

## FENIAN NAVY AFLOAT.

Taken from Pamrapo and Sent to Sea.

**Their Destination Unknown - The Dangerous Character of the Vessels as Described by Their Builder.**

New York, July 15.—The Fenian Navy an account of the inspection of which was published in Friday's World, has left Pamrapo and is probably now at sea, bound either across the ocean or to some British port nearer at hand.

Engineer Gilbert, who was in charge of the large ram when she started some months since and proceeded about two hundred miles outside of Sandy Hook, on which occasion she had to return on account of a defect in her machinery—went down and informed Mr. McGiehan that he was going to take the same away.

Mr. McGiehan told him that he must produce some authority before he would allow the vessels to leave his yard and, also, that their bills must be paid.

Mr. Gilbert said that all this would be attended to, and went on board the larger vessel and proceeded to get up steam.

A full supply of petroleum, Mr. McGiehan said, was taken on board a few days ago. As Mr. Gilbert removed his coat Mr. McGiehan noticed he had a belt strapped around his body in which was stuck a large navy revolver, and in jumping from the dock to the deck of the ram, another revolver dropped from his pocket and fell overboard. After the rams had left the ship Mr. McGiehan had his boy dive for this weapon and it was recovered.

It is a small silver mounted Smith & Wesson revolver with five chambers, all of which were loaded.

At about 2 o'clock when the tide was nearly at its extreme height, Mr. John J. Breslin, who was connected with the escape of some Fenian prisoners from Australia some years ago, came around and after exhibiting to Mr. McGiehan documents authorizing him to take the rams away, he called for and paid all the charges that Mr. McGiehan had against them.

The chains which fastened the rams to the dock were then unlocked and the large vessel with the little one in tow steamed out of the slip and proceeded to Morris & Cumings dock, about a quarter of a mile above the shipyard.

Here, it is said, the larger vessel was stored as if for an extended trip. The place is an excellent one for the purpose, being remote from observation and deserted for the most of the time. It will be remembered that it was from this dock that the large ram took her departure on her previous trip.

The Baxter Wrecking Company's tugboat John Fuller arrived, and, taking both rams in tow, proceeded with them down the bay, and the last seen of them she was going with them through the Narrows.

The supposition is that she towed them down into the Horsehoe, when by means of her powerful steam derrick the smaller ram was lifted on board of some vessel—either steamer or sailing craft—and that she and the large ram proceeded to sea in company. It may be, however, that both rams were lifted, the derrick of the tugboat being, it is said, sufficiently powerful to accomplish this.

A reporter procured a boat and visited Morris & Cumings's dock, but the only person found there was the watchman, who corroborated Mr. McGiehan's statement relative to Engineer Gilbert being fully armed, and said that several boxes were put on board of the large ram, the contents of which he was ignorant of.

Mr. John P. Holland, the builder of the Fenian rams, said that the large boat was actually the first, that was a complete success in every point, particularly in that special point in which all previous attempts have been unsuccessful—the power of controlling their horizontal and vertical motion under water.

The smaller of the two boats, when finished, is intended to experiment on several new ideas which were suggested by experience with the larger one, which proved that it is possible for two men to remain three days under water in her without renewing the supply of air. Her compass worked well under water, therefore steering is possible. It is possible to come to the surface for the purpose of observation and descend again in two or three seconds. In steering for any given object her course can be corrected without actually coming on the surface, but near it. Her speed is the same whether under or over the water. All the torpedoes she carries can be discharged while under water. The energy of the torpedoes on leaving the muzzle of the gun are estimated to be about forty or fifty foot-tons. The path of the torpedo is perfectly straight for twenty-five to thirty-five yards, and can carry a hundred-pound charge of dynamite. The ramming energy of the boat is about forty foot-tons.

The boat being perfectly manageable under water this blow can be delivered four feet under the armor of a ship, and a few such blows will sink any vessel. Another point of great importance demonstrated by the experiments is that ships in an attacking fleet have absolutely no defense against them and can not be aware of their presence until struck. It is very evident that neither boats on the surface, nor torpedoes, nor guns give any chance of protection from their attack. The only remaining means of safety for the survivors when the presence of the rams is discovered is to move away at full speed.

A boat seventy-five feet long, displacing 140 tons and capable of remaining at sea for weeks together could be built for about \$40,000. Her crew would be about seven men. The money it would cost to construct and maintain an ordinary iron-clad would be sufficient to build and maintain fifty of these rams.

**One Thousand Dollars For a Change of Programme.**

CHICAGO, July 15.—John Paul Logan of St. Paul publishes in the Times a card as follows: "I will pay \$1,000 reward to any mob who will lynch a white man for murdering a negro in the South, or for outraging a negro woman in the South. The daily lynching of negroes in the South is like the handle of a jug, all on one side, and just to vary the monotony and see a refreshing change, I will send the above amount to any enterprising Southern mob who will change the programme for once and give one of their white murderers a piece of rope. I would suggest that the county Sheriff where the mob operates be elected Captain of the mob and authorized to draw on me for the \$1,000, which will be paid spot cash at the First National Bank of St. Paul immediately upon receipt of credible information that the mob has changed the programme. I am heartily disgusted with your nigger corpses. Now let your irrepressible great American mob bestir themselves and give us one white corpse for breakfast, and the very devils in hell will rise up and thank them."

**BOSTON'S FIRST ORIENTAL.**  
**How He Amassed a Fortune and Returned to the Orient.**  
BOSTON, July 15.—A case frequently cited by those who maintain that the Chinaman can never be thoroughly Americanized is that of the Celestial whose story is told below. He was in his time a noted man in this city, and many now remember the Chinese tea merchant of Union street, Oong Ar Showe.

He landed in New York about November, 1844, and it has always been understood that he was one of a company of Celestials who came with a sort of Chinese entertainment, and a real Chinese junk, which was exhibited in New York and Boston during the following years, and which did not prove so successful as was anticipated. Ar Showe was then about nineteen or twenty years of age. About the year 1847 he entered the employment of Redding & Co., as a salesman in the tea business, which that firm then began to make a specialty. He was among the first Chinamen ever seen in the streets of Boston, perhaps the first one, and will be long remembered by all who were boys at that time, and gazed with unabated wonder and astonishment at his almond eyes, olive tinted skin, long black queue, baggy trousers, silk pelisse and queer shaped shoes. Among the attendants employed by Redding & Co. was a very prepossessing young lady, who became greatly interested in the youthful Chinaman, and patiently devoted herself to his instruction in the English language and civilized ways. She subsequently became his wife. Gradually he put off his peculiar dress, cut off his queue, and clothed himself as an American.

Some time about the year 1851 Ar Showe commenced the tea business on his own account, in which he was very successful and gained a handsome fortune. January 16, 1853, he was married to Miss Louisa M. Hesse by Rev. Joseph H. Clinch in the St. Matthew's Episcopal Church at South Boston. The wedding created quite a sensation at the time, and it always was a marvel how two persons, apparently so utterly dissimilar, should be drawn together. For twenty-four years they lived happily together, and were blest in family and possessions. Ar Showe's affection for his wife amounted to a perfect adoration, and she was a person worthy of any man's love. They had three children, a son and two daughters. Ar Showe was baptized in St. Matthew's Church, April 9, 1854, and was christened Charles. For a few years he resided in South Boston, but subsequently removed to Maplewood, where he was largely interested in real estate and its improvement. Ar Showe took out his preliminary naturalization papers at the March term of the Court of Common Pleas in the year 1857, and was naturalized March 19, 1860. Mrs. Ar Showe died some time about 1877 or 1878. The elder daughter was married previous to her mother's decease, in her presence and at her request. After the death of his wife, Ar Showe appeared to be a good deal broken up and greatly depressed in spirits. He settled his affairs, gave each of his children a comfortable home and went to China for a visit, expecting to be gone a year. He stayed two years, however. After remaining a short time in this country he returned again to China, where it is understood, he married a native Chinese wife, but nothing definite has been heard from him in any way.

**THE NIAGARA SCUTTLED.**  
**She Takes Fire and is Run Ashore on the Coast of Florida.**  
HAVANA, July 15.—The English steamship Commander has arrived with the purser, the passengers, and the mails of the steamship Niagara, from New York for Havana, and reported that the Niagara had been afire on the Florida coast, and had been scuttled to put out the fire.

The Niagara sailed from New York last Saturday with twenty-six passengers and an assorted cargo. At 5 o'clock last Thursday morning the passengers were roused because a fire had been discovered in the second hold forward. The steamer was then between Fowey Rocks and Craysfort Reef, off the southern coast of Florida. Strenuous efforts were made to extinguish the fire, but they proved of no avail. Smoke continued to pour from the ventilators.

At 5:30 a. m. a brigantine hove in sight. The Niagara hoisted a signal of distress and made for the vessel. Captain Baker of the Niagara, soon descried a steamer toward the south. He then made for the steamer, which proved to be the Commander, Capt. Newton, bound from Liverpool to Vera Cruz.

At 7 o'clock the Niagara's passengers and mails were put aboard the Commander. The steamers kept together, and the Niagara went ahead until about 4 o'clock in the afternoon, when she stopped to send the purser, the stewardess, and the safe aboard the Commander. Capt. Baker then turned the Niagara toward the Florida coast, and ran her ashore in sixteen feet of water near the Alligator Reef Lighthouse, of Indian Key.

## THE TELEGRAPHERS.

They Are Ready to Strike All Over the Union.

**The Effect Upon the Newspapers and Business of the Country.**

New York, July 15.—The telegraph operators of the different companies are on the verge of a general strike. They have refused to accept the terms offered by the companies and are awaiting another decision before issuing the order to all operators in the country belonging to the Telegraphers' Brotherhood to quit their desks. The Executive Committee of the Brotherhood were busy all day answering the telegrams that poured in from all parts of the United States and Canada inquiring how matters were progressing, and pledging that, in case a strike was ordered, all operators belonging to the Brotherhood would stop work once.

The Brotherhood of Telegraphers of the United States and Canada comprise more than two-thirds of all the telegraphers, including women operators, clerks, linemen and all connected in the business. The delegates from different cities met at Chicago last February and drafted a bill explaining their conditions, and demanding that the companies regulate the working hours of the men.

The demands, as has already been announced, were presented to the Western Union Company last June, and the reply given by the company has not been well received.

An officer of the Brotherhood said: "Everything is in readiness, and if the terms of our circular to the conference are not acceded to the entire force of operators will strike. We have so arranged matters that all the cities and operators along the railway lines will be informed within twenty-four hours of our decision, so that the strike will become general from the start, and all telegraphic communication will be stopped as short as if the wires were cut. It is a mistaken idea to believe that the companies have made us any concessions, and what they agree to do is really to work us harder and closer than before. They have prepared a code which is more obnoxious to the men than the old system ever was."

"For instance, they say nine 'actual' working hours shall constitute a day's work and seven for night work. Now, this only benefits the men who work for stations like Long Branch and Stratoga, where they are often obliged to sit before the sounder from 6 in the morning till 12 at night, but for us, who work in the larger cities, it robs us of our meal hour, for as the committee construe the word actual, it means time actually spent at the desk. Thus we would be forced to either lose the time or else do without food. Formerly we were allowed time for dinner and supper, but under the new code this is abolished. The companies try to reconcile us to the fact that after July 1 all Sunday work will be paid for at the rate of \$3 a day of nine hours and a like amount for a night of seven hours."

"This seems a great gain to some, but in reality it is a delusion. In New York, while we had to take turns at the Sunday work, about one Sunday in twenty-four was the share of each man, so the increase in pay is \$3 every six months. In the smaller towns the offices are only open about two hours every Sunday, and at that rate there would be little increase for the men. They refuse to allow us the 15 per cent. increase on the ground that we are among the best paid of the trades. Summing the whole thing up it amounts to this: Formerly they paid us a certain salary a month of thirty days and deducted the days on which we were off. Yet often in slack time we were allowed to go home early in the day and were paid in full, but now they propose to keep account of the number of hours actually worked and pay us at the rate of nine hours per day."

"We have chosen the best time for a strike and if we do stop work no one can tell how much we will injure the commercial world. Firstly, we will stop the cable and cut off Europe from all communication with this country, then all the railroad station men will stop, and that will probably result in greater danger to trade. The press will also suffer greatly, and the large cities will have all special news cut off."

Another member of the Brotherhood said: "All prominent wires are worked by Union men, and they will stop, no matter what special terms may be made for them. The companies will try to keep these men working as long as possible, but we have matters so solid that inside of five minutes the instruments in the main office will be deserted and no one will send or receive a word after the order to strike is given; once let the men strike, and then we will not return until our demands are granted. We are determined to win and will make a bitter fight."

The General Managers of the Western Union have made no preparations in case of a strike. They still believe that the difficulties will be settled to the satisfaction of the operators. At the main office all desks are occupied and the men work as if everything were smooth and harmonious.

### JENNIE CRAMER NO. 2.

**Mysterious Death of a Young Girl in Danbury—Deceitful Parents, Midnight Picnic, and a Dose of Strychnine.**

DANBURY, CONN., July 15.—Miss Mamie Cables, about fifteen years of age, fully developed brunette, handsome and attractive, has been found at 5 o'clock in the morning lying in a dying condition in a secluded place just beyond the junction of Morris and West streets in this city. Near where she was lying was a box containing

strychnine bearing the label, "Poison," from "Hawley's Pharmacy." It is evident that her death, which occurred shortly after her discovery, was caused by a dose of this poison, though by whom administered is yet unknown.

The woman who first discovered her lying in her death throes was Mrs. David Osborn, who was attracted to the spot by cries of murder. Hurrying along the sidewalk, which is a mere path lined with a heavy growth of weeds and underbrush of the top of a high ridge but little travelled in the late hours of the evening and early morning, Mrs. Osborn saw the beautiful young girl lying on the ground and partially hidden by some bushes.

The poor girl was unable to speak, and all that Mrs. Osborn could do was to attract the attention of passers-by. Several persons so drawn to the spot recognized the girl as the adopted daughter of Horace C. Cables, a florist living on Spring street, some half a mile away. He was aroused, as also Dr. Adams, the Deputy Coroner, but it was too late to be of any assistance. When the latter arrived on the spot the young girl was dead.

The body was removed to an undertaker, and the Coroner's inquest begun. The following facts thus far have been established:

Wednesday evening shortly after nine o'clock, so Mr. Hawley avers, Miss Cables called at his drug store and stated that she wanted some arsenic to poison cats, which were giving the family trouble by catching chickens. She did not ask for any strychnine nor did he sell her any.

Mr. Cables is a man in comfortable circumstances, and so far as known provided the girl with a pleasant home. He says that he had always regarded her as leading a proper life, but since the fatal act several circumstances have come to his knowledge which make him fear that her conduct was inclined to be somewhat fast. Wednesday evening, he said, she had spent at home, at least up to about 9 o'clock, when she told him and his wife that she was feeling tired, and leaving the room, said she was going to bed.

As soon as her death had become known a young man named Bowky called upon him and frankly stated that Miss Cables going to bed was a mere subterfuge; that she had afterwards stolen secretly out of the house and met him, young Bowky, by appointment in the street.

Mr. Bowky further told Mr. Cables that he had taken her to Elmwood Park, opposite the Turner House, where the Citizens' Band of Bethel were giving an outdoor concert. They had left there at about midnight and Mr. Bowky had escorted her home, leaving her at the door. That was the last the young man had seen or heard of her until he was shocked by the news of her death.

Besides this young man it seems that Miss Cables had another admirer, a young German, Max Kloeber by name, who has been employed in a barber shop since last September. He has been paying his addresses to the young girl for some time past, waiting upon her to church, taking her to ride, etc.

He is a pleasant-looking young man, twenty-one years of age, and for some time boarded with the Cables family. His attentions to the young girl were so well known to Mr. Pakuski and his shopmates that when on Thursday morning they heard of her death they immediately remarked: "Why, that is Max's girl."

On Sunday, July 1, Kloeber went to New York, as his shopmates say, in search of a job. He returned on Monday, saying that he had not succeeded in finding anything to do. On Saturday he informed Mr. Pakuski that he was going to New York to work, and left on Sunday. On Monday he went to work for William Wiendorf, who has a barber-shop in Long Island City, on Jackson avenue, between Fourth and Fifth streets.

As to whether he has been here since July 7th the stories conflict. The police say that he was here Wednesday and took the girl out riding in the afternoon. His friends, however, assert that he has not been here since his departure on Sunday and no livery-stable proprietor can identify him as having hired a horse on Wednesday. His friends add that he is in Long Island City, and can be found at any time. They say that he will come back willingly to give any testimony that may be required of him.

The Coroner's inquests being held with closed doors and the nature and result of the jury's deliberation can only be known when the verdict will be given.

### Anticipating the New Postal Law.

New York, July 15.—The new law causing a reduction from three to two cents in postage on letters will not go into effect until October 1. There appears, however, to be a general misunderstanding throughout the rural districts and in some of our cities of the law. An impression prevails that the time fixed upon was July 1, the date being confused with that for other changes in the postal law which went into effect with the beginning of the new fiscal year. This impression to some extent has affected the receipts of the department, a great many people buying only enough three-cent stamps to carry them over the interval when the reduction would be inaugurated. Information has been received from many of the post-offices in the interior of the country that letters have been mailed to various points having only two-cent stamps upon them, and are detained for postage.

Four Socialist who have been on trial have been sentenced to terms of imprisonment varying from two years and a half to one year and a half. One of the prisoners named Podowski was an Anarchist envoy from Geneva.

NEAR Canton, Ohio, a case of miraculous cure by prayer is reported. Levi Standa, a farmer living there, gave publicity to the statement that on June 12th his nine year old son, Franklin, was thoroughly and instantly relieved of a nervous affection resembling epilepsy through the effort of prayer. Medical treatment had proved of no avail. All the neighbors substantiate the story.

## DYING, PERHAPS DEAD.

The French Pretender, the Comte De Paris.

**Paris More Quietly Awaits His Disastore—Who He Is and What He Has Done.**

PARIS, July 15.—It is reported that his physicians are hourly expecting the death of the Comte de Chambord. He is almost continuously in a state of syncope, and it is beyond the bounds of probability that he can recover. The excitement following upon the first announcement that he was in extremis has subsided, and the impression prevails that nothing of any great political significance will result from his demise. It is not believed that the Comte de Paris who, it is now understood, will succeed to his royal claims, will be foolish enough to issue a manifesto. Paris was much more excited over his birth than she is likely to be over his death.

That occasion may now be recalled. Early in the morning of September 29, 1820, the good people of Paris were awakened by a salute of twenty-four cannon announcing the birth of a prince. Crowds flocked to the Tuileries, and at their expressed desire the royal child was held up to their view in his cradle. Louis XVIII had rubbed the young prince's lips with garlic and had made him sip a few drops of wine a minute after his birth, following the example of the father of Henry IV., of France, in his royal chateau at Pau in 1550. The babe so ceremoniously ushered into the world was Henri de France, the offspring of the union of the Duc de Berri, nephew of Louis XVIII, and Caroline, the beautiful daughter of the Prince Royal of the Two Sicilies, himself a scion of the house of Bourbon. The infant was created Duc de Bordeaux as a mark of royal gratitude toward the city of Garonne for her unswerving loyalty to the Bourbon dynasty.

All Paris was ablaze with illuminations. Royal clemency was granted to political offenders, and munificent favors were abundantly distributed. The illustrious Chateaubriand paid a visit to the Holy Land and brought back a large supply of water from the Jordan, in which the "child of miracle" was baptized with great pomp. It seemed as if a brilliant future awaited the head of the elder branch of the Bourbons, who slept nightly in the most sumptuous cradle, inlaid with ivory, precious stones and rare woods, that France had ever seen. The castle and estate of Chambord, an ancient royal demesne near Blois, being in the market, was purchased by public subscription and presented as a testimonial of affection to the royal babe. Enthusiasm prevailed.

Uneventful was the career of the Comte until the fall of the Empire, immediately after the disaster at Sedan. On October 9, 1870, he addressed a proclamation to France from the Swiss frontier, promising to expel the enemy from the country and to maintain the integrity of its territory if the people would rally round "the true national government, having right as its foundation and honesty as its principle." Another proclamation, dated January 7, 1871, was issued to all the European Governments. It protested strongly against the bombardment of Paris. Just after the Communist insurrection he published another manifesto, in which he sought to dispel the popular prejudice against the traditional monarchy, declaring that his only wish was to labor for the reorganization of the country and, at the head of the House of France, to preside over her destinies, while submitting with confidence the acts of the government to the bona fide control of representatives freely elected. This manifesto, after declaring the Comte's desire for the independence of the Holy See, and that he did not desire to exercise any dictatorship but that of clemency, because in his hands and in his only clemency was only justice, concluded with the noted phrase, "The word resta with France; the time with God."

### Dennis Kearney's Plans.

NEW YORK, July 15.—Dennis Kearney, the well-known labor agitator, accompanied by Stephen Maybell, his fellow-delegate to the Chicago Anti-Monopoly Convention, arrived in this city from Chicago. He says that the Chicago convention was a fraud; that instead of being an anti-monopoly convention it was strictly in favor of monopoly and the railroad corporations. The convention was packed by the delegation from Illinois, and he and his fellow delegates from San Francisco were excluded from the convention by a vote of 94 to 78. He gives an emphatic denial to the statement that he was working in the interest of the Central and Southern Pacific Railway.

"Why," he says, "I have cut down the income of that railroad nearly \$10,000 by stopping the emigration of the Chinese, and I think that sufficient proof that I am not working in its favor. I find, however, that the road pays its 11,000 employes much better than the majority of other roads, giving them \$2 per day, where the others pay only a little more than \$1."

Mr. Kearney says that it is his intention to make a general movement for shorter hours and higher pay for the laborers all through this country. "It must be a political organization," he said "and now is the time for it, as the people are of the mind that the railroads and other monopolies must be controlled, and it is these corporations which determine to a great extent the pay of the laborer, as when a corporation pays a high price the private individual will find he has to follow."

He says he will consult with the labor unions in the city and see if they have any ideas on the matter, and this week he will hold a mass-meeting, and after remaining here for about two weeks will go to the other States—Pennsylvania and Ohio.