

WASHINGTON NEWS.

The Lynchburg, Va., Postmaster-ship Considered in Executive Session.

The Democrats, by Dilatory Motions, Prevent a Vote Being Reached.

Logan and Voorhees Have a Debate Over Their Devotion to Union Soldiers.

The Senate Still in Session at Midnight—An All Night Session Probable.

A Final Adjournment Not Considered Probable Before Next Week.

James Sworn in on His New Appointment as Postmaster General.

Folger to Take Charge of the Treasury Department November 1st.

Howgate Pleads Not Guilty to the New Indictment Against Him.

SENATE PROCEEDINGS.

WASHINGTON, October 28.—After the transaction of some unimportant business, the senate, at 12:25 p. m., on motion of Edmunds, went into executive session.

The Lynchburg postmaster-ship will come up as regular order.

Immediately upon closing the doors for the executive session of the senate this afternoon, Senator Edmunds called for the order on the calendar, which was the nomination of Stratham to be postmaster at Lynchburg, Va.

The democrats at once began dilatory motions to prevent the order being reached, so no business was transacted.

The republicans insisted on the order of the calendar, and seemed determined to put in Mahone's calendar.

This, it is alleged, is in pursuance of the bargain last spring. The democrats stick to the unjustness of unseating the present incumbent, and swear that they will not let a vote be reached before November 8, the day of the Virginia election.

The debate was opened by Hill (Ga.) who, in opposition to the instructions of his physicians, spoke for nearly two hours.

Morgan favored the senate with a dissection of Virginia politics of something over an hour.

Logan and Voorhees had a spirited bout over their relative devotion to the interests of Union soldiers.

Hour also spoke at some length and a number on either side more briefly.

About 6 p. m. the filibustering began and the want of a quorum was developed.

A call of the senate was ordered with a direction to the sergeant-at-arms to request the presence of absentees which had the effect to leave a bare half dozen senators in their seats.

As an incentive to an attendance an elegant lunch was spread early in the evening in the room of the committee on appropriations.

At about 8 o'clock, by common consent, business was suspended and an hour was spent at lunch. After 9 p. m. debate grew desultory. Only about forty-five senators were present.

At 10:45 p. m. the lantern in the dome was still burning, showing that the Virginia campaign was still being prosecuted.

The proceedings were now only enlivened by motions to adjourn, which there is little likelihood of being carried for some time to come.

A republican caucus, it is reported, will be held at the first opportunity. Conjecture assigns as its cause an effort to hold certain senators who are tired of delay and threaten to go home unless a final adjournment is reached speedily.

All confirmations heretofore made, including Folger and Hutton, have been certified to by the president.

Just after 10 o'clock a democratic senator came out and said there was little prospect of an adjournment to-night, and a final adjournment would be very unlikely for a week or two.

the attorney-general says he can't see how the opinion of a subordinate officer in any department can be binding upon the head of that department until force is expressly given to his decisions by plain and unambiguous law, and he cites also Richardson's J. 10, court of claims, as follows: Comptrollers are as much subject to the rules, regulations and general directions of the secretary of the treasury, and as much bound to obey and be governed by them as are all other subordinate officers in the treasury department.

The first comptroller is naturally annoyed at this, and will no doubt take occasion to say a word in relation to the matter.

JAMES AND HATTON SWORN IN. Postmaster General James was sworn in to-day on his new appointment, as was also First Assistant Postmaster Hutton. The latter goes to Iowa for a short time before assuming his duties.

TO TAKE CHARGE NOVEMBER 1ST. Judge Folger is expected to take charge of the treasury about November 1st.

PLEAD NOT GUILTY. WASHINGTON, October 28.—In the criminal court this morning Capt. Howgate pleaded not guilty to the new indictment found against him, and in default of bail was sent to jail. After he had been taken back to jail, Col. Corkhill saw that still another indictment, for the embezzlement of \$40,000, would be found and probably be brought in next week. The delay was on account of the absence of witnesses, who had asked for time to attend to other important matters, which time had been granted.

EXPLOSION. WASHINGTON, October 28.—Just before 3 o'clock this afternoon an explosion took place in the government ordnance department at the navy yard, and resulted in the instant death of George L. Lawrence and injury to another. The accident happened in the hydraulic press room, and the building was totally demolished. Lawrence, with George W. Gates and Marion Thompson, were in the building engaged in operating machinery used in charging rockets. Lawrence was boring a rocket, when it exploded, and was followed by the explosion of two others. He was terribly lacerated, the back of his head being blown off, and Thompson was badly bruised, but not seriously. Gates' injuries are not serious. Lawrence has been employed at the navy yard for twenty-eight years, and was sober and industrious. He leaves a wife and four children.

BUREAU OF STATISTICS. The chief of the bureau of statistics reports to the secretary of the treasury that the excess of exports of merchandise from the United States during September was \$6,769,250, against \$17,997,246 in the corresponding month of 1880. The excess of imports of gold and silver coin and bullion was \$10,200,865.

CONDITION OF TRADE.

General Trade Reported Favorable Throughout the Country. A Slight Decrease in Failures Reported to Bradstreet's.

NEW YORK, October 28.—The general trade throughout the United States may be said to have taken several deep breaths during the slight relaxation recently noted. There is beginning, however, to be displayed renewed activity. This is in consequence of the approach of cold weather and more confidence due to the check put upon speculation of late.

The notable feature in the distribution of staples is that of dry goods, for which there appears to be an unprecedented demand at western cities. The most pronounced increase in receipts of orders is reported from Kansas City and St. Louis. At these points, however, as at Chicago, Pittsburg and Detroit, transportation facilities are inadequate, and serious drawbacks are suffered in consequence. The decrease in freight rates is expected to materially improve the situation.

BRADSTREET'S. One hundred and twenty-one failures throughout the United States and Canada were reported to Bradstreet's during the past week, a decrease of 1 as compared with the preceding week. There is considerable increase in the New England and western states. In the middle states there were 27 failures, a decrease of 4; New England states 32, an increase of 3; southern states 17, a decrease of 3; western states 33, an increase of 13; California and the territories 8, a decrease of 3; Canada and the provinces 4, a decrease of 2.

FLOOD NOTES. ANOTHER BREAK IN THE SNY LEVEE. QUINCY, Ill., October 28.—The third break in the Sny levee occurred to-day, and the Sny bottoms are all flooded. A large amount of damage will result.

ROCK RIVER STILL RISING. GENESSEO, Ill., October 28.—The Rock river continues to rise, and much damage has been done to hay, corn and pasturage. King's ferry is unable to run.

CRIME. MURDER IN THE FIRST DEGREE. DETROIT, October 28.—The celebrated Norris murder case ended in the Wayne circuit court this afternoon with a verdict of murder in the first degree against Isaac Clark and Daniel Graham.

HANGED. DALLAS, TEXAS, October 28.—A special grant that Jack Post was hanged at Graham to-day, for murder, in the presence of several thousand people.

THE WATER WAY.

The River Convention Perfect Their Plans for Improving the Mississippi.

Immediate and Liberal Action by Congress a Commercial Necessity.

River Navigation the Best and Surest Way of Regulating Rates.

A Voluminous Array of Facts.

National Associated Press. ST. LOUIS, October 28.—Major H. E. Dannel, of Minnesota, was made permanent chairman of the river convention. Upon taking the chair Mr. Dannel, in a few brief and general remarks, said as delegates they were here from twenty different states and territories, extending from Minnesota to the Gulf of Mexico, and from the eastern seaboard to the Rocky mountains, to discuss the question and to devise means for the improvement of the great rivers of the Mississippi valley, whose productions find their outlet to the balance of trade to this country.

The question was not only one of great interest to the Mississippi valley, but to the whole nation, and should be treated with deliberation and with the view to impress its importance upon congress, and of inducing that body to extend the aid so much needed. There was read a paper written by General Gilmore, president of the river committee, in which he explained the two well known conditions which characterize the entire length of the river below Cairo. First, that bad shoals, bars and dangerous navigation are always accompanied by low water, the width exceeding 3,000 feet, and second, that when the width does not exceed 3,000, there is a good channel all the year round. In other words, bad navigation is produced by wide rivers, and good navigation by narrow ones. The same principle applies to the river between the mouths of the Missouri and Ohio. Present remedies are, first, to prevent further enlargement by protecting the caving banks, and second, to narrow the stream to a suitable width when the widths are excessive and the navigation bad. Wherever this is necessary, therefore, the caving banks will be graded to the proper slope and protected by suitable revetments against further invasion. Where the widths are too great, the channel will be narrowed by forces developed in the stream itself through the agency of high dykes placed either longitudinal or transversely to the channel, as circumstances shall require. By these dykes open works will be constructed, largely of poles, wire and brush. The works are expected to secure a low water depth of ten feet, with a possibility considerably beyond that limit. This is a work of unparalleled magnitude, and the result depends as much upon the support and co-operation of the people as upon the efforts of the commission or agents of the government.

Judge Taylor, reporting the river commission, addressed the convention. He said that the river commission looked with great anxiety to the result of the proceedings of the convention. There must be universal permanency. There were various ways to improve the river. The right plan was to compel the great stream to build its own banks. This had already been done at Horstall bar, just below St. Louis, where it had been compelled to build banks at least forty feet in height.

THE RESOLUTIONS adopted by the convention are as follows: The representatives of the commercial interests, and of the agricultural and other productive industries of the Mississippi valley, in convention assembled, believing that the Mississippi river and its navigable tributaries, the great inland water way prepared by the Creator for the use of the people, are a most important and valuable part of the national domain, free to all beyond the reach of monopoly, and affording to the whole people the same opportunity of commerce and competition in transportation which benefits the producer and consumer alike; and further, that cheap transportation is the great necessity of an agricultural people, the indispensable condition of easy conveyance to distant markets of their staple products, bulky in proportion to value, and the familiar economic truth that the cheapest transportation of such products is by water, especially applicable to the great water ways of this country, provided the same be kept from stagnation, sandbars, treacherous banks and other obstacles to navigation, do therefore resolve and declare:

First, That it is the manifest and imperative duty of the government of the United States to cause to be made such improvement of the Mississippi and navigable tributaries as shall permanently secure safe and easy navigation thereof, thereby cheapening freight, reducing insurance and other burdens and expenses, promoting the vast inland commerce of the nation, and creating new avenues of foreign trade, and thus not only inviting increased production and population, but assuring greater prosperity to the whole people. Especially is this duty obvious and our demand justified in view of donations already made by congress in land amounting to nearly 200,000,000 acres, and in bonds issued or guaranteed, nearly \$100,000,000 more, in aid of artificial highways, the property of private individuals, and necessarily furnishing even at the lowest rates the most costly form of transportation on a large scale, as compared with an appropriation not yet amounting to \$25,000,000 in all for the improve-

ment of 15,000 miles of water ways, whose freedom for tax imposed for monopoly is protected by constitutional guarantees, while the cheap service and unrestricted competition they afford is the most effectual corrective of exorbitant charges of any route of the seaboard; that appropriations for such improvements should be separately made, with due provision for assuring the people of their faithful applications to the same, and should be adequate to the intended prosecution of the works before until they are finished, so as to avoid the wasteful destruction of work partially completed by reason of the delay or stoppage thereof, for want of sufficient appropriations. And be it further:

Resolved, That this commission recognizes with extreme satisfaction and emphatic approval the passage of an act of congress, June 28, 1879, for the appointment of the Mississippi river commission, and in the comprehensive and scientific surveys and the important recommendations made by the distinguished engineers appointed on that commission, and more forth in their reports of February 17, 1880, and January 8, 1881, the first well-considered and effectual step towards complete and permanent opening of the Mississippi valley to the markets of the world; but would also strongly express its regret at the refusal of the last congress, after creating said commission, and notwithstanding the deliberate and emphatic approval of their plans by the house committee on improvement of the Mississippi, to appropriate the amount estimated and recommended by said commission for doing the work, by them carefully laid out and proposed. And be it further:

Resolved, That in the deliberate and earnest judgment of this convention—delegated to represent the interests of the states and territories in the union inhabited by more than half of its entire population, from whom is collected above seventy per cent. of the entire internal revenue of the nation, whose internal commerce is already one-half that of the entire United States, more than twelve times greater than the total foreign commerce of the world, but upon whose industry is this year levied, by obstructions to safe and easy navigation of the Mississippi river and its navigable tributaries—a needless direct tax by way of increased freights and insurance, wrecks and repairs, of not less than \$10,000,000—it is the imperative duty of congress and the right of the people for whom this convention is authorized to speak, that the legislation wisely begun be made effectual and permanent by enlarging the powers of the river commission to include the native prosecution of the work already recommended by them, and by regular and separate appropriations from year to year of such sums as said commission, acting under the reasonable supervision of congress, shall report as necessary to that end, so that this great and indispensable work, national in every sense, shall no longer be delayed, but be forthwith prosecuted.

Resolved, That the scientific and comprehensive system of river improvement by the competent commission thus inaugurated should be applied to complete and permanent improvement and the maintenance of all navigable tributaries of the great river. And be it further:

Resolved, That this convention recognizes with great satisfaction the progress already resulting to navigation of the Mississippi and principal tributaries by the extension of the light house system thereto, and expresses the earnest hope that the partial lighting of these rivers may be speedily enlarged by an increasing number of districts and lights, to such extent as the light house board, in consultation with the river commissioners, shall find necessary to render such service completely efficient. And be it further:

Resolved, The president of the convention is hereby authorized and requested to appoint at his earliest convenience a committee of twenty-one, who shall be charged with the duty of preparing, as soon as practicable after the convention adjourns, a memorial to congress on behalf of the delegates to this convention and the people whom they represent, in support of and in accordance with the foregoing resolutions, embodying such statistical information as said convention may deem expedient; that they cause to be printed a sufficient number of copies of said resolutions and memorial, together with proceedings of this commission for wide distribution, and a copy thereof to be given to each member of the United States senate and house of representatives, as soon as practicable, and said commission to take such further action touching proper presentation of said resolutions and memorial to congress, and procure due consideration thereof as they may deem best.

A resolution citing the importance of a connection between the upper Mississippi and the great lakes was offered in connection with the above, and action upon it postponed until to-morrow.

Special Dispatch to This Day. NEBRASKA REPRESENTED. ST. LOUIS, October 28.—The river convention unanimously passed desirable resolutions to-day and adjourned. Among the officers Nebraska had a vice president, Colonel C. S. Chase, of York city.

Hail Storm. COLUMBUS, Ga., October 28.—A hail storm in the nature of a cyclone passed over Ellaville yesterday. The stores of Drow & Buck was unroofed and goods therein badly injured. Several houses were blown down and the handsome new residence of Gov. Drow was considerably injured.

Boyton Bound For Omaha. ST. LOUIS, Mo., October 28.—Paul Boyton resumed his journey down the Missouri river at half-past ten o'clock this morning.

DISASTER AT DAVENPORT

Steamer "Gilchrist" Becomes Unmanageable and Strikes the Government Bridge.

The Boat Careens and Many Persons are Thrown Into the River.

The Crew and Passengers of the Boat Wild With Fright.

Escaping Steam from the Boilers Scalds Many Persons to Death.

Crowds of People on Shore Unable to Respond to the Piteful Cries for Help.

Seventeen or Eighteen Persons Lose Their Lives—Scenes and Incidents.

National Associated Press. LATER PARTICULARS OF THE DISASTER. DAVENPORT, Iowa, October 28.—The particulars of the terrible accident of last night, whereby seventeen or eighteen persons lost their lives, are as follows: The steamer Gilchrist left this point about 10:30 o'clock, in apparently good trim and condition, bound for all points up the river, loaded with a large and valuable cargo of miscellaneous freight, and carrying in her cabins a full list of passengers. The number, as near as can be ascertained, was twenty-four. When the steamer had passed under the government bridge spanning the Mississippi and connecting the cities of Davenport and Rock Island, the connecting rods of the engine suddenly gave way, causing the entire machinery to become unmanageable and useless. The river just now is very high, owing to the recent and extensive floods, and the current consequently extremely rapid, so that the steamer Gilchrist had no longer her machinery to keep her bow up stream. The swiftly running river carried the helpless vessel down stream at a rapid and alarming rate. She struck one of the abutments with terrific force and careened over, causing the weights on the safety valves of the steam chest to break from their fastenings and slide off, the valves no longer holding a check on the steam in the boilers. It poured out in huge volumes and enveloped the helpless crew and passengers, who were widely endeavoring to secure life preservers in the main saloon and scalded many of them in an awful manner. No sooner had the steamer rebounded from the shock of the collision than she began sinking, in which condition she was carried past and below this city, the shrieks and cries for help uttered by the frenzied victims being distinctly audible by large crowds of citizens who thronged the banks, but they could extend no assistance as the steamer was hurled past their eyes by the turbulent river. No immediate efforts to aid her boat were put forward, as most of the small boats were tied up for winter. The steamer Evansville was got in motion as soon as possible, however, and hurried to the rescue. The Gilchrist in the meantime had drifted down the river with the crew and passengers, who were insensible from terror and excitement. Eight persons had taken refuge on the barge in tow of the Gilchrist. Those on the barge knew not whether they were safe or in mortal danger. Around them was a thick cloud of steam suffocating them so that their only chance to breathe was to lie down on the deck. In the cabin of the boat they could hear the cries and moans of the fated passengers who had stood there while the crew on the forecastle were calling loudly for help. They could be seen and at that time no help could be given them. The sinking steamer and barge stranded for a moment opposite Straig, Dixon & Co's mill, but soon floated off. The Evansville overtook her in about twenty minutes and rescued the following passengers and crew: Passengers—J. H. Ways, Mr. Went, C. B. Davenport, Thos. Hart, T. McClelland, W. G. Skellon. Crew—Billy Brown, John Moss, John Shuber, clerk; John Gilchrist, captain; Dorrard and Herr, pilots. Most of them were taken off of the barge and flat boat. Those who were scalded by escaping steam presented a most horrible sight.

It is impossible at this writing to secure an accurate list of the victims, but the following are known to be among the missing: Mrs. Camp, of Davenport; Miss Temple, of LeClaire; Mr. Wendt, of LeClaire; lady, name unknown, and three colored deck hands.

Word was received from Rock Island late this afternoon that several of the passengers and crew were rescued and taken to that city. An effort will be made this afternoon to raise the wreck and search the cabin for the bodies. The wreck now lies a mile and a half down the river on its beam ends almost submerged. It is learned to-day that there were twenty-eight on board, and that none were taken from the water. The number of the killed by steam and drowning will probably not be less than a dozen.

Big Trip for a Little Craft. National Associated Press. CINCINNATI, October 28.—Thomas French and two companions arrived here from Buffalo in a little craft called the Turk, en route for Florida. They came to Cleveland on the lake, thence to Portsmouth, Ohio, on the Ohio canal. They go down the Ohio

RAILROAD RUMBLES.

CHICAGO, October 28.—E. J. Cuyler, for many years superintendent of the Wisconsin & Milwaukee division of the Chicago & Northwestern railroad, has resigned. Charles D. Gorham, late of the Fort Wayne road, has been appointed his successor.

FAST TRAIN. NEW YORK, October 28.—One outgrowth of the railroad war which seems to be approaching an end is the announcement by the Pennsylvania railroad of their intention to put on a new fast Chicago train which will leave New York on its initial trip Monday. A special feature of this train is that the time to Chicago is to be very much shortened, the train leaving New York at 8 o'clock in the morning and reaching Chicago at 9:40 the next morning, thereby making the time between the two cities a little more than twenty-four hours, as against thirty-six hours, the time now made by the Pacific express on the Pennsylvania railroad, hitherto the fastest Chicago train out of New York.

Accommodation on this train will be limited, or, in other words, there will be only such a number of cars allowed in the train as can be handled with the certainty of making the running time. By this arrangement the chance detention to the train by adding cars at any point will be overcome. The Chicago limited, as this train is called, will be composed of a parlor, sleeping and dining cars only, and none but passengers for Harrisburg, Pittsburg, Fort Wayne, Chicago and points beyond will be carried by it. Between New York and Pittsburg the schedule only provides for three stops for the train. Breakfast will be served immediately after the train leaves Jersey City, dinner after leaving Harrisburg, which will be about 1 o'clock, supper at 6 o'clock, before reaching Pittsburg, and breakfast the following morning before reaching Chicago.

NO TRUTH IN THE REPORT. CHICAGO, October 28.—C. J. Williams, chief engineer of the Chicago & Atlantic road, says to-day: "There is no truth whatever in the report as to Vanderbilt's control of the road. The company which set out to build the road still has, and intends to keep, control. I have a large force of men at work grading the entire length of the road. Steel rails have been bought, and the work of laying will be begun in the spring. It is well known that it is mortgaged and its bonds are on the market and can be bought by any one; but its stock cannot be so bought. That is to say, the company has no present intention of selling out. We have a sealed contract with the Chicago & Western Indiana for entrance into the city."

FOREIGN AFFAIRS. NATIONAL ASSOCIATED PRESS. WILL SUPPORT THE "NO RENT" MANIFESTO. DUBLIN, October 28.—The Leitim and Fernon branches of the land league have announced their determination to adhere to the "no rent" manifesto of the central league. The applications made to the land court for reductions of rent are, however, increasing enormously, and the act are growing slighter every moment.

FRENCH OCCUPY KAIRWAN. LONDON, October 28.—The French have occupied Kairwan, and the insurgents have fled, having pillaged the city before departing from it.

SOLICITING PROXIES. FRANKLIN B. GOWEN has published a long circular letter soliciting Reading proxies from those who favor the ascendancy of his influence in the management of the affairs of the Reading Railway company.

GERMAN ELECTIONS. The St. James Gazette, commenting on the German election, says: "The result is a drawn battle between Prince Bismarck and his opponents. The prince's home and financial policy have not obtained that approval from the electors which he sought, and the conservatives, whilst acknowledging their comparative defeat, rejoice over the proofs of gradual conservative reaction which the returns show has set in. In Alsace and Lorraine the French delegates retain their seats despite the efforts of the government to defeat them. The socialist poll a large vote in some places, but in large towns throughout the country the liberals have about held their own, while in small districts the conservatives have made gains, the manufacturing classes favoring France's protective policy and the people of the agricultural districts opposing it."

FURTHER ADVICES FROM BERLIN describe the defeat of the conservatives as being complete, and not one will represent the capital in the next parliament. The socialist vote has been greatly increased, and the opposition may prove strong enough to necessitate the dissolution of parliament.

COMING TO AMERICA. The Irish World to-morrow will publish the following cable: PARIS, October 28.—To Patrick Ford, editor of The Irish World.—Rev. Eugene Sheehy, recently released from Kilmainham jail, and Mr. T. M. Healy, M. P. for Waterford, will leave Paris for New York to-morrow. A farewell supper for the Irish residents of Paris, presided over by Patrick Egan, treasurer of the land league, was given the gentlemen this evening.

PROCLAIMED PROVISIONAL PRESIDENT. PARIS, October 28.—After a very stormy sitting of the chamber of deputies, M. Gambetta was proclaimed provisional president by 317 votes out of 394.

ENTERED UNOPPOSED. A dispatch from Tunis says the French troops entered Kairovan unopposed.

ROMANTIC SUICIDE.

Suicide at Brooklyn, N. Y., of a Young Man from Quincy, Illinois.

Photographs of Young Ladies and Sweetly Worded Missives Found on His Person.

National Associated Press. BROOKLYN, N. Y., October 28.—In a little room in the top story of a frame house on Singleton street was found this morning the body of a young man, who committed suicide under circumstances of a romantic nature. His name was William A. Bowles. Until very recently he was employed as a clerk in the clothing store of Rosenberg & Son, Fulton street. He came to Brooklyn three months ago from Quincy, Illinois, where he was engaged in the dry goods business and where his friends and relatives reside. Yesterday forenoon he returned from the store, not getting up the door was broken in this morning. The body was found stretched at full length on the bed, his immaculate shirt front adorned with neat gold studs and around the collar was a spotted lavender neck tie. The clothes were of fine material and elegant make, the hair neatly combed, and the lips compressed. In a tumbler by the side of the bed were drugs of sulphurated morphia. In a pocket of the coat suspended from the wall was the drug itself, labeled "Poison." There were other objects of interest in the room. The most interesting was the picture of a slenderly built girl, with large black eyes, and hair that fell in curls over her forehead. A lace veil was thrown negligently over her head and shoulders, and in her hand was held a bunch of flowers. It was a pretty picture, full of grace and expression. On the back, in a girlish hand, were written these words: "Your ever loving wife, Annie E. Adams." Besides it, there were pictures of other girls, but none so attractive as Annie's. To one the name of "Lizzie Furlong" was attached, and to another the autograph of "Mollie McCoy."

McCoy had written the words "Quincy, Ill.," under her own signature, her picture being taken in quite a sensational style so popular with many actresses of the day. On the table were letters, one of which was addressed to R. L. Bowles, 423 Vermont street, Quincy. There was one bearing a Chicago post mark, addressed to the young man who lay on the bed. It read as follows: "DEAR WILL: I am not in writing humor and I can't write much to-night, as it is quite late. Your letter came to-day, and you are just as lovely as you can be. I expected a letter and was so glad you did not disappoint me. How I would love to see you. The day has been perfectly lovely. I never saw such a day for the middle of October, and the ground is just moist enough to be pleasant. The grass in our yard is truly beautiful. I have been tempted several times to go out and roll on it. I just tell you that I really don't know where to begin, but will start with what I did Thursday. I have been anxious for a long time to have my fortune told, and I heard cousin Anna say she would also, and so we said 'let's go,' and we went to Western avenue and we found madame in, and I went in, and she took my hand and commenced to read. She wouldn't let any one in the room with me. She told me all about past circumstances, said we would redeem everything and in a very short time be very well off. I was placed in a very embarrassed position. She said that I was of a very proud nature and would do as I liked, but she said, 'You will come out all right.' She said, 'There is a light complexioned girl in love with you, and you love him.' In her letter she refers to their marriage in the future, and closes with 'I am always your loving Annie.' The coroner has made arrangements for the inquest to-morrow. There appears to be no doubt that the young man was prompted to commit suicide by despondency produced probably by lack of means. His relatives in Quincy have been telegraphed to, and it is expected that they will come to Brooklyn and claim the body.

Chief Justice of the Court of Appeals. NATIONAL ASSOCIATED PRESS. BROOKLYN, October 28.—There is a movement on foot to secure the appointment of General Benjamin F. Tracy to the chief justiceship of the New York court of appeals, made vacant by the acceptance of the secretaryship of the treasury by Chief Justice Folger. General Tracy was the regular nominee for mayor of the city, and resigned, in conjunction with Ripley Rogers, the young republican faction of the party, in favor of Seth Low. General Tracy was one of the Beecher counsel, and made the opening address to the court in the case.

Indications. WASHINGTON, D. C., October 29.—For the upper part of cloudy weather and rain, south wind, followed by rising barometer, stationary or lower temperature. For the upper Mississippi valley: Cloudy weather and rain, south shifting to west winds, higher barometer, stationary or lower temperature. For the Missouri valley: Clearing weather, northwest winds, higher barometer, lower temperature. The Mississippi river will rise.

Prospective Prize Fight. NATIONAL ASSOCIATED PRESS. NEW YORK, October 28.—Articles of agreement have been signed by Jim Mace, of England, and Al Edwards, of New York, to fight a prize fight with hard gloves for \$2,000 a side, on the 15th of November, within twenty-five miles of this city.