

WYANOKE DISASTER.

Further Particulars of the Collision.

LOSS OF LIFE MANIFEST.

It is Believed That at Least Twenty-five Souls Went Down.

STATEMENT OF ONE OF THOSE ABOARD

He Says He Believes that Several Lives were Lost.

THE CRUISER ONLY SLIGHTLY INJURED.

Exciting Experiences of Some of Those Who Escaped.—The boats of the cruiser... Captain Jenney says the electric lights blinded him so he did not see the cruiser...

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The sinking of the Old Dominion Steamship Wyanoke, near Newport News yesterday morning between 2 and 4 o'clock, was the subject of conversation all over the city yesterday. The report published exclusively in The Times was read everywhere in Richmond. There was even a greater demand for the paper than usual, and everybody seemed anxious to get all the details that could be learned about the disaster.

The local agents of the company they got up yesterday morning and read about it in The Times. They at once wired to their agents in Newport News, and soon received a report verifying the article as published in The Times.

Causing to the late news of the hour, of course it was interesting yesterday to publish the details of the accident, but the enterprise of the paper in giving its readers the only account of the disaster, and that an authentic and reliable report, was complimented on all sides, and many people expressed much surprise that a paper recently-five miles from the scene of the accident should publish an account of it, though it occurred at so late an hour.

More than one person in Richmond who had friends or acquaintances on the ship were yesterday morning through the medium of The Times, and the statement published that the passengers were saved relieved a number of people from painful suspense and anxiety.

DETAILS OF THE DISASTER. A special telegram from Newport News to The Times last night says: The Old Dominion Steamship Wyanoke, bound from Richmond to New York, ran into the cruiser Columbia this morning at 2 o'clock, and killed and sank in thirty minutes.

The Columbia was anchored in the river opposite the city, within the range of the electric lights from the Chesapeake and Ohio freight pier, and being painted white, she was not seen until she was close to the cruiser to prevent the vessel, says that the cruiser was obscured.

When seen at the Hotel Warwick soon after the Wyanoke had gone down, Capt. Jenney said that he had entered the pilot house only a few moments before and relieved the pilot. "We were within a few feet of the Columbia," said the Captain, "before she was seen. Suddenly the gunboat loomed up on our starboard side, and the next moment the collision proved of no avail, a strong abutment carrying the Wyanoke into the stern of the gunboat."

AS THE WORK OF RESCUE. It was seen that the collision could not possibly be avoided, Captain Jenney ordered every soul on board to the upper deck, and the work of preparing the small boats for use was at once begun. Before the vessel had been once the Chesapeake and Ohio tug disabled came to the assistance of the Wyanoke, and rendered valuable assistance in saving the lives of the crew and passengers.

The Columbia made a large hole in the starboard side of the Wyanoke and forward of the wheel, crushing into the engine-room, and causing the boilers to explode with a terrific force, seriously injuring the second engineer.

So far, no one is thought to have gone down with the steamer. Those on the steamship were carried to every place of safety available, and so far it has been impossible to get everybody together.

THE CAPTAIN ARRESTED. Captain Jenney went on board the Columbia, and from her deck superintended the landing of the passengers and crew, who had been put on board the cruiser. At first it was not known by the officer in charge of the cruiser who the captain was aboard the cruiser, he being dressed in fatigue uniform, and he was placed under arrest. A few minutes afterwards, however, he was released.

crash occurred. He had barely gotten on deck when Captain Jenney gave the alarm and all hands were ordered out to make the boat ready. By that time the Columbia was in the water, and the crew of the cruiser, and all the boats on the starboard side were rendered useless, only two boats on the port side being available for saving the passengers. One of these was placed in charge of the first officer, and the other was commanded by the quartermaster. They were immediately filled with ladies from the Columbia, and proceeded to shore, picking up two men from the water while on their way.

The Columbia put out her boats and rescued a considerable number. A number of persons got on board of the Columbia direct from the Wyanoke at the time of the collision, and the Government by the officers of the Columbia make some startling statements as to the loss of life. This cannot be verified to-night, one of the officers of the Columbia, however, has been seen by the Government...

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THE WYANOKE. (Showing the starboard side which struck the Columbia's ram.) Gladstone, "I believe that twenty or twenty-five persons perished. Just as I left the ship I heard many groans and cries for help. The old gentleman was restored after several hours' hard work."

The second engineer of the Wyanoke was seriously and probably fatally injured when they exploded. He swallowed a quantity of the steam as it escaped from the boilers, and is in a precarious condition. The man lost \$200 in cash, besides all of his clothes. Others lost large amounts of money and valuable papers and expensive clothing.

PROBABLE FATALITIES. A later dispatch from Newport News to The Times last night says: It is not known positively whether or not there are any fatalities. Captain Jenney, of the Wyanoke, said: "I had just relieved the pilot, and as we were crossing the river only a short distance from the Columbia, she was in a direct line with the electric lights on the Chesapeake and Ohio pier, and being painted white, she was not seen until she was close to the cruiser to prevent the vessel, says that the cruiser was obscured."

THE CRUISER IN DANGER. The ram of the Columbia crushed into the starboard side of the Wyanoke just forward of the wheel, and she had gone down in much less time if she had not been held up by the cruiser. It was allowed to remain in the Columbia, and the latter vessel would carry the cruiser down with her, and the engines of the Columbia being started up the second engineer was seriously and probably fatally injured by escaping steam. The steamer is to-night lying in fifty feet of water, with the tops of her masts and smoke stack a few feet above water.

THE COLLISION. The officers of the Wyanoke say that the collision would not have occurred but for the fact that a strong ebb tide was running, and this carried the steamer against the point of the cruiser's ram with a terrific force. The passengers were largely decimated with their lives, losing all of their effects. Many of them were taken to the Hotel Warwick here just as they came ashore Captain Jenney, was asked as the majority of his officers, were scalded to the skin with salt water.

Large sums of money and valuable and costly clothing were lost by many of the passengers. Three lieutenants on the Columbia have an investigation into the matter, and it is thought that the majority of them being taken care of at the Hotel Warwick. The only information that can be obtained on this point is the statement made early this morning by Captain Jenney to the effect that he had on board 102 passengers, first and second class, and that the crew numbered forty-two.

Notwithstanding the statement made by the officers and agents of the Old Dominion Steamship Company, it is thought that there is an impossibility for all of the passengers on the second class deck to have escaped.

The vessel is lying in fifty feet of water, and the top of her masts and smoke stack is all that is to be seen. Three lieutenants from the Columbia held an investigation this afternoon, but their decision has not been made public. Among those on board the Wyanoke were the following parties: Mr. and Mrs. W. F. Kix, of Richmond; Dr. J. M. and Mrs. A. H. Carroll, of Passaic, N. J.; Mr. and Mrs. A. J. McClellenc, of New York.

LOSS OF LIFE ALMOST CERTAIN. At an early hour this morning The Times' representative received reliable information to the effect that several lives were lost as a result of the sinking of the Wyanoke. Notwithstanding the statements of the officers of the Old Dominion Steamship Company, it is believed that several of the crew who were in the stokers of the vessel were either drowned or suffocated by steam.

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they were put aboard the Columbia their cries were pitiful. I do not know who these men were. Our pilot would have struck the Columbia broadside, I was told, had not the captain discovered the cruiser when he did. As it was, there was a strong tide, and when the captain saw he was going to hit, he turned the steamer as best he could, and when the Wyanoke struck, she glanced slightly towards the front. The Columbia was not materially damaged. The Wyanoke was badly injured, her boiler being cracked, and one of her stoves being crushed in or torn away. The ship leaved on the ram of the cruiser, being tilted up to such an angle as to make it impossible to walk along her deck without taking hold upon something for support.

The work of rescue was prompt and effective. The officers and crew of the Wyanoke set to work at once, and were given the most valuable assistance by the Columbia, and members of the crew of the Columbia.

THE BRIDGE OFFICERS. A temporary gangway was fixed up, and with the use of this and the life-boats all the passengers were first put aboard the Columbia, whose bow was only a few feet above water. The first among them was among the last to leave the Wyanoke. I had to step on a sailor's back, the sailor having used himself as a sort of bridge, so as to get aboard the Columbia. No wonder had the passengers aboard the Columbia than the ill-fated Wyanoke went down. I do not know whether any one was drowned, but from what I could learn I think it likely some of them perished. On board the Columbia, however, all were safe and comfortable. The officers were very kind to us and did everything possible for us. We remained on the cruiser for quite a while, and then small steamers came to us and we were carried to the Hotel Warwick and given quarters there. The agents of the Old Dominion Company at Newport News did everything in their power for our comfort. I do not think it much to say that the officers of both ships. They were certainly very kind and considerate to us, and certainly did everything they could for us. I do not think anybody saved anything of value, but some of them might have gathered up what they were leaving the ship."

RICHMOND PASSENGERS. The Wyanoke had been running to Richmond in place of the Old Dominion, which had been laid off for repairs, for the last month. She reached here Monday morning and sailed at 5:15 o'clock for New York. She carried about one hundred passengers, and several of these were first-class and the remainder steerage. The local office had no list of the passengers. It is known, however, that of the first-class passengers very few were Richmond people. Almost all were northern people, and many of them were here on a sojourn in the South. As this steamer is a favorite one for making round-trips, she had on board about a dozen passengers who came to Richmond to see her and visit her.

Among the cabin passengers were two guests of the Jefferson, Mrs. Remlinger, wife of the cashier, and a woman employe of the hotel and her child. The woman who had registered at Ford's Hotel, and several persons who had been guests at the Lexington.

At this time the steamer of outgoing ships from Richmond is very heavy. This is due to the fact that the colored people are not in the habit of coming to Richmond in search of work. They usually filled the quarters in the steamer, but a number had to be provided with cots on the lower deck.

Aboard were Mr. and Mrs. J. J. Cornwell, Jr., who have been guests of Mr. and Mrs. J. J. White, of north First street, and who left yesterday afternoon for their home in East Rockaway Beach, Long Island, N. Y.

Also Mr. and Mrs. Rex, who were married at Monumental church Monday afternoon, and who left on their bridal trip to New York.

HISTORY OF THE WYANOKE. The Wyanoke was built by Harlan & Hollingsworth, at Wilmington, Del., and launched in 1894. She was of 2,667 tons burden. Her extreme length was 235 feet. Her breadth was 29 feet 5 inches and her depth 21 feet 4 inches. Her official register was 1,000 tons. Horsepower, 1,000. She was a sidewheel steamer. Her cost was \$250,000.

The officers were N. H. Jenney, captain; H. H. Glover, first officer; C. Carrion, chief engineer; C. D. Burdick, purser; R. Reynolds, second officer; and Captain Jenney had been in the employ of the Old Dominion Steamship Company for many years, and is regarded as a very capable master. The other officers have been with the company for a long time, and are all men of high character. All of the officers reside in New York. The Old Dominion and the Wyanoke were the only side-wheel steamers run by that company. One hundred and ten stokers and a steward are said to be on board, and run into wheel, coal-bins, stokers, etc., etc.

The steamer's last summer she reached Richmond every Wednesday, leaving New York Monday and returning Saturday. She was on her way to New York on Friday night, and frequently the demand for first cabin accommodations could not be supplied.

The early part of the year, Captain A. A. Blackman, now of the Columbia, was her master. On the trip down she was nearly wrecked in May by a heavy fog was encountered just before reaching Hampton Roads. The ship was proceeding slowly through it, when the look-out discovered a steamer coming on. The Wyanoke stopped, and the on-coming ship, which proved to be a tramp, passed close by that it looked to the passengers as if it were about to strike the Wyanoke. The Wyanoke's crew was all that prevented a collision. This was the nearest the Wyanoke had ever come to having a mishap before yesterday morning's disaster.

ANXIOUS INQUIRIES. The Wyanoke had on several times given aid to disabled vessels. The most important was the old Albemarle, of the same line. In 1882 the Albemarle left Norfolk for New York. She had scarcely gone outside of Hampton Roads when she was lost for four days and four nights, until the Wyanoke discovered her in distress and towed her into New York. Mr. George M. Wyatt, of the local office, was at the time purser of the Albemarle, and he said yesterday:

"I noticed that the death of a dear friend to learn to-day that the Wyanoke had gone down. She was a grand, good ship, and nothing always ran so smoothly, and I took a trip on her."

The officers of the Old Dominion Line were visited by many people yesterday, who wanted to know the particulars of the disaster. The telephone kept ringing all the morning.

A telegram reached the local office of the company and was willingly imparted to the anxious public. The Richmond office received this telegram at 10:30 o'clock: "Wyanoke sank in sixty feet of water. All passengers and crew saved. All freight and baggage lost."

"M. B. CROWELL." At the local office when the news of the disaster was first read in The Times

the hope was expressed that the ship had been beached. The foregoing telegram shows that this hope had not been realized.

THE INSURANCE. It is thought that the ship can be raised, she will, in that event, not be a total loss. As it is thought that her hull and machinery, as well as some of her fixtures and interior can be utilized. As stated, the Wyanoke originally cost \$250,000. She was thought to be worth about \$200,000. The exact amount of insurance carried on her is not known here, as this is all attended to at the New York office. It is thought, however, that the insurance on the ship is about \$100,000.

Her cargo was of miscellaneous freight, and was supposed to be worth about \$50,000. It was insured by the Old Dominion Company, which has an insurance provision in all freight shipments.

In the cargo was about sixty tons of tobacco. Most of this was manufactured in France, and was shipped to Richmond by the Old Dominion Tobacco Company, which has a large consignment aboard. Some of the freight will be almost as good as ever if the ship is raised.

NEW YORK, April 28.—Word was received early this morning at the general offices of the Old Dominion Steamship Company, that the Old Dominion, which collided with the United States cruiser Columbia, near Newport News. The news was contained in the following telegram from the company's agent at Newport News:

"Wyanoke sunk in collision with United States cruiser Columbia, lying at anchor off Newport News. Passengers and crew all saved. Passengers at Warwick Hotel. Will give particulars later. (Signed) 'M. B. CROWELL.'"

The company's officials say the steamer carried by her passengers, and they believed they were all saved. She had a crew of about forty men, and was commanded by one of the line's best men, Captain N. H. Jenney. The Wyanoke carried only the assured cargo. She left Richmond Monday night bound for this port. She was scheduled to stop at Norfolk, Va., where she was to have taken on her principal cargo. She was to have sailed from Norfolk for New York at 10 o'clock on Tuesday.

Admiral Bane's Report. WASHINGTON, D. C., April 28.—Admiral Bane commanding the North Atlantic Squadron, to which the Columbia is attached, sent the following official report of the disaster, from Fort Monroe: "To Secretary of the Navy, Washington: 'Sigsbee reports Old Dominion steamer Wyanoke lost night of April 27, 1896, near Newport News, and sunk under her forefoot. Passengers all saved. Several of the crew injured, and are being attended by the Columbia's surgeons. The damage to the Columbia is, ten feet above the water line; on party indentations two feet above water-line on same side, and indentations of one plate on starboard side opposite hole, opening of one of the forty-two openings of chain, I shall send her to Norfolk paragon as soon as requirements of paragraph 89, naval regulations, are complied with.'"

The coming vessel undoubtedly was very lucky in the matter of the collision with the Columbia. It is a triple screw cruiser of 7,675 tons, and is the largest vessel on the coast. Her side-sheer, the fleetest cruiser in the United States Navy or in service in the world, and as it was necessary to construct her hull very light in order to accommodate the weight of the tremendous machinery of 15,000 horsepower, her frames and skin are not as heavy as is usual in all vessels of her tonnage.

CRUISER NOT SEVERELY INJURED. It is thought that the Columbia is fitted with the best steel armor, and the additional strength given to her bow by this, it is thought, undoubtedly saved the vessel from more serious, and perhaps fatal injury. It is not out of the question that the force of the blow dealt by the Wyanoke is not yet out of the steel ram, but even if the upper portion of the Columbia's bow received the impact by reason of the overhang of the Wyanoke's side, the armor of the cruiser's bow, by the addition of the ram must have assisted greatly in resistance to the blow.

From the hasty account of the Columbia's injuries furnished by Admiral Bane in his telegram, it appears that the on-coming vessel did not suffer severely, and a couple of weeks at the navy-yard should suffice to make all needed repairs.

The Admiral refers to the loss of the anchor and chain as a temporary loss, and says that the anchor which held the Columbia, and was carried away in the collision, now lies with its cable at the bottom of the harbor, whence it may be easily recovered by dragging.

The accident of the cruiser after the serious injury of a merchant steamer which ran into the United States steamer Monterey in Pigeon Sound, and the damage done to the latter by the collision, is another example of the danger to the coast of the Columbia port, all happening when the naval vessels were under the disadvantages of lying at anchor, causes the navy to be more vigilant, and as safe now as it was in the days of the old Tallapoosa.

An Amusing Incident. One of the amusing stories that has been told in connection with the Wyanoke disaster is told upon George Washington, a colored waiter at the Wyanoke, who was a faithful servant at Rutgers, and during the winter season he was employed by the general conversation table, which never of the Wyanoke, but seldom contributed to the mirth of the occasion.

These gentlemen proposed to George Washington, New York, promising to send him back on the return trip. George was simply delighted, for in six months he would be back in his own country, and the prospect of seeing his sister in New York excited the question with him, after Mr. Ruetger gave him the money to buy a ticket.

George packed his old-fashioned grip-sack and reached the Old Dominion pier at 10 o'clock. He was on the boat and at the gang-plank, and

watched the freight trucks as they rolled the cargo aboard. He had an hour's lesson, and George was getting very homesick. He missed the familiar faces at the restaurant, and he missed the old folks, and this was a serious matter to George.

It was a great moment in the life of George Washington, a supreme moment, the moment when he was to see the future and the accumulated memories of omission and commission were flooding each other for first place in the job.

George Washington is not a superstitious man. He can dream of a slaughter-house and not think of the possibility of a day's tips upon "blood rain" in the poultry shops. He drops salt-cellars, opens umbrellas in the house, carries a shovel through the kitchen, kills cats, and sits down with a chair at the table and never turns a hair; but he is just a true boy of the story of Jonah and the whale, and when he left the first move of the Wyanoke his mind ran back to the interesting relations of his pastor, Rev. John Jasper, upon the Jonah incident, and he was a little shaky about it.

Just at this juncture a head protruded from the stairway that led to the coal bunkers, and the man who was there, a white-eyed and glittering tooth of a coal shoveler appeared and was fixed upon the eyes of George Washington.

This settled that trip for George Washington, and he landed with one leap upon the deck, gripped and all, and the boat moved off. The coal shoveler was a very dubious and doubtful man, but he is a good judge of matters besides his own, and as a matter for Josiah he says that the post-graduates in the profession.

ANCIENT ESSAIC ORDER. Five Hundred Cases of Tobacco Shipped to Australia. PETERSBURG, VA., April 28.—Special Agent H. T. Bessy, instituted here tonight, Petersburg, Va., the Ancient Essaic Order. The senate starts with fifty or more members, among whom are some of the most prominent business and professional men of Petersburg.

The following officers were elected: Executive, Dr. S. W. Bude; Senior Senator, Major W. H. Bude; Junior Senator, A. E. Speer; Secretary, W. M. Winfree; Secretary, John T. Farham; Treasurer, M. C. Jackson; Surgeon, J. W. Bessy; Steward, Dr. James W. Claiborne; Assistant Surgeon, H. D. Bessy; and P. W. Harris; Warden, H. B. Smith, and P. W. Harris. Mr. Bessy was appointed major general. Mr. Bessy is Superintendent of the order, with headquarters at Petersburg.

Five hundred cases of tobacco, weighing 10,000 pounds, manufactured at the tobacco factory of the Old Dominion, in this city, were shipped to-day to Australia. The value of this shipment is \$23,000.

Conferring the Third Degree. FARMVILLE, VA., April 28.—Special Agent H. T. Bessy, of Petersburg, Va., conferred the degree of Masonry on Rev. J. J. Bessy and C. W. Durphey, both of this city.

At 8 o'clock the lodge was called from labor to refreshment for the space of one hour. The invited guests then repaired to the common room of the Grand Lodge, W. Thornton's store, where an elegant banquet was spread. The number of people present at the banquet was about two hundred.

The Masons returned to the lodge and conferred on Mr. G. Thomas Wythe, of Bough Creek, the degree of Entered Apprentice, and finishing up the work by making Mr. E. B. Brady a Master Mason.

We have just had a fine rain, and but for the cold weather all vegetation would burst forth in all its beauty.

Old-Fellows' Celebration. MARTINSVILLE, VA., April 28.—Special Agent H. T. Bessy, of Petersburg, Va., conferred an address at the Methodist church on the 28th to the lodge and a large number of people. Mr. Smith presided over the occasion, and the degree of Entered Apprentice was conferred on Mr. E. B. Brady, a Master Mason.

They have just had a fine rain, and but for the cold weather all vegetation would burst forth in all its beauty.

Interesting Facts About Richmond's Citizens and Other Matters. No business was transacted in the United States District Court yesterday. The case of the United States vs. W. T. Bessy, et al., was set for trial on May 4th.

Mrs. Mary A. Hannon left the city yesterday morning after a pleasant visit to her brother, Mr. Jackson B. Wood, of N. C. east 34th street.

Eight car-loads of cattle arrived at the quarantine pens Monday. An inspection showed all to be free from disease, and they were immediately sold.

Lieutenant Henry Collier Chell, United States army, and wife, Vancouver Harbor, B. C., are in the city. They are the guests of Mr. and Mrs. Herbert A. Claiborne, 60 west Grace street.

HARRY TUCKER IS SEATED.

Committee No. 3 Declares That He Was Fairly Elected.

GENERAL WALKER GETS A SET-BACK.

So Abusive of Democrats that His Colleagues Would Not Receive His Report.—Mr. Thomas Wants the Walton Law Declared Illegal.

WASHINGTON, D. C., April 28.—Special-Elections Committee No. 3, which has been considering the election contest of Thomas against Tucker, met this morning and received a report from the sub-committee in favor of Mr. Tucker.

This report was prepared by Mr. McCalk, the chairman of the committee, and has been very carefully prepared. The figures of the election were carefully considered in connection with the evidence, and votes were eliminated and added according to what the committee believed to be the correct canvass in each case.

After a careful canvass of the entire vote, the sub-committee concluded that Mr. Tucker had been fairly elected. This report was submitted General Walker asked that no action upon it be taken. He argued that the whole of the vote in Anneton county should be thrown out, and asked time to prepare a statement in support of his position.

This was acceded to. Mr. Tucker's majority in Anneton county was something over 100. It is said that some of the votes were eliminated from the canvass, but the committee's report would still leave him a clear majority.

GENERAL WALKER'S ATTITUDE. It is not considered likely that General Walker will carry his point, and a final decision in favor of Mr. Tucker is thought to be assured. General Walker has received something of a set-back from the committee in another of the Virginia contests. He was appointed to write the committee report in the case of Thorp against McKinney, in which the committee had decided in favor of Mr. Thorp.

When he presented his report it was found that he was so violent in his denunciation of McKinney, and so complimentary to Thorp, that his Republican colleagues refused to sign the document, and the report was made by Mr. J. W. Armstrong, a Democratic member of the committee, he asked to prepare another report.

GENERAL WALKER'S REPORT. General Walker, however, agreed to modify his report, and with this understanding the Committee again entered into the work. General Walker, it is understood, will probably lead to some address on the Virginia coast, but the harmonious action of the committee in each case will probably be a matter of course. There will be no debate over them when they are finally called up in the House.

Mr. Johnson introduced a resolution in the House declaring that neither Representative Swanson nor Representative Tucker should be permitted to sit in the Fifth District. Accompanying this bill is a resolution to permit upon the Swanson-Corbett contest.

FIFTH DISTRICT VOID. The report declares the Walton law to be unconstitutional. It is thought that the election in the Fifth District is void. The most remarkable thing about the declaration is that it is signed by General Walker.

How the General can consistently declare the law unconstitutional, and yet be elected because of the unconstitutionality of the election law, and yet retain his own seat, is a matter which will probably be called upon to explain.

As already stated, the majority report of the Elections Committee declares Mr. Tucker to be the victor. The result will undoubtedly be adopted by the House. The presentation of a minority report, however, will probably lead to some discussion when the case is called for settlement.

Representative Tyler introduced a bill in the House this afternoon to pay the M. E. church at South Fork, Elizabeth City, Va., \$100 for damages received during the war.

MORE TROUBLE FOR ENGLAND. The Government is Reported to Advise the Surrender of Rhodes. LONDON, April 28.—A report is circulated and generally credited in the lobby of the House of Commons that Colonial Secretary Chamberlain advised the surrender of Rhodes to the Turkish Government, and also advised them to enter a plea of guilty, upon the assurance that the Pretoria authorities would treat them with leniency.

The opposition are forming a series of questions to be propounded to the Government with the object of forcing them to make revelations showing precisely what part the English Government has played in the affair.

News absorbs the entire interest of the House of Commons. The consensus of opinion is that the contemplated meeting of the House of Commons will be instantaneous war. It would be impossible for a day if any other course were taken.

Virginia Post-Office. WASHINGTON, April 28.—Special-Agent H. T. Bessy, of Petersburg, Va., conferred an address at the Methodist church on the 28th to the lodge and a large number of people. Mr. Smith presided over the occasion, and the degree of Entered Apprentice was conferred on Mr. E. B. Brady, a Master Mason.

On Saturday last, while chopping wood near an old mill, a large tree was cut by the engineer of Steamer No. 5, had the misfortune to cut off the end of his thumb. The accident is not serious, but has given Mr. Schiavone much inconvenience.