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BULLETIN OF THE ST. PAUL GLOBE.

THURSDAY, MAY 28.

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MOVEMENTS OF STEAMSHIPS.

NEW YORK—Arrived: Schiedam, Amsterdam; Stuttgart, Bremen; Majestic, Liverpool.
AMSTERDAM—Arrived: Edam, New York.
LIVERPOOL — Arrived: Teutonic, New York.
BREMEN—Arrived: Bonn, New York.
SOUTHAMPTON—Arrived: St. Paul, New York.

Happily, the man who makes new bicycle records is conspicuously quiet this year.

The fine old Southern dame, Tennessee, is 100 years old, admits it, and is proud of it.

Matthew Stanley Quay is conducting himself with circumspection outside the breastworks.

The Prohibitionist could hunt up McGinty and run him for president. He didn't mind water.

The smallest man in Springfield, O., wants to be chosen mayor of the town. He has a great head.

The chief of the rainmakers, old Jupiter Pluvius, is the most unpopular man in the Northwest.

The coupling of filled cheese and beer in the senate was so appropriate that the senators defeated the bill.

Mr. Cleveland will address a letter to the fish of Buzzard's bay before he indites an epistle on third terms.

Who said the times were hard? Copper has been struck at Mud lake, gold at Eau Claire and oil at St. Louis.

The czar of Russia has his crown. The czar of the house of representatives hasn't, by a large majority.

Millions of bushels of wheat are in the Chicago elevators, and yet a man was permitted to starve to death at Joliet.

McKinley will make the mistake of his life if he attempts to let Platt, Quay and Clarkson under his umbrella.

We have no objection to a McKinley-Reed ticket if people will refrain from calling them Tom McKinley and Bill Reed.

The Methodist conference has decided to go into the fire insurance business, but will limit its operations to this world.

The moon has been charged with working up business for the storm king, but the astronomers have cleared the skirts of fair Luna.

The Dunkards are plainly friendly to the horse. They have decided in national convention that it is not advisable to own and use a bicycle.

An Indiana poet has sold a poem for 100 bushels of potatoes. Whether the poet or the potato merchant got the worst of it is yet to be developed.

What might be known as "the cyclone ticket" could be made up of Benjamin Tillman and Mary E. Lease. Platform—Our voice is our fortune.

If Gen. Weyler continues to wage war by proclamations there will be an opportunity for those who desire to trade phonographs for machine guns.

Mormon agents are in New York. It is an evidence of the size of the Mormon caput that he selects the most promising field in the country for his work.

The report from Pittsburg that the Prohibitionists are drinking so much water that other people have to drink milk and "other things" lacks confirmation.

The war in Illinois is growing in interest. Ben Cable has called Altgeld an anarchist, and the next mail will no doubt bring the former a challenge to a duel.

The heads of the Democrats of Vermont are as solid as their maple sugar. Their platform reads: "We demand the maintenance of a gold standard of values."

The appalling disaster at St Louis is almost exactly seven years later than that at Johnstown, Pa., which occurred May 31, 1889. The loss of life in the latter, the greatest in the history of the country, was over 5,000.

APPALLING CLIMAX OF THE STORM KING'S WORK.

ONE THOUSAND DEAD OR BADLY MANGLED.

The Awful Work of Death Done by a Fierce Tornado Which Swept Over Doomed St. Louis.

DIRE RUIN WROUGHT ON EVERY HAND.

City's Streets Strewn With Debris, and Fire Added to the Horror of the Sorry Situation.

EXCURSION STEAMERS WERE CAPSIZED

Scores Drowned in the Black River With None to Hear Their Pitiful Appeals for Succor.

A cyclonic storm swept St. Louis at 5.15 last evening. Confirmed details are meager, but it is estimated that 1,000 were killed or injured. Seven steamers were capsized, among them the excursion boat Big Republic, and many drowned. The city hospital was wrecked, and it is reported sixty bodies were recovered there. At the Vandalia round house 35 are said to have been killed. The grand stand at the fair grounds was wrecked, and it was reported that 150 were killed there. Wires of all kinds were blown down, and darkness, and in places fire were added to the horrors of the situation.

NEW YORK, May 28.—The following message has been received at the New York office of the St. Louis Republic, in the Times building:

"St. Louis, May 28, 3 a. m.—To Republic Bureau, New York: Impossible to give more than a rough estimate of the damage and loss of life here and at East St. Louis. Probably 500 or 800 killed, and twice that number injured. We have rumor of a cyclone at Moberly, Warrensburg and other towns in Missouri. Thirty killed at Vandalia, Ill. Local situation terrible.

"—The Republic."

CHICAGO, May 27.—One of the greatest disasters of recent years overwhelmed the city of St. Louis tonight in the shape of a cyclone, which began shortly after 5 o'clock, and for thirty minutes tore its awful way through the city with a velocity of over eighty miles an hour. Although reports from there are very meager, owing to the almost total destruction of telegraph wires, it seems certain that the number of dead and wounded will reach fully 1,000, and the damage done to millions of dollars. The city hospital, which, fortunately, survived the storm, is filled to overflowing with mangled men, women and children, and the morgue within two hours after the end of the storm was so full of corpses that it was necessary to provide other quarters for the reception of the dead.

In addition to those who were killed in the houses and in the streets, hundreds of dead are beneath the waters of the Mississippi river. Of all the steamers on the levee when the storm broke out but one is now afloat. All the others have gone down, in many instances every soul on board being lost. Among the boats destroyed was the excursion steamer Great Republic, one of the largest steamers on the lower river. Not a man escaped from her, and it is said she was crowded with excursionists when the storm came up.

The center of the city is a wreck. Many buildings have been demolished, and others partly wrecked. The streets are utterly impassable to street cars, and in many places progress on foot is a matter of great difficulty. To add to the horrors of the night, the electric light plants were rendered incapable of service, and the gas lamps are also shut off, leaving the city in total darkness. Fire also broke out in several portions of the city, and the fire department was unable to make an effective fight on account of the choked-up condition of the streets, and the large number of firemen who were engaged in the imperative work of rescuing the dead and wounded.

The only authentic information from the stricken city tonight was sent out by the agent of the Associated Press, who managed to reach an outlying telegraph office and send a brief dispatch, as follows:

A tornado blowing at the rate of over eighty miles an hour struck St. Louis tonight, and raged for half an hour with great fury, and as a result,

HUNDREDS OF LIVES WERE LOST,

on both sides of the river. Many buildings are blown down and many river steamers sunk with all on board. It is impossible at the present time to estimate the number of lives lost, as the hospitals are filled with injured, and the morgue is filled with the slain, while great numbers of the dead and maimed are lying among the ruins in all directions. A portion of the east end of the Eads bridge is destroyed, the grand stand at the fair grounds is down, the woman's portion of the jail is gone and the immense Cupples block is partially destroyed. The Waters & Pierce oil works are burning, and other buildings in various sections of the city are on fire.

The Western Union Telegraph company announced that because of its inability to keep up its wires, it would be impossible to send out any more messages tonight from St. Louis or its vicinity.

The reports regarding the duration of the storm are conflicting. About 8 o'clock the operator on the Wabash road, at a small station not far from East St. Louis, managed to get the operator at Decatur, Ill., long enough to send him word that the round house of the Wabash road was blown down and that the freight house of the Vandalia was wrecked and thirty-five men were killed in the ruins. After he had told this much, the wire failed him. Shortly after 5 o'clock the Wabash operator at Decatur reported to the main dispatcher's office, at Forest, Ill., that a cyclone had just passed through the country to the south of Decatur, and it was reported to have done great damage. In a few minutes he sent word that a second storm had passed through the country, almost exactly in the track of the first, and that he was unable to get any more information regarding it, but that it was thought to have done great damage in the country lying east of East St. Louis.

The operators on the Alton road were unable to get any information from their men in the neighborhood of St. Louis, but reported that just before all their connections with that city were broken off they had received word that there had been a severe cyclone at Rush Hill, Mo., which is a small town on the Alton road, not far from Mexico, Mo.

The dispatcher's office of the Illinois Central was unable all night to get any information from any point on the line south of Centralia. It was reported to them, however, that a

CYCLONE SWEPT THE COUNTRY

south of that point.

At East St. Louis the destruction seems greatest. H. C. Rice, the Western Union manager at the relay depot on the east side, climbed across the demolished bridge and made his way into St. Louis. He reports that the National hotel, Tremont house, Martell house, De Wolf cafe, the plant of the Hexel Milling company, Horn's cooper shop and a great number of other buildings are blown down. Many dwellings are wrecked and many of their occupants are known to be dead. The Vandalia round house, the Vandalia freight house, in which thirty-five men are said to have been killed; the Baltimore & Ohio round house, the Standard Oil works, East St. Louis elevator and twelve other freight houses on the levee are destroyed.

It is difficult to estimate the number of dead and wounded, but a rough estimate would place the number at about 1,000. Both the Western Union and Postal companies have lost every wire out of the city.

One of the worst features of the disaster is thought to have taken place at the race track at St. Louis, where races were in full swing and the grand stand was crowded with people. Returns from the St. Louis races are received at the track at Lakeside, Ind., and a few minutes after 5 o'clock the operator sending the report of the races stopped his work long enough to remark: "There goes the grand stand," and then his wire collapsed and nothing more was heard from him. In a few seconds the same message was reported from Lexington, Ky., with the additional information that fully 150 people were dead. This was subsequently corroborated by the operator of the Wabash road at Decatur, who said that in his second message received from East St. Louis it was declared that the grand stand at the races was down, and that fully 150 people were

BURIED IN THE RUINS.

A few minutes after 5 o'clock the operator of the Associated Press at St. Louis, who was taking the usual report, sent word that it was growing very dark, and asked for a minute's delay, that he might provide himself with a light. In a second more the wire snapped, and it was impossible to get any further information from him or out of the town.

The local weather office in this city was unable to give any information regarding the storm, as the officer in charge was informed early in the evening by the Western Union that it would not be able to send the usual weather bulletins from St. Louis. It was said, however, at the local office that the conditions had been all day very favorable for severe storms all through Missouri and Southern Illinois.

It is thought that the storm swept over St. Louis from the northwest to the southeast, as it is considered probable that the storm which was reported in the afternoon at Rush Hill, Mo., would require several hours to reach St. Louis, and the storm at the two points is reported as having been long enough apart to enable the storm to cover the distance between Rush Hill and St. Louis. The storm which tore through the country south of Centralia is said to have occurred at about 6 o'clock, or an hour after St. Louis was devastated. These three points are in a direct line from the northwest to the southeast, and the weather officials are inclined to believe the storm was one and the same.

The Eads bridge, which is reported as having been badly damaged, was built in 1873, and was considered one of the strongest arch bridges in the world. It was built without a draw, and rose to an elevation in the center and sloped down to the shore on either side. There was upon it a double railroad track, which was used by the trains of the Wabash and the Alton railroads, a double passageway for wagons and a double pathway for pedestrians. From the reports received it is not thought that it is so seriously damaged as to delay the train service of the roads which use it to any large extent.

At midnight it was reported at the dispatcher's office of the Wabash road at Forest, Ill., that it was impossible to reach any point further south than Nameoki, which is nine miles northeast from East St. Louis. The operator at that point said that up to midnight it had been impossible to obtain any definite information from St. Louis, but it was certain that fearful damage had been done. He said that the

RUINS WERE ON FIRE

at East St. Louis, and burning fiercely, but he could tell nothing more than that. He had not been able to obtain any information from any of the Wabash trains that had passed his station since 5 o'clock in the afternoon. The report of the damage to the bridge and the estimates of the number of the dead and wounded, he said, were not confirmed with any accuracy.

RUIN REIGNS SUPREME.

Death and Destruction to Be Seen on Every Hand.

ST. LOUIS, May 27.—Death and destruction reign supreme in St. Louis and vicinity tonight as the result of the most terrible storm that ever visited this section of the country. So widespread is the destruction in both St. Louis and East St. Louis that it is impossible to even estimate the amount of the damage and loss of life. Buildings of every description are in ruins, and as a result hundreds of people are reported dead and injured, but until daylight comes and order is restored it will be impossible to make any definite statement. Reports are in circulation that seven steamers lying at wharves on this and the East St. Louis side of the river have been sunk, with all on board. The city is nearly in darkness, as the electric light wires are down. With one or two exceptions all the street car lines in the city are at a standstill, and thousands of people are compelled to remain downtown or walk home. The storm broke about 5 o'clock in the afternoon, after a most oppressively hot day, and rain began to fall. It soon developed into a fierce thunderstorm, with the wind from the east. A little later the wind had gained a velocity of eighty miles an hour, driving the rain before it, and tearing loose signs, cornices, chimneys and everything in its way. Many buildings of every description were demolished, and others were set on fire by lightning and crossed wires. The fire department responded to fourteen alarms.

The streets were full of people going home from work, and a panic ensued as soon as the storm broke. Men were picked up and hurled against the buildings, horses and carriages were sent flying here and there, and falling wires full of the deadly fluid added to the horror of the scene. Suddenly the wind vered around to the west and completed the destruction. It is asserted by some of those who have traversed the downtown part of the city that there are few buildings in St. Louis that have not suffered in some way from the storm. Tonight the

STREETS ARE IN DARKNESS

and travel in any direction is dangerous, because of the fallen live wires and debris lying everywhere. The wagonway of the Eads bridge, on the East St. Louis side, is a crumbling mass of mortar and stone, and parts of the tower and Pier No. 1 were also torn away.

An outbound accommodation train on the Chicago & Alton road was wrecked by a broken rail, but fortunately nobody among the fifty passengers were hurt. A trolley car loaded with passengers, bound for the West side, is said to have fallen through to the railroad track below, but with what result is not known.

The roof of the Republican convention hall was blown off, and a twenty-four-foot section of the western wall of the city jail was torn down, exposing the interior. It was during exercise hours and 200 prisoners were exercising in the building and were panic-stricken. They were too frightened to try to escape. Jailer Wagner was on the scene in a moment, and with the aid of a number of detectives and policemen, the prisoners were placed in their cells. The tanks of the Waters-Pierce Oil company, on Gratiot street, blew up, spreading destruction on every hand.

Three stories of the Coe Manufacturing company's building, Ninth and Gratiot, and nearly half of the Wainwright brewery were blown down. The summer high school, Eleventh and Spruce; McDermott's saloon, Eleventh and Chestnut; Jere Sheehan's livery stable, Eleventh and Walnut, were unroofed. The engineer of the Aetna Iron works, Twenty-first and Pappin streets, was almost instantly killed. The walls were blown in and he was scalded to death by steam. The Consolidated Wire works, Twenty-first and Papin streets, was almost totally wrecked. Seven people are known to have been injured seriously by this wreck, and many more are said to have been hurt by falling walls.

The two-story building of the C. H. Sawyer Manufacturing company 1819 Choteau avenue, was demolished. John Sawyer, a member of the firm, and Emma Chaney and Isabella Hamden, typewriters, were crushed to death under the walls. H. H. Sawyer, a member of the firm, was injured fatally. The St. Louis Refrigerator and Woodenware company's factory at Second street and Park avenue was completely destroyed by fire caused by lightning. A rumor was widely circulated that the gas tank near the Consolidated wire works, at the south end of the Twenty-first street viaduct, had been blown over, and, crushing in the walls of the wire works, killed four men to a certainty, and probably more.

The cyclone broke at fifteen minutes after 5 o'clock, coming directly from the west,

DESTROYING THE CITY

proper, then crossing the Mississippi to East St. Louis and there, after raging for half an hour disappearing in the direction of Alton. There was little warning for the helpless people in the streets, the thousands on their way home from work, or the inmates in the great mercantile establishments of the city who had not left their posts of duty.

Temporary hospitals abound in every part of the city. The armory at Seventeenth and Pine streets has been opened for the care of the wounded, and many injured have been taken into private houses. The city authorities at midnight were sending mounted police through the city in an effort to ascertain, if possible, what the loss of life really is. So far as absolute facts are concerned, nothing definite can be learned before tomorrow.

Among the houses known to have been destroyed are the furniture store of Frederick Otteneds, at the corner of Broadway and Soulard streets, in the southern part of the city, where six men are reported killed; a saloon at 604 South Seventh street, where nine men are reported in the ruins; St. Patrick's church, at the corner of Sixth and Biddel streets.

One thing that hinders the work of taking out the dead and rescuing the injured is the fact that every electric light wire and telephone wire is down. This prevents communication between the various parts of the city and the town being in absolute darkness, the work of rescue is going on with agonizing slowness.

To add to the dismal situation, the rain which fell shortly after the tornado passed, began again about 7 or 7:30 o'clock and is now coming down in torrents. It is impossible to get reports from the police stations, where many of the dead and injured have been taken, and consequently statements in regard to the dead and wounded up to the present time are for the most part conjectures, but there is no doubt that the loss of life is greater than anything the country has known since the disaster at Johnstown.

It is evident that the tornado pursued a track of many miles in length, as reports from various railroad stations show that nothing has been received from any point west of here as far as Moberly. Scattered bits of information show that between Moberly and this city various

SMALL TOWNS HAVE BEEN WIPED OUT

and many persons are dead in them. It was at first thought that many had been killed at the Fair grounds in the western part of the city, where the roof of the grand stand was blown off while the last race was being ran, but is is now known that the people at the track saw the storm coming and, rushing out of the grounds, took refuge in the adjacent fields.

At the time the storm struck the town and created such havoc the accompanying noise was terrifying. People were picked up in the streets and dashed to the ground or against the buildings as though they had been the merest straws. One thing which aided the storm in its course of destruction was the valley which separates North and South St. Louis, along which the railroads entering the city from the east and west have their tracks and yards, and through which they have access to the union station at Twenty-first street. This depression is some forty or fifty feet in depth, a regular valley, in fact, and had the tornado confined itself to this channel the loss of life and property would not have been so great.

A. W. Becker, of the big firm of J. P. Becker & Co., of East St. Louis, was among the first persons to cross the Eads bridge after the storm abated. His family was in St. Louis, and in his eagerness to get to them he climbed over the debris of the bridge on his hands and knees, over wrecked cars, dead horses and a mass of other debris. He informed a reporter that the condition of East St. Louis is almost beyond description. The

TOWN IS A WRECK

for blocks around and the loss of life in that region alone is estimated at from 200 to 250.

The Vandalia freight house, near the east end of the Eads bridge, was completely demolished, a number of persons having gone down in the ruins. When Mr. Becker left the scene men were engaged in digging out the dead and dying and several bodies had already been removed. Meintz's grocery store and a whole row of brick buildings adjoining it were razed to the ground, but no person

Continued on Third Page.

STATE OF MISSOURI SWEPT BY THE STORM.

Reports of Accumulated Disasters Follow in the Wake of the Blast That Wrecked the City of St. Louis.

ALTON TRAIN BLOWN FROM A BRIDGE.

School House in the Path of the Storm—Eighty Children in the Structure Said to Be Killed.

REPORTS IN FROM MANY OTHER PLACES.

Seven People Killed at Mexico, State of Missouri, and Damage Done at Various Other Points.

KANSAS CITY, Mo., May 27.—Specials to the Times state that ten people were killed in a tornado which struck the village of Labaddie, Franklin county, this evening, and that the town of Renick, ten miles from Moberly, in Randolph county, was completely wiped out. Nothing definite from either place.

SEVEN KILLED.

Mexico, Mo., Among the Places Struck by the Wind.

KANSAS CITY, Mo., May 27.—A special to the Times from Mexico, Mo., reports that a cyclone swept across Audrian county this evening, doing great damage to crops and wrecking many buildings. The correspondent reports that seven people have been killed in the county, and probably twenty-five badly injured, but is unable to give any details.

EIGHTY CHILDREN

Killed in a School House at Drake, Ill.

KANSAS CITY, Mo., May 27.—The train dispatcher at the headquarters of the Alton road here has a report from the operator at Roodhouse, Ill., that at Drake, Ill., just south of that point, on the Alton road, a tornado at a late hour this afternoon demolished a big school house, and that eighty children perished in the ruins. No confirmation of the report can be obtained. At the Alton headquarters the reports that Mexico and Rush Hill, Mo., were swept by the storm are discredited. The railroad wires through these places are woking, and no reports of serious damage have been sent in.

TWO HUNDRED DROWNED.

Alton Train Blown Into the River by the Cyclone.

CHICAGO, May 27.—It is reported that the limited train from Chicago to St. Louis over the Alton road was blown into the river with a section of the bridge, and 200 lives lost.

ALTON TRAIN SAFE.

BLOMINGTON, Ill., May 27.—The Chicago & Alton limited is afe at Alton, having returned from East St. Louis. Two Alton coaches loaded with passengers flew from the approach to the Eads bridge, and were badly wrecked, but no one was seriously hurt. The Alton people know of no serious damage elsewhere on their road.

IN AUDRIAN COUNTY.

Deaths and Injuries Reported on All Sides.

KANSAS CITY, May 27.—A special to the Journal from Mexico, Mo., says: Audrian county was visited by a terrific tornado this afternoon at 3:30. The total number killed at Bean Creek and Rush Hill is about eight. More than twenty-six were injured. Houses, churches, barns and school houses were blown down. The storm was preceded and followed by heavy rain and hail, which did incalculable damage. Full reports cannot be obtained at this hour, owing to wires being down, and high water.

In the Bean Creek district a school house was carried completely away, and a daughter of Joseph G. Ware, one of the pupils, was killed, and Lulu Ebanks and Hilda Blase, also school children, were fatally injured. Others along the route of the tornado in this district, whose names cannot yet be learned, are more or less injured.

At the Dye school house, six or eight miles farther southwest, not a pupil escaped uninjured, and five children were killed, three outright, two dying later at this place. The school house was utterly demolished and several of the children were blown a great distance away, and were not found until several hours afterward, and then in a mutilated condition.

WORK OF REPAIR

Already Begun by the Railroad Companies.

INDIANAPOLIS, Ind., May 27.—General Superintendent Miller, of the Pennsylvania, arrived tonight by special train from his headquarters at Richmond. This train was switched to the Vandalia, which is a part of the Pennsylvania, and left at 11:30 o'clock for the scene of the disaster. Mr. Miller carried with him a large force of linemen, so that the wires that were down could be immediately put in order for service. Wrecking crews will go over the line from Terre Haute. Before leaving this city Mr. Miller said that his knowledge of the buildings which are said to have been demolished led him to believe that first reports of the loss of life were not exaggerated. He believes that there are at least 150 men in the freight house, and the reported loss of thirty-five lives he believes to be true. His information was that the Vandalia's property in East St. Louis is very seriously damaged. General Superintendent Van Winkle, of the Big Four, left on the midnight train for St. Louis. He will be joined by Supt. Neal at Mattoon. Mr. Van Winkle's staff of officials from here accompanied him, and at Mattoon the wrecking train will be sent ahead of the regular train with all of the working equipments possible to put the line in shape for handling its traffic. Mr. Winkle's information is that all the shops, round houses and property in St. Louis were badly wrecked.

The Big Four train, which left here this morning at 11:45 and which was due at the Union station in St. Louis at 6:56, passed over the bridge just a few minutes before the storm struck it, but it is supposed to have escaped injury. Train No. 9, which left here at 7:30 and was due at St. Louis at 5:35, was just nine miles behind the wreck. It escaped by about 15 minutes the fate of the C. & A. train, which was turned over in the bridge with a frightful loss of life.

DAMAGE AT RENICK.

Five People Seriously Injured at That Place.

STURGEON, Mo., May 27.—A cyclone passed three miles north of here at 3 o'clock this afternoon. At Renick three men were seriously injured and a family of people were carried over a mile, two children being badly hurt. Friendship church, north of town, was demolished.

St. Louis County Swept.

BALDWIN, Mo., May 27.—A hurricane, accompanied by a terrific hail and rain storm, passed over St. Louis county about 4:30 this afternoon. For three hours rain fell in torrents and hail fell to a depth of several inches. Great damage was done to crops throughout this section of the country. Several buildings were blown down, but so far as can be learned no one was seriously injured.

People Hurrying Home.

CHICAGO, May 27.—On all of the roads between this city and St. Louis special trains have been started for St. Louis, carrying the officials of the roads and many natives of St. Louis, in a hurry to reach their homes and obtain better knowledge of the results of the storm and of the safety of their friends. Fully 100 men who are residents of St. Louis left here tonight on the special trains.

Moberly Escaped.

KANSAS CITY, May 27.—A special to the Journal from Moberly, Mo., states that today's storm did no serious damage at that point.

VICTORIA'S DISASTER.

Fifty of the Bodies Have Been Recovered.

SEATTLE, Wash., May 27.—On the steamer Rosalie, which arrived from Victoria this afternoon, were 101 sorrowful looking excursionists, the horror of the catastrophe Tuesday being kept vividly before them by the presence of a corpse. The steamer had two bodies on board when she started from Victoria. One was that of J. A. Van Bokkelin, which was left at Port Townsend, and the other that of B. W. Murray, of this city.

"People up there don't seem to know anything more about the accident than they do down here," said Capt. C. W. Ames, of the Rosalie. "The old building formerly called Market square, and used as a center for farmers coming in from the country with produce, has been turned into a morgue, and as fast as the bodies are taken from the water they are carried into the inclosure. Up to the time we left, about 9 o'clock this morning, fifty bodies had been recovered. All the people had been identified when I left, and no one was allowed within the enclosure where the bodies had been laid out. A seine was stretched across the river to keep the ebbing tide from carrying out the bodies, and they are using the steam power of the pile driver to work the drags. Estimates made by the people there place the number remaining in the water at from 75 to 100. It will probably be some time before all are taken out and probably some will never be found."

Tripp Coming Home.

WASHINGTON, May 27.—Bartlett Tripp, United States minister to Australia, with Mrs. Tripp, is in Washington for a few days, on his way to Yankton. Mr. Tripp is on his annual leave and there is nothing special in his visit to this country at this time.