TALKS ON CRUISERS.

The United States' New Navy as Seen by Foreign Eyes.

FRENCH AND ENGLISH OPINION.

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HOW THEY COULD BE IMPROVED.

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NEWS BUDGET FROM BERLIN.

Increasing the Exports from Germany to the United States-Suppressing Socialism-Warlike Attitude of European Powers.

The New Navy Discussed. Paris, Oct. 16.—[New York Herald Cable—Special to the BEE.]—I had an interview Thursday with Admiral Aube, the French minister of marine, at his cabinet in the ministry on the rue Royale, in reference to the utility of the new steel crulsers now being built by the United States government. I showed the admiral the diagrams and sketches of the Boston. The admiral praised the ingenious contrivances for fighting, the pilot house, the cimbral superstructure of the battery, etc., and then, looking at me with a sharp, penetrating glance, asked:

"What is her speed?" "Not quite thirteen knots, sir," I replied. The admiral shook his head and said emphatically: "Then as a as war vessel she is useless. A cruiser is of no use whatever, unless she has speed enough to catch a fast ocean steamer-that is to say, unless she has a speed of nineteen knots. Cruisers of less speed than this are a weakness, not a strength to a navy, for they will only be captured or sunk by the enemy. The new cruisers to be built for the French navy are to have a minimum speed of nineteen knots, capable of being increased to twenty knots during five hours at a stretch by the application of an apparatus of terage farce. If they don't attain this speed the government will refuse

HOW TO MAKE A NAVY. I then asked the Admiral if he would explain the best way for the United States to set about to get a navy. The Admiral rang an electric bell and said to the attendant, "Don't let anyone interrupt me for half an hour." He rolled a cigarette, and said:

"You have a truly magnificent body of naval officers, and you have splendid sailors, and you have no heavy fron-clads-three points upon which you are most heartily to be congratulated. Naval experiments have now clearly demonstrated that huge fron-clads, in which European governments have spent hundreds and hundreds millions, have had their day. These mastadons of the ocean have had their day. They will be scarcely more useful in the next naval war than the grand old line of battle ships of Toufalseau and Aboukir. These mastadons have been rendered worthless by those microbes of the wift cruisers. Th fault has been that all the naval construc tors till lately have attempted the impossible. They have tried to unite in the same vessel all the means of modern naval warfare -the ram, heavy guns, armor, fleetness and torpedoes. The result is a yast, unwieldy, floating fortress, liable to be sunk by the first well-directed tornedo. The United States, I repeat, are sincerely to be congratulated on having none of these useless mousters. Your situation is this: In the first place you are not hamperedby having any mercantile marine to protect. In a naval war this will give you great advantage. All your naval operations can be, therefore, confined to protecting your harbors and destroying the enemy's commerce. You can make your harbors impregnable with your land forts, torpdoes and torpedo boats. Forty or fifty unarmed cruisers with sufficient speed could destroy your enemy's commerce, for all the fron clads of all the fleets of the world would to-day be utterly inadequate to blockade your coasts and prevent these cruisers from getting But these cruisers should have a minimum speed of nineteer knots; that is to say, they should be faster than the great trans-Atlantic steamers. They should, besides the ordinary machine guns, have two or three guns of the longest possiblo range, firing projectiles filled with the latest explosives discovered by science. Such cruisers could to-day destroy or demoralize the entire marine commerce of united Europe Even if one of these cruisers were to be com pelled to fight a high European iron clad, the advantage would still be with the crusier, for a crusier, being small and moving about with rapidity, is almost impossible to be hit, while the high iron clad is a splendid target, and the high steel plates are now perfectly vulnerable to projectiles charged with fulminating cotton or with menilene."

NEW EXPLOSIVES. Here the admiral showed me three stee plates pierced by projectiles containing ful minating cotton, menilene and, as a third substance, a composition, which is the secret of the French government, which has twice the power of mendene and is no more dan gerous to manipulate than the ordinary gun loader. This new explosive will enable the calibre and consequent weight of the guns to be diminished and makes the steel plates almost as penetrable as the wooden walls of ships in the days of Decatur and Bainbridge

The admiral continued: "Now, comparone of these cruisers with an ironelad in attacking a fort. Both are equally vulnerable, but the cruiser is almost invisible from the distance from which she can throw her explosives, while the ironelad is so high and cumbersome as to be a good mark from the land, for even at night all of the movements of this floating fortress can be followed by electric lights. The cruiser, on the contrary, is almost invisible because of her smallness, and uncatchable because of her speed. These proposed cruisers are merely the application of lessons taught by your great civil war. They are merely Alabamas adapted to the latest advantage of science. The motto of your naval reform should be: Les Alabamas, encore les Alabamas, et toujours les Alabamas,

THE NAVY PHANCE WANTS. After expressing the highest appreciation of the American naval officers, their pluck, their scientific attainments, and their splendid seamanlike qualities, the admiral

"I am going to demand of the chambers the two hundred million of francs to put the French navy on the footing that it ought to be. I shall insist upon the necessity of fast eruisers of a minimum speed of nineteen knots. I shall not have these cruisers built in the government dock yards, but in the great

commercial dock yards of France. I shall say to the mercantile constructors; Build me a cruiser with a minimum speed of nineteen knots, capable of being increased to nearly twenty knots, for a period of five hours-the critical period of a chase. By the application of the tirace force instrument, lately invented, skillful engineers assure me that this speed is perfectly attainable. I also say to the constructors: If the cruiser, on her trial does not attain this speed, then the government will refuse her, and she can be utilized for the merchants' marine. The constructors will agree to these terms, for there is always a demand in commerce for vessels of this type, and thus there is no risk of the government having on its hands a quantity of failures, as might be the case if the cruisers were to be constructed in the government dock yards. It is, in fact, just like ordering a pair of boots from the bootmaker. If they ht, well and good. I take them and pay for them. If they don't fit, I don't take them."

English Naval Opinions. LONDON, Oct. 16 .- | New York Herald Cable-Special to the BEE.]-I interviewed. to-day, Admiral Sir Spencer Robinson, a former lord of admiralty, who speaks as an expert in naval matters, because under his management the change was made from wooden ships to iron-clad, and from smoothbore to rifled cannon. I found him at his residence in Eton Place, just recovering from an illness, but quite willing to give the benefit of his long experience in ship construction. He said: "Your 4,000 ton cruiser seems to me to com-

bine more of the goodqualities a cruiser should

possess, always, of course, provided she at-

tains an estimated average speed of eighteen knots an hour. This speed is about as high as is necessary, as cruisers must be built to combine many opposing qualities, none of which can safely be subordinated to speed. For instance, they must be able to keep at sea in the roughest weather without straining, they must carry coal for long cruises, and must also carry cannon and war stores of considerable weight. It is true that the Italia and various other heavy iron-clads attain nearly the same speed as the unarmored cruisers, but can we take the Italia as a sample? It is an admirable boat for Mediterranean defence. (She makes the Mediterranean practically an Italian sea, but in the Bay of Biseav she would roll herself to bits. She might earry coal enough to cross the Atlantic, but when across she would have no coal to return with or for bombardments or cruiser chasing. Yes; I have studied carefully the subject of coaling at sea from coal transports. It's too risky. It is a long and wearisome affair. You must remember that the modern ship is like an infantry soldier forced to carry on his back food for the whole campaign or walk back to the depot for supplies when the food he carried is exhausted. To attack Italy, America must have vessels of the Italia type, as well as Mediterranean coaling stations, Torpedoes storms and coal supply will, however, effect nally limit the action of the heavier armorclads against the American coast defenders, who now have so much advantage that even with our West India coaling stations the

British armor-clads can hardly endanger New York. CRITICISING THE CRUISERS. "I would like to criticise one point in your ernisers, namely, the rigging. In action this is certain to be shot away, and probably in falling would foul the screws and wreck the vessel. Moreover, there is nothing to be gained by running such a risk, since if these dans are drawn to scale your cruiser, nine days out of ten, would not make two knots an hour under sail-hardly steerage-way."

TALK WITH A NAVAL ARCHITECT.

After quitting the admiral I met at the office of the Thames Ship Building company, George Mackrow, the naval architect, who possesses the unique distinction of having either designed or superintended the construction of the first ironclads ever owned by the seven European powers, including Germany, Russia and Spain. While await ing for Mr. Mackrow to finish his business with the Japanese commission sent over to report upon English naval architecture, I examined a collection of royal decorations awarded Mr. Mackrow for ships constructed during the last fifteen years. Regarding the new American cruis ers Mr. Mackrow said: "I have not checked their designs, but I judge the ships are likely to be a credit to the American navy The British navy has no man-of-war with over an eighteen knot speed, nor any ocean cruiser as yet even designed to exceed eighteen knots. One thing puzzles me. I do not see how, with their stated horse power, the American cruisers can attain this eighteen knot speed. Yet; such speed is possible with sufficient engine power. In fact, we have just offered to build an ocean erniser of guaranteed nineteen knot speed. If the American cruisers reach eighteen knots, that will be. I think, as fast as is needed. Nevertheless, I expect within a year or two to see ocean cruisers of twenty knots' speed." AN IDEAL CRUISER.

"Yes, my plans are sufficiently advanced to give you a general idea of what such a ship would be like: Say about 5,000 tons, 14,000 horse power, coal for 5,000 miles at ten knots an hour, cost £1,250,000, the frame strong enough to support four twenty-five ton guns, as against the six-ton guns the American steamers will carry. Of course this is a little in advance of the times, but the development of the triple expansion engines and other improvements make such a craiser to be expected. But armor clads of over seventeen knots speed are not probable to be launched while steam is used for power. People forget that ships are built for special purposes, and iron clads are for fighting. Beyond a certain point speed can only be ob tained by sacrificing armor or coal supply or weight of cannon as you say. By vast size t might be possible to obtain great speed added to the other requirements of an ironclad. For instance I could design a heavy armor-clad, say of 16,000 tons, cost ten million of your dollars, which would steam twenty knots. But no docks and few harbors, how ever, exist for such a vessel. On the whole crusiers are such masses of compromise that if the American vessels develop their specified speed it will be about as good as present knowledge can produce."

THE LATEST SHELL. "Have you seen the new shell?" continued the great constructor, changing the subject. It pierces sixteen inches of armor and explodes inside the vessel. It's a terrible weapon. I do not see how navies can guard

against its effect."

All the great naval powers of Europe keep in London one or more naval attaches to gather information regarding British progress in shipbuilding. These gentlemen are all experts and watch naval matters with closeness which may be judged from the fact that I was shown by one foreign attache, whose name, obviously, I cannot give, a portfolio containing almost every article yet printed regarding the new American cruiser. I took pains to gather the ideas of these attaches regarding the new American man-of-war. As diplomatic naval eliquette forbids me their names in such crit-

leisms. I divide their opinions into three classes:

OTHER FOREIGN OPINIONS. 1. "America deserves congratulations on her new cruisers. If an eighteen knot speed is realized it will be sufficient. There are few essels so fast in the world as eighteen knots. The speed of naval vessels is greatly over estimated. The fact is, we have the eighteen knots about reached the limit for ocean cruisers. This is shown by fact that in the last ten y We have only really added one knot to the speed of the fastest ships, America must remember one point in construction by the lowest tender that it does not guarantee the best workmanship; also that the speed obtained from marine engines depends almost as much upon the bullder's knowledge as upon the size of the engine."

2, "The new American cruisers will be admirable ships. Of course your 4,000 tonner, with its estimated eighteen knots, will, after the trial, never exceed fourteen knots an hour. That does no barm, however. With all their talk about speed no English cruiser can make over fifteen knots steadily and regularly. A fourteen-knot speed will overtake slow merchantmen. As for speed to overhaul big passenger steamers, that cruis ers will lie in wait for, such is not needed, for they can use cannon ball to overtake them if they try their heels."

3. The American navy needs minimum ten-knot cruisers which, on emergency, could steam eighteen or twenty knots an hour for five hours. An eighteen-knot cruiser would now compare well with any affoat, but navies go ahead quickly. Your cruisers may be antiquated before they are built. Why not build new vessels from new designs, guaranteeing at least equality with the mercantile marine? Of what use will your new cruisers be if the Atlantic lines and European cruisefs steam a knot or two faster than all your cruisers?" Such is a summary of what I gleaned from the naval attaches of four legations.

GERMANY'S EXPORTS. A Large Increase in Her Trade With

This Country. BERLIN, Oct. 16,-|Special Cablegram to the BEE 1-Returns giving the exports from Germany to the United States during the past year show that the exports from Berlin have increased \$1,100,000; from Bremen, \$662,834; from Chemnitz, \$1,800,000; from Dresden, \$389,000; from Hamburg, \$2,100,-000; from Lepsic, \$820,879, and from Stettin, \$500,600, Returns from South German consular districts have not been issued. They, however, will probably indicate the same rate of increase. Frankfort heading the list with an increase of \$700,000. The protec tionist organs seek to prove that the increase is due to the protective policy of the government, while on the other hand the National Zeitung, a free trade journal, contends that the return of stability in American trade is the sole cause of the revival of business. The annual report of the Dusseldorf chamber of commerce states that the exportation of paintings to America has almost ceased since the rise in the American tariff. The exportations of paintings from Paris to America has decreased from 8,000,000 francs to 1,500,000 francs, ON THE BOURSE.

Toward the close of business on the Bourse to-day it was reported that the Imperial Bank of Germany would raise its rate of discount on Monday. The rumor arose from the fact that a meeting of the bank committee has been called for Monday. An uneasy feeling exists in financial circles over the extent of German capital risked in Russia. Leading bankers have placed a full statement of the position of German Investors in the hands of Prince Bismarck, and ave received from him private assurance that the extente cordiale between Germany and Russia remains undisturbed, and that a perfect understanding exists between both

courts. EMPEROR WILLIAM'S MOVEMENTS. Emperor William will return to Berlin on Wednesday. He will give an audience to M. Jules Herbett, French ambassador, on Friday, and will afterward go hunting at Blankenburg. Crown Prince Frederick William, King of Saxony, and Henry of Prussia, Duke of Saxe Alteburg and Duke of Saxe Coburg, will meet the emperor at Blankenburg. It is supposed that the object of the rendezvous of the princes is something beyond hunting.

SUPPRESSING SOCIALISTS. The socialists attempted to hold reunions n the suburbs of Leipsic to-day, but the meetings were suppressed by the authorities. The mass meeting which was to have been held at Kaufbeuren, Bavaria, was also torbidden by the police. Herr Viereck, editor of the socialist organ, Deutsch Wortenblatt, which was recently suppressed, was to have presided at the meeting. Krewinkel, chief of the socialists at Aix, has been sentenced to ten months' imprisonment. He was charged with sending socialist pamphlets. printed in the German, Polish and Russian anguages, to confederates at Thorne for secret circulation. The crusade of the police against socialism is being carried on more vigorously than ever. The authorities have succeeded in completely suppressing every labor organization in Berlin, Hamburg, Leipsic and Zurich. The Social Demokrat boasts that police persecution cannot stop the socialist propoganda, and it asserts that socialism is especially spreading in the ranks of the army.

PEACE OR WAR. It All Depends Upon the Ability of Russia to Disentangle Herself. PARIS, Oct. 16 .- [New York Herald Cable-Special to the BEE.]-Peace or war all depends upon how Russia gets out of her Bulgarian entanglements. The ezar is by nature obdurate, impetuous, overbearing; he cannot allow the idea to gain ground that he is deviating from the traditional Muscovite foreign policy. He has the moral support of Germany to re-establish a Russianized Bulgaria so long as he confines himself to pacific means, but that is the end of the tether that binds him to the triple alliance. The military occupation of Bulgaria-a move for which four infantry divisions in south Russia have been designated and fully prepared since the end of August-would be a leap in the dark that the czar, with all his rashness, does not dare yet to make. The

PRESENCE OF BUSSIAN TROOPS IN BULGARIA would so arouse Hungarian public opinion, fan into flame the latent Austrian hatred of Russia, and force the hand of Franz Joseph that war would be the inevitable result. Those who know her statesmen best feel that Russia would neither abandon Bulgaria nor occupy it, but with tough perseverance and ceaseless pertinacity would threaten, promise, tease, cajole, bully and worry the Bulgarian regency and the Bulgarian people until they had been worked up into a state of acute fever and had become from sheer fatigue humble pawns of the czar.

FLIBTING WITH FRANCE. Meanwhile Russia keeps up a desperate flirtation with France, based upon the proposition already submitted to the sultan by the Russian ambassador, by which France would regain her prestige in the fevent and in Egypt, but the flirtation is not marriage, and the Franco-Russian alliance yet exists.

OLABING AT EACH OTHER. Thus Russis, Austria, Germany, France

and Turkey all stand with hands upon their sword hilts, and there is no telling at what noment the blades may leap from their scab-

bards, for even winter snow and choked mountain passes did not last year prevent the Bulgarians and the Servians from fighting each other until far into December. Russia, fact, is impregnable from attack in winter, but winter will not prevent Russian troops from occupying Bulgaria. THE FRENCH ARMY IN FIGHTING TRIM. One thing is certain-it is clear to the most

inattentive tourist-that, whether Boulanger be an Alcibiades or not, French officers and soldiers have never before been so neat and clean or in such first rate fighting trim as to day. No doubt Boulanger is a splendid war minister. He is daily becoming more popular and still keeps on introducing new army reforms, the latest of which allows soldiers to rest on Sundays, instead of putting on fine uniforms and parading about to please holl-

Baron Bothschild Dead. FRANKFORT, Oct. 16 .- Meyer Karl Rothschild, head of the great banking firm, died suddenly to-day from heart disease.

A CONVIVAL PARTY.

The President's West Virginia Trip

Reported as a Jolly One. WASHINGTON, Oct. 16,- | Special Telegram to the BEE. -Those who went with the president on his trip to West Virginia say that they had a grand time. Certainly the party was a convival one. Secretary Fairchild, it is said, can enjoy a good drop of liquor. Commissioner Miller is the government head of the liquor business and can sample as well as anyone. Thomas Bikins is a fac simile and the president does not mind a sip or so. Colonel Lamont plays propriety and carries the bait. They all got home at 6 o'clock this morning and one of the first things the president did was to appoint Cousin Bennie Folsom to be consul at Sheffield, England, Ben is Mrs. Cleveland's cousin and took her to Europe. He intended to come here and spend the winter at the white house, but evidently Cleveland did not want him. Some people are saying to-day that Mrs. Cleveland was so put out by the president's leaving her for the hunting trip that as soon as he got home she made him appoint Bennie. Certainly the appointment has caused more talk than any made for a year, especially since the president has talked so much lately against nepotism. Sheffield is one of the best consuls at the disposal of the government. It pays a salary of \$2,500 and many fees. There were hundreds of applicants for the place.

MRS. CLEVELAND SAID "NO." Among the callers on the president to-day were two saloon keepers from Buffalo, old triends of the president. He used to go to their place when he lived in Buffalo, and this was their first visit to him. Last year two others called on him and he took them out riding. The visitors to-day ex-pected the same treatment, but Grover is married now, and Mrs. Cleveland said "No."

narried now, and Ars. Cleveland said "No."

A BUFFALO MAN FINED..

As indicated in these dispatches, the president is beginning to get frightened at the action of his old Buffalo friends, and he intends to give them some places. To-day he appointed Frank Goodyear to be commissioner to examine the Northern Pacitic railroad. Goodyear is a brother of Charles Goodyear, a law partner of W. S. Bissell, the president's best friend. Cleveland offered this rap to Buffalo, but his friends do not think much of it.

SHERIDAN-HOLL GERONIMO'S FATE.

After a vast amount of talk and red tape, General Sheridan-wirl probably have the easting vote in Geronimo's fate. The general impression is if Sitting Bull's life was spared after the Custer massacre, it would be inconsistent to hank Geronimo, and if the knotty legal question is decided in favor of handing

legal question is decided in favor of handing the insurgent over to the military authorities, which is now expected, General Sheridan's advice as to the punishment will be followed. General Sheridan has just returned from a visit of inspection of the division or the Missouri, and has had a conference with the president within a day or so. As far as any prejudice existing against General Miles, as a volunteer officer, and in favor of General Crook, as a West Pointer, it is generally con-sidered that General Miles has the strongest political influence of any officer in the army.

western Postal Changes.
William Golkan has been commissioned postmaster at St. Charles, Neb.
The following new offices and postmasters were established to-day in Nebraska: Wayne, A. Zullenberger; Leonard, Dawes county, Hamilton M. German; Yankee, Keith county.

COLEMAN'S CHARGES.

Colonel N. E. Coleman, a former accountant in the disbursing office of the United States coast and geodetic survey, to-day illed charges and specifications with the district attorney here alleging fraud against the following officers and employes of the bureau:

F. M. Thorne, superintendent: B. A. Calona, sessistant superintendent: B. A. Calona, sessistant superintendent: C. O. Routelle, H. assistant superintendent: C. O. Boutelle, H. G. Ogden, John W. Parsons, Edwin Smith, F. H. Parsons and R. M. Bache. Warrants the alleged frauds, and it is expected that there will be a general shaking up in this staid old department.

Stand old department.

WHOLESALE DISCHARGE OF PRINTERS.
Senator Manderson, who has been he
for a day or so, has been quietly i
vestigating the numerous removals at changes in the government printing office under Benedict. The senator is chairman of the senate printing committee, and he has notified Public Printer Benedict that the committee is empowered to investigate the government printing office at any time and he thereby served notice on him that the committee would begin an investigation of his dismissals and methods in a very few days. Messrs Manderson, Gorman and Hawley, compose the senate print-ing committee, and there is a lively time in prospect. Gorman has suffered most, and his men have been turned out unmercifully. It is stated this morning that there will be a discharge of 300 morning that there will be a discharge of 300 more employes of the government printing office to-night. The employes of that place state that the large discharge already made, nearly 600 have crippled the work going on there. There is need of every one discharged and more besides to do the work required by the government. In the bookbinding department the work is three years behind time. The rush of reports from the departments which are soon to be placed in the printer's hands will require a large force to get them in readiness for congress. When the discharge takes place it will make nearly 900 persons thrown out of employment since My Benedict took charge.

The First Assistant P. M. G.'s Report. WASHINGTON, Oct. 16.—First Assistant Postmaster General E. A. Stevenson has submitted to the postmaster general his annual report upon the operations of the bureau for the fiscal year ended June 30. It shows the number of postoffices established during the year to be 3,482; number discontinued, 1,130: net increase, 2,362; whole number of postoffices, 53,614; number filled by appointpostoffices, 53,614; number filled by appointments of the postnuster general, 51,349. The appointments madeduting the year are given as follows: On resignations and commissions expired, 9,112; increase, as compared with the previous year, 2,908; on removals and suspensions, 9,506; increase, as compared with the previous year, 8,756; on deaths of postmasters, 587; on establishment of new postoffices, 8,482; total, 22,747. General Stevenson renews his recommendation of last year that the government pay office-rent for postmasters of the third class.

Arrested for Car Robbery. St. Louis, Oct. 16.-For some time freight cars on the Missouri Pacific and Iron Mountain raliways have been systematically robbed. The thefts in every instance have been so completely covered up that detection for a long time seemed impossible. The mat-ter was placed in the hands of detectives and nineteen brakenen were arrested at Fort Smith, charced with being implicated in the robberies. Hundreds of dollars of merchan-dise have in this way been stolen.

SAD TALES OF DESOLATION.

Heartrending Incidents of the Terrible Storm Along the Gulf.

A FEAST FOR THE BUZZARDS

Wives and Children Drowned Before Husbands and Fathers-The Death List Growing-Appeals for Immediate Aid.

The Great Disaster. GALVESTON, Tex., Oct. 15 .- | Special Tele-

gram to the BEE. |-Further particulars of

the great disaster at Sabine Pass are constantly being received. The situation has not been exaggerated in the least. A correspondent who has just returned from Sabine Pass telegraphs from Orange that turkey buzzards are soaring over Sabine for miles around on land and water. It is one vast charnel house. The town is swept out of ex-Istence. What was a prosperous village when last Tuesday dawned, is now the center of wreck and desolation. There are 127 persons missing and supposed to be dead. Only about twenty-five bodies have thus far been recovered. There is not one sound house in the town of Sabine. The residences of Dr. Gilliland and Editor McClanahan are the only ones that can be repaired. Every other house is an absolute wreck. This, in brief, is the story of the storm. Innumerable touching and heart-rending incidents of the storm are related by the survivors. One house, containing fourteen colored persons, was seen to go down with a crash and everyone of them was lost. Incidents are related of husbands lashing wives and children to floating wreckage and then seeing them killed by heavy logs being driven against them. The damage to property can only be estimated by the value of the town, for all is lost. The Sabine and East Texas railroad is washed out for a distance of ten miles. The ties have floated off and the rails are twisted like wires. An effect of the great hurricane is that millions of dead fish were cast up by the waves, and thousands of birds also strew the ground. A young woman in a perfectly nude state was found roaming around on the prairie, five miles from Sabine. She was demented and could not tell her name.

When the government tug Penrose reached Sabine yesterday Columbus Martin was found rowing around the delta looking for the bodies of his family. He said: "Myself, wife and three children were clinging to the floating roof, which was gradually breaking to pieces. One of the little ones went and then another. I was holding the youngest, and soon my wife said: Good-bye, husband. and soon my wife said: "Good-bye, husband, I am going. I could not reach her. The pieces of the roof supporting her broke off and she sank before my eyes. I held on to the youngest child, named Pearl, some time longer. The child, addressing me, said: "Papa. I'm tired: won't you walk with me." The piece of roof I was on was now crambling to pieces. I told the little one to kiss me. She put both her little arms around my neck and gave me a big squeeze, and just then a wave dashed us off and I saw her no more. Great God, why didn't I go down too."

He was pressed to go on board the Penrose, but refused, saying, "Here among these lagoons are the bodies of my wife and children, and here will I stop till I find them."

No tongue can tell how the beople have suffered during the past few days.

Destruction at Johnson's Bayon. ORANGE, Tex., Oct. 16,-|Special Telegram to the BEE.]-The village of Johnson's Bayon is on a high ridge on the sea coast, and the bayou from which it takes its name runs through the inhabitable parts of that section the settlement, in which is also the postoffice station known as the Padford They are in Cameron parish, on the Louislana shore, six miles east of Sabine Pass. This bayou is nineteen miles in length and varies from one to four miles in width. Ridges face the gulf twelve feet above sea level, and in the rear is a dense and impenetrable marsh. The population of Johnson's Bayou Tuesday numbered 720 souls. To-day eightyfive of that number are counted with the dead. Radford was very thickly settled and populous. It boasted of its cotton gin and cotton and cane plantations. It was the head of navigation and the stores were many. Principal among these were those run by J. Pavert, who also operated a gin, and turned out annually 800 bales of cotton. produced in that section. Other stores were owned by A. B. Smith & Co. and J. Griffith, general merchandise, and other small merchants constituted the commercial community. The handling of cotton and sugar cane products in the district was the principal industry. These ridges composed some of the richest and most fertile grazing land in country, 8,000 head of cattle and horses being owned by the thriving community. Communication with the outer world was had through two steam vessels, both owned in Johnson's, Bayous and Radford, while a

fleet of trading vessels plied the waters of the Bayou. On the morning of Tuesday last happiness and contentment was the lot of the people, until 4 o'clock that evening. When the storm descended upon them all took to their homes, and waited with bated breath the fate which they foresaw. The waters began rising and the wind swept through the lower stories of the building, driving the affrighted people into attics and upon roofs. By 10 o'clock the first ridge, which was twelve feet above the sea level, was ten feet under water. House after house fell in or under water. House after house fell in or was swept away. Cotton and stores next succumbed. It was a night of terror, described by the survivors as appalling. The people could only cling to each other and pray for mercy and for the souls of those whose despairing shricks rang in their ears. For twelve hours the storm raged over the devoted settlements, and then there came a lull. Hope was soon revived as the waters receded and the storm passed away, and the survivors gathered on the most elevated points, viewing the scene of desolation around them. The houses that had stood the storm were completely entired. action of the storm were completely gutted. There was no food nor drink, the salt water having invaded everything. Then the search for the dead began. Those whose bodies lay pinloned by the ruins of the houses were speedily recovered. From the marshes more corpses were taken and buried. THE DEATH ROLL.

The death roll was then made up as fol-MRS. FRANK TURNER and two children.

LOCKE, wife and seven children,
OLD MRS, LOCKE.
MRS, W. FERGUSON and three children.
BRADFORD BERRY and daughter.
MRS, ALBERT LAMBERT and two children.
SAM BURWICK'S eight children.
MRS, SHELL WALLEY and four children.
GROUNG STIVENEY AND TOWNSHIPE. GEORGE STIVENOR and four children. Mr. Franshall, wife and grandson, Mrs. S. Gallier and four children, ONZO SMITH and child. MRS. TOOCHAKE'S four children.
JACK TOOCHAKE and seven children.
MRS. HAWKINS and three children. DR. GEORGE SMITH, wife and four chil-

All the above were white people. The foliowing is a list of the colored people whose bedies have been recovered and identified:
ELEVER JOHNSON and wife.
JACK LEWIS, wife and brother.

RICHARD HAMBRICK, wife and five chil Yesterday morning a packet stern-wheel steamer called the Emily P. arrived at Johnson's bayou and brought to Orange as many as she could carry—about sixty people. Not one of them had anything but what they shood in, and many of them were minus hats, shoes, coats and dresses. Their wan's were promptly supplied by the people of this

place and the refugees were made comfortable for the night. This morning the Emily P, and steamer Lark will return and from thence make regular trips until all are prought to a place of safety. All the people, save a few who have larze stock interests, say they have abandoned the place forever. They are descendants of a race of people who, in the past, made Johnson's bayou a vast orange Lrove. The frost came and rained them and then they turned to cotton and sugar and stock raising, only to meet the fate of their forefathers. Of the \$.600 head of stock which of which once the bayou boasted, 6,000 are drowned, while the remainder will die of thirst, as all the water is salt.

NEW OBLEANS, Oct. 16.—It is now learned that over eighty use of the inhabitants of Johnson's Bayou lost their lives in the storm. Forty of their bodies have been recovered and consigned to graves in Shell Reefs, while the decomposing corpses of the remaining forly-fixe light settering in the markets. Redifferd

decomposing corpses of the remaining forty-five lie festering in the marshes. Rodford was very thickly settled and when the storm becan Tuesday everybody took to their homes and walted with bated breath a fate which they foresaw. The waters began rising, the wind swept through the lower stories of the buildings driving the affrighted into attics and upon roots. By it o'clock the first ridge which was twelve feet above the sea level was ten feet under House after house tell in or was swept away, either barying the doomed people in the debris or hurling them into the passing waters. The village of Rodford and Johnson Bayou were destroyed as completely as if an invading army had done the work. For twelve hours the storm raged. Of 8,000 lead of stock which near the havon boxsted. For twelve lours the storm raged. Of 8,000 head of stock which are the bayou boasted, 6,000 are drowned, while the remainder will die of thirst, as all water is salt. J. S. Spencer, one of the inhabitants of the place, says this is the third storm he has experienced, having been through the storm at Morganthaw in June last, and at Indianola in August. He was making a handsome living supplying northern and eastern markets with bird skins and feathers. He loses over \$6000 in potteries. Spencer was formerly

ing supplying northern and eastern markets with bird skins and feathers. He loses over \$600 in potteries. Spencer was formerly editor of the Bloomington (III.) Pantagraph. There is no estimating the total loss, as there is no way of ascertaining the valuation, hence it suffices to say that the town is destroyed and abandoned.

BEAUMONT, Tex., Oct. 16.—The train which went toward Sabine to day as far as the track allowed, returned here at 8 p. m. Pifteen bodies were recovered on the high iand called Back Ridge, west of Sabine, and were buried. Six bodies of women were recovered on the west shore of the lake, two colored and four white, one being that of Mrs. W. A. Junker, of Carlisle. Mr. Junker is still missing. The steamer Emily Preturned from Johnson's bayou, La., to Orange and reports that those drowned at that place were chiefly colored people. The deaths at Sabine Pass and yleinity will aggregate more than ninety and at Johnson's bayou about eighty-live. Only three houses are left fit for human habitation, though perhaps a dozen are standing in a precarious condition. The people who escaped with their lives are completely ruined financially, a majority of them not being able to provide themselves with the bare necessities of life. A telegram from the merchant of Galveston to the relief committee here says: "Galveston subscribes \$1,000." The Mexican schooner Hercules is high and dry at a point called Oil Ponds. Her captain reports that he was bound for New Orleans with 105 mahogany logs, all of which are now supposed to be lost. A circular will be addressed by the finance committee to the principal business houses in the leading trade centers of the country. committee to the principal business houses in the leading trade centers of the country. It will require from \$75,000 to \$100,000 to meet the emergencies of the case

DETROIT, Mich., Oct. 16.—Reports are slowly coming in excise damage done by the storm. In most cone: damage done by the storm. In most cone: damage is to fences, trees, roof of to media, damage is to fences, trees, roof of feeding steerages the gale was up the rive of feeding steerages the gale was up the rive of the store of th DETROIT, Mich., Oct. 16.-Reports are floated away much valuable timber and small houses. The sloop yacht Turk, of De-troit, was carried away by the water, and finally lodged in an orchard 150 feet from shore Fields were generally inundated. The sloop yacht Annie S., of Detroit, broke her cable on the eastern side of the lake, and was landed high and dry a quarter of a mile fron

The Michigan Storm.

shore at Suy Carty. GREAT BRITAIN'S GALE.

Extensive Destruction and Loss of

Life by the Storm. LONDON, Oct. 16.-The troop ship Tyne which is thirty hours overdue at Plymouth has been sighted off there, laboring terribly in the storm. The greatest anxiety has been entertained concerning her for the last twenty-four hours. The British ship Teviot dale, which saited from Cardiff, Wales, or Thursday last, was wrecked during the storm on Carmarthan bar. There were on board at the time twenty-eight persons. A boat rescued nine from the wreck. The others, among whom were the captain and officers, left in a boat, and but two of them officers, left in a boat, and but two of their succeeded in reaching shore alive. Th other seventeen perished in the waves. Th great hurricane which has just passed ove England and Ireland was accompanied by The the heaviest rains within memory. During last night there were many collisions and last night there were many collisions and wreaks, and a number of channel fishing boats were stranded. The storm was very furious on the Irish coast. The streets in many towns were flooded. Corn-stacks were blown away, and corn standing in the fields destroyed. The damage is immense. There have been destructive floods in Wales. The gale and floods along the south and west English and Irish coast continue, having extended far northward. Many reports of bridges and buildings being swept away are constantly coming in. In Ulster, Ireland, the storm and floods scriously innede railway in. In Ulster, Ireland, the and floods seriously impede railway traffic. Many small vessels have been wrecked. The loss of life ashore, so far, caused by the storm, has not been great British bark Bellaport has been wrecked of Skeligs Islands, on the southeast coast of Ire-land. She was being towed by the tug Game cock, when the hawser parted and the bark s thrown on the rocky shore and destroyed. All her crew perished.

The Congregational Council. CHICAGO, Oct. 16 .- When the Congrega tional council was called to order to-day Professor Benner, president of the Salt Lake academy, spoke against polygamy. The following was adopted:

Resolved. That we recognize with respect the loyal and intelligent minority resident in Utah, and that we protest in advance against the admission of Utah as a state at any time without the consent of that loyal mi-

A short report on the new west education commission was read, and other churches were urged to take more interest in assisting the work of education in the west. Rev. Albert Alvah Frisbee, of Des Moines, Ia., read a paper on "Churches on the Border Land of Self-support." This was a powerful plen for dependent churches. The council will continue its work next week.

They Still Protest.

CHICAGO, Oct.16. -Great crowds were pres ent at the session of the Episcopal convention to-day to listen to the closing arguments on the proposition to expunge the words "Protestant Episcopal" from the prayer book "Profestant Episcopal from the prayer book and laws of the chartch. At the conclusion of the debate a vote was taken by dioceses, with the following results: Clergy of forty-nine dioceses voting: Yers 17, nays 22; divided, 10. Lay delegates of forty-four dioceses voting; Yeas 11, nays 25; divided, 41. The resolution was, therefore, declared lost. The convention adjourned until Monday.

Captain and Crew Lost.

St. Johns, N. F., Oct. 16.—Friday night the schooner Emiline, Captain Grant, bound from St. Pierre to Bay Despair, struck on the Dragon promontory in Hermitage bay, on the west coast of New Foundland, and sank im-mediately. The captain and crew of six men-were all lost.

THE PACKERS' WAR STILL ON. Crowds of Idle Men at the Stock Yards Using "Moral Sussion."

WORKING IN THE NEW HANDS.

Complete Arrangement for the Protection of Property-Everything Ready for an Emergency -Few Violent Acts.

The Great Lockout.

Curcago, Oct 15 - Special Telegram to the Ber. - "It is war now for sure," said a

stock man, as he stood on the Transit house

steps after his 6 o'clock breakfast. At this hour, usually so marked by crowds of men on their way to work, there was little sign of life on the streets. Where a week ago thousands of men trooped through the big gate leading to the yards, scarcely a dozen at a time could be seen. Over in the exchange building, usually teeming with cattle buyers and sellers, eager and noisy as so many board of trade speculators, the great hall was almost deserted, and the few that, from old association and custom, still made their appearance, stood around in a listless kind of way. A passenger train came in on the Michigan Southern tracks, but instead of pulling up on the usual side-track at the depot, the engine kept on around "The Horn," and took three coaches up Fortyseventh street and stopped at the alley which leads down to Armour & Co.,s houses. Nearly two hundred men alighted and walked to the office, where they were given jumpers and overalls and set to work in the old house. What work there was for them to do is a mystery, as no hogs were being killed, but the authorities say that they were "set to work," and as no one could see them there is no evidence to the contrary. There has been a committee, either appointed by the strikers or self-constituted, for the purpose of dissuading any new men from going to work. The members of the committee keep close watch on the terminus of the street car line and on that of the dummy trains, and sucand of that of the administratios, and succeeded in inducing a number of seekers after employment to return to the city. They cannot obtain access to the special trains, however, and consequently succeed in diverting but a very small proportion of the crowd that daily applies for work from the packing houses. However, they are enthusiastic in their work and hold each man who weekens. their work and hail each man who weakens with lusty cheers. The precautions for guarding the property of the packers have been greatly increased. In the town hall are been greatly thereased. In the town half are a score of cots on which the regular police sleep. Telegraph wires lead to each of the packing nouses, and night and day an operator is on duty. The watchmen at the packing houses report by signal to the telephone office every half hour, and a patrol wagon crew is ready for duty at a moment's notice. Electric lights have been hung throughout all ready for duty at a moment's notice. Electric lights have been hung throughout all the alleyways and illuminate every nook and corner, turning the darkest night into the brightest day. Last, but by no meane least, in protective measures, is the Plukerton force. Their barracks in Washington Batcher's Sons' packing houses present the appearance of a military camp. All through the day and night sentinels, armed with their Winchester rifles, pace up and down the alleyways and tracks which surround it. The usual crowds of idle men remained in the vicinity of the packing houses to day and besoncht men who could be reached not to work. Many applicants for work, however, went out on the regular and special passenger trains and were landed at the doors of the packing houses, which were guarded by armed patrols. The strikers stopped a wagon containing clothing and bedding for the Pinkerton men just outside the city limits to-day and handled the driverroughly, throwing the clothing in the street. A wagon loaded with bread for the Pinkerton guards was stopped outside the city limits, when the police arrived the wagon had disapper and

police arrived the wagon had disappe. red. The Minneapolis Switchmen's Strike. MINNEAPOLIS, Minn., Oct. 16,-The switchmen's strike stands in status quo. Superintendent Egan, of Manitoba, complains that a crowd of 200 sirikers this afternoon un-coupled the cars and killed the engine of a trainload of wheat the company was try ng to move. Also that the police refuse to interfere and Mayor Ames cannot be found,

was stooped outside the city limits, when the

BLAINE INTERVIEWED.

His Views on Prohibition and Henry

George's Candidacy. NEW YORK, Oct. 16 .- [Special Telegram to the BEE. - A Boston special gives the following account of an interview with James G.

Blaine: "I am just from Augusta," said Mr. Blaine "and on my way to Philadelphia, where I speak Saturday night. I shall visit Pittsburgh and several other cities, returning

about the middle of next week.' "What is the situation in Pennsylvania?" vas asked.

"It is about the same as it was in Maine. The prohibitory party are creating havoe, and seem determined to destroy the republi-

can party.' "How about New York state?"

"It is a little different there," replied Blaine. "I presume if the question were submitted to a popular vote it would be defeated, and that is the very reason why the temperance fanatics oppose such a proposition. It is true that the republican party has never formally advocated prohibition in its latterm, but every law that has tended in any way to suppress the liquor traffic in the state has been passed by republican legisla-tures. I remember an anecdote that Governor Seymour told me himself, which bears on this Seymour told me himself, which bears on this very question, and which is, by the way, against prohibition. Seymour was conversing with Mr. Delavan, of Albany, about the effect of absolute prohibition in the state of New York. 'Now,' said Seymour, suppose we had a community in the state where the sale of intoxicating drinks was absolutely prohibited, where everybody had all the food he wanted to eat and clothing he wanted to wear.' 'But you was talking of Elsinms,' interrupted Mr. Delavan. 'But that's the kind of a community you are straving to create, isn't it.' 'Yes, perhaps so,' replied Mr. Delavan. 'Well,' said Mr. Seymour, 'we have 2,200 of just such people as these in Sing Sing.' Delavan saw the point."

"Do you think the prohibitory party movement much more dangerous than the labor

"Do you think the prohibitory party movement much more dangerous than the labor movement?" inquired the correspondent.

"Yes, for the reason that the former tends to disrupt and destroy the republican party, it is the strangest thing to me why the third party men think that we are continually fighting temperance when we are for it. It is a perversity of human nature almost inexplicable. I think that the campaign in Maine injured the third party movement very much. Neal Dow's conduct can only be explained on the ground that he is an old men."

"What do you think of Henry George's candidacy for Mayor of New York?"

"I don't see how he is going to carry his land schemes into practice," said Blaine. "It may be all well enough to limit the amount of land one man can hold, but I don't see how you can limit the time. You can't limit it to less than a year, for a man will not sow unless he can reap."

"Are you satisfied with the campaign in Maine?"

"Yes, and more than satisfied. We had a good candidate for Governor in Bodwell, and he will make an excellent Governor."

he will make an excellent Governor.'

NEW YORK, Oct. 16. Messrs. Hewitt and Roosevelt have written formal letters accepting respectively the democratic and republican nominations for mayor of New York.

Nebraska and lows Weather. For Nebraska and Iowa: Fair weather, followed by local rains in the eastern portion; nearly stationary temperature.