Hull line, and the Zanzibar. She went down undoubtedly and left no one to tell the story of the disaster. There are many reasons that would account for the accident. Grain is very difficult to place in a vessel. The heavy seas which wash a steamer's deck at this season of the year might have got in with the grain, and if that was the case, it would have swelled and caused her sides to give way. The strength of her iron plates would have gone for naught against the force of the swelling cereals and the openings thus made in her sides would admit more water to add to the distresses of the ship. At any rate the Telford complied with the legal restrictions in the loading of the grain, it being placed three-quarters in bulk and one-quarter in bags. Another circumstance that would affect a vessel loaded with grain in a violent storm is the shifting of her cargo. If she were thrown on her beam ends it would be a most difficult task to right her. The vessel was not heavily laden, for when she was leaving port her "Plimsall" mark was above the water line. I was thinking among other things that might have occurred to the Telford that she might have overtaken the Joseph Pease, of the Red Cross line, and ran into her. The Telford was manned by a crew of twenty-three men and commanded by Robert Wilson. He was a specially genial and agreeable gentleman, and was a most careful seaman. The disaster that caused the loss of his vessel must have been one that could not have been prevented by skill. We have not the names of the crew, as they came here from Newport, England, in the vessel. She was owned by Mr. J. Wait, of London, and is of 1,747 tons burden and has a carrying capacity of 1,131 tons.

A BURNING WRECK.

The French bark Cohnheim, which arrived yesterday afternoon at this port, brought news of seeing a vessel on fire to the southeast of the Bermudas. The Cohnheim sailed from Calais, France, forty-two days ago, and during her entire passage the weather was exceptionally fine. It is supposed by her captain that the burning vessel was the British bark Canning, whose crew was brought into port on Monday night last on the ship E. W. Stetson, Captain G. Moore. Captain Zeplein, of the Cohnheim, says of the burning wreck:—"I was in latitude 27 deg., 13 min. north and longitude 55 deg. west on the 30th of October, when the lookout cried out that there was a burning vessel in our course. I ordered the helmsman to put the helm to port. We passed the wreck about fifty feet distant. She was copper bottomed and her cargo was gone out of her. I then believed that she was loaded with oil, but since reaching port I think it is possible that she might be in ballast. She was a vessel of about four hundred tons register, and had not been in the water a long time, for her barnacles were not of any size. I did not put out any boat. We were out of the trade winds but a few hours when a stiff breeze filled our sails, and I was determined to make the most of it. The sea was troubled, too, and there was no evidence of life on board the burning ship, and therefore no very urgent necessity to lower a boat. However, I, being in ballast, could have carried off $400 or $500 worth of her property. The cabin was below her decks, for we