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HAVOC IN FLORIDA

Hurricane Does Its Most Deadly Work in the Southern Peninsula.

FIFTY PERSONS ARE PROBABLY KILLED

Path of Destruction Covers Some Twenty Towns and Villages.

CEDAR KEYS IS WRECKED AND ISOLATED

Carload of Brick in One Place Taken Up and Scattered by the Wind.

JACKSONVILLE SUSTAINS VAST DAMAGE

Gale Strikes All the Smaller Places and Works Ruin in the Big City —Losses Figured at Two Millions.

JACKSONVILLE, Fla., Sept. 30.—The great hurricane of yesterday worked vast damage in this city. The ful lextent of the losses will not be known for several days. In the business and residence sections there was not a building that escaped serious damage. Every church, hospital, asylum and school building in the city was more or less damaged. The most complete wreck was the Second Baptist church. The tower at the northeast corner was blown down, carrying with it a portion of th eastern wall. The spire of St. John's Episcopal church was partially blown down. The second Presbyterian church was unroofed and the roof carried some distance away. The spires of the cathedral of St. John the Baptist were badly damaged. St. Philip's African Methodist Episcopal church suffered more severely than any other church edifice in the city. The steeple of the church was demolished by the storm of 1893 and was restored. The steeple fell yesterday, falling northward across the body of the church and crushing it in. The church appears to be almost a wreck. The Savanah hospital was unroofed and the ref rolled up and carried into the yard. The Georgia infirmary was also unroofed. The Savannah, Florida & Western railway suffered the greatest loss. The passenger depot is a total wreck. Six new pullman cars, which were in the shed when it collapsed, were overturned and badly damaged, the loss amounting to several thousand dollars on these cars alone. The new office building of the Central of Georgia railway and the long freight shed were badly damaged by the storm.

FIFTY DEAD IN FLORIDA.

MEMPHIS, Sept. 30.—A special to the Commercial-Appeal from Jacksonville, Fla., says: It is a conservative estimate to say that fifty people have lost their lives in Florida from yesterday's hurricane and the number may run much higher. News from that portion of the state where the storm first struck is very slow in coming in, for the wires are down and railroads are impassable. Wrecking parties which went out this morning have not returned and it will be tomorrow before the full extent of the damage is known.

The hurricane struck Florida at Cedar Keys, and it passed in its path of destruction over twenty towns and villages, and reports show that between thirty and forty people have certainly been killed. Cedar Keys is about 100 miles southwest of Jacksonville. The hurricane, which had been churning the waters of the gulf, first struck this place, a village of 1,500 inhabitants.

The only report which has come concerning Cedar Keys is that the town has been swept away and many lives have been lost. This report came from Gainesville, which is fifty miles away. Nobody has been able to get anything direct from Cedar Keys.

Moving northeasterly, the storm struck Williston, a small town, where eleven houses were blown down, one person killed and several so badly injured that it is expected they will die. Near here is a large turpentine farm, where state convicts are employed. Twenty of these were huddled together in a cabin. A heavy tree was blown across the cabin and six of the convicts were crushed to death. In Alachua county the storm did frightful work. In Gainesville the Methodist church and about twenty residences and business houses were destroyed and quite a number of people were hurt, but no fatalities are reported. At La Crosse, fifteen buildings were destroyed. Rev. W. A. Barr, Mrs. F. McIntosh and her baby are reported killed. Near there four laborers, who were in a cabin at a turpentine farm, were crushed by falling trees. Newberry is totally wrecked. C. J. Kastlin, Mrs. Nancy Moss, Frank Olmstead and David Jones were killed.

BOX CAR WENT TOO.

At High Springs, Melissa Waren, James Morris and Sallie Nobles, colored women, are reported killed. At this place a number of people took refuge in a box car which was in the path of the tornado. It was blown along the track and then wrecked and every person in it was badly injured. Steve Mason and George Johnson have since died.

At Gracey, a small place, twelve houses were blown down, a woman was killed, but a babe at her breast was unhurt, although it had been carried some distance by the force of the wind. At Lake Butler, Bradford county, Mr. C. H. Harkey, Mr. J. M. Futch and her infant were fatally hurt. Many buildings were blown down. At this place the wind blew to pieces two cars loaded with brick, and Henry Sullivan, a negro who was 300 yards away, was killed by being struck by one of the flying bricks. On Judge Richards turpentine farm, four convicts were killed by falling trees. In Baker county four towns were almost totally destroyed. They are McLenny, Sanderson, Glen St. Mary and Olustee. No one was killed outright in thes towns, but many were injured, among whom was Mrs. C. S. Richardson, James McAlpin and North Wellister, all of whom will die.

At Live Oak the destruction is complete, but no loss of life is reported. Near Welborn, the house of Amos White was destroyed and two of his children were killed. At Lake City eight business houses and thirteen residences were destroyed. Mrs. Sarah Fletcher and two boys were killed and Dora Jennings, Samuel Hudson and Jonas Maybrey were fatally injured.

Six persons are reported killed at Fort White, in Columbiana county, but no names are given.

At Hillyards, another school house was wrecked and four children killed. At King's Ferry Andy Johnson, Moses Lassiter, Simond Henderson, May Jones and a child were killed. Mrs. Fisher was nursing a sick child, and the infant died as the house fell. The mother was hurt, but will recover.

Three sailors were killed on schooners that were loading lumber at King's Ferry.

Across the line in Georgia the devastation was continued. At Folstone, which is near the Okeefenokee swamp, the school house was wrecked and four children killed. Several casualties are reported in Camden county, Georgia. The storm then continued on its ways to Brunswick and Savannah.

There is no way to estimate the property loss in Florida. The losses may seem heavier now than they will when more closely examined, but talk with insurance men here is that Florida losses will foot up $2,000,000. This seems, however, an excessive estimate.

PENNSYLVANIA TOWNS HARD HIT.

Million-Dollar Bridge at Lancaster Wrecked by the Storm.

LANCASTER, Pa., Sept. 30.—Late this evening telegraphic and telephonic communication had been established with the surrounding counties and the later reports confirmed the earlier advices of the wide extent of this morning's cyclonic storm. Every section of the country has been heard from, and the story is that ruin rode in the wake of the gale. While an estimate of the total loss is necessarily speculative, there does not seem to be any doubt that it will easily reach $1,000,000, and may largely exceed that amount. In this city the individual losses are, as a rule, comparatively small, but there are hundreds of them which will make the aggregate great. The wind roared through the streets with a noise like thunder, and houses literally rocked upon their foundations. During the two hours of the terror, which kept a large part of the population awake, the air was filled with bricks, stones, slate, timbers and roofs of heavy sheet iron and tin, while gigantic trees were ripped up by the roots and tossed almost like toys. The storm outside the city was scarcely less severe, and, of course, the destruction of the Pennsylvania railroad bridge across the Susquehanna at Columbia overshadowed all else in relative importance. The bridge, which comprised twenty-seven spans, was completely demolished. It was insured for $300,000 and everything was carried away except the stone piers, the single iron span and one of the short spans. The bridge proper was crushed to splinters. It was lifted bodily off the piers and deposited just above the water, a portion resting on the piers. Not a timber was left standing. It is settled now that there was no loss of life, as search of the bridge has failed to reveal the bodies of two men who, it was feared, were on the bridge when it was swept away by the hurricane.

LEBANON, Pa., Sept. 30.—The storm throughout the Lebanon valley was severe. Buildings were unroofed, trees were uprooted and outbuildings demolished. At Bismarck the Reformed church was blown down. The total damage in this county will foot up $60,000.

SHAMOKIN, Pa., Sept. 30.—A terrific storm passed over this section last night and caused thousands of dollars worth of damage. All the telegraph and telephone wires and hundreds of trees were blown down in every direction, and it is impossible to learn the particulars in the surrounding towns. A dozen or more houses were either blown down or unroofed. Railway trains are all delayed. A block of eight new houses, erected by Dr. F. D. Baker at Springfield, were leveled to the ground. Barns and hundreds of outbuildings were overturned. The Windsor hotel, the Burney block, the Wolverton building, the Pennsylvania round house and many other buildings in Shamokin were unroofed.

The damage caused by the cyclone that passed over this section is greater than supposed. It is now thought the total loss will reach $350,000. The Paterson breaker is almost a total wreck, but the debris was saved from the flames by the downpour of rain that followed the wind. Superintendent Vincent places the damage to the colliery at $40,000. Fourteen of the dwelling houses and twenty board shanties, occupied by the mine workers, were also blown down and five of the former were burned. Two of the tenants were killed, several injured and eleven cattle were crushed to death by the dismantled barn. The killed and injured are:

JAMES HANLON, crushed by debris of his house; died in a few hours.

MINNIE KLINE, fractured skull, jumping from second-story window to escape the fire; died from injuries.

Mrs. Brobinski, leg fractured.

Mrs. Solelka, head badly crushed.

Mrs. Cra[illegible]

James Kopola and wife, severe contusions of body.

Infant of John Dummkie, badly cut by being thrown through a window.

Charles Klitchie, leg broken.

Shamokin, Mount Carmel, Locust Gap and other surrounding towns suffered heavily. Reports from the farming districts indicate that barns were demolished by hundreds. At the Colbert mine the fan and engine house, both boiler houses and smokestacks were demolished, throwing 400 men and boys out of employment.

READING, Pa., Sept. 30.—At 2 o'clock this morning the cast house of the Temple furnace, at Temple station, five miles above Reading, was blown down by the wind and nearly a dozen workmen were buried in the ruins. The men were pinned down by the heavy timbers and it was some time before they could be reached. Killed:

EDWARD RISMILER.

SAMUEL TROUT.

Injured:

William Collar.

Joseph Weinberger.

Harry Becker.

William Schadler.

William Mertzer.

All are badly hurt, and it is believed some of them will die.

PITTSBURG, Sept. 30.—A terrible wind and rain storm broke over this section about 2 o'clock this morning and raged with fierce intensity for nearly three hours. The wind attained a velocity of thirty miles an hour, prostrating telegraph and telephone wires and entirely cutting off communication with the east, but otherwise, so far as known at this time, doing no serious damage. Heavy washouts are reported on the Pennsylvania railroad east of Huntington and all trains are from four to six hours late. Lare forces have been sent out to clear the tracks and the officials expect to have trains running as usual in a few hours.

STAUNTON'S DISASTROUS FLOODS.

Virginia Town Visited by the Great Storm and Many Lives Are Lost.

RICHMOND, Va., Sept. 30.—The city of Staunton, in the Shenandoah valley, was visited by a terrible flood today. Many lives were lost and great damage done to property. The great storm yesterday caused the lake to rise and flood the city. All the water courses in the valley became raging torrents and swept over their banks, carrying destruction in their path. The water invaded the lower portion of the city, rising so rapidly that many were unable to escape in time and were engulfed. Others barely escaped with their lives, leaving their property to the mercy of the water. Houses were swept from their foundations. In several cases persons were with difficulty rescued from the roofs and upper stories. It is impossible at this hour to ascertain the extent of the loss of life or the value of the property damaged. The latter will exceed $500,000.

Heroic attempts are being made to rescue those in danger. The flood came so suddenly and unexpectedly that all was confusion for some time before the extent of the calamity was realized. Telegraph poles are down and the wires hopelessly entangled. Scores of families are homeless and many are anxiously seeking to ascertain the whereabouts and safety of friends or are making tearful search for the bodies of those whom they know have perished. It is the worst catastrophe which Staunton has ever experienced in times of peace and the dawn of tomorrow is dreaded because of the extent of the disaster which its light will unfold. The search for victims and work of saving what property is not hopelessly ruined is being prosecuted as best it can in the dark, but little can be done until tomorrow.

Hurricane at Baltimore.

BALTIMORE, Sept. 30.—A severe hurricane struck this city at midnight last night. Houses were unroofed, wires prostrated, windows smashed and sign boards blown from their fastenings. The high wind forced the water in the harbor up into the bed of the streets, and almost the entire northern water front is submerged. Several schooners that were tied up at Pratt street wharf broke from their moorings and are resting in the middle of Pratt street. The lower floors and cellars of warehouses were flooded. The storm was accompanied by a heavy downpour of rain.

STORM ALONG THE ATLANTIC

Coast and Interior Severely Stricken by the Fury of the Element.

SAVANNAH CITY SWEPT BY A HURRICANE

Country from the Gulf of Mexico to Lake Michigan Feels the Effects of West Indian Disturbance.

SAVANNAH, Ga., Sept. 30.—The hurricane which swept over Savannah yesterday at noon cost nearly a dozen lives and entailed a financial loss of nearly $1,000,000. Each report that is received is worse than at first. It was thought that only one death would be the result of the hurricane, but the number has increased until there are eleven persons reported dead. The following is a list of them, all but Johnston and Captain Murray being colored persons:

J. WALLACE JOHNSTON.

CAPTAIN C. E. MURRAY of the tug Robert Turner.

MARY WARING.

ELIZA BEATTY.

FANNIE M'FALL.

RUBY WILLIAMS.

JULIE JACKSON.

TWO DECK HANDS of the Robert Turner.

UNKNOWN INFANT.

A great many persons were injured. The most serious are:

Fannie Jackson, back broken.

W. F. Thomson, leg fractured.

A. B. Farnham, leg broken.

James Smith, seriously hurt by falling timbers.

John Stephan, struck by falling timbers.

S. Roddy Pritchard, hurt by falling bricks.

Ben West, colored, struck by falling barn.

Joseph Hamilton, colored, struck by falling barn.

John Wilson, hit by falling chimney.

Among prominent buildings damaged by the storm are:

City exchange, Duffy Street Baptist church, St. Philip's African Methodist church, Central Railway warehouse, St. Patrick's school, Georgia Hussars' armory, Henley hall, city market, electric railway power house, Yale Royal mills, Commer Hull & Co.'s guano factory, Commercial Guano company's factory, Jones Marine railway, Fawcett Brothers' wholesale grocery building, Henry Solomon & Sons' wholesale grocery, H. J. Doyle's retail grocery.

Hundreds of residences are injured and the most beautiful trees in the city are down. The loss to shipping will amount to over $100,000. The most disastrous casualty was the capsizing in midstream of the Savannah river of the Norwegian bark Rosenius, the grounding of Morgan bark Cab, the drifting of the Norwegian bark Metcalf and the total loss of the tug Robert Turner. The steamer Governor Safford of the Beach & Miller line is aground in Copper river and small craft has suffered much, many naphtha launches and small sailing vessels having gone out to sea. The Tybee railroad is badly damaged, many bridges being out of plumb. Tybee, Thunderbolt, Montgomery and Isle of Hope, all prominent resorts near this city, were hurt by the blow.

There was no indication at 8 o'clock of severe winds. At that hour the observer said that there would be a wind of over thirty miles an hour. The wind began to rise at 11:30, and at 12 o'clock [illegible] a velocity of sixty-six miles had been reached and the air was literally filled with flying debris. At that time the instruments at the observer's office were blown out of working order. A few minutes afterwards the wind had reached a velocity of eighty miles an hour or over. At noon the barometer had dropped to 29.20, and at 12:30 it was 28.95. After that further reports from it could not be secured.

The last report the observer received from Tybe was at 11:30. The wind was then blowing forty miles an hour there. Since then it has been impossible to secure connection with the island.

There are numerous islands about the city inhabited by negroes, and the loss of life, it is believed, will be heavy among them.

Within two hours and a half after the storm began the sun was shining and the rain had ceased. The city was in total darkness last night owing to the blowing down of electric wires.

BRUNSWICK, Ga., Sept. 30.—Twelve vessels in the harbor here were more or less severely damaged by yesterday's hurricane. The dynamite boat Herald, with 500 pounds of that explosive on board is sunk. The schooner Sarah A. Fuller, partly loaded with lumber for New York, was carried away from her moorings and blown ashore. The schooner Sylvia Schall, also partly loaded with lumber for New Haven, was run into by the Fuller and damaged. The Spanish bark Eucarncion, loaded with lumber for Valencia, went ashore and now lies on her side full of water. The bark H. L. Routh, loaded with railroad ties, is ashore. She lies easy. Norwegian barks Longfellow and Posiedon, with cargoes of naval stores, were both damaged, the former being ashore. Other vessels ashore are the Spanish brig Anton, the schooner Lizzie E. Dennison and the pilot boats Gracillo and Pride.

FOUR VICTIMS OF THE HURRICANE.

Storm Does Immense Damage at Alexandria.

ALEXANDRIA, Va., Sept. 30.—The storm relatively was more severe in Alexandria than in Washington. There were four fatalities and three persons more or less injured. The dead are:

W. D. STEWART, killed by falling walls.

MRS. HOLT, a visitor from North Carolina; killed in bed.

AN UNKNOWN COLORED WOMAN.

TILLMAN DILES, colored; dead from shock.

The injured are: Lester Corbin, Charles Smith, struck by falling bricks, and Miss Stewart, sister of W. D. Stewart.

Alexandria churches suffered severely. The First Baptist was completely demolished; St. Elmo Baptist was also wrecked, and Robert chapel, M. E. Southeast, lost its spire. Nearly every business block in town was more or less damaged and hundreds of private houses lost their roofs. The loss in and around Alexandria is estimated at $400,000.

ANOTHER FLOOD AT JOHNSTOWN.

Conemaugh River Rises Eleven Feet in the Night.

JOHNSTOWN, Pa., Sept. 30.—Last night's heavy rain caused a rise of eleven feet in the Conemaugh river. The lower part of the city is flooded. At the famous stone bridge the water runs two feet deep on the street. Trainmen commenting on the storm in the mountains say it was the worst they ever experienced. Streams that were never known to overrun their banks did so last night within fifteen minutes time, as the rainfall assumed the characteristics of a cloudburst.

About midnight Mill creek, which crosses the Pennsylvania railroad six miles east of Huntington, became so swollen that it washed away the large stone culvert over which the Pennsylvania railroad tracks pass, thus cutting all connections in that direction with the west.

Fire Claims Six Victims.

POTTSVILLE, Pa., Sept. 30.—Last night's storm blew down the coal breaker at Matalie, belonging to the Pennsylvania Anthracite Coal company. Six tenement houses belonging to the camp were destroyed by fire and six children lost their lives. The fire originated from a stove overturning in one of the summer kitchens from the shaking by the wind.

NATIONAL CAPITAL BADLY SHAKEN.

Hurricane Reaches a Velocity of Seventy-Five Miles an Hour.

WASHINGTON, Sept. 30.—The most generally destructive West Indian storm that this vicinity has known in many years passed over the city last night, leaving behind it a trail of dismantled buildings and ruined trees. Fortunately no loss of life was caused within the city, but reports from Alexandria, six miles down the Potomac river, state four persons were killed and several injured. The loss in Washington is estimated at upwards of a quarter of a million, while in Alexandria it is as great.

A strong characteristic of the storm was the uniformity of the damage done, no part of the city or surrounding country escaping; and likewise no part being so badly damaged as to indicate that it had been especially singled out as an object of the storm's wrath. Quite a number of houses were blown down, and there were several miraculous escapes from death, but it is no loss to any individual building, but the vast number of losses, ranging from a few dollars to several thousands, that brings the aggregate up into the hundreds of thousands. In every section of the city there were houses unroofed and otherwise damaged, and all the chief streets in each of the four quarters of the city were strewn today with broken trees and wreckage. Fully 5,000 out of the 175,000 trees in the city, it is estimated, were destroyed by the storm.

Along the river front few boats escaped injury. The large excursion steamers all were damaged to some extent and less than a half dozen of the smaller craft weathered the storm at all. Southern trains were delayed and reported damage done to buildings all the way from Wilmington, N. C., to Washington. The storm completely shut off electric communication between Washington and the outside world, and from 11 o'clock last night until this afternoon not a telephone or telegraph wire was working from Washington. Forty minutes from 11:15 the wind blew sixty-five miles an hour, and for one minute of this time attained the maximum velocity of eighty miles an hour.

IT CAME FROM CUBA.

The weather bureau gives this official history of the storm: "The storm which passed over Washington last night was reported on September 26 as a tropical cyclone, moving northwest from the Caribbean sea, it being then southeast of Cuba. During the 27th it passed northwestward into the southeastern part of the Gulf of Mexico and on the 28th moved northward west of Florida. On the morning of the 29th it was central over Southern Georgia and by 8 a. m. of the 29th it had advanced to southwestern Virginia. The center passed over Washington about 11:30 Tuesday night, the lowest barometer reading 29.30. During the first three days the storm appeared to have very little energy, but on the 29th developed force rapidly as it moved northward. A velocity of fifty-four miles occurred at Charleston, and forty-five at Wilmington.

A new brick building, five stories, at 1213 Pennsylvania avenue, was demolished, the ruins falling upon and crushing Beatty's restaurant and Kelly's dairy lunch adjoining and imprisoning six men. Four of them were soon released. George Sutton, a cook, was pinioned in the wreck and was not released until 2:45 o'clock. The steeple of the New York Avenue Presbyterian church was blown off. The tower on the Grand opera house was hurled to the sidewalk. Trees on every hand were uprooted, their branches being strewn so thickly as to form complete blockades in many places. Some of these are made compact with the addition of tin roofs, [illegible] boards, barrels from in front of adjoining stores. Telegraph, telephone and electric light wires were snapped and their ends dangled furiously in the storm. A horse stepped on a live wire at Seventh street and Pennsylvania avenue and dropped dead.

At the water front every boat received a terrible wrenching. The Mattano, an excursion boat, had a hole stove in its side and was half sunken. The vessels were all torn loose from their moorings and some went adrift down stream or were dashed against other boats and the sea wall.

It is impossible to compute the amount of damage. The storm came up about 10 o'clock last night. A few minutes after 10 the wind struck the city with full force, the rain following immediately. About 11 o'clock a crash that could be heard a mile away told those in its vicinity that the Metropolitan railroad power house on Four and One-Half street had fallen in. All the houses within half a block were shaken to the foundations and in a few minutes the streets were full of scared people running to the scene. Then it was found that the whole rear shed, walls and roof had gone down in a tangled mass of iron girders and bricks. Seven men were at work in the building at the time it fell in, and as they heard the cracking of the roof, which was of tin, they ran out of the structure just in time to save their lives.

W. W. Blount, a member of the Interstate Commerce commission, was in Beatty's restaurant at the time of the crash, and was carried into the cellar and so badly bruised about the head and face and body that he has been unconscious ever since. It is feared that he is also injured internally and that he may not recover.

The storm's damage here is estimated to run from $250,000 to $500,000. No lives were lost, but several persons were injured. Several houses were blown down.

DAMAGE IN THE SUBURBS.

Reports received from the suburban towns about Washington show that great damage was done throughout the surrounding country. At the Roman Catholic university, just outside the city, the dormitory in process of construction was demolished. At Brookland, a few miles out, the town hall was partially destroyed and many other buildings were unroofed. In the outskirts of the city few localities escaped. The train shed at Alexandria was blown down and the debris is across the tracks, hence the trains that left Washington last evening were delayed. Three trains due in Washington this morning from southern points on the Southern, Chesapeake & Ohio and Atlantic Coast line have not been heard from and are stopped at some point south of Alexandria.

In this city the papal legation was unroofed and the Chinese legation was damaged about $1,500. Communication by telegraph and telephone with the outside world is absolutely stopped.

Reports from Rockville, Md., and other small places along the Metropolitan branch of the Baltimore & Ohio railroad show that this storm did great damage, but no loss of life was reported. The Episcopal church was demolished and a tree fell upon the Episcopal parsonage, wrecking a portion of it. Houses were unroofed and trees blown down in all the smaller towns outside of Washington. Great damage is reported in the farming districts, where all grain in stack or shocks has been strewn over the land. Many barns have been blown down.

The white house was slightly injured by the storm, a portion of the copper roofing being stripped off and other damage done. The tall flagstaff, from which the signal was given to the city that the president was in town, disappeared completely. In the beautiful grounds surrounding the house twenty-five of the splendid trees, elms, sycamores, walnuts and magnolias, some of great age and historical associations, were completely leveled, while fully fifty of the surviving trees suffered the loss of their tops and principal branches and are permanently defaced. The vast pile occupied by the State, War and Navy departments was touched on the southern side by the storm and lost portions of its roofing and many of the slates, while a structure erected by the signal service for the study of clouds was partially demolished. The new naval observatory building suffered in the same fashion to the extent of about $1,200. At the Washington navy yard the big ship house was partially unroofed and the gun shops were damaged slightly by the stripping of the roofs.

A special bulletin issued by the weather bureau states that for one minute the wind reached eighty miles an hour.

DROWNED IN SIGHT OF LAND

Barge Founders and All Crew But Captain, Cook and Mate Go Down.

STEAMER SUMATRA SINKS NEAR HARBOR

Fearful Storm on Lake Michigan Creates Havoc Among Shipping and Already Has Cost the Lives of Four Men.

MILWAUKEE, Sept. 30.—The barge Sumatra, consort of the B. W. Arnold, bound down from Chicago, with a load of railroad iron, foundered off the government pier here this morning. Four sailors were drowned. The captain, mate and cook were rescued by the life saving crew.

The Sumatra was bound for Milwaukee leaded with railroad iron, and intended picking up the Hattie Well here. She was leaking on her way up and had the pumps working all night. The sea was running high, and the crew had great difficulty in keeping her from sinking.

When she reached South Point she got in the trough of the sea, and in a short time her hatches were washed off and her rails carries away. The steamer sounded her whistles, and the tug Simpson at once put out for the wreck. The sea at that time was running very high and great difficulty was experienced in getting near the sinking barge. Just as the Simpson reached the Sumatra she foundered. The tugmen succeeded in rescuing the cook and mate from the wreckage. The life saving crew was on hand and worked hard to save the other men on the barge, but all were drowned with the exception of the captain, who was taken ashore by the life-savers.

The Sumatra is badly broken up and only her mast can be seen out of the water now. The wreck occurred about a mile and a half out from the harbor entrance.

The members of the crew lost were:

ARTHUR BURNSTEAD, West Bay City, Mich.

CHARLES HEMMER, West Bay City, Mich.

PATRICK PETERSON, West Bay City, Mich.

PETER ANDERSON, West Bay City, Mich.

The rescued are:

Captain Charles Johnson, West Bay City, Mich.

John Burbeck, mate of the barge, West Bay City, Mich.

Ira Purser, cook, West Bay City Mich.

The Arnold is now moored in the harbor. Large crowds of people are congregated in sheltered spots along the shore looking for the wreck, one mast of which is visible above the water.

VERY STIFF WIND.

The wind reached a velocity of thirty miles an hour in Milwaukee, blowing straight from the north. During the night the barometer dropped to 29.38. At 8 this morning the wind was blowing from the northwest at the rate of twenty miles an hour and the barometer stood 29.46.

The ill-fated barge went down with scarcely a moment's notice, and, according to the statement of Captain Johnson and the mate, the crew did not even have time to mount the rigging after realizing that the vessel was foundering. "She seemed to go down like a lot of lead all inside a minute or two," said Captain Johnson. de[illegible] yawl boat, which [illegible] heavy breakers. The yawl was half full of water and was being knocked about in a desperate manner.

In the meantime the tug Simpson, towing the life boat and crew, was making the wreck against the heavy sea, Captain Boutina of the life saving crew discovered the yawl rapidly drifting toward the breakers, and at the risk of losing himself, crew and boat, quickly cut the line which attached his boat to the tug, and began at once a life and death chase for the drifting yawl and her human freight. After a lively run the life boat overtook the frail craft and rescued the single occupant, which was found to be Captain Johnson. The pursuit of the yawl was made by the life boat under sail, and the members of the crew describe the race as something decidedly exciting, dangerous and uncertain as to results. "We were continually being about swallowed up in the water, and every minute we expected to be buried beneath the waves," said one of the crew in speaking of the trip this morning. The life boat crew then put about and beat out of the breakers, which were washing over their heads every moment, finally making the harbor under sail. "The life boat was under water about half the time," said Captain John Boutina. "I have never before seen in Milwaukee such breakers as those we encountered this time. At times the sea passed entirely over the house at the lighthouse station, and the piers along the harbor were entirely covered by water at the time we were out."

Previous to taking out the life boat and crew the tug Simpson made a trip to the Sumatra, having gone out as soon as the warning whistle of the steam barge was heard, and rescued the mate, Burdick, from the sinking barge. Burdick was found drifting among some wreckage.

HOW ONE MAN WAS LOST.

One member of the Sumatra's crew was being rescued by Robert Werley, the engineer of the tug Simpson, who was pulling the men on board by the hair of the head, when a heavy piece of drifting timber struck the unfortunate fellow and knocked him beyond reach and he sunk before the tug could again get near him. Some heroic work was done in a short space of time by Captain Caswell and his crew on the Simpson, but they, like Captain Boutin and his lifesavers, were working against fearful odds.

The barge sank at 2:40 o'clock. She went down just three-fourths of a mile off the harbor.

The Sumatra was bound from Chicago to Fort William and carried a cargo of railroad iron. She had been leaking badly yesterday and the pumps were kept busy. Captain Johnson and crew believed they could make Milwaukee in safety and would have done so had it not been for the sudden and increased severity of the storm after midnight.

The steamer Arnold found it impossible to do anything for the barge and had to make for the harbor without her. It is claimed that the steamer could not possibly have been of any assistance to the other after they drifted apart, as the boat was too large to handle at the mouth of the harbor and do any rescue work.

Captain Boutin placed a patrol all along the beach early this morning to watch for the bodies of the drowned men, which are liable to be washed ashore at any time.

The Sumatra was owned by the Mills Transportation company of Huron, Mich. She had an insurance valuation in the Inland Lloyd's register of $18,000.

FURIOUS GALE ON LAKE MICHIGAN.

Numerous Small Craft Sunk by the Hurricane.

CHICAGO, Sept. 30.—Great damage to property and many accidents resulted from the furious gale on the lake. The most serious accident in the port of Chicago occurred this morning when the schooner Seaman broke from her moorings in slip E, at the foot of Randolph street, and, while being hurled about by the storm, wrecked half a dozen other small craft. A number of men had narrow escapes for their lives, among them being Captain McCreary of the Seaman and two of his men, also seamen, aboard other boats moored in the slip. Three or four sailors were thrown into the water and were forced to battle for their lives.

The list of craft sunk or injured by the wild race of the Seaman includes the yacht Midnight Screech, owned by Robert Foreman, sunk; houseboat Mary, owned by J. Stewart, sunk; houseboat, Blue Goose, owned by Tony White, forward portion [illegible] wrecked; yacht Fanny Small, owned by Frank Davis, sunk; yacht, Annie, [illegible] Pickler, sunk; yacht Yellow Boy, [illegible] partly wrecked; yacht, Irene badly [illegible], forward portion stove in.

Aside from the above, four fifteen foot fishing smacks were sent to the bottom by the runaway schooner.

WORST IN CHICAGO FOR YEARS.

Gigantic Waves Dashed Over the Illinois Central Tracks.

CHICAGO, Sept. 30.—This city experienced last night the worst wind and rain storm of the season. The wind reached a velocity of forty-two miles an hour. Not since the big storm of May, 1893, has Lake Michigan been so rough. The spray from the gigantic waves dashed far over the breakwater and over the tracks of the Illinois Central railroad after deluging the windows of the suburban trains. The steamer City of Milwaukee from St. Joseph, Mich., laden with passengers, had great difficulty in making the harbor, but finally succeeded, after three attempts, though with the loss of her topmast. The steel tug S. M. Fisher of the Lake Michigan Transportation company which left Pashtigo yesterday with car ferries Nos. 1, 2 and 4 ran into the storm last night below Chicago harbor. She succeeded in gaining the protection of the breakwater with two of the ferries, but the third broke adrift and could not be picked up owing to the big sea. She let go her anchors and is still out in the storm, having apparently suffered no damage. There is considerable danger, however, that the railroad cars with which she is loaded will loosen and go overboard.

Of the mammoth flag which was stretched across Congress street between the Auditorium, where the republican headquarters are located, and the annex nothing remains but two strings. Many others which were between the downtown streets were whipped to ribbons. The total rainfall was 1.44 inches.

TERRIBLE STORMS IN JAPAN.

Districts Impregnated with the Stench of Many Dead Bodies.

SAN FRANCISCO, Sept. 30.—The latest advices from Japan by the China report that further severe storms have occurred in the southern and western districts, in which the native part of Kobe suffered severely and railway communication between Tokio and Yokohama and the southern port was interrupted and is not yet completely restored. In Hiogo and Gifu prefectures enormous damage has been done to property and a large number of lives lost by floods which followed upon the heavy rain storms. River embankments have been broken down, thousands of houses demolished, bridges washed away, roads destroyed and growing crops devastated. The full amount of damage and loss of life have yet to be reported, but it will amount to something enormous.

Hon John F. Connolly, United States consul at Kobe, was a passenger on the China for Yokohama from Hong Kong. He gave a sad account of terrible havoc wrought by the floods. The splendid roads are things of the past, while the lower part of the town is in ruins and reeking with smells of decay. Many of the bodies of victims drowned in the overflow of the Minatogawa were still lying unburied amid the ruins and wreckage when he left and at another season of the year, he feels confident, the stench would quickly breed a pestilence. The people are in a sorry plight and they are staring famine in the face. On Mr. Connolly's trip up he saw myriads of tiny rice tassels floating about in great profusion, which indicate crops destroyed, and he believed that great suffering will follow.

[illegible]

Due Over the St. Lawrence Valley During the Night or This Morning.

CHICAGO, Sept. 30.—Prof. Garriott of the weather bureau said this morning: "The west Indian storm has moved west of north and is central this morning over northern Lake Huron, where the barometer, reduced to sea level, stands at about 29.32 inches. The westward movement of the storm has been attended by destructive easterly gales along the Atlantic coast. Over the lake region the norhthward advance of this storm has been attended by heavy rain and high winds, the highest velocity reported, fifty-two miles from the southwest, being noted at Buffalo. During today and tonight the storm center will move eastward over the St. Lawrence valley."

Syracuse Buildings Wrecked.

SYRACUSE, N. Y., Sept. 30.—The severest gale ever known in this city raged between midnight and 3:30 this morning. Thousands of dollars worth of damage was done. No lives are reported lost. The telephone, telegraph, street railway and fire alarm systems were demoralized. Trees were uprooted, houses were unroofed, chimneys were blown over and chaos prevailed for a time. The big grand stand at Kirk driving park was completely demolished. The Yates hotel was badly damaged by a falling cornice and the immense plate glass windows forced outword by the suction of the air. Several fires are reported from near towns.

Little Damage in New England.

NEW YORK, Sept. 30.—Last night's storm, though furious in this city and vicinity, as elsewhere in the east, did but little damage ashore, and thus far no great damage on New Jersey on New England shores has been reported. The greatest damage reported is by the prostration of telegraph and telephone wires. During the storm the Greenpoint Telephone exchange caught fire from a switchboard and was destroyed and caused a loss of $20,000. Fireman Hickey fell thirty feet and was fatally injured.

One is Dead and Six Injured.

BALTIMORE, Sept. 30.—It is reported from Texas, a small town in Baltimore county, Md., that one man was killed and six injured by last night's storm. All the regular steamers of the various Chesapeake Bay lines have arrived and report terrific weather at sea.

PUNISHES THE MUSSULMANS.

Sultan Holds Turks Responsible for the Massacres in Constantinople.

CONSTANTINOPLE, Sept. 29.—(Delayed in transmission.)—The extraordinary tribunal today convicted the first Mussulmans for the murder of Armenians and sentenced them to fifteen years imprisonment. At the same time, however, a long list of Armenians, suspected of being implicated in the outbreak, were condemned to death. The mission of Artin Pasha to reconcile the Armenians is not making any progress.

CONSTANTINOPLE, Sept. 30.—The text of the reply of the representatives of the powers on September 15 to the denial of the Turkish government of September 8 reiterates the charges of complicity of the Turkish officials in the massacres, says that the irritation caused by Armenian provocation had less influence in guiding the mob than the latter's knowledge of the immunity of the authors of the massacres in Anatolia, and adds that the facility with which the massacres were stopped shows the power at the disposal of the authorities and the bad use made of it for two days.

LONDON, Oct. 1.—The Cronicle's Berlin correspondent reports a Constantinople dispatch to the Frankfurter Zeitung, which says a committee of representatives of France, Germany, Austria and England has been appointed by the sultan to inquire into the cause of the late massacres in Constantinople, which were precipitated by an attack of Armenian revolutionists on the Ottoman bank. This dispatch reports also that the sultan's letter to Emperor William pledges protection to all Christians in Turkey except those engaged in anarchism.

Serious Rioting in Posen.

LONDON, Sept. 30.—The Berlin correspondent of the Standard says there has been serious rioting and bloodshed in the province of Posen and the old question of partitioning it among the neighboring provinces is being ventilated.

GIVE VETERANS AN OVATION

Two Magnificent Audiences Greet Them Last Evening.

OLD SOLDIERS EVERYWHERE IN EVIDENCE

Boyd's Theater and Karbach Hall Filled to Overflowing—Appeal to the People to Save the Country from Financial Dishonor.

The union generals, Alger, Sickles, Howard and Stewart and Major Burst and Corporal Tanner, who are campaigning in the interest of sound money and the republican national ticket, reached Omaha last night after having spent two days in Nebraska, delivering speeches at Hastings, Lincoln, Norfolk, Wayne and Blair. They reached the city at 6 o'clock last night and were met at the train by a committee of citizens and members from all of the Grand Army posts and Sons of Veterans camps of the city. Instead of holding a reception, they were escorted to their hotel, where they dined, and then rested until the hour for the evening meetings.

Seldom has the Boyd theater contained such an audience as turned out to greet the old veterans last night. It was a jam, and every seat from parquet rail to gallery was occupied long before it was time for Chairman Strawn to call the meeting to order. Laboring men were out in full force, while business men, irrespective of party, attended for the purpose of listening to the arguments for sound money. There were hundreds of women in the body of the house and in the boxes. The stage was occupied by members of the republican and sound money democratic central committees, Grand Army men, Sons of Veterans, state, county and city officials and members of the reception committee. While waiting for the arrival of the speakers, the Seventh Ward Military band rendered some of its choicest selections.

GREETED WITH CHEERS.

A few minutes after 8 o'clock Generals Sickles and Alger reached the theater, escorted by Colonel Moores and a detachment of Grand Army men, and were given a hearty reception, the audience standing and giving three rousing cheers, while the band played "Hail Columbia." This in turn was followed by three additional cheers, after which Chairman Strawn stated that it gave him great pleasure to announce that during the evening he would introduce General Daniel E. Sickles, who left one leg at Gettysburg; General Howard, who left one arm on the field at Fair Oaks; Corporal Tanner, who left both legs on the field at Seven Oaks, and the brilliant Stewart, adjutant general of Pennsylvania and commander of the forces of that state. The announcement was greeted with prolonged applause, after which Jules Lumbard of this city sang "America," the audience joining in the chorus. Before starting on the singing Mr. Lumbard created considerable enthusiasm by announcing that for years he had been a democrat and that this was the first time since the war that he had taken part in a political meeting. This meeting, he said, he considered a gathering of patriots, rather than a congregation of politicians. He ventured the opinion that this was a time when patriots were needed, as the conditions that confronted the country were as serious as [illegible] by plotters. Cheers followed cheers and after they had subsided, General Dan Sickles, the one-legged veteran, was introduced. Being unable to stand without the aid of his crutches, he occupied a chair and spoke while sitting.

LIKE A TEMPLE OF LIBERTY.

General Sickles paid a tribute to the Omaha audience, comparing it to a temple of liberty filled with worshipers, representing the honor, the integrity and the patriotism of a great city. They were all parties who were deeply interested in the verdict that would be rendered next November. The state of Nebraska, he predicted, would record its vote for McKinley and victory, placing the brand of disapproval upon the doctrine of repudiation as preached by William J. Bryan. Paying a glowing tribute to the American soldiers, the speaker argued that they were men to whom any nation could point with pride; they were not the ignoble conscripts, nor were they the tools of foreign kings, princes or potentates, but instead they were the best of citizens, men from the farms, the workshops and the business houses, men who when their services were no longer needed by their country returned to the occupations from which they were called.

Speaking of his own record, General Sickles stated that of his three score and ten years, half a century had he been a democrat, raising his voice in public and private for the good of that party. The time had come, however, he declared, when he had cast off the lines that bound him to the faction of the party led by Bryan, Altgeld and their followers, who represented repudiation and a platform that was anarchistic and revolutionary.

Summing up the platform of the democratic party adopted at Chicago, General Sickles said that it read as follows: Dishonesty is the best policy; the country is bankrupt, and the debts are to be paid in money of the value of 53 cents on the $1; if any man pays his debts with honest money he is disloyal; that in the constitution of the United States there is no authority for putting down mobs, mob law and anarchy.

Addressing the young men, General Sickles urged them to cast their votes for the candidates who represented sound money, prosperity and the protection of the American industry and the American home. He urged them to vote the traditions of their fathers, to vote for the honor of the country, and to never allow a stain to rest upon the stars and stripes.

During General Sickles' address he was frequently interrupted by applause, and as he finished speaking the cheering was prolonged, continuing for several minutes and then bursting out again. At the close three cheers for the general were given and repeated. As he left the room the band played, "There Will Be One Vacant Chair."

IGNORANT OR UNTRUTHFUL.

General Alger was introduced as the great cavalry general of the rebellion and the the right arm of Sheridan. Bowing an acknowledgment to the cheers that greeted him as he stepped to the front of the platform, General Alger said that he had for two days sped over the prairies of Nebraska at a rate of speed exceeding sixty miles per hour and that he had come in contact with tens of thousands of the voters of the state. He had found the people intelligent, loyal and patriotic and for the life of him he could not see how they could for a moment consider Bryan as a presidential candidate, standing upon the platform that was concocted at the Chicago convention. In Boston, the speaker declared that Bryan had stated, if correctly reported, that no nation ever prospered if its currency was upon a gold basis. If Bryan had made the statement he was either ignorant or was untruthful and unfit for the high office that he was seeking. To show that countries with the currency on a gold basis were prosperous, the speaker cited France, Germany, England and others.

The duties of the voters in 1896, the general urged, were as great as those that confronted the people of the United States in 1861. He urged them to stand by the polls as they then stood by their guns. He promised that his home state, Michigan, would give the republican ticket a majority of 75,000 next November and that Nebraska should be in line with a vote that would forever relegate Bryanism to the rear.

Cheers greeted the conclusion of General Alger's speech and after the band had