The Times.

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QUAINT AND CURIOUS CRAFT.

The Columbus Caravels Are Now the Wonders of Hampton Roads.

CLIMAX IN THE RENDEZVOUS REACHED.

Arrival of the Spanish Vessels Marked With Much Ceremony—Description of the Strange Ships.

FORT MONROE, VA., April 21.—Columbus four hundred years ago stood upon the deck of the Santa Maria and saw a new continent. To-day the quartet of centuries has been bridged. Quaint and pigmy craft like those in which he crossed a trackless sea have come for the first time within the waters of the Republic which reveres his name. Strange and curious vessels are they—unlike anything in the heavens above or the earth beneath or the waters upon the earth. For all they are like the modern ships, they might have dropped suddenly from an unknown world. They display flags of whimsical device, are tiny and clumsy and antique, better fitted for the calm waters of a land-locked lake than for braving the buffeting of an angry sea. Yet, before these bits of painted wood the flag of the United States was to-day lowered. For the memory of what they represented, the honors of a nation were heaped upon them. No wonder that the air was filled with the sound of music, or that the cannon thundered, or that the enthusiasm ran as high as the waves, which, later in the afternoon, filled the harbor with long reaches of white foam. History has recorded many naval pageants, but never one that was so full of significance or as spectacular as that which today added to the historical Hampton Roads.

The day was perfect. All night long a skurrying wind had driven into the west the clouds which yesterday overhung the sky. Day broke into a golden morning. The sun, clambering slowly up into the heavens, shone down upon a sea as quiet and silent as the azure above. The crescent of the waning moon hung high above the horizon, no longer gleaming against a nocturnal sky, but pale and white and delicate like the clouds which drifted overhead. For two miles or more stretches the fleet at anchor, the ensigns of nearly a dozen nations giving a touch of brilliant color. Inside and almost under the green and velvety ramparts of the picturesque old fort lay the ships of the White Squadron like a flock of fleecy sheep at rest, while on the outer edge, toward the sea, lay the hulls of the foreigners, a fringe of black and hungry wolves. The water was as placid as a woodland spring, save when a breath of southern wind stirred the mirror like surface into a thousand sparkling points of light. The land hung low and indistinct in the distance all around the fleet, except out towards the sea. From that direction, moving so slowly that they seemed not to move at all, came the three warships of the Spanish squadron. Behind each one of them was an odd and miniature ship, a cross between a Chinese junk and a Queen Anne cottage.

As of old, with Columbus still at the prow, the fleet sailed on. The caravels were decorated with as many flags and fluttering pennants as a Christmas tree. From the foremast floated the white flag with the green cross, the ensign which Columbus flew as admiral of his diminutive fleet when he turned face towards the western sea. Underneath this was a white pennant with the same design. From the mainmast flew the royal standard of Castile and Arragon, the rampant lions on a white ground, and the castles of Arragon on a deep red field. Beneath this was the pennant of Columbus. The mizzen mast displayed another banner, with a black eagle holding a shield, upon which were the armorial bearings of the proud house of Arragon. Still another pennant beneath this bore the shield of the Order of Santiago. The pennants were especially unique. They were almost long enough to drop to the deck, and each pennant, with the exception of the small square upon which the insignia were placed, was split into two long and serpentine tails, which every little while tangled themselves into bowknots or were caught fast to the crude rigging. The gay banners gave the miniature ships a festive look and made them seem more like toys than ever.

The Atlanta and the Australia were the outermost sentinels of the fleet already at anchor. Beyond them lay a wilderness of masts and spars and bristling guns. Between the congregated monarchs of the navies of the world the Spanish squadron sped slowly on, while the guns of the fort, without waiting for the American colors to be saluted first, kept up a noisy booming. On board the men-of-war the interest was intense. The rigging, the sides, and the decks were crowded with dark blue figures, while through the open port-holes peered the eager faces of the seamen all along the squadron. The marines were in line upon the afterdeck, presenting arms to the flag of the Spanish Admiral. The bands upon the flag-ships played the Spanish national air. The quickening breeze stirred to life the pendant flags and they stood at right angles to the masts. A fleet of small boats put out from the shore and hastened to greet the new comers, while even Admiral Hopkins, in his anxiety for a closer view, cruised around the caravals in his own launch. The Spanish ships passed directly through the fleet and then came around on the outside, the Infanta Ysabel taking her position abreast of the Blake, which in turn was opposite the Philadelphia. The Reina Regente, with the Santa Maria, reaching the end of the line, cast off the vessel which Columbus made famous, and presently the handful of sailors upon the curious craft began to spread her sails to the wind. There were three square sails, one directly under the bowsprit, one bearing a huge red cross at her foremast, and another with a red templar cross at her mainmast. From the mast which rose from her high cabin at the stern there swung a lateen sail. The canvas, dark and discolored like an ancient parchment, bellied out to the wind. From the bow the waves danced in glistening furrows. The ship seemed no longer a helpless thing, doomed to be towed like a mimic toy. As she pushed her way forward through the blue water, self-reliant and independent of her steel-belted companion, it was easy to imagine that once again the real Santa Maria was afloat, and that the spirit of Columbus hovered over the ship. Everybody and everything was proud to do her honor.

The bottle-green torpedo boat Cushing, a significant contrast to the ancient model, steamed alongside to lend a helping hand if needed. From every ship in the harbor a company of steam launches and trim cutters had assembled and hung on either side. Sailboats, excursion steamers, and even lumber barges, gathered to allow their passengers a closer view of Columbus' flagship. The barefooted band on the Aetna played "Hail Columbia" and the Spanish air. The Russian band added its music. Admiral Benham came out upon the afterbridge of the Newark and lifted his cap in formal salute, while the Newark band contributed its melody. The sun fell upon the Santa Maria's sails and enveloped her in a golden glory. Her dark bronze guns, hardly larger than turkey quills, gave forth a salute. A moment later, having reached the end of the fleet, the sailors of the Santa Maria unwound the thick rope which served as the cable for the anchor and tossed overboard the kedge just as Columbus must have done when under the lee of Watlings Island he made preparations to step upon the shore of a new continent. As she lay at anchor the Santa Maria presented a picture worthy of a painter. At a single glance she resembled nothing so much as a huge arm chair lying at rest upon the water. Her high back, the depression of her sides where the arms might be supposed to rest, and the still lower cutting away amidships, made the resemblance more real. The ship was less than seventy-five feet long and not more than twenty-five feet beam, so that she could be placed with ease upon a city building lot. She was painted a dark olive, with trimmings of light terra-cotta and red, the combination being artistic enough to please the eye. Her mainmast, scarcely taller than the distance of her stern deck from the water, was straight as an arrow. The masts forward and aft ran out at angles to each other like the ends of the letter W. Near the top of the mainmast, and surrounding it, was a curious little basket of wood, ornamented in red and white, with a geometrical figure such as the Indians used to decorate their pottery.

Across the mast was a yard, up to which the sail was hoisted when furled. The yard of the foremast, on the contrary, was lowered to the deck, sail and all, when the foresail was taken in. From the stern ran out a spar, so that the vessel had a bowsprit at one end and a sternsprit, so to speak, at the other. Around the stern, which was ridiculously high as compared with the rest of the boat, ran a Moorish-like decoration, while directly over the rudder post was a picture of the Madonna and the Christ child.

A very modern step-ladder ran from the water to the deck. Climbing up this ladder, your correspondent stood upon the deck of the Santa Maria.

The diminutive size of the ship was now more apparent than ever. A stone might have been tossed easily from the stern over the red-painted bow. The deck was so small that a little pinnace, which lay enshrouded in canvas left little room for a man to pass on either side. The cabin in the stern was as roomy as the size of the ship would allow, and that is not saying a great deal. The room was hung with fac-similes of the red curtains which so won the heart and eye of the Indian chief whom Columbus first met, and there was an antique wardrobe with drawers. A little table, at which not more than two people could sit, was in the centre of the room. There were no decorations, save a picture of the patron saint of the Spanish discoverers, Maria Stella. Windows with Moorish arches gave ventilation and at the same time afforded something of a view of the sea beyond. At the prow stood an admiral's lantern, reproduced from a picture of the one which was similarly placed in the original craft. It was a lantern such as Columbus himself might have lighted nightly as he glanced out to the horizon and saw neither the sail of friendly ship nor the glimmer of a looked-for beam upon the land.

The Pinta, a miniature edition of the Santa Maria, was not anchored, but rocked upon the waves, tugging at the line which still held her fast to the Infanta Ysabel. The Nina, tiniest of all, was hardly thirty feet long, and looked like a baby's cradle as she tossed to and fro with the slightest swell.

Admiral Gomez breathed a sigh of relief when his toy boats were at last safely moored. Five days ago, just after he had left the harbor of Havana, the barometer began to fall ominously, and presently a storm of cyclonic strength burst upon them. The water swept in upon the tiny Nina, and more than once the officers of the Nueva Espana gazed astern with keen solicitude for the safety not only of the craft that had been entrusted to their care, but of their fellow officers and seamen who were aboard of her.

As it is one of the regulations of the Spanish navy that no salute shall be fired until a ship has come to anchor, the guns of the Infanta Ysabel were silent until she ceased to move. In the meantime, however, the Hollander and the Germans had saluted the flag of the Spanish Admiral, a miniature edition of the flag of Spain with the addition of a small anchor. It took nearly half an hour for the Spaniard to pay his compliments all around first to the American flag, then to the American, English, French and Italian admirals, and finally to all the ships that had saluted him. As soon as they had been concluded the round of official visits began, and all this afternoon the Spanish flag has been darting hither and thither to add its dash of color to a scene already full of brilliancy and light.

Who Will Lead the Line?

Secretary Herbert will probably have a complex problem to solve before Monday should the Russian Admiral, now on his way from the West Indies, arrive here before the departure of the fleet on that day. A naval officer of one of the flagships stated to-day that the English vice-admiral, Sir John J. Hopkins, does not relish the idea of having any but first place in the fleet formation when it starts for New York, which would give him the place of honor behind the American vessels. The Russian Admiral, it is understood, outranks Admiral Hopkins, the former's commission antedating that of the latter, both being for the same grade. It is believed that precedence will follow in the formation, and if such should be the case, the Russian fleet would be entitled to sail at the head of the foreign ships, notwithstanding that Admiral Hopkins arrived in port first. The English Admiral, it is said, has looked into the matter, and is determined to head the line. Should the Russian officer arrive and persist that he is entitled to the first place, Admiral Hopkins will produce a commission, which he has ready, promoting him to the grade of full Admiral, run up his flag, salute it and thus be entitled to lead the line. Naval officers are watching with interest the outcome of this phase of naval procedure, and the wiseacres predict that the Englishman, as usual, will come out ahead.

Secretary Herbert is expected to reach here at 10 o'clock to-morrow morning, and will be received with salutes from all the foreign ships and Admiral Gherardi's flag ship. In the evening he will give a dinner on board the Dolphin to the commanding and flag officers, while the junior officers will entertain their wardroom brethren of the visiting ships. Sunday evening Admiral Hopkins will entertain the Secretary and admirals and captains on board the Blake. Admiral Gherardi stated to-day that the fleet would sail at 10 o'clock on Monday morning for New York. The caravels may be sent ahead in convoy of the tug boats. This evening many officers left for the international ball at Norfolk. The immense crowd was increased this afternoon by the arrival of a steamer chartered by members of the Army and Navy Club, of Washington, bringing about a hundred officers, with their wives and friends. The ball-room was crowded with dancers until a late hour.

Bodies of the Victims Recovered.

MILWAUKEE, WIS., April 21.—The bodies of two victims of the Tunnel Crib horror were picked up on the beach early this morning. The steamer Burroughs went to the crib this morning and secured ten bodies, making twelve bodies that have been recovered thus far. Foreman Barber, of the tunnel construction gang, now says there were fifteen men at the crib when it was overwhelmed.

VIRGINIA UNGRATEFUL.

THAT COMPROMISE CLOSED THE DOORS OF FEDERAL OFFICE.

Cleveland Had Favored Virginia, and He Expected Virginians to be Loyal—The Milk in the Cocoanut.

TIMES BUREAU, RAPLEY BUILDING, WASHINGTON, April 21, 1893.

There is no longer any question as to the fact that the apparent apathy and indifference of President Cleveland as to the appointment of Virginians is based upon a far deeper reason than at first would have been suggested to the man who attempted to fathom the situation.

In 1885, when the Democratic triumph was heralded as an era of especial importance for the Southern States, the newly-elected President gave, first of all, his attention to Virginia, and was glad to relieve the State of the burden of political oppression that she meekly bore. He was in every way kind and considerate to our people, and while other States clamored for removals and political consideration he gave only Virginia his thought.

The time passed, and the good men whom he appointed served faithfully and true, and the work of the Commonwealth went well. Four years later and they all esteemed him, and his praise was the burden of every song. At St. Louis they shouted his name, and he was the Pied Piper whose mysterious strains they involuntarily followed.

In 1888 the tune had changed, and the political band, under the leadership of Senator Daniel, began "Annie Laurie," while Colonel Cowardin played second in the band, and Senator Barbour kept time without committing himself to song.

Then began the fight that is as familiar to Mr. Cleveland as to any other man on earth, and though he was not present he has been given details that have cut a figure in Virginia politics that the State never before has known.

Mr. Cleveland had implicit confidence in the integrity and loyalty to him of the Virginia people, and even in his veto of the removal of the tobacco tax, he was confident that they understood his position and would indorse the soundness of his theory.

When the convention was called in May, 1892, the now President believed himself to be the choice of the Virginia people. The Times and the State had assured him of this fact, independent of the numberless counties which had declared for him. Congressman O'Ferrall had proclaimed him on the floor of the House of Representatives to be "a lion and Mr. Hill a fox." Mr. John Goode, whom he had previously appointed as Solicitor-General, and Colonel Thomas Smith, who was his United States attorney to Mexico, were among the leaders of the convention, and Grover thought he was safe.

He knew that Senator Daniel was unqualifiedly for Mr. Hill, which fact hurt both the State and the Senator. He knew that Senator Barbour, in his excellent judgment and rare good sense, had said: "I cannot work for Hill for the presidency," but when he saw the returns of the county and city elections he knew that he was the choice of the people of Virginia.

Then came the convention that first in the proud annals of Virginia history sacrificed a good, fair and deliberate Democratic majority to the palpable wish and selfish domination of a single man.

Mr. Cleveland knew in an hour of the meeting at the Theatre. There Mr. John Goode was the presiding officer. There was Colonel Tom Smith, Mr. Meredith, General Fitzhugh Lee, Colonel O'Ferrall and Mr. Basil Gordon, with a good majority of the delegates behind them, and the now President smiled as he thought of the unanimity of the delegates-at-large.

But while he and others had slept as the Roman watch about the tomb in the garden of Joseph of Aramethea, there had been work done that proved an antithesis to the good which had been anticipated by State and people. The leading men in that congregation of the Cleveland majority all united in the idea of a compromise with the personal influence of Senator Daniel, backed by Mr. J. Taylor Ellyson and Mr. H. R. Pollard.

Mr. Cleveland knows the story, and the failure of many a Virginian to receive appointment is based upon this unnecessary and gratuitous compromise. The candidacy of Mr. John Goode for the Solicitor-Generalship, that of Mr. Basil Gordon as Minister to Mexico, that of Colonel Thomas Smith to be judge on the District bench, and that of Mr. M. Glennan, of Norfolk, all have suffered through this very channel, and only the incidented proclamation of Colonel O'Ferrall on the floor of the House makes him any exception in his advocacy of Mr. —— Levi for the marshalship.

The one hour the President has put at the disposition of the office-seekers who call with senators or representatives on Fridays, was not taken advantage of by many to-day, and those who went, judging from what they had to say afterwards, must have had little to entitle them to an audience with Mr. Cleveland, nor did their blandishments seem to have any effect on him, as no appointments were made to-day. Those who have been expecting to hear the work of the presidential axe ever since the Senate adjourned begin to have a very weary look, and Mr. Cleveland's seeming lack of interest in such matters has driven many of them home. There are, however, a large number of fat plums which, in all reasonableness, should be expected to fall into somebody's lap before very long, but exactly when nobody can tell; some who have hopes wish they could tell.

Mrs. Cleveland held the ribbons over the White House bays this morning for the first time since she came to Washington. They were harnessed to a low phaeton, and attracted a great deal of attention as they were driven around the prominent streets. Mrs. Cleveland was accompanied by Miss Wood, of Germantown, Pa., who is a particular friend of the President and Mrs. Cleveland. Willis, the White House driver, acted as footman, and had his seat behind Mrs. Cleveland and Miss Wood.

The Light-House Board is busy getting ready to erect two big light-houses on the Virginia coast, and one on that of North Carolina. The two Virginia structures are those at Cape Charles, and the North Carolina one is to be on the famous Cape Hatteras "Outer Diamond Shoal," on which lie the bones of many a gallant sailor, and the rottening ribs and sides of white-winged messengers from many a clime and country. The one to attract the most attention will be the one at Cape Hatteras, owing to the dangerous character of the work, and the very few chances that it will ever be successfully completed. One successful attempt was made two years ago to put down the foundation for the Cape Hatteras light. Congress appropriated $500,000 for the work, and after bids had been advertised for the contract was awarded to Anderson & Barr, who in one day, July 8, 1891, came out losers to the extent of $100,000. They constructed at Norfolk a big iron caisson, which was to be sunk in the sands of the Diamond Shoal by hydraulic pressure, and this was, to a certain extent, accomplished, but on the 8th of July a storm swept the coast, and the work of months and much valuable machinery was swept away. The Light-House Board is now busy getting up data for the successful completion of the work, and without which it cannot be accomplished. They attribute the failure of the first attempt to the fact that the contractors did not make the necessary borings to determine the character of the bottom on which they were to build, nor sufficiently inform themselves as to the best time for operations. The board has received from the Weather Bureau statistics of the weather at Cape Hatteras for the past twelve years, as to the period at which there is the least chance for heavy storms, and the prevailing direction of the winds and other information for them is now being compiled by the Coast and Geodetic Survey officials.

So far the statistics go to show that the best time for the work is in November, December and January, as there is less wind then, and what there is comes from the most favorable quarter. Then, too, the subject of the strains of wind and waves has to be taken into consideration for various classes and sizes of structures, and these calculations are now being made. When all this information has been secured and the borings to discover the kind of bottom on the shoal have been made bids will be advertised for. The original $500,000, less the expense of the board in preparing for the first experiment, which does not include the amount lost by the contractors, is still available.

The light-houses at Cape Charles and Hog Island will each be of the same character. Their construction, however, will not entail anything like the work or risk of the one at Cape Hatteras, as both will be on shore, and only $150,000 has been appropriated for that at Cape Charles and $125,000 for the Hog Island light. They will be iron frame work structures, about 192 feet high. Within this frame work will be an iron cylinder nine feet in diameter, in which will be stairs, and also an elevator for reaching the light. Under the light, which will be of the highest order known, there will be rooms for the watch during the time the light is burning and the storage of necessary supplies. The keeper's residence will be a building separate and distinct from the light-house, though conveniently near to be reached easily in stormy weather. The exact character of the Cape Hatteras light will be a matter for future determination.

One of the district attorneys for Virginia having already been appointed by Mr. Cleveland, and it being practically settled, under the rule of "the slate," that Mr. A. J. Montague, of Danville, will receive the appointment for the Western district, the interest now turns to the assistants in each district. The Times has already mentioned the candidacy of Mr. W. A. Fentress, of Portsmouth, and he is still a candidate, though so far there is no assurance that he will be appointed to the position, which he is amply qualified to fill. For the assistant of the Western district Mr. John B. Goode, of Bedford City, is being spoken of, as he was at one time for the position of district attorney, until the action of the Virginia delegation in Congress cut off his chances. So far these are the names most prominently mentioned here for assistants to the district attorneys. These assistants are appointed by the Atorney-General, but almost without exception they have proved in the past to be the person recommended by the district attorney.

In recognition of his services as author and promoter of the great international naval rendezvous at Hampton Roads and New York Harbor, the Secretary of the Navy has extended a special invitation to Colonel Alex. D. Anderson, of this city, to attend the review on the United States steamship Monmouth as a guest of the Government. This vessel has been assigned to the senators and representatives, justices of the supreme court and governors of the States and territories.

Among the recent applications from Virginia filed in the Treasury Department are:

R. L. Allworth of Eastville and W. B. Wilson of Cape Charles City for collector of the port of Cape Charles.

Dr. W. B. Robinson, of Tappahannock, for collector of customs at that port.

The North Carolina applications filed are:

Samuel B. Waters, of New Berne, for collector of customs at that port.

S. W. Davis, of Charlotte, and William E. Ardrey, of Mecklenburg, for superintendent of the assay office at Charlotte.

Fourth Assistant Postmaster-General Maxwell made ninety-five appointments of fourth-class postmasters, of which eighty-four were to fill vacancies caused by resignations and deaths. The appointments for Virginia were:

Isaac, Southampton county, J. L. Gillette, vice I. Blanstein, resigned; Lloyds, Essex county, C. C. Mundie, vice H. A. Rennolds, resigned; Rocky Mount, Franklin county, F. O. Hoffman, vice Mary A. Woody, removed; Wilmington, Fluvanna county, Richard Omohundro, vice Miss D. A. Kirtley, resigned.

The North Carolina appointments were: Altumahaw, Alamance county, W. T. Pond, vice E. K. Pose, resigned; Creedmoor, Granville county, S. C. Lyon, vice J. T. Rogers, dead; Mana, Yadkin county, C. B. Wade, vice R. B. Logan, resigned.

Thomas F. Parsons has been commissioned postmaster at Homewood, Va., to date from the 18th.

Charles B. McAnally has been commissioned postmaster at Madison, N. C., to date from the 18th.

Pensions have been granted as follows: Virginia—Survivors Indian wars, William P. Hereford and Robert F. Woodson; widows, Indian wars, Milley Stringer.

North Carolina—Indian wars, John Bobeler, Johnson Hampton, Michael Pearson and Able J. Leatherwood; widows, Indian wars, Caroline C. Walker and Sarah Banks.

H. L. W.

DESTRUCTION OF ZANTE.

The Destruction on the Little Island Complete.

ATHENS, April 21.—The details of the calamity that has befallen the Island of Zante show that since the beginning of April there have been a total of one hundred earthquake shocks, averaging five every day. The island is peculiarly liable to disturbances of this kind, and but little attention was paid to the shocks, as they were, for the most part, light and did no damage. When the terrific shock came on Monday morning last the city of Zante was practically wholly destroyed. There are not in the city fifty houses safe for the people to live in. It is now known that 150 persons lost their lives in the disaster, and this list is likely to be added to when the ruins are cleared away, if this is ever done. Dragumain, acting minister of the interior, who has made a journey through the villages lying in the vicinity of the capital, reports that he found scarcely a house standing. The suffering among the homeless people is great. In Zante it is dangerous to pass along the streets. Many of the houses left standing threaten to topple over at any moment.

THE EARL OF DERBY DEAD.

Descendant of the Originator of the Famous Derby Race Passes Away.

LONDON, April 21.—The Earl of Derby died this (Friday) evening.

The Krouskoff Failure.

SAVANNAH, GA., April 21.—The liabilities of the Krouskoff millinery failure foot up $100,000. The unsecured debts amount to between $50,000 and $55,000; secured, $48,000. The sheriff was made receiver to-day. The causes assigned for the failure are Krouskoff's bad investments, business losses and dull times.

CYCLONES IN VIRGINIA.

A GREAT DEAL OF DESTRUCTION WROUGHT IN SOUTH BOSTON.

Mr. Cumbie, of Halifax County, Instantly Killed—Severe Storms Also Visit Roanoke, Farmville and Other Places.

SOUTH BOSTON, VA., April 21.—Special.—A terrific cyclone passed over a portion of South Boston this afternoon at 2:30 o'clock, causing death and destruction.

The large tobacco factory of Norwood & Co. was completely demolished, causing a loss of $35,000 or $40,000. Mr. John Carter, the manager, was caught in the building, but fortunately was not seriously hurt.

A horse attached to a farm wagon took fright and was blown against a brick building, killing its owner, Mr. Cumbie, of Halifax county, instantly.

Several houses were unroofed and chimneys blown down. The extent of the damage cannot as yet be estimated.

Another Account of the Storm.

A destructive wind storm passed over South Boston about 2:30 o'clock this afternoon. It utterly demolished the gigantic leaf tobacco prizery of G. T. Norwood & Co. It was filled with tobacco, both in bulk and prized. Mr. John W. Carter, their manager, had just gone in the building to close the windows, and was caught under the debris. It was one and a half hours before he was rescued. He is considerably bruised, but sustained no serious injuries. The roof of the Flog warehouse was partially blown off.

Mr. Alexander Cumbie, a resident of the county, who was here with a load of tobacco, was driving up the street, returning home, and the wind upset his wagon, throwing him out, killing him instantly.

Mr. Pollard, who was here with a load of tobacco, had his team in the Flog warehouse stable adjoining Norwood's prizery. One mule was killed, and a mule and horse injured.

Great Damage in the Southside.

DANVILLE, VA., April 21.—Special.—A terrific wind-storm from the southeast struck this city about 1:30 this afternoon, lasting about forty-five minutes. Telegraph and telephone wires were blown down in the streets, many trees were uprooted and considerable damage was done.

A special from Martinsville says: Semple's tobacco factory and Lester's factory were unroofed and considerable damage done to stocks of tobacco. Wires are down in every direction, and it is impossible to learn the extent of the damage.

Passengers by night trains report great disaster at South Boston. Two tobacco factories were blown down and two men killed. Various other houses were partially blown down, unroofed, &c. The wires being demolished these reports cannot be verified.

Reports from south of here are vague, but it is certain that Reidsville, Ruffin, Greensboro and other towns have suffered severely from the storm. No particulars, however, are obtainable.

At Beaver creek, a few miles from Danville, a colored Baptist church in course of construction was blown down, and two workmen dangerously, if not fatally, injured.

Much Damage in Petersburg.

PETERSBURG, VA., April 21.—Special Petersburg and vicinity was visited this afternoon by one of the severest wind storms known in this section for some time, and in the country much damage was done to property. Barns and fencing were levelled to the ground, and the timbers scattered in every direction by the winds, which blew with such force as to shake dwelling houses. On a farm in Dinwiddie county, two miles from this city, a dwelling was lifted from its brick foundation, and the weather-boarding torn completely off. Fortunately there was no one in the house at the time. The principal damage done here in Petersburg was the blowing down of a large portion of Moore's tobacco warehouse on Market street, one of the largest buildings of its kind in the city. The wind struck the building in a zigzag fashion, blowing away about thirty feet of the brick wall supporting the south end, and causing that part of the structure to fall in with a tremendous crash. Many shade trees in different parts of the city were broken by the wind, and telegraph wires in every direction were badly disarranged.

Severe Winds in Farmville.

FARMVILLE, VA., April 21.—Special.—A severe wind storm visited this place this evening. Several houses were unroofed and many buildings were slightly damaged. Fortunately no one was injured, but the town experienced a good shaking up, and the inhabitants breathed much easier after the storm. No reports from the country where more serious damage is feared.

Mountain Gale Visits Roanoke.

ROANOKE, VA., April 21.—Special.—Roanoke was visited by a mountain gale at 1 o'clock to-day. For fully twenty minutes wind and rain held possession of the streets. The stacks of the main building of the Virginia Brewing Company were blown off, the roofs torn loose, and the roof of another building in the enclosure lifted and hurled to the ground. The loss is about six hundred dollars. Several residences on the hills in the city were unroofed. Had it not been for the surrounding mountains, it is believed the destruction of property would have been great.

Damage in the Hill City.

LYNCHBURG, VA., April 21.—Special.—A very severe wind storm visited this city and section this afternoon and did considerable damage to fruit trees and a number of houses on the outskirts of the city, blowing off several roofs and damaging fences. A number of valuable shade trees were torn up by the roots in the terrific gale. All of the electric lights on the Rivermont bridge were blown off.

The Mississippi Cyclone.

NEW ORLEANS, April 21.—The Times-Democrat's Quitman (Miss.) special says: A fearful cyclone passed two miles west of here Wednesday evening, traveling in a northasterly direction, leaving death and destruction in its path. The track of the cyclone is fully threee miles wide, and reports indicate it extends more than ten miles in the interior.

TWO MURDERERS ESCAPE.

Carlyle Harris and Two Other Condemned Men Refused to Go Free.

SING SING, N. Y., April 21.—Murderers Frank W. Rohl and Thomas Pallister escaped last night from Sing Sing prison. The escape took place between 8 and 9 o'clock, effected by the murderers locking Nightwatch J. H. Hulse and James W. Murphy in the cells.

Pallister asked Guard Hulse to give him a drink of milk, and as the bars of the cell are so narrow, Hulse opened the door to pass the milk in, when Pallister grabbed him and disarmed him. He then shoved him in the cell and locked the door.

When Guard Murphy came in Keeper Hulse was about to give the alarm, when Pallister threatened to kill him if he made the least noise. Keeper Murphy was then overpowered by Pallister and was shoved into one of the cells. Under penalty of death Pallister made both keepers keep quiet while he released Rohl.

Then Pallister and Rohl climbed up the screen to a scuttle in the ceiling. They pried the scuttle off and then pried the roof off, which is nothing but pine boards, covered with tar paper. Then they jumped to the ground, and according to their foot prints, made their way to the north end of the yard, and so made good their escape.

A row-boat belonging to the prison with a pair of oars is missing.

The first intimation the principal keeper had of the escape was when Keeper Glynn rang the door-bell at 5:45 and told Connaughton that something was wrong. Connaughton made his way to the murderers' cells by the way visitors generally go and found the guards locked up. Then the prison officials rang the big bell in the tower and called all the guards and keepers to the prison, in order to search for the escaped murderers.

Warden Brown says that Pallister threw pepper into the guards' eyes.

Pallister and Rohl offered to release the three other condemned men, Carlyle, Harris, Osmond and Geoghegan, but they refused to go.

Guards Hulse and Murphy have been suspended, also the officers of the guard, Glynn and Maher. Glynn and Maher are supposed to make the rounds of the murderers' row and the shops.

A ONE-SIDED GAME.

The 'Varsities at the Mercy of the Bostons. Score 33 to 13.

UNIVERSITY OF VIRGINIA, April 21.—Special.—A fiasco took place this afternoon on the 'Varsity field in the shape of a base-ball game between the home team and the Bostons. The home team had no pitcher to put in the box, except Parker, who had pitched all of the game previous, and consequently, as was to be expected, the champions hammered the ball, whenever the notion struck them. Their hitting the ball was excusable, but the errors of the home team were heart-rending to the few spectators that came out to see the game. Time after time opportunities were offered to their side, but they were allowed to pass by unaccepted. The home team did succeed in hitting the ball, the Bostons would hit it harder and harder each time. For three innings the 'Varsity men had the lead, but their prosperity was very short lived, and the game called 33 to 13 in favor of the Bean Eaters. The hits were: Bostons, 19; University, 11. Errors: Bostons, 7; University, 7. The team has now a week of practice before going into the championship series, which begins with North Carolina in Lynchburg on the 28th.

Southern League Games.

Yesterday's Southern League Games resulted as follows:

		R.	H.	E.
At Augusta:				
Augusta	1101305001	11	9	3
Atlanta	0020002100	5	4	4

Batteries: Shaw and Wilson; Dewald and Murphy.

		R.	H.	E.
At Mobile, Ala.:				
Mobile	3021535322	24	23	4
Birmingham	1100300[illegible]0	6	7	7

Batteries: Donnelly, Trost and Gans; Underwood and Ulick.

		R.	H.	E.
At Macon, Ga.:				
Macon	1103013321	14	13	0
Chattanooga	0000000000	0	9	4

Batteries: Abbey and Hess; Stephens and Selback.

		R.	H.	E.
At Charleston, S. C.:				
Charleston	0220000003	7	9	2
Savannah	1100210 3x	8	13	1

Batteries: Colcough and Sugden; Meaking and Hurley.

		R.	B.H.	E.
At New Orleans:				
New Orleans	0005001040	10	12	5
Memphis	1402000000	7	12	6

Batteries: Doran and Baldwin; Wittrock and Bolan.

Other Games.

		R.	H.	E.
At Washington, D. C.:				
Washington	0012020230	10	15	2
Wash. Ath. Club	1000000010	2	8	9

Batteries: Meakin, Esper, Maul, Farrell and McGuire; Gratt and Rockey.

RACING IN DEEP MUD.

Many Scratches Make a Small Field at Elizabeth—The Contests.

ELIZABETH, N. J., April 21.—The track was half inundated from the heavy rains, and the racing was over a track ankle deep in sticky mud. Numerous scratches were made, and the fields therefore small. The weather overhead was delightful, and an immense throng was in attendance.

First race, half mile—Chateau first, Eller H. second, Jennie W. third. Time, 52 1-2.

Second race, one mile—Key West first, Strathmaid second, Lepanto third. Time, 1:49 3-4.

Third race, five furlongs—I. O. U. first, Rouquefort second, Silver Prince third. Time, 1:05 3-4.

Fourth race, five furlongs—Hammie first, Circular second, Paragon third. Time, 1:05 1-4.

Fifth race, four furlongs—Harvest first, Shelly Tuttle second, Skadi third. Time, 57.

Sixth race, five furlongs—Hoey first, Kirkover second, Sirrocco third. Time, 1:03 1-2.

GLOUCESTER, April 21.—Young Lottery was the only favorite to win today. He was the only first choice with Silence.

First race, six and a half furlongs—Xenophon first, Jersey second, Paradise third. Time, 1:32.

Second race, six and a half furlongs—Pocatello first, Rustic second, Edward F. third. Time, 1:33 1-2.

Third race, five furlongs—Stringfellow first, Power second, Leo Brigel third. Time, 1:07 1-4.

Fourth race, seven and a half furlongs—Text first, Can't Tell second, Houri third. Time, 1:44 1-2.

Fifth race, four and a half furlongs—Young Lottery first, Silence second, Ell third. Time, 1:00 1-4.

Sixth race, five furlongs—Marmont first, Sir William second, Tom Karl third. Time, 1:08 1-4.

MEMPHIS, April 1.—To-day's races resulted:

First race, five furlongs—Northwestern first, Hesperia second, Ike S. third. Time, 1:04 3-4.

Second race, six furlongs—Little Crete first, Swagilator second, Redwing third. Time, 1:18 1-2.

Third race, five furlongs—May Simpson first, Winfield second, Rhett Goode third. Time, 1:05.

Fourth race, one mile—Rook Laidley first, Rook A. second, Belfast third. Time, 1:44 3-4.

Fifth race, six furlongs—Empress Frederick first, Royal Flush second, Tee Mike third. Time, 1:17 1-2.

Washington News Notes.

WASHINGTON, April 21.—Attorney-General Olney on Monday next will present to the supreme court with appropriate remarks the resolutions adopted by the Bar Association on the death of the late Justice Lamar. This will be the Attorney-General's first appearance in Washington as a public speaker, and much interest is felt in the tribute that the son of Massachusetts will pay to the son of Mississippi.

Secretary Carlisle to-day appointed Patrick H. Morgan, of Shawboro, N. C., superintendent of the Sixth Life-Saving district, embracing the stations on the coasts of Virginia and North Carolina, vice Joseph Etheridge, deceased.

It was stated to-day by a gentleman, whose position gives weight to his words in explanation of the delay by President Cleveland in making appointments that none would be made until after the pressure by applicants is relieved by their departure.

Lieutenant T. Porter has been detached from the Constellation and ordered to the Alliance as executive officer. Ensign C. Churchill has been ordered to the Michigan as watch and division officer.

SENSATIONAL CHARGES

IN THE PAPERS FILED IN THE GEORGIA CENTRAL SUIT.

Justice Jackson Continues the Stay of Proceedings, and the Hearing of the Case is Set for May 2d.

WASHINGTON, D. C., April 21.—The hearing of the order to show cause in the case of the Farmers' Loan and Trust Company against the Georgia Central Railroad and Banking Company, on the petition of Alexander Brown and others for stay of proceedings of the foreclosure suit on the tripartite bonds, coming up for hearing in the Supreme Court yesterday, the counsel presenting the Hollins plan of reorganization requested an adjournment, which was granted, to May 2d, but Justice Jackson continued the stay of proceedings till a further hearing.

In the papers that were filed some rather sensational charges were made. Senator M. C. Butler, Patrick Calhoun, of Atlanta, and Leopold Wallach, of New York, represented the petitioners, and J. Hubley Ashley the Hollins committee. At the same time Henry Crawford, in behalf of the Richmond and West Point Terminal Railway and Warehouse Company, presented a petition in the Rowena M. Clark suit, setting forth the appointment of the receiver and other proceedings in this and collateral actions, and among other things that on January 10, 1893, the Hollins syndicate and the Mercantile Trust Company formulated a plan of reorganization with power to pay its members compensation for services, counsel fees, etc.; that contemporaneous with the adoption of such plan H. H. Comer, the receiver, filed in the court January 10th his petition that there was imperative need to borrow for immediate use not less than $500,000 nor more than $1,000,000, and praying authority to effect this loan for the Hollins syndicate. On the same day, it was claimed, without notice or further proof the court entered an order authorizing the receiver to effect this loan; that on January 19th the receiver entered into contract with the Hollins syndicate and the Mercantile Trust Company, reciting that he had borrowed $600,000, payable July 1, 1893, and pledged, therefor, substantially all the stocks, bonds, etc., of the Central Railroad Company, not only to repay the loan made, but as a further security for $3,889,206, due July 1, 1893, to the Hollins syndicate, and $705,063 due the same date to the Mercantile Trust Company, and that he had also allowed them to be used as a fund to pay the charges and expenses of the reorganization scheme.

It is further stated in the petition that on the same day the Hollins plan of reorganization was first made public by general advertisement it was declared that the same had received the approval of the receiver; that on January 25th, Comer as receiver re