

SULLIVAN SURRENDERED.

IN CHARGE OF THE MISSISSIPPI DEPUTY SHERIFF

The Big Fellow Starts South to Stand Trial for His Participation in the Great Fight at Richburg, July 8—Satisfied of a Fair Trial.

NEW YORK, August 1.—John L. Sullivan looked none the worse this morning after his occupancy of police headquarters for one of the ordinary cells there for the night. At half past ten o'clock he was taken to the District Attorney's office. He was accompanied by deputy sheriff Childs, of Mississippi, and two New York detectives. When the carriage reached the court house he was surrounded by a cheering and howling crowd. The officers, with difficulty, forced a way for the pugilist from the coach to the building. Sullivan was taken before District Attorney Fellows, and the papers upon which he was arrested were handed to that official, who, having carefully read them over, gave whispered instructions to one of his clerks. This individual in turn took the papers, and turning to the prisoner said: "Sullivan, if you want to you can get a writ of habeas corpus, provided you are willing to swear that you are not John L. Sullivan."

The big fellow sniled but said nothing. Then his lawyer, Charley Johnson, who stood beside him, explained that they were waiting for a writ of habeas corpus. He said further that when Sullivan entered into the compact of fighting Jake Kilrain he understood the battleground would be in the State of Louisiana, and it was not until the night before the fight that the place of fighting was changed to Mississippi. Sullivan did not really know until he arrived at the ringside that he was in the State of Mississippi. He did not change the ground and he had no intention of breaking the law, but he had no alternative but to fight on the ground. Sullivan is now willing to go back in charge of deputy sheriff Childs as soon as that officer desires.

Assistant District Attorney McManis then took a receipt from the deputy sheriff for the body of John L. Sullivan, who were then returned to his custody by the detective Adams. McManis then made a motion that pending the departure of deputy sheriff Childs, Sullivan be locked up in the city prison. Counsel Nicol said he thought there was no occasion for sending Sullivan to prison, and Sullivan was allowed to depart in care of deputy sheriff Childs and detective Adams. He will leave for Mississippi tonight.

The Storms at Plainfield.

PLAINFIELD, N. J., Aug. 1.—The present estimate of the damage done by the flood from the broken dam at Felville to Cadmus dam, a distance of five miles, is \$25,000. The streets in Plainfield are damaged to the extent of \$20,000. The large upper dam at Felville, which did not give way, is reported to be leaking badly, and it may break at any time. It gives way Scotch Plains and Fairview will probably be swept out of existence and Plainfield will be inundated.

Boulanger's Manifesto.

LONDON, August 1.—Gen. Boulanger has issued a manifesto in which he attributes his defeat in the election for Councils General on Sunday last to the ambitions of local candidates. He declares that he is confident of the result of the election for members of the Chamber of Deputies.

A Ship's Cargo Confiscated.

NEW YORK, August 1.—Officers of the health department to-day confiscated the entire cargo of bananas of the steamer Alps of the Italian line. There were eight thousand hundred and fifty fruit was over-ripe. The cargo was from Costa Rica and was consigned to two companies. The fruit will be sent to the offal dock.

Gloomy for Virginia Farmers.

Lynchburg, Va., August 1.—The rains have been continuous for days, and all the streams are out of their banks. Much damage has been done. The rainy spell which has been almost continuous in this county for over two months have destroyed much of the hay crop, and wheat is now sprouting in the shocks. The outlook is gloomy for farmers.

The Strike Not General.

PITTSBURG, Pa., August 1.—Advices from the Connellsville coke region this morning state that the great strike of the two thousand coke workers which was to have taken place to-day is not general. About one-third of the miners are said to be out, the majority of the strikers being employed by Frick & Co.

Baseball Yesterday.

At Baltimore—first game—Baltimore 6, Kansas City 1. Second game—Baltimore 1, Kansas City 1.
At Chicago—Chicago 3, Cleveland 1.
At Washington—Washington 3, Boston 2.
At Pittsburg—Pittsburg 6, Indianapolis 7.

A Murderer's Extradition.

PITTSBURG, Pa., August 1.—Rev. E. P. Fleming, the colored minister wanted in South Carolina for murder, will leave for that State in charge of two marshals tonight. The requisition from Gov. Richardson of South Carolina, was received this afternoon.

Wages Increased.

HETTINGER, Pa., August 1.—The Bethlehem Iron Company to-day issued a notice of an increase in wages of puddlers from \$3.25 to \$3.80 per day, and the pay of men at work on dephosphorized iron is raised proportionately. The new scale goes into effect to-day.

English Market Holidays.

LIVERPOOL, August 1.—Saturday and Monday will be holidays in the grain market, and Monday will also be a holiday in the provision market.

FOREST FIRES

In Montana Still Raging With No Sign of Abatement

CHICAGO, August 1.—A special from Helena, Mont., says: "The forest fires which have been prevailing in Montana for a week show no signs of abatement. From Helena, west, north and south, a great black cloud of smoke hangs over the country; and for six days the sun has not been seen. Granville Stuart, the oldest man in Montana is better able to judge, estimates the damage at half a million dollars. At Missoula, in western Montana, streets, buildings and sidewalks are covered with ashes. The air is like a blast from a furnace. The atmosphere is filled with cinders, which have descended like a light fall of snow. It is estimated the loss in Jefferson county from the forest fires so far this season will aggregate in the neighborhood of \$25,000, consisting mainly of common wood cut and prepared for market, in addition to which an immense amount of standing timber has been destroyed. The fire now raging in Boulder Canon, near Fernie, has been most destructive of property, a larger part of cord wood consisting of this class was destroyed. The American smelter, in the neighborhood of the great mining camp of Phillipsburg the damage has been immense, while the town of Granite is in imminent danger of being destroyed. The mountains about the city are all ablaze, and while the smoke is cleared, the heat and stinging cinders are almost unbearable."

THE MILITARY RETURN

Leaving Burrows in the Mountains of Alabama.

BIRMINGHAM, Ala., August 1.—The Birmingham military return from Louisiana comes this morning leaving Cash in the hands of the sheriff. Everything is quiet. The military made no hunt for Rube Burrows, having been asked for by the sheriff simply to guard the prisoners against threatened lynching at the hands of the people. Cash is still in the mountains and is supposed to be assisted by an armed band of adherents. He has many relatives and friends in the county, who keep him posted on the movements of the authorities, and the detectives who are still in the mountains are working under great difficulties. It is not positively known but that he has left the country and is in some other State.

ICE TRUST.

A Combine Reported to Control the Artificial Ice in the South.

ST. LOUIS, August 1.—Information comes from Mobile, Ala., that a recent consolidation in that city of the rival ice companies has led to the formation of an ice trust for the purpose of controlling the manufacture and sale of artificial ice in the South. Five large companies, one each in Alabama, Georgia, South Carolina, Birmingham and Brunswick, are already in the combine, and others are expected to join, until the ice business of the entire South is brought under the control of the combination. The company has a capital of \$500,000, and will control the ice business through ownership of stock.

Fatal Railway Wreck.

WASHINGTON, August 1.—Southbound passenger train No. 68, which left Washington on this evening, was wrecked over the Atlantic and French rivers, near Richmond, collided with the northbound passenger train at Lawton, twelve miles south of Alexandria, at 7:30 o'clock to-night. The engineer of the southbound train, Jerry Desmond, was killed, and conductor Newman, of the northbound train, was badly injured. Conductor Howell, of the southbound train, was slightly hurt, as was also a lady passenger and an Alexandria man. The cause of the disaster is unknown.

The Umpire Resigned.

PHILADELPHIA, August 1.—The heavy rains that prevailed at intervals rendered the Athletics ground very soft, but by recent work by the ground keepers it was got in pretty fair shape by 4:30 o'clock. Manager Shlager then announced his willingness to play, but Capt. Conzick refused. Umpire Goldsmith when appealed to by Shlager to give the game to the Athletics declined to make any decision. He said that if the Athletics announced their willingness to play at 4 o'clock, the regular hour, he would certainly have called the play, but after that hour had passed he thought it was optional with the visiting club.

Another Boston Failure.

BOSTON, August 1.—W. P. Johnson & Co., leather dealers, doing business at 244 Purchase street, Boston, have failed. The first liabilities are given at \$225,000, with contingent liabilities at \$170,000. The latter are said to be merely secured. The cause of the failure is the general condition of the leather business for the past three years, the caution of the banks since recent failures and the consequent tightening of money. As signs of recovery have been reported, it is understood that they will be Mr. King, of Bryant & King, and Mr. Casco, president of the Redemption Bank.

A Lightning Fire in Richmond.

RICHMOND, Va., August 1.—About 12:30 o'clock this morning a storm broke over the city, during which the city railway stables, located just without the city limits, in the west end, were struck by lightning. The building took fire, and the flames spread rapidly, and before aid arrived, the entire structure was consumed, and sixty mules and horses were burned up. Seven street cars were also destroyed. The loss cannot yet be estimated, but the disaster will seriously inconvenience travel for sometime.

Connecticut's Heavy Rains.

MIDDLETOWN, Conn., August 1.—For the last six days it has rained almost steadily here, and at times very hard. Much damage is reported and the crops are badly injured in the outlying districts. The factories are flooded and compelled to shut down. The streams are badly swollen and it is reported that the dam of the Metropolitan Power Co. at Middletown has gone down. Several washouts are reported and telegraph and telephone wires are down.

Bound Over for Trial.

CHARLOTTE, N. C., July 30.—The case of John P. Hunter, justice of the peace, who was charged and handcuffed on the streets some days ago, was called in the magistrate's court this morning. The defendants, Police Sergeant Joe Boyte and Policeman G. J. Morris, waived examination and were each bound over to the criminal court. The case is attracting widespread attention and is being watched with peculiar interest here.

NO CHINESE ALLOWED.

A DECISION ON THE QUESTION RENDERED YESTERDAY.

The President Returns from Deer Park—No Fever at Brunswick—An Increase in the National Debt—Rain in the James Valley.

WASHINGTON, Aug. 1.—Owing to the prevalence of rumors of suspicious cases of fever at Brunswick, Ga., the Marine Hospital Bureau ordered sanitary inspectors to proceed to that place and make an investigation. The following telegram from Dr. Posey, dated at Brunswick, Ga., was received at the Marine Hospital Bureau to-day: "The cause of the death of B. Nightingale, which occurred July 24, was hemorrhagic malaria fever, confirmed by an autopsy held by Drs. Dunwoody, Buford and Hazelhurst. No cases of fever here of a suspicious character. Will leave to-morrow morning."

Bond offerings to-day \$13,000,000, accepted \$6,000,000 and bids at 107 1/2. The debt statement issued to-day, shows an increase of the debt during the month of July to be \$1,017,311,577; total interest bearing debt, \$5,530,188,041; total debt, \$11,440,140,777,399.91. The total debt, less available credits of \$1,077,063,732.26; legal tender notes outstanding, \$1,775,750,000; gold certificates, outstanding, \$1,185,414,000; silver certificates, \$2,355,571,250; fractional currency, \$9,916,690.47. Total cash in the treasury, \$634,723,022.44.

A BOY DROWNED.

His Body Badly Bruised, Found in a Drift.

BIRMINGHAM, N. C., Aug. 1.—[Special.]—Alexander Chandler, the ten year old son of Emory Chandler, was drowned while bathing in Brown creek, near Bradford's mill, at three o'clock this afternoon. His body was carried by the current over the rapid, and was badly bruised. Two other boys were on the shore at the time young Chandler was drowned, writing for him to try the depth of the water. Chandler could not swim, and the little fellow went under before their very eyes. His body was discovered a little later in the afternoon, lodged in a drift, where the sad accident occurred. His parents live over a mile away from the mill.

BROWN IN JAIL.

His Voluntary Surrender to the Sheriff at Marion.

MARION, N. C., Aug. 1.—[Special.]—Edwin Brown, charged with the murder of Col. Roger J. Page, editor of the Times-Register, who was shot on the night of 22nd ult., came to the sheriff's office at Marion this morning and voluntarily surrendered himself to that official. The prisoner, through counsel, waived a preliminary examination and was committed to an awaiting trial upon the charge of murder at the October term of the Superior court of McDowell county.

ANOTHER MURDER.

Added to Yancey County's Long List of Bloody Deeds.

RALEIGH, N. C., July 31.—[Special.]—Editor Citizen—On July 25, there was another murder added to the already long list of homicides in Yancey. The scene of the occurrence being in a remote part of the county the particulars are not easily arrived at, but so far as I can learn the facts are about as follows: A man named John Hughes and one Murphy, who were correspondents, can learn nothing definitely, got into a difficulty over a woman of loose character, and Murphy produced a pistol and Hughes a rock, but no blows were exchanged. They made friends after this and as Hughes was going off to the back to his back to Murphy. The latter again drew his pistol and fired, the ball striking Hughes in the back of the head and passing entirely through the brain. Hughes died instantly, and Murphy and the woman ran off but came back shortly, convinced that they were in a bad business as if nothing had happened. The woman fearing that the awful deed would be discovered and that she would be implicated, went to the officers of the law and told them while the whole country is in a state of excitement as to the place and her awful statement was confirmed by the finding of the dead body of Hughes. They then proceeded at once to the house of Murphy, arrested him and placed him safely in the county jail to await a preliminary trial, the woman is still at liberty, but a likelihood she will be taken in custody soon, as the good citizens are demanding her arrest. The excitement is intense in the immediate neighborhood and threats of lynching are common.

RAIN AT DANVILLE, VA.

Railway Travel Suspended and Great Damage Done, Etc.

DANVILLE, Va., August 1.—It has been raining here in heavy showers to-day and this morning, there was more water in the Dan river than was ever known. Factories and small dwellings on the river bank were flooded and the loss will be about \$15,000 exclusive of the damage to the railroads. Travel on the Danville and New River road is suspended. Two bridges and one trestle have been carried away and the wires are all down. The cars on the Atlantic and Danville track are completely submerged and hidden from view. The river is rapidly falling to-night.

Exaggerated Rumor Corrected.

CINCINNATI, August 1.—The rumor current in Hamilton last night, that many people were killed in an accident near Oxford, was unfounded. The passenger train was east bound and a wild engine westbound. The only person killed was Charles Lee, fireman of the wild engine. John Dougherty, engineer of that engine, was at first thought to be injured, but later it was found that he had inhaled steam, and his life is despaired of. Dan Brannen, engineer of the passenger train, was severely cut. Lee Doty, his fireman, had both legs broken, and was badly hurt. He was taken to Oxford. Conductor John Farley and brakeman Albert Burr were thrown forward and slightly hurt. No passenger was hurt. There was no woman aboard the train. A wrecking train went out from Hamilton, and the track is clear this morning.

Wreck of a Steamer.

SAN FRANCISCO, Cal., August 1.—The Pacific mail steamer San Jose arrived yesterday from New York via Panama. The Chilean papers say, that a telegram has been received there from Castro, confirming the reported loss of the steamer Kappel, bound from Valparaiso for Montevideo and Buenos Ayres. The Kappel struck on Hamblin Island, in Chorras Archipelago, on the 20th of April, and became a total wreck. Second officer McLaughlin, chief engineer Schneider and Purser Elliott and eight of the crew were lost. Captain Corney and two officers and three of the crew succeeded in reaching Castro. The remainder of the crew remained on the Island awaiting succor.

Losses by the Fire.

RICHMOND, Va., August 1.—The loss by the burning of the street car stables this morning is estimated at \$24,000; insurance \$4,650; all in foreign companies.

CONFEDERATE VETERANS.

An Association Organized at Shelby Yesterday, Etc.

SHELBY, N. C., August 1.—[Special.]—A large crowd attended the veterans reunion of the Cleveland County Veterans Association to-day. J. W. Gidney was elected president; V. J. Palmer and B. F. Logan vice presidents; T. D. Lattimore, treasurer; W. H. Miller, secretary. The address was made by Hon. W. H. H. Cowles. An error in the program was corrected, S. C. brought the Lancaster Guards, thirty-four men, under the command of Capt. J. W. Hammel. A squad of thirteen men from the Catawba Rifles, of Rock Hill, under the command of Lieutenant F. Rix; and the Rock Hill and R. H. Hope, leaders. The military companies camped at Cleveland Springs and will remain until to-morrow. A game of ball between Shelby and Rock Hill resulted, Shelby 16; Rock Hill 15. Batters, Shelby, Zimmerman and Bennett; Rock Hill, Roddy and Gray. Just as the crowd dispersed from the court house after the reunion W. H. Miller, editor of the Aurora, was approached by J. A. Lattimore who asked the authorship of the article published recently reflecting on the character of Lattimore's brother. Miller admitted the authorship and Lattimore struck him with a dogwood stick, when Miller ran away. Lattimore was held by his friends. Miller was struck three times during the racket. Tonight the ladies of the Methodist church gave an old folks concert, after which the young men gave a ball to the visitors.

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EUROPEAN LETTERS.

OF IRELAND Greets the Tourist's Eye and the Fair shores of Scotland Brings to Mind the Days of Bruce—the Isle of Bute, Etc.

ARAR, COTTON CITY DUNELG, IRELAND, July 18, 1896.

Editor Citizen—Hurry for us. We have at last discovered the great charts of an ocean voyage, to-wit: the delight of seeing dry land once more.

At 3:30 a. m. by ship's time (11 p. m. by yours) we leave our downy couch and reaching deck our weary eyes are greeted with the prominent headlands of the north coast of Ireland, mountains that remind us forcibly of those seen at home, the cliffs bold and distinct in the early morning light, and headlands sharply cut against the horizon. The mountains we repeat, remind us of our own of Buncombe, but we have not that lovely sea, the foreground of the picture upon which at this moment our eyes are feasting.

Everyone is in a good humor. Sickness and discomfort are forgotten. Even the poor steamer passengers are lulled. As we wander about them one says: "Behold, sir, the Gem of the Globe." You see before you the birthplace of the European races. You behold now three corners of the world, all the while unceasingly needed to make up the earth. "Ishlah," say we. "Why, we can wrap your whole dominion in one corner of America, so closely that you could never be found."

But we are all happy, and each rejoice in our own day.

We are now, at 7:30 a. m., sailing past the coast of Londonderry, the home of our excellent grandfathers. Signs of life seem increasing on all sides, and we have just met and passed a steamer bound homeward for the west coast of Ireland. We do not envy them the most comfortable of which is before them. We are at this moment passing Tory Island very near by on our starboard bow—a rough, rocky headland with a prominent figurehead in front, just comes to view. Inland the point to which we have been reckoning for many days—the Sloop Hook of North Ireland.

Our last portage on the gallant steamer Nevada has been swallowed, and really enjoyed, but so many persons have risen to see that our land is curtailed and it seems as if a crime in us to ask for more as in poor little Oliver Twist. Perhaps this is a violation of some Scottish statute, if so, we will be a frequent offender.

At last we see lovely Scotland. Two hemispherical rocks stand up in the water on our left at considerable distance and we are told they are the Pass of Dura. On our right the Loch Foy in dents deeply the Irish coast. In front is Rathlin Island, and off our starboard bow the sea stacks which we call the Giant's Cauldron. In this fan of landmarks we are much disappointed. It is not nearly so impressive as the Clingens Rocks, on the French coast. We are all collected on the poop deck, and map in hand watching every point with deep interest. The story of the Giant's Cauldron is related pleasantly by Mrs. Van Bulow. How rare was a war between the giants of Ireland and Scotland, and the former decided to build a bridge to reach his enemy. The Irish giants, to help the Scottish, carried the stones, full of rocks, but through a rent they slipped into the sea and formed the Causeway.

Get a map and you can fancy us at present midway between Rathlin's island and the shore of Ireland at county Antrim. The heights of the clouds on both sides is very great. The clouds now be the island stand out bold and white and the emerald shores of the "old country" is most refreshing to our sea wearied eyes. All discomforts, stuffy cabins, had food, swaggy stewards, are forgotten in the full enjoyment of the scene now before us, and all agree that already our voyages has been well repaid. A real happy company are we all this morning.

Our disappointment at the Giant's Cauldron is more than made good by a sight of Fair Head, a lofty promontory of Ireland, presenting a grand front of huge rocky pillars resembling one of the Hudson's Palisades, but more impressive by far and rendered far more lovely by the background of green fields which skirt the bays on either hand. Now inland the heights of the clouds are so high that all you dear home folks are not here and helping us to take this in, indeed it is delightfully beautiful!

We are at this moment rounding Cantire Head and the most lovely view presents itself. Ben Lomond looms up in the distance, with the eternal blue which of right belongs to mountains, promises delights for our ride through the Trossachs to-morrow. Cruise Alice or Alice's Craig is under our port bow, and a rugged rock, it is such a Scotch rock, it would select for her bow. We just catch a glimpse of the Isle of Craig, dear to all Scotch as the scene of Robert Bruce's interview with the spider of historic fame. Viewed from this distance it seems rendered to the use of the patron insect of Scotland.

At this moment we agree with Dr. Marshall that the most lovely landscape we ever beheld is spread before us. The Island of Arran, owned by the Duke of Hamilton, presents under a foreground of sparkling waves a most beautiful cultivated area, with beautiful houses on every hand, while jutting promontories push out toward us, covering and disclosing by various expanse bays and inlets, while in the distance the lofty and rugged mountains of Gontall raise their heads heavenward.

Holy Island is a rock apparently 1,000 feet high which towers over us as we sail along.

Now we have crossed to the Ayrshire side of the Firth of Clyde, and the two sweet isles of Cumbræ, the smaller and the greater, stand before us, and in the intervening bay the attractive town of Millport, of which the inhabitants ought to be very good, because they are allowed cultivation of every foot of arable land as every hand, while jutting promontories push out toward us, covering and disclosing by various expanse bays and inlets, while in the distance the lofty and rugged mountains of Gontall raise their heads heavenward.

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THE PROMINENT HEADLANDS OF THE NORTH COAST

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Our last portage on the gallant steamer Nevada has been swallowed, and really enjoyed, but so many persons have risen to see that our land is curtailed and it seems as if a crime in us to ask for more as in poor little Oliver Twist. Perhaps this is a violation of some Scottish statute, if so, we will be a frequent offender.

At last we see lovely Scotland. Two hemispherical rocks stand up in the water on our left at considerable distance and we are told they are the Pass of Dura. On our right the Loch Foy in dents deeply the Irish coast. In front is Rathlin Island, and off our starboard bow the sea stacks which we call the Giant's Cauldron. In this fan of landmarks we are much disappointed. It is not nearly so impressive as the Clingens Rocks, on the French coast. We are all collected on the poop deck, and map in hand watching every point with deep interest. The story of the Giant's Cauldron is related pleasantly by Mrs. Van Bulow. How rare was a war between the giants of Ireland and Scotland, and the former decided to build a bridge to reach his enemy. The Irish giants, to help the Scottish, carried the stones, full of rocks, but through a rent they slipped into the sea and formed the Causeway.

Get a map and you can fancy us at present midway between Rathlin's island and the shore of Ireland at county Antrim. The heights of the clouds on both sides is very great. The clouds now be the island stand out bold and white and the emerald shores of the "old country" is most refreshing to our sea wearied eyes. All discomforts, stuffy cabins, had food, swaggy stewards, are forgotten in the full enjoyment of the scene now before us, and all agree that already our voyages has been well repaid. A real happy company are we all this morning.

Our disappointment at the Giant's Cauldron is more than made good by a sight of Fair Head, a lofty promontory of Ireland, presenting a grand front of huge rocky pillars resembling one of the Hudson's Palisades, but more impressive by far and rendered far more lovely by the background of green fields which skirt the bays on either hand. Now inland the heights of the clouds are so high that all you dear home folks are not here and helping us to take this in, indeed it is delightfully beautiful!

We are at this moment rounding Cantire Head and the most lovely view presents itself. Ben Lomond looms up in the distance, with the eternal blue which of right belongs to mountains, promises delights for our ride through the Trossachs to-morrow. Cruise Alice or Alice's Craig is under our port bow, and a rugged rock, it is such a Scotch rock, it would select for her bow. We just catch a glimpse of the Isle of Craig, dear to all Scotch as the scene of Robert Bruce's interview with the spider of historic fame. Viewed from this distance it seems rendered to the use of the patron insect of Scotland.

At this moment we agree with Dr. Marshall that the most lovely landscape we ever beheld is spread before us. The Island of Arran, owned by the Duke of Hamilton, presents under a foreground of sparkling waves a most beautiful cultivated area, with beautiful houses on every hand, while jutting promontories push out toward us, covering and disclosing by various expanse bays and inlets, while in the distance the lofty and rugged mountains of Gontall raise their heads heavenward.

Holy Island is a rock apparently 1,000 feet high which towers over us as we sail along.

Now we have crossed to the Ayrshire side of the Firth of Clyde, and the two sweet isles of Cumbræ, the smaller and the greater, stand before us, and in the intervening bay the attractive town of Millport, of which the inhabitants ought to be very good, because they are allowed cultivation of every foot of arable land as every hand, while jutting promontories push out toward us, covering and disclosing by various expanse bays and inlets, while in the distance the lofty and rugged mountains of Gontall raise their heads heavenward.

THE RAGING SCHUYLKILL.

THE WATER HIGHER THAN FOR TWENTY YEARS.

PHILADELPHIA, Aug. 1.—The waters in the Schuylkill river yesterday attained the highest point reached in this city for twenty years, involving a destruction of property estimated at from \$10,000 to \$20,000. The park drives were submerged, both houses flooded, and some of the streets near the river banks were under water to a depth of between four and five feet. The cells of two paper mills and about a dozen houses were flooded. The coffee dam of the new Reading railroad bridge at the falls of the Schuylkill was washed away, entailing a loss of about \$5000. Work at the Manunk and Penevoy iron works opposite was stopped owing to the encroachment of the waters. But one fatal accident was reported, the drowning of Samuel Haller, aged fourteen years, who, with three other boys, was playing in the water and got on a shanty afloat. The strong current carried it out into the middle of the stream. Three of the boys swam ashore, but the drowned lad was afraid to attempt it, and was swept under a schooner, and did not rise again. Throughout the eastern section of the State the rain fall was very heavy. Many houses and mills along Brandywine creek in the vicinity of West Chester and Downingtown were flooded and business was seriously interrupted. At Williamsport bridges over the Susquehanna had to be ballasted with heavy hauled coal cars. A large section of Schuylkill Valley in the vicinity of West Chester and Downingtown were flooded and business was seriously interrupted. At Williamsport bridges over the Susquehanna had to be ballasted with heavy hauled coal cars.