Daily Globe.

Official paper of the City and County.

PRINTED AND PUBLISHED BY THE ST. PAUL GLOBE PRINTING COMPANY, No. 321 Wabashaw Street, St. Paul.

ST. PAUL, SATURDAY, AUGUST 23.

NEW TERMS OF THE GLOBE.

SEVEN ISSUES PER WEEK—BY CARRIER.

One Year, payable in advance	$8 00
Six Months, payable in advance	4 25
Three Months	2 25
Per Month	75

SIX ISSUES PER WEEK—BY MAIL, POSTAGE PAID.

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All mail subscriptions payable invariably in advance.

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The GLOBE has an editorial, news and business bureau at Chicago, with a special wire running from the Chicago to the St. Paul office. The GLOBE office at Chicago is located at room 11, *Times* building, corner Washington street and Fifth avenue. Visitors from the Northwest to Chicago are cordially invited to call at the GLOBE office, which will be found open during the greater portion of every night, as well as day.

The GLOBE is on sale at the following news stands in Chicago:

PALMER HOUSE,
GRAND PACIFIC,
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DAILY WEATHER BULLETIN.

OFFICE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., Aug. 22, 9:56 p. m.

Observations taken at the same moment of time at all stations named.

UPPER MISSISSIPPI VALLEY.

	Bar.	Ther.	Wind.	Weather.
St. Paul	30.01	61	NW	Clear
La Crosse	29.96	65	S	Clear

NORTHWEST.

	Bar.	Ther.	Wind.	Weather.
Bismarck	30.13	54	Calm	Clear
Ft. Garry	30.10	40	N	Fair
Minnedosa	30.14	39	SW	Clear
Moorhead	30.07	53	NW	Clear
Quapelle	30.18	40	NW	Clear
St. Vincent	30.04	48	NW	Clear

NORTHERN ROCKY MOUNTAIN SLOPE.

	Bar.	Ther.	Wind.	Weather.
Ft. Assinaboine	29.96	64	SW	Clear
Ft. Buford	30.09	54	NE	Clear
Ft. Custer	30.01	64	E	Clear
Helena	29.95	67	SW	Clear
Huron, D. T.	30.13	57	NW	Clear
Medicine Hat	29.84	56	S	Cloudy

UPPER LAKES.

	Bar.	Ther.	Wind.	Weather.
Duluth	29,99	56	W	Clear

DAILY LOCAL MEANS.

Bar.	Ther.	Dew Point.	Wind.	Weather.
29.989	63.3	53.9	S	Fair

Amount rainfall, .06; Maximum thermometer, 78.0; minimum thermometer 52.2; daily range 25.8.

River—Observed height 3 feet, 0 inches.
Rise in twenty-four hours, 0 inches.
Fall in twenty-four hours, 0 inches.

Note—The "time ball" is dropped daily (Sundays excepted) from the flagstaff on the Fire & Marine building, corner of Third and Jackson streets, at noon, "Central Time," as determined at Carleton College observatory.

NOTE—Barometer corrected for temperature and elevation.

P. F. LYONS,
Sergeant, Signal Corps, U. S. A.

INDICATIONS.

WASHINGTON, Aug. 22, 12:55 a. m.—Indications for the upper Mississippi: Generally fair weather, west to northwest winds, stationary temperature. In the southern portion lower temperature; northern portion higher barometer. Missouri valley: Generally fair weather, variable winds, nearly stationary temperature.

YESTERDAY'S MARKETS.

The local markets were quiet and dull yesterday. At Milwaukee wheat advanced ⅝@½c. At Chicago wheat was ¼c dearer; corn closed irregular and oats ½c lower. Pork made a drop of $3 for August. Stocks opened weaker and declined ⅛@1 per cent., but quickly rallied and remained strong till midday, when the market weakened, but led by the Union Pacific and Western Union a stronger feeling again set in, but the market again reacted before the close. Compared to Thursday the general list was ⅛@1⅝ per cent. higher except Northwestern, Louisville & Nashville, Lake Shore and New York Central, which were ⅛@⅜ per cent. lower. Mining stock was still very dull, with insignificant transactions.

IF Maine should go against Blaine in September it is generally conceded by his party that he will withdraw from the contest. His party is already sick over his nomination, and if it was to do over again the tattooed man would not be the nominee. Blaine's record cannot be blotted out.

Is it not strange that the friends of James G. Blaine urge his election because of his ability, and not on account of his honesty and integrity? Not a word is ever said to prove that J. G. B. is honest. We are much more in need of honesty in the presidential chair than ability, though the Democratic party can claim both for its candidates.

THE Democratic campaign in New Jersey opens brightly and auspiciously. The state convention on Wednesday was large and enthusiastic, and contained the ablest men in the state. Gen. McClellan was chairman of the convention and took a prominent part. The reports from all portions of the state showed the party united, earnest and aggressive. The Irish defection trumpeted by the New York *Tribune*, was declared to amount to nothing, while the Republican accesions were important. The people of New Jersey have determined that the electoral vote of their state shall not be cast to gratify Wm. Walter Phelps and Jim Blaine.

THE effort of Mr. Blaine and his friends to pose himself upon the Irish and workingmen as their champion is simply ridiculous and places him before the American people as an arrant demagogue. Blaine is the friend of monopoly and of corrupt, fraudulent jobbers, and hates the Irish Catholics worse than he does tophet. He has made a fortune by political jobbery. His house in Washington is the finest residence in that city, and every dollar it cost has been wrung from the poor laboring classes. Read what Senator Edmunds said of him when he was a member of the senate:

"It is my opinion that Mr. Blaine acts as the attorney of Jay Gould. When Mr. Thurman and I have settled upon legislation to bring the Pacific railroad to terms of equity with the government, up has jumped James G. Blaine, musket in hand, from behind the breastworks of Gould's lobby to fire into our back."

THE election campaign in Kansas this fall will have special interest for all who are interested in the prohibition question. That state, under the lead of St. John and his associates in the prohibition movement, has adopted as a part of its constitution an absolute prohibition of the manufacture and traffic in intoxicating liquors. It is said the result has not answered the expectations of the Prohibitionists, and it is apparent that the anti-prohibition feeling in that state is stronger than ever before. Those who are opposed to the prohibition have now organized a party throughout the state, and, calling themselves resubmissionists, demand that the question be again submitted to popular vote. They will make their contest principally on election of members of the legislature, but to strengthen themselves in that contest have united with the Democrats on state and electoral tickets. Their state convention met at Topeka Thursday, with the Democratic convention, and adopted the fusion to elect Glick for governor and Halliday for lieutenant governor, with a great show of enthusiasm. The movement is likely to reduce the Republican majority in Kansas this year, and to end, sooner or later, in again legalizing the manufacture and sale of alcoholic liquors in Kansas.

MR. DONNELLY'S SPEECH.

The great speech delivered by Mr. Donnelly at Glencoe last Wednesday night is given in full in this morning's GLOBE. While it is a lengthy document it is one which, once begun, the reader will not lay the paper aside until he has read the last line. While it is a masterly and crushing expose of the record of Major Strait, it is a document which will bear a wide circulation, and should be put in the hands of every voter, not only in Minnesota, but in the entire northwest.

BLAINE'S PETTIFOGGING.

It may be of interest to those who pin their faith to Blaine on account of his supposed regard for the rights of American citizens abroad, to read his opinion in the case of O'Connor, a naturalized Irishman, who was arrested while on a visit to Ireland, under the notorious act of March, 1881. This act provided that any person living in a proscribed district might be arrested at the will of the Lord Lieutenant and sent to Windsor without bail or trial. It was under this nefarious act that O'Connor was arrested, and soon after his case was brought before the administration at Washington. The following is the opinion which Mr. Blaine filed in regard to the application: "The act of parliament," he said,——

Under which Mr. O'Connor is held is a law of Great Britain, and it is an elementary principle of public law that in such case the government of that country, in the exercise of its varied functions, judicial and executive, administers and interprets the law in question. The right of every government in this respect is absolute and sovereign, and every person who voluntarily brings himself within the jurisdiction of the country, whether permanently or temporarily, is subject to its laws, whether he be a citizen or mere resident, so long as in the case of an alien resident no treaty stipulation or principal of international law is contravened by the proceedings taken against him. In stating this familiar principle no more is conceded to Great Britain than every country may of right demand, and it is one of the sovereign rights that the government of the United States has always insisted upon and maintained for itself.

When it is remembered that under the act of parliament the act of habeas corpus was suspended, and the liberty of any person within certain limits was at the mere whim of an individual, it is not apparent that Mr. Blaine took that decided course with Great Britain which it is expected he is to take by Irish supporters. If he would not interfere in the case of an American citizen arrested without warrant, and confined in prison without the privilege of bail or trial, in what case would he make himself felt? His opinion above given, and which appeared in the *Congressional Record*, Nov. 25, 1881, is one of the most cowardly imaginable. It proves that he is willing that any outrage may be perpetrated on any American citizen, provided it is done under cover of local law. In the same spirit of subserviency he would not object to the massacre and eating of Americans by cannibals for the reason that it is permitted by the law of the country in which it should occur.

AMERICAN GOLD.

For many years one of the rallying campaign cries in this land of universal balloting, was "British Gold!" It is heard even yet from some of the old fossils who have not advanced any in a quarter of a century; and who are like a venerable Georgia "cracken" who issued a few days since from the 'brush' and learned for the first time that Lee had surrendered. But there was a time, when, failing in all other matters wherewith to damn a candidate, there was hurled on him the weight of "British Gold." When no stain could be found in a man's private life, when he was known to be immaculate as a citizen and a politician, then it was that his motives were explained by the startling announcement that he was the recipient of "British Gold." If this charge did not settle a candidate, it was not because there was any failure in making the charge, or let-up in its reiteration.

Strangely enough, this method of campaigning has been transferred to great Britain, or rather, American gold is now cutting a figure in English politics. This class of political campaigning is not a new one in England, save in so far as it makes use of American gold. Anyone familiar with English politics knows that there have been times when "French Gold" played a very important part, and that the influence of "German Gold" and even "Russian Gold," has been potent in the shaping of English affairs. That is to say, whenever a party in England cannot otherwise malign the opposition, it charges it with being corrupted by somebody's gold. It is now the fact that the advocates and leaders of the movement in favor of the extension of the franchise are being charged with being corrupted by "American Gold." The franchise agitation originated in this country, and has for its purpose the corruption of English politics by diluting it with Yankee Republicanism, and has for its end the ultimate abolition of the crown and the House of Lords. These assertions are being freely made by the St. James *Gazette*, and probably are believed by the editor and a certain per cent. of his readers.

Admitting this to be true, it proves that this country has taken a long stride forward in political management, and development. We have established a republic on our own account, and now we are furnishing the gold for the establishment of another one. It may be that the patriots who are supplying gold from this side for the purpose of turning England into a republic may be under the impression that the attempt has failed here, and that there are better opportunities for pushing the experiment in Great Britain. There are many people, who, examining this government without knowing its professe character, would not suspect that it is a republic, or, if one, that it is a very dishonest, and badly-managed one. It is possible, then, that there are good republicans, in the true meaning of the term (not the Blaine republicans who do wish to found a republic, and who are directing their efforts towards Grea Britain.

If it be the intent of these American political philanthropists to establish a true republic in Great Britain, then it will be money well spent in case of success, but if the purpose be to rear one similar to the Republican Republic such as has been in existence in this country since 1860, then the English people will do well to resist the innovation at any cost of either blood and money. They would find themselves infected with a political itch, in case of the success of such a republic, they have never known in the worst phases of their career.

To all A.·. F.·. and A.·. M.·. to whom this notice may come, greeting:

It is with profound sorrow that the Grand Master announces to the craft the death of Past Grand Master Grove B. Cooley.

The funeral ceremonies, under the auspices of the grand lodge, will take place at Minneapolis, on Sunday, Aug. 24.

It is the desire of the Grand Master that as many lodges and brethren participate as possible.

You will therefore take due notice thereof and govern yourselves accordingly.

H. R. DENNY, Grand Master.

Hon. John Leisenring died at Philadelphia yesterday. He was a well known engineer, president of several coal companies, and a presidential elector on the Republican ticket.

BOARD OF PUBLIC WORKS.

Various City Improvements Taken Up and Acted Upon.

An Alderman Called Upon to Back Up His Statements.

At the regular meeting last evening all the members were present and Mr. Farrington presiding, the following business was transacted.

In the matter of the assessment for grading Winnifred street from Goffe street to Ohio street and Starkey street from East Delos street to the levee, all notices of assessments were annulled and the clerk ordered to give new notice.

The contract of Geo. A. Moran for grading Herman street from Pleasant avenue to Exchange street was referred to the attorney to to draw up and the president to execute.

The estimate of $2,720, of J. W. Doherty, for sewer on Mississippi and Williams streets was approved and allowed.

An adverse report was sent to the council in the matter of grading and guttering Minnehaha street from Seventh to Burr streets.

The matter of the change in the contract of John W. Doherty, for the construction of a sewer on Mississippi and Nash streets, from Nash to Williams and Mt. Airy streets, and from Mississippi to L'Orient street, was referred to the city attorney to prepare necessary papers to carry out.

The following were referred to the engineer for plan and estimate of cost: Grading, paving, curbing and constructing the necessary retaining wall on Oakland avenue, as lately opened from Ramsey street to Summit avenue; grading Front street from Como avenue to Victoria street; constructing a sewer on Norris street from Canada street to Cooper street; constructing a retaining wall to protect the steps running from Dakota avenue to Prospect Terrace; grading View street from Randolph to Grace street.

The following were referred to the engineer for profile: change of grade on Burr street from York to Case street, and changing the grading of Grove street, between Mississippi street and Monroe place.

The resolve of the council that the board of public works are hereby directed to construct a stone sidewalk along the west, side of Sibley street in front of lot 6, in block 8, Whitney & Smith's addition to St. Paul; also on the north side of Sixth street from Jackson street to Sibley street, was referred to the engineer to carry out by yeas 5, nays 1.

The matter of opening a street through the north one-half of lot 3, of Leech's out lots, from Prairie street to Sturgis street, was referred to the engineer for plan of land to be taken.

The following was unanimously adopted by the board:

WHEREAS,—At a meeting of the common council on the 19th day of August, 1884, Alderman Dowlan publicly charged the board of public works and the city engineer with having altered the order of the common council for the paving of Broadway from Third street to Grove street, so that the same was made to read from Third street to Mississippi street, thence on Mississippi street to Grove street, and stated that he had the evidence before him to prove his charge, therefore be it

Resolved, That the common council be respectfully requested to ask Alderman Dowlan to produce before this board his alleged proofs without delay. Adopted, yeas 6.

Moved that after Sept. 8 next the Friday evening meeting of the board be dispensed with. Adopted.

Adjourned.

WEST SEVENTH STREET PEOPLE.

Appeal to the City Attorney to Ascertain Their Rights Regarding the Street Railway.

A meeting was held at the Mission school on West Seventh street last night, of residents and property owners of the southern limit of the Fourth ward, to protest against the action of the street railway company in the abandonment of that portion of the track on West Seventh street between Randolph street and Lee avenue. The attendance was quite large and the proceedings were characterized by an earnestness and force that seemed to indicate business.

It may be stated that up to a few weeks ago the street railway company ran its cars to the old barn on West Seventh street, or more properly speaking, to Lee avenue. Recently the company abandoned the track between the streets named, making the terminus of the road at Randolph street, and thereby cutting off the facilities of transportation to the very large population residing beyond that thoroughfare and on the line of Seventh street. The action of the company in depriving so large a number of citizens of the privileges formerly enjoyed aroused a spirit of indignation, and the feeling crystalized into a call for the meeting which was held last night.

The meeting was called to order at 8 o'clock, and Mr. E. D. Trudgeon was elected president and Mr. J. T. Kerker secretary. Mr. Trudgeon explained the object of the meeting, and read two communications from President Lowry, of the Street Railway company. The first communication was dated August 18 and referred to a conversation with Mr. F. B. Clark regarding a bonus which was to have been paid the company for laying certain portions of the track, and Mr. Lowry stated that the company was ready to carry out their part of the contract, and that if the citizens would fulfill their agreement, the cars would be run as before.

The second letter, dated August 21, referred to the call for the meeting and intimated that as the company was both able and willing to protect its legal rights, the sooner war was commenced, if this was what they wanted, the better.

A general discussion ensued, in the course of which it was explained that, according to an old contract, made over two years ago, the citizens agreed to pay for the cost of laying the track, providing that it was put down by Sept. 20, but that it was not laid for some time afterwards, and moreover that the company had never called on the residents for subscriptions, but that the track had been abandoned without their consent or knowledge. It was also explained that the company now demanded the price of the double track before running the cars to the old terminus.

It was then decided to appoint a committee of three to confer with the city attorney and city engineer with the view of ascertaining the rights of the people in the premises. Messrs. Orme, McVeigh and Kerker were appointed as such committee, and they were also instructed to confer with the president of the company. A vote of thanks was tendered the members of the press in attendance, and the meeting adjourned until next Friday night at the same place.

Death of Ex-Alderman Fischer.

Ex-Alderman Louis Fischer, of No. 80 West Seventh street, whose illness was mentioned yesterday morning, expired yesterday afternoon, at the age of fifty-four years. His illness was of a very brief character, lasting but two days, yet during all that time he was unconscious. He was a tailor by trade, and was always a quiet, gentlemanly, unobtrusive citizen. He was not active as a politician. In the council Mr. Fischer always performed the duties devolving upon him in a quiet, pleasant and conscientious manner. He never sought to avoid any work that belonged to him to do, and was a painstaking member. He seldom spoke, and when he did it was to the point. He was a good citizen, an excellent neighbor and an honest man. Notice of his funeral will be given hereafter.

Cattle Disease—Notice to Stock Men.

ELDORA, KAS., Aug. 22.—Hon John Fullenwilder, member of the United States board of animal industry, made an examination of three head of grade cattle that have just died here, and pronounced the disease splenic, or Texas fever. A gentleman by the name of Lake F. Jones shipped forty-eight head of Holstein, Durham and Hereford cattle from Wellington, O., on the 28th of July, arriving here August 7. They were unloaded at Decatur, Ill., where there were several head of sick and dead cattle, presumably of Texas fever. In seven days after unloading at Decatur, several head of Mr. Jones' cattle were taken sick. Of the forty-eight head, nine have died and nine others were sick, but have recovered. Although the cattle were in the pasture with others, none have been sick or exhibit symptoms of the disease. These cattle were given epsom salts and fed green corn, which seemed to have good effects. Mr. Fullenwilder asks the press of the states of Kansas, Minnesota and Nebraska, and the territories of Dakota and Montana to request all stock men to furnish him with a list of all deaths in their herds, with the cause of same, from January last to date, with future reports to January 1885. This report is to include the kind of cattle dying. It is desired that this notice be given the widest publication in the states and territories named. His post-office address is Eldora, Kansas.

ALL AROUND THE GLOBE.

The executive committee of the National Union league met in New York yesterday, in secret session, to consider plans for aiding Blaine's election.

Crop reports from along the line of the Cincinnati, Washington & Baltimore road indicate that in southern Ohio the crop will not exceed ten bushels per acre, and the potato yield will be barely enough for home consumption.

The Schuylkill river, which supplies most of the drinking water for Philadelphia, is polluted with drainage from water closets, dye houses and mills and factories. The owners of the nuisances are to be arrested on warrants obtained by the city solicitor.

The stove manufactories have submitted a proposition to the workmen to resume work at Troy and Albany under an agreement that wages shall not be further reduced during '84 or '85.

At the Shamokin (Pa.) mines it was thought last evening that the bodies of the men killed by the gas explosion would be recovered this morning.

The union miners on Sunday creek, O., have quit work because their employers were using cars of the Hocking Valley syndicate, against which the union men struck some time ago. The operators now propose to keep the men idle until they will work for fifty cents a ton, eighty cents being the usual fall rate.

Senator Logan, on his way to Chicago, made a speech yesterday afternoon to a crowd of his political friends gathered to see him at Michigan City.

The annual reunion of veterans of northern Indiana began at Fort Wayne, Ind., yesterday, with about 4,000 men in camp. It is believed the number will be increased today to 10,000.

The monument of Governor E. D. Morgan, being erected at Hartford, was ruined by fire last Friday.

The Democratic members of the Virginia assembly, in caucus decided to take a recess from Saturday, August 30, until October 31.

A severe storm passed through the New England states last Friday, doing much damage.

It is reported that Ageuro, the Cuban revolutionary leader, has been captured at Nashau.

Extensive forest fires were raging in the the forests of Michigan yesterday.

A block of buildings in Colorado City, Texas, valued at $30,000, were destroyed by fire yesterday.

The trial of Frank James at Booneville, Mo., for train robbery, has been continued until November on account of the illness of one of his attorneys. Bail of $6,000 was given.

The negroes have been dissmised from the mines at What Cheer, Iowa, and no riot has occurred as was reported.

The president has appointed Willard P. Tisdel, of Painsville, Ohio, agent of the United States to the Congo association.

The governor of Utah has telegraphed the governor of Tennessee his thanks for the attempts made to bring the murderers of the Morman missionaries to justice.

Edward F. McDonald, one of the Democratic presidential elector from Jersey City, declined and says he is for Butler.

Cooper, of the Republican state committee of Pennsylvania, will call the body together in September to fill the vacancy in the electoral ticket, caused by the death of John Leisenring.

Gov. Bates, of Tennessee, Friday, offered a reward of $1,000 for any or all of the men who were engaged in the massacre of the Mormon elders in that state.

The Sibley cotton mills, Augusta, Ga., burned last Friday. Loss $30,000.

The tobacco factory of Pearson & Co., Danville, Va., burned last Saturday. Loss $12,000.

The establishment of Pollack, Wilson & Sons, saddlery and hardware, Cincinnati, burned last Saturday. Loss $50,000; well insured.

The convention of American train dispatchers, in session at Louisville, adjourned Friday, August 22, to meet in June, 1885, at Denver, Col.

A schedule in the assignment of Jones Brothers, of New York, fancy goods and stationery, filed to-day, shows the liability to be $19,000; nominal assets, $18,000; actual assets, $10,000.

The net earnings of the New York Central railway for the nine months ending June 30, 1884, were $7,852,840. The net earnings of the Lake Shore railroad for the quarter ending June 30, 1884, were $1,508,166.

The Iowa commissioners of the New Orleans exposition arranged Friday to supplement the $5,000 appropriated for Iowa from the national fund by raising $30,000 on notes and bonds, anticipating reimbursement from the next legislature.

Three stowaways were landed at Waterford, Ireland, yesterday, from a steamship bound for Baltimore. One of them was sick with cholera.

Failures throughout the country for seven days, reported to R. G. Dun & Co., of New York. Number for the United States, 197; Canada, 22; total, 219; as against 220 last week.

A heavy rain storm visited Dover, New Hampshire, yesterday. Lightning killed many cattle, fired several houses, and ruined miles of telegraph and telephone wires.

In the storm of yesterday several houses in Lansinburg, New York, were destroyed. At Cambridge, New York, a woman named Sarah Allen was killed by lightning and several others injured. Many houses were demolished.

George Gonge, telegraph operator of the Canada Southern railroad, has been arrested for tapping the wires and taking off the train reports.

The Democrats of the Ninth Kentucky congressional district nominated Frank Powers for congress.

The stenographers' convention of the United States was in session at Harrisburg yesterday.

W. H. Reynolds, cashier of the Texas Express company, committed suicide yesterday. It is supposed he was short in his accounts.

France and China.

PARIS, Aug. 22.—*Le Paris* denies that reinforcement has 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 Kilung. *Le Temps* believes France has no idea of blocking open ports in China. If found necessary, it says, those will be chosen that least interfere with the international commerce. *Le Temps* calls attention to the absence of an actual declaration of war.

Y. M. C. A. in Berlin.

BERLIN, Aug. 22.—The conference of the Young Mens Christian associations of the world continued in session to-day. The managing committee was constituted. America is represented bs Van Polls, of Cleveland. The other members of the committee are the German Court Chaplain, Fromstocker; Baron Oertzer, of Hamburg; Hodder, of London, Logerfantz, of Sweden; Bobonsbourg, of Denmark; and Barrelet, Sweden.

A Car of Fruit from Oregon.

[Special Telegram to the Globe.]

FARGO, D. T., Aug. 22.—The first through train from the Pacific for three days passed east to-night. It had on it the first car entirely of fruit for St. Paul from Oregon.

CHANDLER'S YACHT SUNK

The U. S. Naval Steamer Tallapoosa Sunk in a Collision,

Said to Have Been Caused by a Wrong Order to the Helmsman.

Secretary Chandler Not on Board—Four Men Missing—Personal Effects Lost.

The Vessel Can be Raised and a Fat Job Provided in Repairing Her.

COLLEGE CITY, Mass., Aug. 22.—The United States steamship Tallapoosa sank off this coast last night. The survivors landed at Woodsholl. She collided with a three masted schooner, and lies with the mainmast and the top of the smokestack out of water. It is reported eight lives were lost by the disaster.

THE PARTICULARS.

BOSTON, Aug. 22.—The facts of the sinking of the Tallapoosa are as follows. The Tallapoosa, with 190 men and officers, was bound to Newport to take on board Secretary Chandler. At 11 o'clock last night, during a thick fog, three miles east of Oak Bluffs, Martha's Vineyard, she was struck in the bow by the schooner James S. Lowell, of Bath, Capt. Reed, from Baltimore for Portland, with a cargo of coal. Her side was crushed in and she sank in five minutes in ten fathoms of water.

As she went down her whistle was blown as a signal of distress and heard by the steamer Gate City, which came to her assistance and rescued the crew with the exception of the surgeon and one man who are said to be missing. The Gate City blew a whistle and the steamer Fish-hawk, lying at the wharf at Woodsholl, sent her steam launch. The Gate City lay to until 3 o'clock transfering the crew to the launch. They all landed at Woodshsll. The Tallapoosa lies on what is known as Smash meadow. The smoke stack only is visible. The schooner Jas. S. Lowell has aboard several of the Tallapoosa passengers.

HOW IT HAPPENED.

Capt. Reed, of the schooner James S. Lowell, states that he was passing through the sound last night with a strong southwest wind, all sails set and 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 he said, speaking to the wheelman, "Red, Lord keep her straight!" I stood near the wheel during all the time and the course was not altered until word came that the green light could be seen to avoid a collision, seeing the steamer was doing nothing to avoid us, I ordered the helm dropped head down, but before it could be done, and before my vessel had altered her course at all, the two vessels struck each other, their stems seemingly coming together exactly. Our vessel's stem glanced by the Tallapoosa's and penetrated her hull. After the vessels stopped the steamer swung round along side of the Lowell and her crew might have jumped on board, but it was not then known what was the condition of either vessel. After getting my family 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. The schooner Mary A. Wood came along and assisted in saving crew, and later the steamer Gate City was signaled and came to our assistance. After all who were saved had been transferred she steamed away to Woodsholl. Our vessel was badly damaged, the stem being started and the wood ends injured. She made twenty-one inches of water in a short time. We were under way proceeding to Vineyard Haven." Touching the collision, Captain Read says: "It is the most careless piece of work I ever saw. The night was clear, and the lights of the Lowell were burning all night and were perfectly visible a long distance.

NEGLIGENCE OF THE OFFICERS.

There was some difficulty in obtaining the story of the steamer's officer, her executive officer, to whom the reporters were referred, declining to make any statement. One of the men on the the look out on the steamer says he saw the schooner's lights fifteen minutes before the collission, and reported the fact. Several of the crew of the steamer acknowledged the steamer to be at fault, and admited that the schooner was steering southeast by south, and the steamer in exactly an opposite direction, with the sailing vessel having the right of way by law. Many men were in the water, being fished up an hour after the sinking of the vessel. Numerons wrecking schooners and the steamers Fish Hawk and Verbena are cruising about the sound in the vicinity, seeking to secure bodies of the drowned and any wreckage.

THE MISSING.

WASHINGTON, Aug. 22.—The names of the missing from the Tallapoosa are: Past Assistant Surgeon Clarence E. Black and Geo. E. Foster, a landsman. Some of Secretary Chandler's personal effects were in the vessel when she sank.

ANOTHER ACCOUNT.

BOSTON, Aug. 22.—Paymaster Tarbell, who was a passenger on the Tailapoosa, says: "It was about 10 o'clock when the schooner struck. I was abed, and supposed she had gone aground. Some one called down the companionway, "All hands abandon the ship!" The men rushed on the 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 the boats. As soon as we were clear from the ship we could see the result of the collision. We were in channel and the schooner had struck us square on the starboard side by the foremast. The schooner's bow cut half way through the ship, tearing a terrible hole inside, through which the water was rushing. The foremast was cut away and the schooner's bow shattered. The Tallapoosa sank in ten minutes. All that can be seen of her now is about half her smoke stack. She sank bow first, and there was no time to save anything. We had to leave just as we turned out of bed. The schooner sent boats to help pick up those in the water and to tender any assistance necessary. Another schooner also came up, and took part of the men, while the remainder went on board the schooner that run us down. She was leaking badly the captain was afraid he could not keep her above water. The water was gaining on him, so our men took turns at the pumps until he could get the steam pumps working. After that he was all right. The Gate City came up in a few minutes, and took the Tallapoosas crew. 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 we found two men 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 afloat on a rail preparing to jump. Coolness of officers and men accounts for the small loss of life. The captain told me that every boats crew was at their place, and the men went to boats assigned them. It was rather amusing in spite of our serious situation, to see the negroes go for life preservers. They were the only ones really scared. When we reached Woodsholl we were transferred to the Fishhawk and then to the shore. The Fishhawk at once left for the wreck. The saddest part of the accident was loss of those men. We did not suffer any for it was a warm night. I don't know anything as to the cause of the collision. 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.

LIEUTENANT EVERETT SPEAKS.

BOSTON, Aug. 22.—Lieut. William H. Everett, executive officer, ensign William B. Whittles, and Mate Hugh Kuhl with 100 men from the wrecked Tallapoosa arrived to-night at the navy yard, where they go upon waiting orders. Lieut. Everett says he believed the Tallapoosa did act in a manner to avoid the line water over which the schooner would cover. He was on deck at time of the collision, but from conversation he has had since he feels convinced that steamer was in the right. "The vessels," he says, "were coming in diametrically opposite directions. The head of the schooner should have been kept straight, and we should have passed to one side of her; but it would seem as though the officers in charge of the schooner were afraid we would not alter our course, and turned their vessel's 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 the side."

WHAT THE SAILORS SAY.

Statements 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 moving 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 a green or a 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 that "they gave order hard a-starboard when it ought to have been hard a-port." Wherever the fault rested, certain it is that the schooner plunged full head into the Tallapoosa on the starboard bow, and cut clear through the timbers of the vessel, opening an immense hole for water to pour in.

About sixteen men were on the deck of the government boat with the watch, but according to the statements of several of the watch, they and most of their comrades were asleep forward. The men of the crew below were rudely awakened by a terrific shock, and sprang hastily from their hammocks. The water flooded both decks, and instantly the sailars abandoned everything and rushed on the deck through the debris. There they found confusing noises resounding, so as to drown all words of the officers, caused by the escaping steam through the whistle. The steam was quickly cut off and then the only order of the hour was heard: "Man the boats—abandon ship." The was no confusion, but a great deal of haste. Some twenty or thirty men took to the water instead of the boats. All of this happened in a little over five minutes. The Tailapoosa had already begun to settle, and in a few minutes her hull was completely submerged. Not one of the head officers had left the craft. Captain Merry, Lieutenant Everett, Engineer Towne, Master Mechanic Steever and Walker, and four sailors took to the rigging, surmising the depth of the water was not sufficient to submerge the maintop. Ensign Whittesey and Mate Gallagher clung to the ridge rope. The schooner in the collision had stood by to aid the boats, and boats made to her as well as to a second schooner, the Mary A. Hood, which hove to in response to calls for help. Having placed the men on board, the boats returned and took the sailors floating in the water, and rescued the others from the rigging. Capt. Merry was the last man to leave his vessel, and Lieut Everett left only just before him. No attempt was made to save personal effects.

The men were later transferred to the steamer Gate City, of Boston, for Savannah, which brought them to Woodsholl. The men reached here this evening, Capt. Merry remaining with a few seamen at Woodsholl. Four men were reported lost, but of these only one was drowned. The man lost was a colored saloon hand named George Foster, belonging in Norfolk, Virginia. He had quickly seized a life preserver, and rushing to the hurricane deck threw himself, preserver in hand, over the stern. His body struck upon the the monkey rail, and he was probably instantly killed, for the preserver floated, but the body was not to be seen. The other two missing men are William O'Donnell, a seaman, of Boston, and W. E. Jones, landsman, of Wilmington. It is confidently believed they have stowed themselves away in the Gate City. Several of the sailors declare they saw Jones upon the Gate City. A few of the sailors were also injured by the falling spars and by slipping down the chains, but none seriously. The carpenter's mate, Chas. Carlson, who went to the surgeon even when the ship was sinking, to secure treatment, was seriously injured while lying in his hammock on the berth deck, by a falling mast. His wounds are on the hand and leg.

EXAMINING THE WRECK.

Said Executive Officer Everett: "Friday morning we went out to look at the wreck. We found only a portion of her mainmast and smokestack above the 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. Everret strongly denies the statement that the Tallapoosa had acquired an unfavorable reputation in maritime circles, and says: "I never heard her called "old calamity," and I have always considered her reputation very good. She never had any serious accidents, the accident with a schooner a year or two ago being excusable.

THE SPEED.

Master Mechanic Steever was in charge of the engine at the time of the disaster. He says they were going at nine or ten knots an hour at the time, the regular rate being twelve to fourteen. Only one boiler was in operation. They kept on at this rate until two minutes after the collision. Two bells were rung and I slackened speed. Immediately the water began to pour into the room, and he was obliged to rush out. It was exactly 11:10 p. m. when they first were struck. He went to the rigging with the captain and others. Boats made off for the schooner, each looking after himself. Captain Merry hailed them, and finally the whole boat returned for them, and afterward the barge for the captain and lieutenant. He found that the general opinion is the Tallapoosa attempted to cross the schooner's bow, and got run down. The Tallapoosa, in his opinion, was a splendid boat.

WHAT THE MATE SAYS.

Mate Kuhl says: "My state room was abaft where the schooner struck. I rushed on deck and heard some one groaning beside a fallen spar. I turned to look for the man, but then heard the order to abandon the ship, and hurried to my boat. We picked up all those floating that we could, and pulled to the schooner in the collision. I staid on that vessel with seven men, after others were taken on the Gate City, to help if necessary. We found the Lowell's wood end sprung and leaking a little, so we patched it up with oakum. She was not badly injured.

The light house inspector has placed a new buoy over the wreck of the Tallapoosa in nine and one-half fathoms of water.

THE PATMASTER'S VERSION.

COTTAGE CITY, Mass., Aug. 22.—Paymaster Tiffany, of the Tallapoosa, came here swimming. He says he was asleep when the collision occurred, and on reaching the deck learned the steamer was sinking. He took his station for a time, and finding his presence there of no avail he went below, hurridly collected a few valuables, and returned to the deck just in time to dive through the stern part as the ship settled into the water. After swimming about for a time he discovered the lights by which he knew his position. He swam to the steam launch and got into it. He was subsequently taken off by the schooner boat. From his conversation it would appear that the officers of the Tallapoosa on deck at the time of the collision dispute the claim of the schooner's captain, that he did not change his course.

The peace convention at Mystic adjourned Friday, August 22.

A CAMPAIGN TRICK.

Government Officials Substitute Republican Lies for Democratic Truths.

WASHINGTON, Aug. 22.—Secretary Post of the Democratic congressional campaign committee, discovered to-day that the committee was helping along the Republican campaign by distributing Republican documents. The Democratic committee