The National Republican.

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THE TALLAPOOSA

SENT TO THE BOTTOM OF VINEYARD HAVEN BY A SCHOONER.

Four of the Crew Supposed to be Drowned—Various Accounts of the Collision—Coolness of the Officers and Men—The Rescue—No Explanations Offered.

COTTAGE CITY, MASS., Aug. 22.—The United States steamer Tallapoosa, which has been cruising along the coast of New England for some weeks past, was struck bow on by the three-masted schooner James S. Lowell, of Bath, Me., Capt. Reed, last night, and sank in ten minutes. The collision occurred about 11 o'clock, three miles northwest of Oak Bluffs, Martha's Vineyard, and the steamer now lies in ten fathoms of water, in what is known as Squash meadow, her one standing mast and the top of her smoke stack alone being visible. She had on board 140 men, and was bound for Newport, R. I. The schooner was bound from Baltimore for Portland with coal.

As the Tallapoosa went down her whistle was blown as a signal of distress. It was heard by the Boston and Savannah steamer Gate City, bound south, which came up immediately, and with the schooner Mary A. Hood and the Lowell rescued all the crew except Surgeon Clarence E. Black, William P. Donnell, seaman; William Jones, landsman, and George Foster, a colored saloon boy. The survivors were subsequently transferred to the steam launch of the Fish Hawk, by which they were landed at Wood's Holl. Several of the crew acknowledged the steamer to have been at fault, the sailing vessel having the right of way by law.

Many of the men were a considerable time in the water, ten of them being fished up nearly a half hour after the sinking. Numerous wrecking schooners and the steamers Fish Hawk and Verbena are cruising about the sound in the vicinity, seeking to secure the bodies of the drowned and any wreckage they might find.

Capt. Reed, of the Lowell, says a strong southwest wind was blowing at the time of the collision, and he had all sails set. His vessel was going at nine knots. The night was clear, but dark. When two miles away the lookout reported, "A light ahead!" "Shortly it was seen to be a red light, and I said, speaking to the wheelsman, "Red, Lord; keep her straight." I stood near the wheel all the time, and the course was not altered until word came that the green light could be seen. To avoid a collision, seeing that the steamer was doing nothing to avoid us, I ordered the helm hard down, but before it could be changed, and before my vessel had altered her course at all, the vessels struck, their stems seemingly coming together exactly. Our vessel's stem glanced by the Tallapoosa and penetrated her hull. After the vessels had stopped the steamer swung alongside the Lowell, and her crew might have jumped on board, but the condition of neither vessel was then known. After getting my family, who were on board as passengers, into the boat, I examined my vessel and found she was leaking quite badly, though not in immediate danger of sinking. The Tallapoosa drifted away from us and sank within ten minutes, before many of the officers and crew had left her. As she went down those who could do so took to the rigging and were taken off later. Our vessel is badly damaged, her stern being started and the wood ends injured. She made twenty-one inches of water in a short time. We were under way to Vineyard Haven."

Touching the collision, Capt. Reed says: "It is the most careless piece of work I ever saw. The night was clear. The lights of the Lowell were burning all right, and were perfectly visible a long distance."

Paymaster John F. Tarbell, who was a passenger on the Tallapoosa, says she was running at about eight knots when he turned in at 10 o'clock. The weather was clear. He had got sound asleep when the schooner struck, but tumbled out of bed at once, and just then some one called down the companionway, "All hands abandon ship." The men rushed on deck, but there was no excitement. The officers and men were very cool. A few who were near the bow jumped overboard, but most of us took to the boats. As soon as we were clear from the ship we could see the result of the collision. We were in the channel, and the schooner had struck us square on the starboard side of the foremost. The schooner's bow had cut half way through the ship, tearing a terrible hole in the side through which the water was rushing. The foremast was cut away by the force of the collision, and the schooner's bow was shattered. The Tallapoosa sank bow first. There was, of course, no time to save anything. We had to leave just as we turned out of bed. The schooner sent out a boat to help pick up those who were in the water, and to render any assistance necessary. Another schooner also came up, and took part of the men, while the remainder went on board the schooner that had run us down. She was leaking badly, and the captain said he was afraid he could not keep her above water. The water was gaining on him, so our men took a turn at the pumps until he could get his steam pumps working. After that he was all right. The Gate City came up in a few minutes, and took all the Tallapoosa's crew. The officers and crew of that steamer treated us with the greatest kindness. Our men were destitute of clothes, but their wants were supplied by the officers and men. When we were together the roll was called, and it was found that two were missing—Dr. Black, the surgeon, and one of the men did not answer. They were probably drowned. No one saw them go down. When last seen Dr. Black was aft on the rail preparing to jump. Whether he did so or not is unknown. This was just before the boat sank, and it is probable that he got caught under the awning. The coolness of the officers and men accounts for the small loss of life. The captain told me afterward that every boats crew were at their place and the men went to the boats that had been assigned to them.

It was rather amusing, in spite of our serious situation, to see the negroes go for the life preservers. They were the only ones who were really scared. When we reached Wood's Holl we were transferred to the Fish Hawk and then to the shore. The Fish Hawk at once left for the scene of the wreck. As soon as we reached shore Lieut. Commander Merry telegraphed to Washington for instructions and I started for home. I was only a passenger and was at liberty to do so. The others must wait at Wood's Holl for orders. The saddest part of the accident was the loss of those two men. We did not suffer any, for it was a warm night.

"I don't know anything as to the cause of the collision. We were going at a fast rate of speed and had the proper signals out. Lieut. Commander Merry was on deck at the time. The captain of the schooner did not offer any explanation at the time I was talking with him."

Lieut. Commander Merry, commanding the Tallapoosa, sent the following dispatch reporting the loss to the navy department:

"Tallapoosa sunk by collision with schooner James S. Lowell, about five miles east of Vineyard Haven at 11:15 last night. She lays in midchannel in about ten fathoms of water. Schooner struck on our starboard fore rigging, cutting clear through to amidships. Sunk in about five minutes. Schooner damaged about the bow. As far as ascertained Passed Assistant Surgeon Clarence E. Black and George A. Foster, landsman, are missing. Came to Wood's Holl at daylight by steamer Gate City. Fish Hawk gone to scene of wreck. Please give me instructions. Wreck should be lighted for safety of navigation."

BOSTON, Aug. 22.—Lieut. William H. Everett, executive officer; Ensign Wm. B. Whittlesey, and Mate Hugh Kuhl, with 100 seamen from the wrecked Tallapoosa, arrived in this city to-night, and proceeded to the navy yard, where they go upon waiting orders. Lieut. Everett says he believes the Tallapoosa did act in a manner to avoid the line of water which the schooner would cover. He was not on deck at the time of the collision, but from the conversation he has since had he feels convinced that the steamer was in the right. The two vessels, he says, were coming in diametrically opposite directions, head on. The schooner should have kept straight along, and we should have passed to one side of her, but it would seem though the officers in charge of the schooner were afraid we would not alter our course, and turned their vessels head from the proper course. Now it is a perfectly easy thing to avoid a fixed point, but when that point keeps bobbing around there is no telling what to do. The very way the schooner struck us would indicate that she had changed her course, coming as she did full head into us, instead of grazing along side.

The statement of others of the Tallapoosa, however, would tend to show that a different set of movements were followed. The general opinion among the sailors is that the schooner was going in such way as to leave the Tallapoosa the option of passing astern or across her bows. The Tallapoosa chose the latter course, and, in endeavoring to glide in front was run into by the schooner.

Says a sailor who claims to have been in the pilot house at the time of the disaster: "The captain, navigator, and mate saw the lights of the schooner, but disputed whether it was the green or red light, and finally the captain exclaimed, "Well, do something; turn her one way or the other," and then we struck."

One of the men at the wheel declares, "They gave the order 'hard astarboard' when it ought to have been 'aport.' Wherever the fault rested, certain it is the schooner plunged full head into the Tallapoosa on the starboard bow, and cut clean through the timbers of the vessel, opening an immense hole for the water to pour in. About sixteen men were on the deck of the government boat—the watch on deck—but, according to the statement of several of the watch, they and most of their comrades were asleep forward. Capt. Merry was the last man to leave the vessel, and Lieut. Everett left only just before him. No attempt was made to save personal effects. Capt. Merry remained with a few seamen at Wood's Holl. Four men are reported lost, but of these only two are known certainly to have perished. Surgeon Clarence E. Black, at the time of the disaster, was below in the ward room. The carpenter's mate being injured in the hand when the mast fell, hurried to have the surgeon attend to the wound. As he was so doing the cry of "Abandon ship!" rang out. The two men hastened on deck. The surgeon made his way aft to the hurricane deck. Here he stood under the awning, which was spread, holding fast to a settee. He did not seem to realize his perilous position, and when Lieut. Everett, perceiving him, called out that he had better provide himself with a life preserver, the surgeon responded, "Where are they?" The lieutenant pointed them out, but his friend did not move. A sailor hurrying by heard the fated officer remark to himself, "Well, I guess this is the last of Black," and almost immediately the vessel sank. The second man lost was a colored saloon hand named George Foster, belonging in Norfolk, Va. The other two missing men, William O'Donnell, seaman, of Boston, and W. E. Jones, landsman, of Wilmington, are confidently believed to have stowed themselves away on the Gate City.

Executive Officer Everett added: "Friday morning we went out to look at the wreck. We found only a portion of her mainmast and smokestack above water. I think she can be raised. She is worth it. The launch we found had been removed from its anchorage, and we soon discovered a little schooner making off with the boat as booty. We gave chase and got it back'"

Lieut. Everett strongly denies a statement telegraphed from Washington that the Tallapoosa had acquired an unenviable reputation in maritime circles, and says, "I never heard her called "Old Calamity," and I have always considered her reputation as very good. She never had any serious accident, the accident with a schooner a year or two ago being excusable."

Ensign Whittlesey says: "There was no confusion. Mr. Gallagher and myself stayed on the steamer until she went under, swimming then clear of the eddies, and afterward we swam back and clung to the ridge rope, running from the awning to the mainmast, until the boats took us on board."

Master Mechanic Stever was in charge of the engine at the time of the disaster. He says: "We were going nine to ten knots an hour, our regular rate being thirteen to fourteen. Only one boiler was in operation. We kept on at this rate until two minutes after the collision. The two bells rang and I slacked speed. Immediately the water began to pour into the room and I was obliged to rush out. It was exactly 11:10 o'clock p. m, when we were struck. I went to the rigging with the captain and others. The boats made off for the schooner, each looking after himself. Capt. Merry hailed them and finally the whale boat returned for us, and afterward the barge for the captain and lieutenant. I find that the general opinion is that the Tallapoosa attempted to cross the schooner's bow and got run down. The Tallapoosa was a splendid boat."

BOSTON, Aug. 22.—An *Advertiser* special from Wood's Holl gives an interview with Capt. Merry, who was in command of the Tallapoosa, in which he corroborates the stories of the collision told by the other officers.

The Tallapoosa was a wooden side-wheel double-ender steamer, and was used principally as a transport and dispatch vessel. She was originally built of white oak at the Boston navy yard in 1863 and was rebuilt at Baltimore in 1874, when extensive internal improvements were made—including a large and elegant cabin. During the war she did blockade duty on the southern coast, and was frequently used in the transportation of troops and sailors. Since then she has been engaged in carrying freight to the different yards. Secretaries Robeson, Thompson, Hunt, and Chandler frequently used her in making inspection trips. She was frequently the subject of ridicule, but nevertheless, was regarded as a good vessel of her kind. Her average speed was about ten knots an hour. Her dimensions were—length on load line 240 feet, and extreme breadth 35 feet. Her tonnage was 659 and her displacement 1,270. She was rigged as a schooner and carried an area of 4,300 feet of canvas. From a statement prepared by the chief of the bureau of construction and repair, it appears that the total cost of the Tallapoosa to Oct. 1, 1881 including all repairs, but without machinery was $303,895.

At the time she went down her officers were: Lieut. Comdr. John F. Merry, Lieut. W. H. Everitt, Lieut. F. E. Beatty, Passed Assistant Surgeon C. E. Black, Passed Assistant Paymaster O. C. Tiffany, Passed Assistant Engineer W. P. Towne, Mates J. W. Baxter, L. B. Gallagher, and Hugh Kuhl, and Paymaster's Clerk Jas. Bishop, jr.

LOGAN IN THE WEST.

HE IS GREETED WITH GREAT ENTHUSIASM IN EVERY CITY.

Crowds Meet Him at the Depots and He Makes Brief Addresses—The National Union League Meeting—Fusion of the Resubmissionists and Democrats in Kansas.

MICHIGAN CITY, IND., Aug. 22.—A large number of citizens gathered at the station this afternoon to greet Gen. Logan as he passed through. A delegation met him at the first station east of here, and on its arrival the vice presidential candidate was greeted with a salute of artillery. Gen. Logan appeared, and was introduced by Dr. M. G. Sherman, of this city. He spoke briefly, complimenting the citizens on the position their town had gained as the results of their endeavors. He was pleased to observe that Indiana was keeping pace with the advancement of the country. The sights which had greeted him everywhere in going through this and other states during the past few days were of a character to make every American proud of this the grandest republic ever given to man, for it stood in advance of all countries in all that makes a people great. Appreciating the results already gained, he wished to impress upon his hearers that they should not merely rest in satisfaction therewith, but should see that the same industry and energy be applied to maintaining that position and advancing it. Cheers and handshaking followed the conclusion of the speech. Gen. R. A. Alger, republican candidate for governor; Gen. Joseph T. Torrance, and others accompanied Senator Logan on his trip through Michigan. Gen. Logan will reach Chicago to-morrow afternoon, and will be tendered a reception there in the evening.

KALAMAZOO, MICH., Aug. 22.—Gen. Logan was received with the greatest demonstrations of enthusiasm by soldiers at the Battle Creek reunion. After a speech he spent an hour shaking hands with crowds of people. He passed through here this noon, going to Niles and Michigan city, touching at the smaller towns. He will arrive at Pullman to-morrow afternoon in time to meet a committee which is to escort him to a reception at Chicago on Saturday evening.

LAWTON, MICH., Aug. 22.—A large crowd of citizens, many of whom came from the neighboring town of Pawpaw, gathered at the depot here on the arrival of the train bearing Gen. Logan. The general made a brief address.

DOWAGIAC, MICH., Aug. 22.—Gen. Logan was enthusiastically greeted at Decatur and at the depot here. Brief stops were made, the time being devoted mainly to hand shaking.

NILES, MICH., Aug. 22.—A large concourse of people gathered at the depot to greet Gen. Logan, and a hearty reception was given to him.

THE FUSION TICKET.

Democrats and Resubmissionists Join in Making Nominations For State Officers in Kansas.

TOPEKA, KAN., Aug. 22.—At the democratic state convention the report of the conference committee recommending that the resubmissionists be given a place on the democratic state ticket was adopted. Gov. Glick was renominated by acclamation. C. K. Halliday, a resubmmission republican, was then named for lieutenant governor, whereupon a committee of three was appointed to invite and escort the resubmission convention to the democratic convention to see the latter nominate their ticket. A few minutes later the members of the resubmission convention appeared in the hall and were greeted with cheers. Their chairman was invited to the platform and made a brief speech, declaring for Glick and resubmission. Halliday's nomination was made unanimous and the ticket completed as follows: Secretary of state, Eugene Hagan; attorney general, J. P. Smith; auditor, Hugh V. Gavigan; treasurer, W. O. Huttman; superintendent public instruction, S. M. J. Keyes; chief justice, E. W. P. Campbell; associate justice, T. A. Hurd. The state central committee was then elected and the convention adjourned. An immense ratification meeting was held last night.

CAMPAIGN CONTRIBUTIONS.

The West End Blaine and Logan Club Expresses Itself Emphatically on the Subject.

The West End Blaine and Logan club held a large and enthusiastic meeting last night, at which the newly-elected president, Mr. Wm. H. Black, made a stirring inaugural address. Maj. Rush Plumley, of Texas, also made a good speech on general political topics, as did Col. Wm. M. Murrell. Mr. George W. Stewart offered the following resolution, which was unanimously adopted:

Whereas the national republican committee have issued an invitation to all persons who indorse the principles of the party of freedom and equality of rights, and are in favor of the success of the ticket nominated at Chicago by the national republican convention, to contribute of their income such sum of money as they shall be able toward the necessary and legitimate expenses of the campaign; and whereas it is especially the duty of every employe of the government, holding such position by the favor of the party, to so contribute: therefore

Resolved, That, recognizing the justice of the call for material aid, it is the sense of this club that each government employe should contribute toward the legitimate expenses of the campaign, and any person who shall, under the guise of civil service reform, refuse or neglect to perform a plain duty should be regarded as simply a pretender and as disloyal to the party.

A letter was read from Col. W. W. Dudley, accepting the honorary membership of the club. Similar letters were received from Hon. John T. Johnson, Wm. A. Taliaferro, Prof. R. T. Greener, D. W. Atwood, Jas. M. Waters, and W. B. Davis, jr.

The National Union League.

NEW YORK, Aug. 22.—The executive committee of the National Union league met to-day, in response to a circular issued by Gen. James E. Negley. The object of the meeting, which was a private one, was said to be to further the interests of the republican candidates for the presidency and vice presidency. At the conclusion of the meeting it was said that nothing important had been done. After adjournment the members of the committee visited the headquarters of the republican national committee.

Prefers Butler to Cleveland.

JERSEY CITY, N. J., Aug. 22.—Edward F. McDonald, the democratic presidential elector from this district, has declined to serve. He says he is for Ben Butler, and will work for his election.

Senator Mahone in New York.

NEW YORK, Aug. 22.—Senator Mahone held an extended interview to-day with Chairman Jones and S. B. Elkins, of the national republican committee.

Virginia Democratic Caucus.

RICHMOND, VA., Aug. 22.—A caucus of the democratic members of the general assembly this evening decided to take a recess from Saturday, the 30th instant, to Oct. 22. There being public as well as private measures needing legislative action before the next regular session, which does not begin until December, 1885, it was deemed best not to adjourn the extra session sine die, but to reconvene in the fall, for which the members will get no extra pay.

Nominations for Congress.

UTICA, N. Y., Aug. 22.—A. X. Parker was nominated by the republicans of the Jefferson (St. Lawrence) district at Gouverneur yesterday afternoon.

CATLETTSBURG, KY., Aug. 22.—The democrats of the ninth district nominated Frank Powers for congress.

Florida Republicans.

The Florida Republican association met last night at the Philadelphia house, 348 Pennsylvania avenue, and effected an organization by the election of the following officers for the ensuing year: W. B. Brown, president; H. M. Olmstead, vice president; L. W. Livingston, secretary; S. S. Bowman, corresponding secretary; M. D. Overaker, treasurer, and the following executive committee: R. S. Smith, R. C. Steel, V. H. Olmstead, W. R. Hillyer, C. C. Haddick, T. R. Stewart, and T. J. Hamilton. A series of resolutions were passed indorsing the national republican ticket, Hon. Frank W. Pops and Hon. J. C. Greeley, the fusion candidates for governor and lieutenant governor of Florida; Hon. Horatio Bisbee, jr., and Hon. E. O. Locke, the republican candidates for congress of the first and second congressional districts.

A RAINY DAY.

The Light Infantry Get Wet at Camp Hoey—Gen. Grant to be Serenaded.

LONG BRANCH, N. J., Aug. 22.—At an early hour this forenoon there was a heavy rainfall here, accompanied by hail. In Camp Hoey the ground was flooded, and the members of the corps had hard work to keep their bedding and clothing dry. The rain continued until sundown, and as a consequence no dress parade was held. The order to break camp will be promulgated on Sunday afternoon, and it is expected that the special train will leave here for the homeward trip at 11:30 a. m. on Monday. Col. Moore has been visited by nearly every officer of the 3d New Jersey brigade, now encamped at Manasquan, including the brigadier general commanding, Senator Sewell. Several members of the 7th New York regiment are planning to invite company B of the battalion to New York and have them give an exhibition drill in their armory. It is proposed to-morrow evening that the many admirers of Gen. Grant in the corps shall take the band and serenade the old hero, and also J. W. Albaugh. The rain broke up several projected excursions to contiguous resorts this afternoon, and forced the men to devote themselves to securing their tents and baggage. The crowds from New York continue to visit Camp Hoey every afternoon, and every room in the West End has been engaged for Saturday afternoon, when Capt. R. R. Boss will give an exhibition drill with his company on the lawn opposite the main front of the hotel.

ROUGHS CAPTURE A TRAIN

And Hold High Carnival Among a Party of Frightened Excursionists.

NEW YORK, Aug. 22.—Roughs took possession of an excursion train returning to Jersey City yesterday from Greenwood lake with the members of Zabriski post, G. A. R., and their friends. One of them got into a dispute with the conductor about his fare, knocked him down, and fairly took possession of the train. They amused themselves by pulling the bell rope and stopping the locomotive every few minutes, and went through the cars insulting women and singing and shouting. Police Commissioner Meyer, who is a member of the post, attempted to remonstrate with them, but they knocked him down. At the first station he sent a dispatch to Jersey City requesting Chief of Police Murphy to have a squad of policemen meet the train at West End. The chief sent fifteen men to meet the incoming train, which they found stopped on the meadows beyond Hackensack, and the roughs holding high carnival in the cars. As the police approached they heard the men swearing and singing, and the women screaming with fright. At the sight of the uniforms the rioters attempted to run away, but they were pursued, and eight were arrested.

A Washington Lady Killed.

BALTIMORE, MD., Aug. 22.—Mrs. Ada Massey, 65 years of age, of Washington, D. C., was struck and instantly killed this afternoon by the 5:30 Chicago limited express train at the Frederick road crossing of the Baltimore and Potomac railroad. She came from Washington with the funeral cortege of John Philip Sander, whose remains were interred at Loudon Park cemetery yesterday afternoon. Mrs. Massey was the mother-in-law of a brother of the deceased, Mr. D. W. Sander. After the services at Loudon Park cemetery the friends gathered around the station waiting for the train to Washington. They mistook the limited express train from Chicago, which arrived ten minutes ahead of the accommodation train for the latter, and prepared to get on it. The party attempted to cross the track, and Mrs. Massey, who was a little too slow, was struck and instantly killed. Justice J. W. Pilert summoned a jury of inquest, which censured the railway company.

Held for Robbing a Japanese Prince.

GLEN COVE, L. I., Aug. 22.—John Miller, the Glen Clove boatman who drew a pistol on the young Japanese prince, Sokari, and took a $500 gold watch and a sum of money from him while in a boat which he had hired Miller to row him in to the schoolship St. Mary's, lying near here, was arraigned for examination before Justice Frost to-day. The evidence of Sokari, who speaks English, together with the finding of the watch in the possession of Miller, was conclusive of the latter's guilt, and he was committed to await the action of the grand jury. The watch was one presented to the young Japanese by his father while the latter was in Paris as a member of the Japanese embassy. Sokari is a pupil on the schoolship.

Death of Prominent People.

PHILADELPHIA, Aug. 22.—Hon. John Leisenrig died here of Bright's disease this morning. He was a well-known engineer, president of several coal companies, and a presidential elector on the republican ticket.

TRINIDAD, Aug. 22.—His excellency Lieut. Gov. Frederick Barlee died here to-day.

CHATTANOOGA, TENN., Aug. 22.—Gen. Leonidas Pope Walker, one of the most prominent lawyers in Alabama, died at Huntsville at 3 o'clock this morning of abcess of the bowels. The deceased was the confederate secretary of war. He has had a very extensive and lucrative law practice, and was in good health until within a few days of his death.

Robbed of Her Diamonds.

OLD ORCHARD, ME., Aug. 22.—A burglar entered the room in the Pleasant house occupied by Miss Bailey, of Boston, at 2 o'clock this morning and took a valise containing a set of diamonds, a set of garnets, and other jewelry. He made good his escape.

Brooklyn's Missing Postmaster.

NEW YORK, Aug. 22.—The Brooklyn *Times* states that Col. Morton, the missing assistant postmaster of Brooklyn, sailed for Antwerp on the steamer Belgenland on the 19th of July. He left the vessel at Antwerp and disappeared.

THEY WILL FIGHT.

FRANCE AND CHINA CAN REACH NO PEACEABLE AGREEMENT.

Admiral Courbet Instructed to Bombard Foo Chow—The Chinese Government Will Appeal to the Powers to Remain Neutral—The Cholera Record—General News.

PARIS, Aug. 22.—Admiral Courbet has been instructed to bombard the arsenal at Foo Chow this morning, and to land a detachment of troops and destroy the war material and stores accumulated there, which are of immense value. This action is intended as a reprisal for the action of the Chinese at Lang-Son. At the same time the French off Kelung have been ordered to occupy the port and the coal mines as security for the indemnity by France.

Le Paris denies that re-enforcements have been ordered to China. The question whether France will carry the war into the interior, the paper says, is not under consideration. For the present France will only occupy Foo Chow and Kelung.

Le Temps believes France has no idea of blockading the open ports of China. If found necessary, it says, those will be chosen that will least interfere with international commerce.

Le Temps calls attention to the absence of an actual declaration of war.

LONDON, Aug. 22.—The *Pall Mall Gazette* this afternoon says: "China will not issue a declaration of war, but will inform France and the neutral powers that she will regard a repetition of the Kelung incident or an attack on the Chinese territory as ipso facto a declaration of war. China will ask the other powers and especially England to be strictly neutral.

The English colony at Hong Kong has been the base of operations against Tonquin. China expects that in case the French attack is renewed the English colonists will be warned of their duties as neutrals.

It is quite certain that the Chinese will immediately cross their southern frontier and invade Tonquin.

A dispatch from Pekin to the *Times* of to-day's date says: "The French legation left Pekin yesterday. The telegraph station was opened here to-day. This is the first message wired."

A dispatch to the *Times* from Foo Chow says: "The French ships have been forbidden to enter the Takir roadstead. Seventeen thousand rifles and a quantity of dynamite and gun cotton have been landed. Masked batteries are being erected here."

The *Times'* Hong Kong dispatch says: The French residents are leaving the city. Two thousand French soldiers are momentarily expected to arrive here from Tonquin."

The Cholera Record.

PARIS, Aug. 22.—During the twenty-four hours ending at 9 o'clock to-night there were 15 deaths from cholera at Marseilles.

At Toulon there were 2 deaths from cholera to-day. The record of the cholera in the Toulon hospitals is as follows for to-day: Admitted, 5; death, 1; discharged, 6; under treatment, 52.

ROME, Aug. 22.—Owing to the prevalence of the cholera, the holding of fairs, markets, and public festivals, and the marching of processions are forbidden throughout Italy. Troops guard all outlets to the cholera-ravaged districts of Garfagnana.

GENEVA, Aug. 22.—It has been officially announced that cases of cholera have occurred in this city.

LONDON, Aug. 22.—A stowaway was landed at Waterford from the British steamship Oranmore, from Liverpool for Baltimore. He was ill and was taken to the infirmary. The doctors pronounced his disease cholera, and believe it to be of the Asiatic type. Three other stowaways were landed at the same time and are now missing.

The Y. M. C. A. of the World.

BERLIN, Aug. 22.—The conference of the Young Men's Christian Associations of the World continued in session to-day. The American representative on the managing committee is Mr. Van P. Eis, of Cleveland, instead of Mr. M. Burney, of New York, as previously announced. Other members of the committee are the German court chaplains, Frommel and Storeker; Baron Oertzer, of Hamburg; Mr. Hodder, of London; Mr. Lagercrantz, of Sweden; Mr. Schonabourg, of Denmark, and Mr. Barrelet, of Sweden.

The Gordon Relief Expedition.

CAIRO, Aug. 22.—The authorities in the war office at London insist upon the Nile route for the autumn expedition for the relief of Gen. Gordon. They state that row boats will reach Wady Halfa Nov. 1, when the expedition will start from that point. It is suggested that the Egyptian troops should be employed for continuing the railway sixty miles beyond Wady Halfa so as to avoid the rapids.

The Education Bill in Belgium.

BRUSSELS, Aug. 22.—In the chamber of deputies to-day the general debate on the education bill was closed after a long and bitter attack by the opposition. M. Frere Orban, former minister of foreign affairs, made an exhaustive reply to the arguments of the minister of justice. The discussion of the articles of the bill will commence next Tuesday.

An Ultimatum to the Rajah.

LONDON, Aug. 22.—An ultimatum has been sent to the rajah of Tenom demanding the release within a fortnight of the crew of the British steamship Nisero, whom the rajah has held in captivity ever since the vessel was wrecked on his coast last November.

Gov. Ireland Not Yet Arrested.

GALVESTON, TEX., Aug. 22.—The reported arrest of Gov. Ireland at Houston is false. Gov. Ireland, accompanied by Hon. Barnett Gibbs, candidate for lieutenant governor; Congressman Wellburn, and Miller, together with about 100 delegates to the late convention arrived at Galveston last evening. Marshal Tracy says he had no intention of arresting the governor during his attendance upon the state convention. He has no fears that the governor will seek to avoid a service of the warrant and hence he has selected another time and place for the arrest under the Francois affidavits.

$1,000 Reward Offered.

NASHVILLE, TENN., Aug. 22.—Gov. Bate to-day offered a reward of $1,000 for the arrest of any of the persons engaged in the massacre of the Mormon elders in Lewis county.

BRIEF FOREIGN MENTION.

The Nile has begun to rise again.

Re-enforcements from Lisbon and from Portuguese India, have been sent to Quilimane, east coast of Africa.

The Berlin newspapers urge the dispatch of men-of-war to China to protect the German subjects in that country.

The mail boat Vircalya, bound for Cuba, has returned to Gijon, her boiler having exploded. Seven of the crew were killed by the explosion.

The canton of Berne forbids the Salvation army to hold meetings within its territory, on the ground that the meetings are not of a religious character.

The Emperor Francis Joseph yesterday received Mr. Alphonse Taft, American minister at Vienna, who is about to leave for his new post at St. Petersburg.

THE BROKEN BANK IN ALBION.

Experts Work All Day on the Vault Locks, But Fail to Get Them Open—The Burrows Estate.

ALBION, N. Y., Aug. 22.—There was but little excitement at the First National bank this morning. Mrs. R. S. Burrows, with her son W. R. Burrows, returned to Albion from Boston last Friday. Mrs. Burrows said that the statements circulated to the effect that the Albion people had perfect confidence in A. S. Warner were incorrect. She said she had been trying for years past to get him to account, as executor of her husbands estate, but without avail. Warner had promised and promised to do so. She had suspected all was not right, and believes that Warner commenced his irregularities even before her husbands death, he being laid up for some time before that event with a broken hip. She had no confidence in Warner's honesty.

W. R. Burrows, who is very ill, was was also seen. He said that, having decided that Warner could not be induced to make an accounting willingly, he took steps last spring to force him to do so. He gave W. R. Caulkins, in whom at the time he had implicit confidence, power of attorney to enable him to get certain bonds and mortgages deposited in the bank vault, which he did. These bonds and mortgages were deposited in Boston, but afterward, Mr. Burrows said, he was convinced that Caulkins was not his friend, and so gave Warner another power of attorney. He says Warner got a large portion of the securities in Boston, and supposes he has made away with them. Messrs. Bullard and Sawyer, attorneys for W. A. Parmaly, have caused an attachment to be issued to the sheriff against A. S. Warner. Mr. Parmaly's claim against Warner is over $10,000 for money loaned.

The 11 o'clock train this morning brought Thomas Williams, of Vernon, Oneida county, bank examiner. He proceeded immediately to the bank and took charge of its books. The same train brought William Corkhill and Asa B. Norcross, experts sent to open the vault, and they have been at work all day, but have not opened it.

The vault will probably not be open for three or four days. Bank Examiner Williams expresses himself very positively that as far as he can learn the depositors will all be paid in full. Cashier Coan is also of the same opinion.

Lorenzo Burrows, jr., and Judge Burrows, of Buffalo, left Albany for New York last night. The correspondents of the suspended bank in Rochester were the Merchants' bank and the Bank of Monroe. When the Orleans National bank opened its doors this morning a small number of depositors drew out a very small amount of cash. E. Kirkhart, the president, said the bank was ready to pay all it owed. The Virginia coal mine, belonging to the Burrows estate, has never paid any dividends. President Hart said he thought the depositors of the First National bank would lose a very small amount, if any at all.

Gov. Murray to Gov. Bate.

SALT LAKE, Aug. 22.—Gov. Murray today sent the following dispatch to the governor of Tennessee:

SALT LAKE, Aug. 22.—GOV. W. B. BATE, NASHVILLE, TENN.—The dispatches indicate that you are exerting yourself to vindicate the laws in the matter of the murder of the Mormon missionaries in Tennessee. I thank you for this action. Charges of preaching polygamy do not excuse murder. I trust that you may bring the guilty to punishment, thereby preventing such lawlessness in Tennessee or elsewhere. Lawlessness in Tennessee and Utah is alike reprehensible; but the murdered Mormon agents in Tennessee who were sent from here as agents have been sent for years by the representatives of organized crime. I submit that as Tennessee's representatives in congress are, to say the least, indifferent to the punishment of offenders against the national law in Utah, it is a cowardly outrage for their constituents to kill emigration agents sent therefrom here. ELI H. MURRAY, Governor.

"Caring for God's Orphans."

CHICAGO, Aug. 22.—Henry Mohler, O. N. Radcliffe, James McEwan, Fidelia Parker, Mrs. A. E. Pease, and Eliza B. Slater were held in bail this morning on a complaint by the Humane Society, charging them with cruelty to children. They profess to be the leaders of some sort of religious sect, and, from certain letters, it appears some of the members indulge in the most vicious and licentious practices. Twelve children were found in their possession, the older ones claiming to have been cruelly treated and kept without sufficient food. The prisoners claim to be "caring for God's orphans," and say they have no means of support except faith in the Lord. Their neighbors say there have been frequent deaths among the children.

Exercises at Chautauqua.

CHAUTAUQUA, N. Y., Aug. 22.—A double quartette of the Yale College Glee club gave a concert this afternoon to an audience of 6,000 persons. At 4 o'clock the closing exercises of the school of languages took place. At 7 o'clock a Young Men's Christian association conference was held, and addresses were made by Edwin P. Ide, of New York; K. A. Burnell, of Chicago, and others. The managers of the assembly held a reception in the parlors of the Hotel Atheneum this evening. Afterward there was a display of fireworks and music on the lake by the Northwestern band, of Meadville, Pa.

Arsenic Instead of Baking Powder.

SHELBYVILLE, IND., Aug. 22.—Mrs. Treece, residing near here, prepared biscuits for breakfast yesterday morning, and by mistake put arsenic in the dough instead of baking powder, the poison and the baking powder being kept in the same cupboard. The entire family, consisting of Mrs. Treece, her grandmother, Mrs. Celia Victor, and Maud Treece, a 2-year-old child, partook of the food, and soon became violently sick. The child died in two hours, and both of the women are at the point of death.

Yesterday's Storm.

DOVER, N. H., Aug. 22.—This place was visited by a heavy thunder and rain storm this afternoon, which lasted several hours. Reports from outlying towns say that many cattle were killed. The houses of H. L. Worcester and Charles F. Dame, of Rochester, were damaged by lightning. Miles of telegraph and telephone wires are torn down.

KINGTSON, N. Y., Aug. 22.—During a severe rain storm here this afternoon the residence of Dr. Terwilliger was struck by lightning and nearly burned to the ground.

A Vacancy in an Electoral Ticket.

PHILADELPHIA, Aug. 22.—In consequence of the death of Hon. John Leisenring at Mauch Chunk, Chairman Cooper, of the republican state committee, will call that body together in September to fill the vacancy caused on the electoral ticket by his death.

Narrow Escape of Twenty Men.

READING, PA., Aug. 22.—A stack eighty feet high at Kaufman's furnace, Sheridan, fell this morning, crashing through and wrecking the casting house. Twenty men made a narrow escape from instant death. The furnace has been blown out.

The Weather.

Slightly cooler, partly cloudy weather and local showers in the northern portion and on the coast, fair weather in the southern portion, with stationary temperature, variable winds.

Yesterday's thermometer: 7 a. m., 72.4°; 11 a. m., 79.2°; 3 p. m., 83.3°; 7 p. m., 74.0°; 11 p. m., 71.8°; maximum, 84.3°; minimum, 69.5°.

MONTHS OF FASTI[illegible]

ONE HUNDRED AND SIXTY-FOUR D[illegible] WITHOUT FOOD AND STILL ALIVE.

Strange Case of the Fort Plain Dressmak[illegible] The Peculiar Disease Which Baffles [illegible] Physicians and Keeps Her Slowly Sinking.

FORT PLAIN, N. Y., Aug. 22.—Miss Kate Smulsy, who has gone without food for 164 days, was very low to-night, but is still conscious and talks. Miss Smulsy was a dressmaker, and when able to work had plenty to do. She is 20 years of age, and was naturally bright and intelligent. Two years ago last July she was taken ill, and was compelled to remain in bed. She improved somewhat, and was able to be about, but in October was compelled again to take her bed, and has never since been able to leave it. The first approach of the disease was trembling and shaking of the right hand, followed by involuntary motion of the right leg and foot. At length her head had a sidewise movement to the right. The doctors diagnosed the case as St. Vitus's dance. The usual remedies were applied, but with no benefit to the patient. She grew worse, and the motions, at first confined to the limbs on one side, seized her whole body. The motion was first perpendicular, and like that of a person sawing wood, only not so violent. In time, to this motion was added one partly rolling, and the two were combined. Lately the motion has been rolling only. She rolls constantly, moving her entire body from side to side with the regularity of a pendulum at the rate of fifty per minute. This motion is perpetual for twenty-two or twenty-three hours out of the twenty-four, and is wholly involuntary. For an hour or more—never over two—in the night she sleeps from sheer exhaustion, but is awakened by the slightest noise. The moment that she wakens the ceaseless rolling begins, to stop only when worn out, she again sinks to rest.

Some thought the constant moving was voluntary. One physician sat by her side for three hours, during which time there was not the slighest diminution of the rolling. Another physician said he could stop it if he wished, and, seizing her by the shoulders, held her tightly a few minutes, but the instant he released his hold her body resumed its motion. She feels the result of this treatment yet, and says that there is not a spot on her person that is not sore. The weight of a pin is actually painful and cannot be endured. Her arms are larger and harder than one would expect for a young woman of her size in perfect health. To the touch they indic