TIFFIN TRIBUNE.

LOCKE & BROTHER,
PROPRIETORS.

Tiffin, Thursday Eve. Feb. 7, 1878.

Bayard, of Delaware, one of the ablest of the Democratic Senators, has made a strong anti-silver speech.

If Congress is going to pass the silver bill, it should do it at once. The twaddle of its advocates, either men or newspapers, is getting exceedingly tiresome.

The father of Charley Ross went to Baltimore on Tuesday, and after seeing the little boy from Demerara, South America, declared that he was not his own long-lost son Charley. Thus ends another sensation.

If square perjury will send them to the Penitentiary, the members of the Louisiana Returning Board are booked straight through. The jury has been packed against them and witnesses without number have been summoned who had rather swear to an untruth than not. A lot of more villainous scoundrels than those engaged against the Returning Board cannot be found in this country, hung or unhung.

The discussion and agitation of the silver question in Congress has done more to damage the business interests of the country than even the Democratic howl for inflation. Business men of all classes are worried, and capital that two months ago was seeking investment in business directions has been withdrawn. All this might have been obviated had Republicans in Congress presented an honest, manly front to the scoundrels who were attempting to debase the money of the country.

A *Gazette* special of February 5 says that a conference which was held in Washington of those Republicans who were at New Orleans during the electoral count resulted in the determination to make known over their names at the proper time a statement that in their judgment, and from all knowledge that came to them during their sessions and consultations in New Orleans, the pending prosecutions of members of the Returning Board are unjust and outrageous. They insist that no such acts as are charged against the Board were committed; that they had very full knowledge of what was done; that in fact Democrats as well as Republicans were witnesses of all action taken with the returns, and that the only possible interpretation of the present course toward the Returning Board is that it shows a determination to conduct a series of prosecutions solely for political effect. It is contemplated, at the proper time, to publish a complete statement of all that the Republican visitors observed of the proceedings of the Returning Board, with a view of showing the country that these prosecutions are wholly unjust, and that political malice underlies the whole proceeding.

MATTERS IN GENERAL.

Hon. B. F. Wade has been seriously ill at his home at Jefferson, Ohio. He is improving slowly.

Gen. Sherman agrees with Gen. Sheridan in the opinion that Sitting Bull has not been on this side or the Dominion line, and that he is yet at Wood's Hill, in Canada. He thinks the Indians, mistaken by Col. Miles' informants for Sitting Bull's hostiles, are roving bands, which have escaped from the reservation.

The Turners of Milwaukee, Wis., the other evening celebrated the anniversary of the birth of Tom Paine. Among the resolutions adopted was one commending the Legislature for its refusal to employ a chaplain, and another indorsing Bob Ingersoll.

The Westminster Aquarium, London, is said to possess the largest plate-glass tank in the world, one having been lately erected 150 feet long, 20 feet wide and proportionately high. It will permit the display of fish of the largest size procurable in British waters.

A few days ago two ladies were crossing Loss Creek, Ala., on horseback, one of whom carried a baby. When toward the middle of the stream the mother became dizzy and dropped the infant into the water. Both ladies screamed for assistance, but, none coming, they rode off to the nearest house and got some men out. The baby was found floating a mile below the crossing, after an exposure of forty minutes, with its face upward, fast asleep. It was well wrapped up, and the clothes had kept it from sinking.

The postoffice Department has received from the contractors in New York samples of the new two and three-cent postage stamps, which it is proposed to adopt. The specimens are similar to those now in use, with the exception that the space around the head in the circle is white instead of colored. This will greatly increase the difficulty of "washing" a stamp after it has been canceled.

Ex-Governor J. Madison Wells, in accordance with an arrangement made, surrendered to Sheriff Houston at the Rigolets, a station on the New Orleans and Mobile Railroad, on last Sunday, where he has been sojourning since his departure from New Orleans, about a week ago. The Governor will return to New Orleans to-morrow, and give bail for his appearance when wanted.

In the Ohio Legislature, Monday last, the following House bills were passed: To provide that notices of sales in execution shall be published in daily newspapers for five consecutive weeks; to punish by fine of from $25 to $500 or six months' imprisonment any one who shall publish or print advertisements to procure divorces in Ohio or elsewhere.

In Cincinnati last Monday night, Miss Sallie Porter, aged 18, while in a delirium of fever, escaped from her room and house shortly after midnight, wandered a couple of squares barefooted, clad only in her night dress, and died. She was not missed until 3 A. M., when her mother awoke to give her medicine. Missing her daughter, she gave the alarm, and the dead body was found an hour later. The deceased was a daughter of W. H. Porter, a resident of Woodburn, one of the suburban districts of that city.

The female agitators of the Woman Suffrage question do not get along well together. Little jealousies and spites have to be worked out, and every now and then one gets angry and switches herself away, announcing to the world that she is mad and won't have anything more to do with the others. Mrs. Hooker disappointed Mrs. Crocker by not letting the latter have an opportunity to talk to the House Judiciary Committee ten minutes of the two hours which the committe recently allowed to the lady advocates of the cause of downtrodden women. Now, having thought the matter over, Mrs. Crocker makes known in a printed card her astonishment at the treatment she has received from Mrs. Hooker, and thus bids adieu to the public: "But I thank her for it, as it has opened my eyes and taught me the real mission and duty of a woman, and just where her rights lay—at home, taking care of her invalid husband, and teaching her children."

A statement prepared from official sources, shows that of all Governor Bishop's appointments thus far made, only two, Adjutant-General Mielly and his assistant, were Union soldiers, and the claims of the latter to consideration as a soldier are at best dubious. Every Republican subordinate engaged in work about the Capital had a good record as a soldier. These have been superseded by a mixed lot of Democrats, one of whom served a term in the penitentiary, two or three had clouded records as soldiers, and two were Union soldiers of good army record; and it is over this state of things that the Democratic claim of having appointed soldiers under Bishop has been published. No one about Governor Bishop's office was ever a Union soldier.

The following is the text of the Czar's telegram to the Sultan: "I desire peace as much as you, but it is necessary for me, necessary for us, that it should be a solid and durable peace.

The New York Central is peculiarly a New York Road. It is the only road that has not a foot of its line outside the limits of the State. It runs through twenty-five of the richest counties of the State; through seventy of its incorporated cities and villages, and through 1,000 of its towns.

Another expedition in search of the relics of Sir John Franklin is talked of. An exploring party will leave New York in June next, under the command of the veteran Barry, and will not return until the fall of 1880. The vessel, it is expected, will reach Republic Bay in September, where sledges are to be built and Esquimaux hired preparatory to making the journey of 1,200 miles across the ice-fields to the cairn of the Franklin Expedition.

It is said that the Mormons have 5,000 workmen employed in building a magnificent temple on the summit of a high mountain at Manti, in Utah, and that it will not be completed under four years. The Louisville *Courier-Journal* thinks they are not to be blamed for building as near heaven as they can, for with each a dozen or two of wives and a like number of mothers-in-law, to say nothing of a whole gross or so of children, and other rapturous appliances, their homes need nothing but altitude to render them as good a heaven—well, as good a heaven as they deserve, to say the least of them.

Gen. Miles, under date of the 25th ult., reports from Tongue River that the main body of his command has taken the field, and he only waits for 150 recruits from Fort Snelling before proceeding in person against Sitting Bull, who, he confidently believes, is in United States territory. His force will operate from Fort Peck as a central point.

The alleged miracle performed by a Catholic priest at Mauch Chunk, in raising Amelia Greth from death to life, etc., causes great excitement. It is generally discredited by intelligent Romanists, but will be officially investigated by Archbishop Wood. The woman who claims to have died is overwhelmed with visitors, but declines to speak without authorization of her spiritual adviser.

A stick of wood loaded with gunpowder, charged by a farmer whose pile was too often visited by thieves, exploded in the stove of the Congressional Church at Bellevue, Ohio, Sunday a week, much to the consternation of the people and the scandal of the deacons.

The proprietors of Gilmore's Garden, New York, propose to outdo baby, cat, and dog shows with a "Great International Congress of Beauty and Culture." One thousand ladies under forty years of age are advertised for, and it is the intention of the managers to place on exhibition 1,000 youths of both sexes. Special premiums will be offered to the most ladylike, the most expensively dressed, the handsomest blonde and brunette, to the woman with the heaviest head of hair and the prettiest black or blue eyes. Several women have already applied for places.

RELIGIOUS ITEMS.

The colored Baptists of Virginia have built and paid for fifty chuches the past year.

According to the Baptist Year Book for 1877, the total membership of that Church in the United States is 1,932,385.

Mr. Moody's labors at Hartford closed with the 1st of February. The attendance and interest at Hartford have been very great.

Seventy thousand Bibles have been sold to Russian soldiers in the field by the British Foreign Bible Society. Many were bought to be sent home to the families of the purchasers.

The Rev. W. H. H. Murray is paid $7,000 a year. Music in his church costs $6,500. Mr. Murray's sermons are dictated in advance to a lady type writer, and he preaches from the printed slips.

The American Bible Revision Committee held its monthly meeting at the Bible House, New York, on the 24th, 25th and 26th of January. The Rev. Philip Schaff, the President, reports that the Old Testament revisers have nearly finished the first revision of Jeremiah, and will next take up Ezekiel. The Pentatench, the Psalms and Isaiah, had been revised previously. The New Testament revisers have reached the 11th chapter of the Second Epistle to the Corinthians in the first revision. The Gospels, the Acts, and two-thirds of the Epistles have been revised so far, but will require a second revision. The American Committee is only a little behind the revisers in England.

A large and enthusiastic meeting in behalf of the American Sunday School Union, was held in Lincoln Hall, Washington, on the evening of the 29th. Justice Strong presided. Rev. John McCullough, Superintendent of the Missions for the Southern States, made and address of much interest, showing the work of the society in promoting early religious instruction among the neglected population, white and colored. The Rev. Dr. John Hall, of New York, was the orator of the evening, and spoke with commanding ability and eloquence. President Hayes occupied a seat on the platform, and manifested a lively interest in the excercises. He and Mrs. Hayes are both known to be warm friends of the American Sunday School Union.

Hon. Chas. Foster got through the House a resolution declaring that it was unwise to reduce the tax on whisky. It was a mighty sensible thing to do.

Now that hostilities between Russia and Turkey have ceased, and a solid peace is not yet established, there is more anxiety than rejoicing among the people.

To-morrow, Friday, evening Henry Ward Beecher will lecture in Cleveland upon "The Wastes and Burdens of Society." Upon the outside of this week's paper will be found a synopsis of this same lecture delivered in Cincinnati.

Dyspeptics can now take heart and be encouraged. A man in Indiana announces that he has been cured of that discomforting disease, dyspepsia, by the use of pop corn. It was only necessary for him to consume 350 bushels when the cure was effected.

[Special Dispatch to the Philadelphia Times]

THE METROPOLIS LOST.

Wrecked on Currituck Beach.

NORFOLK, VA., January 31.

For the last twenty-four hours a strong south-east gale has been blowing, with thick, rainy weather. About 6:30 o'clock this afternoon the signal operator at Currituck reported the steamer *Metropolis*, of New York, from Philadelphia to Para, Brazil, ashore, with two hundred and forty-seven souls on board. Fifty had been washed ashore on parts of the wreck, which was fast breaking up, as the vessel had bilged and was lying broadside to the sea, with the surf making a complete breach over her, sweeping the people from the decks into the seething foam. Orders from the officers could not be heard, consequently great confusion prevailed. A colored man named Biddle, or Riddle, one of the survivors of the wreck, states that all last night and to-day the gale was fearful. The vessel, when she struck, was headed S. S. E., with the wind about S. E. The signal operators on the coast have orders to get all they can of an authentic character from the scene of the wreck, and in order to facilitate information an operator from the station near Currituck has been sent to the scene. The tug *Croatian*, Captain Pickup, left here at 11 o'clock to-night, with assistance, by the way of the Albemarle and Chesapeake Canal.

The chief officer of the *Metropolis* was among the saved and sent the message to the signal operator at Kitty Hawk. The captain has not been seen or heard of since the vessel struck.

When the vessel struck, owing to the fury of the gale and the roaring of the surf the orders of the officers could not be heard. About fifty of the passengers and crew were washed ashore. About two hundred are believed to be lost. From some of the sailors, who arrived at one of the signal stations it appears that the vessel had encountered heavy gales from the southeast for the last twenty-four hours, and when she struck she was heading about south-east. The vessel swung broadside to the surf, which made a complete break over her and washed many of the people overboard into the sea. Reporters have gone to the scene, *via* the Albemarle and Chesapeka Canal, by the tug *Croatian*.

The loss of the *Metropolis* last night off the wreck-strewn North Carolina coast makes the following account of the purpose of her errand of interest:

On Thursday, the 6th of November, the news was cabled from London of the conclusion of a contract between Messrs. P. & T. Collins, of this city, and the National Bolivia Navigaiton Company for the construction of a railroad of one hundred and eighty miles in length, around the rapids of the Maderia river to a point on the Mamore river, by which navigation will be opened into the heart of Bolivia. The Madeira river has its source in the immense water-shed of Bolivia, east of the Andes, leaves Bolivia at the northeastern point and runs across the table-lands of Brazil to the Amazon, which it joins near Barra, about seven hundred miles from the Atlantic. The Madeira is navigable for steamers as far up as Balramo, but just above that town is the Cataract de Inferno and a series of falls which render the river useless for one hundred and eighty miles. The Mamore river is the chief branch of the Madeira and joins the latter above the falls, on the borders of Bolivia. On the Mamore are the Bananeira Falls. The railroad is to be run from the Bansneira Falls to the head of navigation on the Madeira, a distance about twice as great as that from this city to New York.

The importance of spanning the Madeira rapids was recognized years ago, and the Bolivian Government, in order to encourage such an enterprise, decreed the opening of the rivers of the State to all vessels. In 1868 the government sent to the United States for an engineer to devise means of getting around the rapids, either by canal or railway. The services of Colonel George Earle Church, of New York, were secured and he soon decided that the railroad scheme was more feasible. To accomplish its construction he first secured from the Brazilian Government a grant of 1,300,000 acres of land and an issue of debenture bonds of $2,400,000, all of which were placed in London and the money for the construction of the road secured.

On the 2d of January the *Mercedita*, the first steamship of the line established by the Messrs. Collins to carry the laborers and supplies for the railroad in Bolivia, sailed with over two hundred passengers, of whom the majority were engineers and mechanics, and eight hundred tons of cargo, rails, machinery, engines, etc. It was expected that in sixteen days she would reach Para, on the Lower Amazon, but instead she put in the Barbadoes, after being about twelve days out, short of coal. The second vessel of the line, the *Metropolis*, sailed on Monday last.

THE DEPARTURE FROM THIS PORT.

On the after noon of the sailing the long wharf of the Reading Railroad at Willow street, at the end of which the departing steamer lay, was crowded with thousands of people. The majority of them were Irish—men, women and children—assembled to give a long and sad and, what to many has proven, a last good-bye to the fathers, brothers and friends who were expected to bury themselves in the forests of the upper Amazon and not to find an ending in the waters off the ill-fated coast of North Carolina. As the passengers, nearly all of whom were laborers, embarked, the incidents were, even at time, exceedingly pathetic, but in the light of yesterday's terrible calamity, as recalled by the by-standers, they have a significance woefully sad. One fine-looking woman, the wife of one of the foremen, after a dozen passionate farewells finally clung to her husband with such intense sorrow that the latter was compelled to remain on the wharf, and to-day thanks his stars that his wife kept him at home. A stalwart Irishman clasped to his heart a fine manly boy—a motherless boy—of seven years, and begged, with tears in his eyes, for permission to take him along. "You won't part us?" the father entreated. "It is impossible for you to take the boy," said Mr. Collins. "Then I can't go; I won't go," said the father. The little fellow knew of the danger, want that was driving his father away, to a distant land to earn the bread so hard to win here, and the future man welled up in him as he said, in spite of the sorrow of parting: "Pap, go, and I'll stay with Uncle Jim—he'll take care of me," and the father, now by far the weaker of the two, sailed away, and even now may be lying upon the North Carolina sands. There were on the warf and on the steamer embracings and kissing, and tears and cries of sorrow until the steamer cast off her moorings and started on her way to the sea and to destruction, and such a pressure at the gangway that several of the passengers were left behind and personators taken away in their places.

The cargo consisted of 500 tons of iron rails, which would lay between seven and eight miles of railroad, and 200 tons of stores and 250 tons of coal, to feed, clothe and warm the workingmen for ninety days.

The *Metropolis* was a double-masted steamship of over 800 tons burthen, finely formed and sailing gracefully in the water. The vessel was built at Newburyport, Massachusetts. Her engines were small and her speed in consequence moderate. Under the name of the Stars and Stripes she had been used in the Cuban trade, sailing between New York and Havana, and during the war she performed the duty of supply ship to blockading squadrons in the gulf and on the South Atlantic coast. She had been recently enlarged, and her title of The Stars and Stripe having brought her into frequent misfortunes her name was changed to that of the *Metropolis*. To make sure that she was staunch and seaworthy, Mr. Thomas Collins, before the completion of the contract of charter, visited her in New York and after a most thorough inspection became satisfied that she was all that the heart of seaman could desire. She was provided with extra boats, sufficient to carry 225 men ashore. She was full-manned in New York, and the crew aboard her there are the same that sailed from this port.

FURTHER PARTICULARS FROM THE WRECK.

NORFOLK, February 1.—The loss of life is estimated at one hundred and fifty. Occasionally a survivor reports and decreases the number. The beach for several miles on each side of the wreck is strewn with bodies. It seems that the people on board the *Metropolis* seeing no prospect of help from the shore, gave up all hope and after the word was given to "save yourself," consternation prevailed over which no mortal power had control.

WASHINGTON, Feb. 1.—The signal service station at the wreck of the steamer *Metropolis* reports as follows: At 5 o'clock this morning the total number of passengers were two hundred and sixty, of whom about one hundred and twenty were drowned, the remainder are reported saved. The steamer is a total wreck, there being nothing left of her above water. There are no bodies aboard the steamer. The wreck was caused by the vessel being unseaworthy. She sprang a leak about midnight, and stranded on the morning of January 31st, at 7 o'clock A. M. The only way of saving life was by running ashore, as the vessel was in a sinking condition. This is the statement of Lau McQuillan, one of the saved.

The state of affairs this morning is terrible. Dead bodies are lying along the beach for a distance of two miles. They are all being placed in position back from the beach. The living are being cared for. The two saloon women are known to be dead with their husbands. Eight out of fourteen foremen are known to be dead. The men saved are destitute of clothing. Will send list of names as soon as they can be gathered. Travelers along the beach are picking up the living and the dead. The latter constitute about one-third of all recovered.

LESS THAN ONE HUNDRED UNACCOUNTED FOR.

NORFOLK, Feb. 2.—Captain Ankers of the *Metropolis* telegraphed to Mayor Victer, of this city, that the survivors—in all one hundred and fifty—will leave Coin Jack to-morrow for this city. This makes about one hundred unaccounted for, including bodies which have washed ashore and been interred by the neighbors.

METROPOLIS DISASTER.

Statement from Officers of Life-Saving Stations.

WASHINGTON, Feb. 3.—The General Superintendent of the Life-saving Service has received telegrams from keepers of life-saving stations Nos. 4 and 5, on the coast of North Carolina, in reply to the demand for information made by him, from which it appears that the crews of both stations are about thirteen and a half miles apart, and the wreck, unfortunately, occurred half-way between them, and just at an hour when the patrolmen had come in from their severe night march upon the beach.

The maximum velocity of the wind that morning at Cape Henry, about four stations above, is given by the signal office at sixty miles an hour. When it is considered that the lightest life-saving apparatus weighs from 1,200 to 1,500 pounds, and that it has to be dragged by a crew of six or seven men for several miles through yielding sand, and in a gale of such violence that the men could scarcely stand against it, it is easily understood why this wreck was not reached earlier.

The loss upon this occasion is simply referable to the fact that the stations are too far apart.

FURTHER DETAILS OF THE WRECK.

NEW YORK, Feb. 3.—Specials from Norfolk give full details of the wreck of the *Metropolis*. One correspondent says: The story of the wreck is one of horror; it speaks with no uncertain words, and will cause a just and righteous indignation against those who put at the mercy of the ocean waves two hundred and fifty lives, in a vessel that was in every respect unseaworthy; that was as rotten as punk, and that could well be likened to a death-trap. The owners, contractors and United States inspectors are responsible, and they should be held in strict account.

GRAVES OF THE VICTIMS.

The route over the beach was thickly studded with newly made graves of the victims. They were marked with rude boards, and in some instances five and six were buried in a grave.

In the immediate vicinity of the scene was the true realization of the terrible word "wreck," and to the shame of humanity and civilization,

THERE WAS VANDALISM,

The evidences of which were hard to believe. It was ghoulism almost incredible, committed mostly by negro residents of the beach, and close by aided by a number of whites. They took all the valuables and even the clothing from the dead bodies that had washed ashore. The sacred person of a female was not a bar to the

WORST SORT OF BARBARISM.

There was a very large south American mail on board. It is understood that the registered letters receipted for by the purser contained about $150,000 in money, drafts, &c. The assistant postmaster at Norfolk went to the scene of the wreck to look after the interests of his department, and found of eleven bags containing mail matter on board that ten were washed ashore, but he only succeeded in recovering two—one intact, and the other was being used as a tobacco-bag by one of the survivors. The contents were missing of the letters, and nothing could be found of the other letters or their contents. Parties on the beach say the bags were cut open and rifled of their contents. The letters, after being opened, were strewn along the beach.

[Chicago Journal.]

THE "DADDIES'" DOLLARS.

The Great Inconvenience of Silver Change.

The silver coinage of our daddies—which, by the way, the daddies voted a nuisance—weighed 412½ grains, and is a nice coin to carry in one's pocket—if only one be carried.

Two of these coins melted will make a cubic inch of silver.

The man who receives $20 salary a week, and gets pay in the dollars of our daddies, must carry home in hand, pocket, sling, or other convenient place, over a pound of silver metal.

To pay a debt of $100 in silver would be a calamity, necessitating the assistance of a stout boy to enable the receiver to carry home the money-burden of nearly six pounds avoirdupois.

The sale of a house or lot for $1,000, coin in hand, if paid in silver, would necessitate a cart or express wagon to haul the money around, there being nearly sixty pounds of metal in the bargain.

The due daily sales of many city firms amount to $10,000 or $12,000 each, and if silver were in universal circulation every evening might witness the overburdened cashier of each of these firms wending his way 150 the banks to make a deposit of his 600-pound pack load of money, which would make a cubic foot of silver—since $9,803 in silver dollars would make a cubic foot of coin in a box, and $12,451.76 a cubic foot of silver in a solid lump, the first weighing some 500 pounds and the latter some 700 pounds avoirdupois.

The sales of a noted Chicago firm lately netted $150,000 in one day. To carry this amount in silver to the banks would require a train of pack mules or freight wagons, the entire weight of the money equaling over 8,000 pounds avoirdupois, and requiring over 100 cubic feet of vault room after it got to the bank.

Imagine all the firms and banks of Chicago, New York, and other cities of the Union doing business with silver dollars. Wouldn't it be the greatest nuisances of the age, just as the silver enthusiasts are now the greatest nuisance of the day?

In figuring weights in connection with the proposed silver dollar, the following table, though discarding minor fractions, will be found sufficiently accurate in general results:

Silver Dollar Table of Weights—One dollar makes 412.5 grains Troy; $18.16, 1 pound avoirdupois; $100 make 5½ pounds avoirdupois; $500 make 27½ pounds avoirdupois; $1,000 make 55 pounds avoirdupois; $10,000 make 550 pounds avoirdupois; $36,000 make 2,000 pounds or 1 ton avoirdupois; $1,000,000 make 55,000 pounds avoirdupois.

"Gentlemen of the jury," said a Worcester lawyer in the court-house last week, "at the moment the policeman says he saw us in front of the house which was burglariously entered, I will prove that we were locked up drunk in the station-house."

"Pay the bill!" said a gentleman who is well known to collectors as the prince of procastinators. "I should be happy to do so; but this damp weather has caused my money-drawer to swell, and I cannot get at my funds. Come the first dry day."

The Parent of Insomnia.

The parent of insomnia or wakefulness is in nine cases out of ten a dyspeptic stomach. Good digestion gives sound sleep, indigestion interferes with it. The brain and stomach sympathize. One of the prominent symptoms of a weak state of the gastric organs is an disturbance of the great nerve entrepot, the brain, invigorate the stomach, and you restore equilibrium to the great centre. A most reliable medicine for the purpose is Hostetter's Stomach Bitters, which is far preferable to mineral sedatives and powerful narcotics which, though they may for a time exert a soporific influence upon the brain, soon cease to act and invariably injure the tone of the stomach. The Bitters, on the contrary, restore activity to the operations of that all important organ, and their beneficient influence is reflected in sound sleep and a tranquil state of the nervous system. A wholesome impetus is likewise given to the action of the liver and bowels by its use.

THE SNOW STORM.

Railway Travel Impeded in all Parts of the Country.

NEW YORK, Feb. 1.—The snow storm continued with unabated vigor through the night, but moderated this morning. Travel, however, is difficult, and cars much delayed. The St. Louis express, over the New York Central road, is reported from Poughkeepsie eight hours behind time.

At rockaway the long low beach was swept by the wind and waves, and several summer resorts carried to the sea, while others were much injured.

A wash-out on the Long Branch division of the New Jersey Central road precipitated a train from the track, and the engineer, Jno. Bateman, was killed, and a fireman injured.

Along the New England coast the storm was very severe, but no marine disasters are yet reported.

Boston reports that the severe northeast snow storm which began at 4 P. M. yesterday continued up to noon to-day, and over two feet of snow has fallen. Owing to the high wind, drifts from six to ten feet high in the streets have almost suspended travel. Horse cars have stopped, and all railroad trains are hours behind time.

The storm prevails with severity throughout New Hampshire and Maine, where immense drifts block the railroads and highways.

Three or four passenger trains on the Boston & Albany Railroad stuck in drifts at Washington. Some are fourteen hours behind time due at Pittsfield. The morning train on the Housatonic road could not reach Pittsfield, owing to huge drifts. Buffalo telegraphs that all stock trains going East have been abandoned.

BOSTON, Feb. 1.—The snow storm which began here yesterday evening is the severest since 1867, and has caused almost entire suspension of business. Trains on the railroads are greatly delayed. About eighteen inches has fallen, and it is still snowing. The blockade on the Eastern road at Revere is caused by a train being thrown from the track in attempting to force a way through a huge drift. The train consisted of two engines, five cars, and a heavy snow plow in front. At Floyd's bridge, in Revere, drift was struck which threw the plow into the air. The forward engine dashed under it, tearing off the smokestack and cab, and throwing it from the track. The second engine and every car were also thrown off. William Meade, of the forward engine, had his head cut open leg broke, and ribs crushed in—fatally injured. Brakeman Larrabee was dangerously injured, and Conductor Converse received a severe cut on the head. The track was torn up for quite a distance. There were 100 passengers on the train, but none were injured. One engine lies on one side of the track, and the other with the cars on the other side.

TERRIBLE STORM.

NEW YORK, Feb. 1.—The storm has been fearful, and dispatches report damage all along the Atlantic coast. At Coney Island there has been great destruction of property, and eight lives lost. The scene of the great calamity was at Manhattan Beach property, on the east side of the island, where it struck with the greatest violence, fairly sweeping everything before it. About half a mile eastward from the big hotel were two shanties, where two men named Wynne and Brennan lived with their families. Shortly after 10 o'clock the men, who were employed as watchmen by the hotel company, left their homes for the purpose of reporting the alarming state of affairs to Mr. Weed, head watchman, and during their absence the shanties in which they left their families were swept away, and the unfortunate occupants, numbering three women and five children, perished. When Wynne and Brennan returned there was nothing left of their domiciles, and no trace of their loved ones. The victims were Mrs. Wynne and her three children, aged five and three, and an infant but a day old; Mrs. Brennan and two children, aged two and four years respectively. The third woman who perished was a nurse whom Mr. Wynne had brought down only a few days ago from Brooklyn to attend his wife during her confinement.

There were three tidal waves which followed in quick succession, and not a vestige of the shanties was left. The bodies of the unfortunates were carried to sea with the exception of that of Mrs. Wynne, which was picked up at Sheepshead Bay this morning.

The tide rose nearly five feet higher than any previous recorded flood. At other parts of the island the damage done has been extensive. The fine drive along the beach, known as the Concourse, is completely undermined, and unsafe for horses. There is wreck and ruin all along the beach. The Manhattan Beach Hotel property suffered most severely. The beautiful Japanese structure has been swept away, and the east end of the hotel was damaged. The engine room and bathing houses were swept out to sea. The stables and outhouses disappeared, and over 2,000 feet of the new railroad track in the rear of the hotel were destroyed. The hotel is almost isolated, the approaches being washed away. The damage to this property is between $10,000 and $15,000. All the other structures along the whole line of the beach, not firmly secured, were wrecked. Engemn's new dock, west of Cable's Hotel, and the Camera Obscura structures are gone. Only a few sticks remain to indicate where the "No Name Pavilion" stood.

The total loss to property is estimated at between $40,000 and $50,000.

Later reports from Sheepshead Bay state that the bodies of Mrs. Brennan and children have been found there.

THE DESTRUCTION AT LONG BRANCH.

LONG BRANCH, N. J. Feb. 1.—Almost every building on the shore between Sandy Hook and Long Branch has been more or less damaged, and all the hotels and dwellings on the beach have their grounds badly washed. The bath houses are all gone, and many beautiful summer houses are either washed away by the sea or blown to pieces by the gale. The bulkheads were all destroyed. The beach for miles was strewn with debris from these wrecks. The New Jersey Southern Railroad track has been covered with sand in many places, and damaged so that it will take several days to repair it in order that trains can run between Seabright and Sandy Hook. The telegraph wires have been down in all directions. The East End and Brighton Hotels, the Mansion House and Morris Cottage had portions of their roofs carrid away by the wind, and in the case of the Brighton Hotel the rain has damaged the furniture badly. Sixty bath-houses are washed away from in front of the Ocean House. It has been the most terrific storm ever experienced here. The water was never known to be so high. It washed over the bluff into Ocean avenue in many places.

CHARLIE ROSS.

Demerara Waif at Baltimore Believed to Be the Long Lost Boy.

PHILADELPHIA, PA., February 3.—It appears that the boy who was brought to Baltimore about two weeks ago, from Demerara, and was thought to be the long lost Charlie Ross, has sufficient points of identity to constitute a hopeful clue. The boy when questioned says that his mother called him Charlie Ross. He recalls the name of Boston, and says that he was taken from there in a ship to Demerara. It is known that Mosher and Douglass were traced to Boston, and that one of them took a long sea voyage. Then, too, his mouth, nose and other features, even to the vaccination marks and the cowlick in his hair, are said to correspond exactly with Charley's characteristics. He sings a little nursery hymn that was a favorite with the lost boy. When questioned with regard to the Demerara boy, who is now in the Home for Friendless Children at Baltimore, Mr. Ross said today: "When I returned home, some two or three weeks since, I heard that this boy was at Baltimore. I should have gone down at once, but my wife was very ill at the time. A year ago a gentleman in Detroit wrote me of this child. I gave the clue considerable attention. People think I am indifferent about this matter, but if they knew of the five hundred cases I have, they could understand why I do not go off at half-cock. I have a picture of the child," said he, producing a small ferrotype, "but none of us can see any likeness in it to our children. The little fellow from South America sings a song which Charlie used to know, so Mr. Womrath tells me. I expect a larger picture of the child to-morrow, and I will not go to Baltimore before then. Indeed, the persons having the boy in charge wish me to put off my visit for two weeks, for the child is sunburned and has been abused, and they wish to have him looking better before I see him, but I am not willing to keep the thing on the tender-hooks for that length of time."

A Woman Feigns Death in Order That a Catholic Priest May Perform a Miracle by Bringing Her to Life Again.

MAUCH CHUNK, PA., February 3.—Great excitement prevails here on account of a miracle which the Rev. W. Heinan, a German Catholic Priest of this city, says he performed on the person of Amelia Greth, of Reading, who came here nine weeks ago and told Heinan she was being constantly guarded by an angel, who told her to leave home and go to Mauch Chunk and he would care for her. She has been confined at the priest's house for eleven weeks, being very ill. Yesterday morning she was placed in bed and propped up with pillows and had the appearance of being on the brink of the grave. For weeks she had not spoken a word and had eaten nothing except a roasted apple now and then and drank a little milk once or twice daily.

The miracle was announced to begin at 8:30 o'clock, at which time the woman sank into a stupor. Father Heinan then said, "Her soul has now left her body, leaving nothing but the animal life. She is not dead nor in a trance, but the soul has left the body. I cannot say where it is, but it soars at the will of Him who gave it." While in this condition the body was viewed by over one thousand people.

At 8:50 the priest commanded silence. He then called "Amelia!" three times. At the third call the woman sat up and said "Father." She then went up stairs, dressed herself and went to church and attended mass. She now says she enjoys better health than ever. Eminent physicians had pronounced her case incurable.

Hours of Terrible Suspense.

NEW YORK, February 5.—The passengers of the steamship *Columbus*, arrived from Havana to-day, had a thrilling experience in the recent storm. Such was the violence of the gale last Thursday morning that it was found necessary to lie to, and for fourteen hours the ship was at the mercy of the waves. It was impossible to take bearings and the officers had no idea where they were drifting. A terrific wave, sweeping completely over the steamer, stove in the officers' cabin, which was on the main deck, and deluged the passengers' saloon and state-rooms with water. The drenching was repeated every time the deck was swept by the mountainous waves, and the passengers were in the greatest discomfort and terror. A number spent hours on their knees in prayer, believing that the ship was going to the bottom, a fear in which the officers almost shared at times. At length the violence of the storm abated, and the vessel resumed her course. Early Friday morning, before there arrival at this port, the passengers gave an enthusiastic written expression to their appreciation of the bravery and coolness of the officers.

MARRIED.

MORRIS—BURNSIDE.—On the 31st of Jan., at the residence of the officiating Minister, Rev. J. T. Pollock, Mr. William Morris, of Virginia City, Montana, and Miss Abigail Burnside, of this county.

CREEGER—CONRAD.—On the 31st of Jan., by the Rev. L. H. Ketsuver, Mr. John O. Creeger and Miss Ella Conrad, all of Hopewell township, Seneca county.

DIED

FAST.—At Canton, O., on the 30th ult., of puerperal fever, Mrs. Louisa M., widow of the late M. L. Fast, aged 29 years.

The death of Mrs. Fast leaves four orphan children; the youngest an infant, two weeks old.

Mrs. Fast, youngest daughter of Dr. H Kuhn, of this city, was beloved by all who knew her. A large circle of friends mourn her early death.

COMMERCIAL.

TIFFIN MARKETS.

CORRECTED WEEKLY BY BUSINESS MEN.

GRAIN—	
Wheat—Old choice	115
" —New "	112
" —No 2	108
" —No 3	95
" —No grade	80
OATS	25
CORN—Shelled	40
" —Ears	35
RYE	50
CLOVER SEED	$4 25@4 50
FLAX SEED	100
BARLEY	105
APPLES, dried, per lb	4 to 5
APPLES, green	1 00@1 50
BEESWAX	20
BUTTER	12@18
CORN MEAL, per lb	1½
EGGS, per doz	12
FEATHERS, live geese	50@55
FLOUR, per barrel	6 00 to 6 50
HONEY	15@20
HAY, per ton	5 00 to 7 00
HIDES, dry	10@11
HIDES, trimmed	6@8½
HIDES, untrimmed	5@6
LARD	6
ONIONS	50
POTATOES, per bu	25@30
MIDDLINGS	1 00
SALT, coarse rock, per bbl	1 40
SALT, common, per bbl	1 40
SALT, fine table, per sack	10 to 20
SHEEP PELTS	25 to 1 00
CALF SKINS, per lb	9@10
TALLOW	6
SHOATS, per cwt	4 00
WATER LIME, per bbl	1 50
WHITE LIME, per bush	40
MEATS—	
BEEF, front qr	5
BEEF, hind qr	6
HAMS	10
SHOULDERS	5@6
BACON	6@7
POULTRY—	
CHICKENS, per lb	5
TURKEYS, per lb	5
GEESE	5
DUCKS	5

LIVE STOCK MARKETS.

NEW YORK, Feb. 4, '78.

Beeves—The receipts to-day have been 3,769 head, making 9,139 head for the week, against 7,89 head last week; the market opened slow at a small advance which was not maintained to the close, and late arrivals had to be sold at a reduction of nearly ½c from opening rates; no Texas or Cherokee shown; poor to prime native $8 @9, to dress 54 lbs, to $11 00, to dress, 57 lbs; extra, $11 25@11 50, to dress 57½@58 lbs; best two cars in market, 1,653 pounds, $11 50, to dress 57 lbs. They cost $5 65 per 100 lbs. live weight, in Chicago. Exporters took 580 fat steers at $9 50@10 50; shipments for the week, 6,200 quarters of beef, and 250 live.

Sheep and Lambs—The receipts to-day have been 7,900 head; making 25,766 for the week against 17,149 head last week. The market was active, firm and a fraction advanced; no extra or heavy sheep on sale; extreme range $4 60@6 12½ for sheep; $5 75@7 12½ for lambs. Exporters took two car loads of sheep at $5 00@5 12½. Shipments for the week, 2,600 sheep.

Hogs—The receipts to-day have been 9,100 head, making 34,300 head for the week, against 32,300 head last week; the market for live was weaker and 10@15c per 100 pounds lower; sales inclusive of 5 cars at $4 90@4 95 per 100 lbs.

EAST LIBERTY, PA., Feb. 4.—Cattle—Receipts since and including Friday last have been 2,958 head of through and 1,300 head of yard stock; total for the week ending this day, 3,929 head of through and 1,275 head of yard stock, against 1,869 head of through and 1,632 head of yard stock last week; no cattle sold for shipment.

Hogs—Receipts to-day, 3,600 head; total for the week, 20,200 head, against 28,185 head last week; Yorkers, $4 10@4 20; Philadelphias, $4 15@4 25.

Sheep—Receipts to