WRECKS LINE THE COAST.

RESULTS OF THE ATLANTIC STORM.

Seaside Resorts Practically Wiped Out of Existence—Terrible Experiences of Vessels Caught in the Gale—Many Lives Lost.

NEW YORK, Sept. 11.—Reports from along the Jersey shore show wrecks everywhere, there being sixteen between Barnagat lighthouse and Sandy Hook. All telegraphic communication with Fire Island was cut off yesterday, but the only damage done was to the plank walks. The water along the East and North rivers is not so high this morning as it was at flood tide yesterday, but many cellars and basements are still flooded, and business at the docks and along the water front is still being carried on under great difficulties. The vessels at anchor along the South-st. piers have the appearance of having passed through a veritable cyclone. The rigging of many of the crafts was torn into shreds and spars and masts were dismantled, while the waves beat with great fury against the vessels' sides, even as they lay at their piers.

Only two vessels have come up to quarters since last night. They are the new Morgan steamer Elmer, from New Orleans, and the Hamburg steamship California. The Elmer was detained twelve hours outside of the bar by the rough weather. The vessel encountered the hurricane on the night of the 9th inst. While there was no serious damage sustained, things on board were made lively and the decks were lashed fore and aft. The California has on board a big load of immigrants. She reports that on Sept. 9 she encountered a hurricane blowing fresh from the west, shifting to north and working to east-northeast off the Georges banks. It blew with terrific force from east-northeast. Continuing to port, arrived off the bar at 2 a. m., but could find no pilot boats nor station boats from which to take a pilot. About 7 a. m. the steamship Ardauha, bound out, hove in sight ready to discharge the pilot. Capt. Bauer decided to launch his after port lifeboat, manned by Chief Officer Knutt and two seamen and pick up the pilot. The difficult task was successfully accomplished and the boat's crew started to put off for the California. A terrific sea was running at the time, and when getting under the stern of the California an immense wave curled up under the steamer's quarter, capsizing the life-boat. A desperate and terrible sight was then presented to the passengers and crew of the California—four stout and brave men battling for their lives in the rough sea. Life-lines and preservers were instantly thrown overboard to the struggling men, who were nearly exhausted and in danger of being swept away by the gigantic seas. Fortunately they all managed to get hold of the life-lines and were dragged on board.

ON THE JERSEY COAST.

Atlantic City Not So Bad as at First Reported.

PHILADELPHIA, Sept. 11.—Supt. Dayton, of the West Jersey and the Camden & Atlantic railroads, was seen to-night, and was able to give a very favorable report as to the condition of affairs at Atlantic City. When the tide receded this afternoon gangs of men made their way from Pleasantville almost into Atlantic City over the Camden & Atlantic railroad, which is the older and more solidly built line. Telegraphic communication was at the same time established to within a short distance of the water-bound city, and the reports received showed that place to be in much better shape than had been anticipated. Wild rumors had gained circulation here to the effect that a conflagration was raging there. Mr. Dayton is informed that half a dozen shanties on the beach, near Georgia-ave., situated at the extreme end of the island, were destroyed by fire late last night or early this morning. The report of the demolition of the board walk is confirmed, and the booths, pavilions and places of amusement located thereon were likewise destroyed. No other serious damage to property is reported, and it is stated that there was no loss of life. A dispatch says: "Even the Shelbourne hotel was not damaged to any great extent." As the Shelbourne is one of the most exposed houses at Atlantic City, this serves to indicate that the damage cannot be very great.

Supt. Dayton says there is now but one big washout on the Camden & Atlantic road between Pleasantville and Atlantic City, and as a large force of workmen are there it is expected that this break will be closed in four or five hours. Mr. Dayton declares that he will be able to run trains over this route to Atlantic City to-morrow morning unless the coming high tide, which is due after midnight, inflicts more damage, and this contingency is rather remote, as the wind is reported to have shifted toward the northwest, which will have the effect of keeping the water down.

On the West Jersey road the situation is more serious, and it will be at least three days before the trains can be run over it between Pleasantville and Atlantic City. The Reading railroad is also said to be in bad shape, and some time must elapse before trains can be run, but with the Camden & Atlantic in proper condition Atlantic City will be once more able to communicate with the outside world. An attempt was made this afternoon to run a steamer from Somers' Point to Atlantic City, but owing to the force of wind and waves, the attempt had to be abandoned. The railroad people will try again to-morrow to get this steamer over, and she will be utilized in transferring to Atlantic City the people at places along the ocean front south of there who have been cut off by the washing away of the railroad tracks.

Communication was also had indirectly this afternoon with Sea Isle City. Postmaster Chester, of that place, made his way to the main land, and reports things in very bad shape there. The sea wall, which was built to protect the place from the sea, has been destroyed. About fifteen houses have been washed away, including the new Newland house, the Star house, and the Shakspeare hotel. The Continental hotel, which is the largest and most important hotel there, is all right. The Excursion house, which is directly on the sea front, and the Surf house are said by Mr. Chester to be in danger of destruction to-night. The Townsend Inlet bridge, which is a very important structure, and one that it will be hard to replace, is reported to have been washed away. No accurate estimate of the damage to the railroad tracks can be made by the officials, owing to the meager telegraphic facilities available, but it is known that many miles have been carried away, and that weeks will be required to place the lines where they were before the storm.

AT THE SUMMER RESORTS.

Great Damage Done at Long Branch And Other Points.

LONG BRANCH, N. J., Sept. 11.—This is the most severe and damaging storm that has visited this section of the New Jersey coast in the last fifty years. Here the surf ran so high that it washed the outer end of the great ocean pier and tossed its foam and spray two hundred feet inland. The bluff has again been badly damaged, and it will cost fully $170,000 to repair it. The worst cut in the bluff is opposite the site of the old East End hotel, north of the Hotel Brighton. Here the surf has eaten half through Ocean-ave., and every assault of the angry waters makes the gap bigger. Down in front of the United States hotel there is a cut that extends into the roadway. There is a third one at N. Bath-ave. All along the ocean front the surf has undermined the bluff, and to-night big chunks of dirt are falling down and being swallowed up by the boiling waters. The surf has twisted several of the iron piles of the ocean pier out of shape and torn off the railings at the sea end. Many of the hotel bathing-houses have been torn to pieces and the beach pavilions of the cottagers have been undermined and swept away. The big fence of Jesse Seligman, the New York banker, was blown down, as were also the ice-houses of the Elberon hotel. Many of the cottagers will have to build new bulkheads. Trees were blown down in all parts of the town and the shrubbery on the lawns of the cottages was torn up by the roots. The entire lot of new bathing houses of James H. Wooley at the front of the Howland hotel bluff were torn out and knocked into splinters in the surf. The telegraph wires are all down.

At Seabright everybody was scared nearly to death. A new inlet was cut to the Shrewsbury river leaving Sandy Hook an island as it was 100 years ago. The cottages of George Blagden and A. F. Carpenter at Low Moor toppled into the sea. Those of William A. Street and Col. W. L. Strong will probably go. Those of Dr. E. R. Tubbs and John Milton Cornell, are in a dangerous situation. The sea ran over into the river below the south end of the Octagon house and toppled over a cottage belonging to Esquire Howland. The brick walls of the new methodist episcopal church are a mass of ruins. The beach is strewn with debris of all kinds. Several bodies have been seen floating in the surf, but no one could recover them.

At Ocean Grove the big pavilions of Joseph Ross and Thomas W. Lillagoe have been badly racked.

At Avon-by-the-Sea all the bathing houses and the beach pavilions have gone to pieces.

At Asbury Park the damage consisted mostly of the sweeping away of the sand from the beach so as to leave Founder Bradley's big board walk along the ocean front high up in the air. The Colonnade hotel has lost its roof and the rain is beating into the rooms. Nearly all the buildings owned by the Highland beach association are badly injured.

LEWES, Del, Sept. 12.—No language can picture the terrible scene along the coast. The wind is blowing with almost hurricane fierceness, driving the rain with a force that cuts like hail. The half mile reach of sand between town and coast is a tossing, billowy ocean, bearing wreckage on every wave. Through the mist of spray storm-tattered sails and the naked masts of scores of deserted and dismantled vessels can be dimly seen. Since Monday night the storm has raged without abatement. Yesterday's dawn showed a hundred vessels which had caught the refuge of the breakwater. The refuge was insufficient. By 11 o'clock the sea broke over the breakwater, wrecked the telegraph station, carried away the big fog bell and pushed shoreward, sweeping away the steamboat piers and dashing the Italian bark H Salvatori against the iron government pier. The piers of Brown & Co. and Lence Bros. gave way and were swept to sea. The U. S. marine hospital was dashed from its moorings and sent spinning down the beach. The Lewes life-saving station, forty feet above high water mark, was flooded and its foundation undermined. Hugh's grove, between the town and beach, was submerged and its 200 inhabitants fled for life, leaving all their possessions behind. The first boat came ashore at 9 a. m. Then came another and another. The life-saving station crew, reinforced by the Henlopen and Rehoboth crews, went to work and have labored almost unceasingly ever since. The crew of every vessel that struck was taken off by those daring men and not a life was lost among the scores of men they handled. The following is a complete list of the vessels that came ashore:

Italian bark H. Salvatori, American schooner Henry M. Clark, British schooner Byron M, American schooners Alena Covert, Gertrude Summers, G. F. Becker, E. & L. Bryen, Maud Leonard, Mina A. Reed, Novena, Charles P. Stickney (total loss), Addie B. Bacon, S. A. Rudolph, A. & E. Hooper, Emily R. Dwyer, J., D. Robinson, American ship W. R. Grace American barge Timours, Danish bark Atlanta, American brig Richard J. Green, American schooner Maj. W. H. Tantum (total loss), Nettie Champion, pilot boat T. F. Bayard, barges Wallace and Tonawanda, and two others, names unknown. Also a vessel sunk off the Brown shoals, with all the crew drowned except two, who got ashore on a raft. Another vessel is ashore, in regard to which there is a dispute as to her being a bark or a three-masted schooner, as her top masts only can be discovered, as she is sunk on the shoals. It is not known whether her crew escaped. The total number of lives lost will probably exceed forty.

AT ATLANTIC CITY.

A Day and Night of Terror With No Hope of Outside Assistance.

PHILADELPHIA, Sept. 12—The first news from Atlantic City was brought to Pleasantville at 3 o'clock yesterday afternoon by five daring spirits, who fought their way unaided through the surging sea that covered the meadows. The trip was a perilous one, and, during the four hours they were battling with the waters, they met with many thrilling experiences. The party comprised a newspaper correspondent, residing in Atlantic City, and four others. They left Atlantic City at 11 o'clock yesterday morning and reached Pleasantville, a distance of seven miles, at 3 in the afternoon. They swam the deep cuts, crept cautiously over the swaying rails, supported only by the fish plates, forded the rushing streams, and, after many miraculous escapes, arrived at Pleasantville, drenched, bruised and exhausted, but happy at reaching the main land once again.

Soon after reaching Pleasantville they secured a special train and came up to this city, bearing the first authentic news of the situation at Atlantic City.

They tell the following story of the attempt to run trains from Atlantic City: When Tuesday morning dawned the situation was alarming in the extreme. Property owners were early afoot to see to what extent the waves and wind had damaged their holdings. Then the hotel guests appeared, the women wrapped in shawls and gossamers, and the men clad in storm coats, gum boots and close-fitting caps. They looked, almost without exception, the abject terror they felt. They hurried to the railroad stations, as if their very lives depended on the alacrity of their movements.

And once within these structures they did not heed the warnings of the experienced people who stood around. The meadows were flooded and a safe passage, even as far as the drawbridge, was impossible, but they rushed pell-mell into the cars and actually forced the railroad men into making an attempt to reach the mainland. At the Camden & Atlantic and West Jersey station, Agent Young and Stationmaster Mikesner superintended the preparation of the outgoing trains, and at the Reading station Agent Winters and Yardmaster Metz performed similar service. All four looked as if they were unwilling to sanction such a perilous undertaking, and were it not for the cheerful assurances of both engineers and train crews, all experienced men, they would not have yielded to the pressure. So the heavily laden "storm specials" left the two stations, followed by a fervent and heartfelt God speed from the crowds of people on the platforms. There were four trains in all, three from the Camden & Atlantic station, and one from the Reading. Each had a locomotive in front and one in the rear when they headed for the flooded meadow land, and they crept along over the hidden tracks as if fearful of a fatal plunge. They all went out between the hours of 6 and 9 in the morning, just as the high tide was nearing its full limit. The hurricane, too, was gaining in strength, and its fierce, sweeping gusts threw the water in volumes against the car windows and made the heavy coaches rock to and fro as if in momentary danger of overturning.

But long before the main land was reached the trainmen themselves began to realize the foolhardiness of their undertaking and decided upon a retrograde movement. Their engines were plowing through from two to four feet of water, which threatened every moment to put out the fires, and, as there was a regular sea ahead, there was no alternative but to return. So the engines were reversed and the trip back, now doubly hazardous because of the water's rise of several inches, was begun. Hardly a furlong had been covered, however, when the fires were extinguished by the rushing torrents of water, which now dashed against the cars with terrific force, breaking the windows and completely enveloping the trains in sheets of spray. When it became known to the passengers that their trains were helpless and at the mercy of the rising waters, there was a scene of panic that beggars description. Women screamed and fainted, children cried and men gave way to the general despair. It was only when the conductors went from car to car and declared that relief engines had been telegraphed for that the frightened passengers became more hopeful. When the rescuers did come it took a mighty effort to pull the trains over the sunken and twisted tracks, and it was 3 o'clock in the afternoon before the last train load of weary passengers was pulled slowly into the Camden & Atlantic station. The fire created another panic, for it came when the frightened and nervous hotel guests were endeavoring to get a few hours' rest. It was a period of terror for these people, and when they anxiously peered through their windows and saw the sky illuminated with the glare of fire, they sprang from their beds and rushed pell-mell to the lower floors, most of them in their night attire.

The flames were close upon them and the strongest assurances had no quieting effect. A guest at the Manion house, where there were over 280 people, the greatest number being women and children, describes the midnight scene incident to the fire as follows:

The women came rushing down stairs with blanched faces, wringing their hands and crying as if the day of judgment had come. Outside banging shutters, creaking signs, the howling hurricane, the hiss and swish of the swaying trees, the rushing, banging fire engines and the general commotion attending a fire at night struck terror into the hearts of those women, and they huddled together in the parlors and prayed and sobbed and listened to the consoling words of the men who knew full well the danger was still far off. The fright of these people was not ended until the fire on the ocean terrace had consumed the wrecked buildings.

When the high tide of Tuesday struck the frail dwellings along Mediterranean, Baltic and Arctic-aves., a stampede for life began. In one instance a woman was carried by her two stalwart brothers to a place of safety. In another a mother and father, observing the first law of nature, self-preservation, deserted their babe in the cradle, and on returning later in a boat found the little one dead. Men swam out from the flooded homes, bearing in their arms their babies, wives, mothers or sisters. Boats plied to and fro, carrying weeping women and terrified children from houses to high ground. No effort was made to save personal property, so sudden and unexpected was the terrible rise in the flood on the meadows. Horses were drowed in their stables and chickens by the hundreds were drowned, and their bodies strewn all along the cross avenues. Dozens of houses were picked up bodily by the waves, thrown across the railroad tracks or carried squares away from their original location. Some of them were taken far out on the meadows and tossed around like corks.

Late on Tuesday night the shrill whistle of a steamer was heard above the roaring of the surf. She came ashore opposite Arkansas-ave., and her signals of distress were promptly responded to by the crew of the Atlantic City life saving station. They hurried along the beach with their apparatus, but the great waves made any attempt at rescue impossible. The colored steward jumped overboard and was washed ashore in a dazed and exhausted condition. Capt. Bowen is of the opinion that the steamer went to pieces during the night, and that her crew perished in the angry sea. Fire-buckets and a water-cask were found on the beach this morning, inscribed with the name "Philadoux," and there is but little doubt that they belong to the ill-fated steamer.

It will take months for Atlantic City to recover from the loss the storm has caused. The wind still blows at the rate of thirty-five to forty miles an hour, and it is still raining. The beach tides have not been large, and, consequently, are unaccompanied by further damage. The meadows are still three and four feet under water. The damage to road-beds of the railroad companies is worse than was at first anticipated. Three or four foolhardy people reached here to-day from Pleasantville. They walked to the big railroad tower, where the principal washout is, when they swam and did the "hand-over-hand" act on the loose rails. One or two people started from here for Pleasantville, under the impression that they might catch trains for Philadelphia. How they succeeded is not known. It was a perilous journey.

GETTING AWAY.

People at the Summer Resorts Leaving in Crowds.

PHILADELPHIA, Sept. 13.—The trains over the Camden & Atlantic road to and from Atlantic City are running on schedule time to-day and with the exception of an hour's delay in crossing the meadows are running on time. The exodus from the seashore is great. The train which left Atlantic City at 6:55 this morning consisted of seven cars, all heavily loaded. The one which left at 7:30 brought the same number of cars, and following the two early trains was one of two sections which left Atlantic City at 8:30 a. m. It consisted of sixteen cars, all heavily loaded with passengers. The run across the meadows was easy, compared to that made by the first train yesterday. The water has almost entirely subsided and the roadbed is clean.

Until this morning no definite idea of the damage to the West Jersey road could be gained, but as the mist clears away and the spray disappears it is seen that the road bed is in terrible shape. Possibly the Reading road, taking the entire stretch into consideration, is the most completely wrecked, but as far as the work of repairs is concerned the West Jersey will need as much attention. The West Jersey officials dispatched heavy repair trains to the scene of the disaster yesterday, and will push the necessary repairs to a speedy completion. The Reading road has also several hundred men actively at work on the meadows.

The mails all along the New Jersey and Delaware coast, which had been accumulating since Monday last, owing to the trains being detained, commenced arriving at the postoffice yesterday afternoon and were very large. This morning another large batch came up from Atlantic City, Absecom, Ocean City, Seagrit, Pleasantville and Sea Island City, the latter being the first to arrive from that point since the storm set in, and consisted of nearly twenty pouches. Some of the mail matter, particularly that from Sea Island City, was in very moist condition, on account of being carried some distance on boats through the storm.

A Pleasant Prospect.

[N. Y. Weekly.]

She—"Ma says she knows that when we are married we won't live so like cats and dogs as she and pa do."

He—"No, indeed. Your ma is right."

"Yes, she says she is sure you'll be easier to manage than pa is."

The Big Sunday Papers.

[Life.]

Knicker—"Did you heah what was the mattah with Chappie De Twott?"

Bocker—"Nervous pwostwation caused by ovah-exertion, I believe, aw. He twied to carwy a Sunday papah home alone."

THE SHORT-HAND CLASS.

FOURTH LESSON GIVEN THIS MORNING

Our Popular Course of Ten Lessons Begun Three Weeks Ago—An Easy, Practical Course in the Pitman System—The Fourth Lesson.

[Prepared especially for THE SENTINEL by Prof. Eldon Moran of St. Louis, author of the "Reporting Style" series of stenographic instruction books. Copyrighted.]

The fourth lesson of the series with explanatory matter is here given.

When two or more persons meet together for dictation practice, the following plan may be adopted: Be seated all at one table. Limit your attention to the lesson upon which you may be engaged. Do not practice for speed upon any exercise until you have learned to phrase and outline it correctly. Each student should in turn read to the other members of the group, the exercise being read, not from the print, but from the notes last taken. When all the members of the circle have read in turn, compare the last draught carefully with the original, and repeat until errors cease to be found. Write the list of words a number of times, reading them as often. Dictate slowly at first, gradually increasing the speed. Afterward ascertain which student is able to read the entire list in the shortest time. In dictating an exercise read the sentences in the natural way, not as a clock ticks, but as they would be delivered by a public speaker, allowing the intervals to occur between clauses rather than between words. When the members are not equally advanced, those who can do so may write each sentence or word dictated twice or three times, or oftener, instead of once only. It is by no means necessary that all the members of such circle shall have the same progress in order to derive great benefit from it.

Hints to Students.

In learning the list words a good plan is to write the proper characters in a column at the left margin of a sheet of practice paper, afterward filling out each line by writing the words over and over, gradually increasing the speed. Always carry in your pocket a copy of this paper containing the shorthand lesson of the current week, to read at leisure moments, while traveling, waiting for cars or steamers, for lazy people to keep their appointments, or whenever an opportunity for a few minutes' study may be had. Most pupils press the pen too hard on the paper, making both the light and heavy lines heavier than they should be. This extra pressure means more friction, more labor, more time, less speed. The rapid stenographer always touches the paper lightly. It is an excellent plan to cultivate lightness of touch by frequent practice in writing the thin stems as fine as possible, executing them rapidly, barely touching the paper with the pen.

The learner who also cultivates a compact style of writing will in the end be more rapid and accurate. By compactness of style is meant that the characters be written not only small, but closely together. The hand writing of most all beginners is too large and sprawling.

LESSON IV.

KEY TO PLATE 4.

4 Fee fie vie ile lay lee mow (verb) mow (noun).
5 Oaf eve eel isle ire our life lower.
6 Nile knoll kneel name lope league chore boil.
7 Nose face sign save sore sown aims James.
8 Dio leech sours soils arise Fido voyage Milo.
9 *Word-Signs*—For have will me my him in any no.
10 Never now give anything that first we you.
Translate Ls 11 to 15. (The words in Ls 11 and 12 occur also in the exercise below.)

After *n*, *sk*, and in some other cases, *l* is written downwards. See L 6. It is then called *el;* and when struck upwards, *lay*. The signs for *I*, *oi*, and *ow*, should be made as small, light, and sharp-angled as possible. When two vowels are written by one stem, one is placed nearer, according to the order in which they occur. The circle *s* is always written on the *inside* of curves. At first, curves are difficult to write. As to degree of curvature, they should be nearly one-fourth of a circle. Be careful to bend them evenly throughout. In this and all remaining Lessons, spend at least two hours in copying and re-copying the Plate. Then write the words as they are read to you from the Key, compare with the Plate, and repeat until no errors are found. Also write and re-write the exercise a number of times. Occasionally transcribe your short-hand, and compare the translation with the original print. At first write *slowly*, and with *great care;* afterwards increase your speed gradually.

First—Practice on Plate 4 until you can copy it in two minutes.

Second—Spend twenty minutes writing the word-signs in Lessons III and IV as they are read to you miscellaneously.

Third—Write in short-hand the following Exercise:

Knee nay nigh know oil safe save file feel vale vile fame foam Lyle loaf loam Maine lief leave moil knife leak bore door fore pore pale pile peel bale bile falls tolls vice.

8

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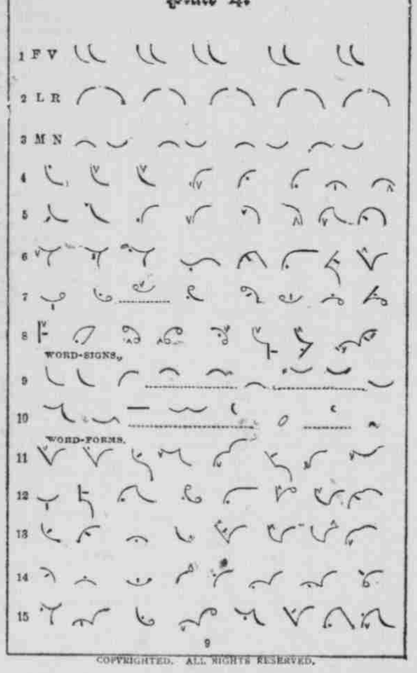
Plate 4.



9

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TANNER IS FORCED OUT.

HE RETIRES UNDER A VERY HOT FIRE.

The Subject of the Commissionership the Principal Topic of Conversation—Noble Would Have Gone if Tanner Had Not.

WASHINGTON, Sept. 11.—President Harrison has received the resignation of James W. Tanner as commissioner of pensions. In his letter conveying the resignation it is said the commissioner writes that he recognizes that differences exist between himself and the secretary of the interior respecting the administration of the pension bureau, and those differences being radical, in the interest of a thoroughly satisfactory administration of the office, he should resign.

WASHINGTON, Sept. 11.—The crisis in the relations between Secy. Noble and Pension Commissioner Tanner, which, according to the former, had been reached to-day, continues without settlement at a late hour to-night. Upon the best authority it may be said that the commissioner has not been removed nor has his resignation been requested by the president. The same authority says, what has been patent for some time, that serious differences have arisen between Secy. Noble and Commissioner Tanner over questions concerning the administration of the pension bureau, but not in any wise affecting the commissioner's personal character, in the sense of imputing any corruption in his acts. This same authority conceded that these matters related principally to reratings of the pensions of employes and officials of the bureau and others, and to certain statements credited to the commissioner in interviews and speeches. That is the position of affairs to-night, but when the authority quoted was asked if it would probably remain so, he declined to commit himself, saying he had no intention of entering the field of prophecy.

The air has been full of surmises and rumors all day respecting the case of Commissioner Tanner, but the unanimous opinion is that a change in the office is imminent. The commissioner has not been at the office to-day, having spent the morning at his home, in Georgetown, and most of the afternoon at the white house, in consultation with the president and Secy. Noble. The secretary is reported to have said that the president must decide which one of the two he will retain in his present position, the commissioner or himself, but he will not talk of the matter to newspaper people, and the commissioner at this time is equally non-communicative.

First Deputy Commissioner Smith has been in charge of the office to-day, but whether by especial designation of Secy. Noble or simply in the absence of the commissioner, cannot be stated definitely. In all the excitement over the matter, the lips of officials directly connected therewith seem to be sealed. Since yesterday morning the disposition of the case has been under advisement at the white house.

Secy. Noble has had several conferences with the president, and Secy. Tracy, who is generally accepted as Commissioner Tanner's friend and advocate, has had as many hearings, but what is the result of them all has not been declared. It is generally believed that the principal topic of discussion at these conferences was what to do with Mr. Tanner, in case a change shall be made in the office of commissioner of pensions.

Two appointments have been discussed in this connection outside of the official circular—U. S. marshal for the southern district of New York and register of the treasury. The first, it is said, Commissioner Tanner can have if he leaves the pension bureau, without doubt. As to the other office, President Harrison is quoted as saying that he had no intention of removing Gen. Rosecrans. It is said to-day, however, that the president was ignorant until yesterday of the fact that Gen. Rosecrans is drawing two salaries from the government, one as register of the treasury, and one as brigadier-general. The gentlemen who mentioned this to him says that the president was much surprised at learning it. The office of marshal pays $3,500 and that of register $4,000. Mr. Tanner is reported as being very reluctant to return to Brooklyn.

With the rumors of a change in the head of the pension bureau has come discussion of the possible successor to Commissioner Tanner. Senator Hiscock is credited with pushing the claims of Ex-Pension Agent Poole of Syracuse for the place. Ex-Gov. Foster of Ohio, who was alleged to have originated the scheme to provide for Commissioner Tanner by making him register of the treasury, is said to be supporting Gen. Charles Brown of Cincinnati, who was a prominent candidate for appointment with Tanner. It is the general impression that New York will not again be favored if a change is made.

At the pension bureau the rumors concerning the tenure of the commissioner have had a disquieting effect, naturally, and a speedy settlement of the controversy is essential to good administration of the office.

One report to-night was that President Harrison had advised Commissioner Tanner to resign. Gen. Alger, commander-in-chief of the G. A. R.; Gov. Foraker of Ohio and Commander Wilson of Kansas are all said to have telegraphed Tanner, urging him not to resign. These messages, together with the influence of his wife, are said to have been instrumental in holding the commissioner back from following the advice of the president. Mrs. Tanner is reported to have said that if her husband resigned the office of commissioner of pensions, she would choose to take in washing rather than that he should accept the office of U. S. marshal for New York. To-night a committee of G. A. R. of the district, headed by Gen. S. S. Burdette, ex-commander-in-chief, called at the white house to see the president in behalf of the commissioner of pensions, but it was after he had retired. He sent word that he would be glad to see them in the morning. Several G. A. R. friends spent the evening with the commissioner, but they declined to say what, if anything, was the result of their conference. The commissioner steadily denied himself to newspaper men.

Senator Frank Hiscock entertained Vice-President Morton and Secy. Tracy at his hotel to-night. The pension commissionership, it is believed, formed the principal topic of conversation.

Secy. Noble was averse to saying anything on the subject for publication. He did say, however, that, aside from the official correspondence in the case, President Harrison had written a letter to the commissioner conveying in cordial terms his esteem for Mr. Tanner. "And I am glad he did so, too," continued Secy. Noble.

Reference was made to the published statements of an unfriendly feeling between the secretary and commissioner. Mr. Noble said that there had been no break in his personal relations with Mr. Tanner and that there was nothing personal in the causes which led to the severance of their official relations. The secretary said it was entirely due to a difference of opinion in regard to matters of official administration. The secretary called attention to a letter received this morning from Secy. Tracy in which he desired Secy. Noble to contradict the report of the interview which is said to have taken place at the white house. Secy. Noble said that the story of a wrangle between himself and Secy. Tracy was made out of whole cloth and was true neither in word nor thought. He added that the same cordial relations existed between himself and Secy. Tracy as between the other members of the cabinet.

Commissioner Tanner so far has made no plans for the future. He will continue to live in the district for some time. He has a lease for a year of the residence in Georgetown which he now occupies, and it is furnished with furniture which he brought from his home in Brooklyn.

Speaking about the Tanner case to-day, Private Secy. Halford said: "You know the president is not a believer in much talk, and I don't like to say anything about the pension office, but there are one or two misstatements that ought to be corrected. No issue was ever made by Secy. Noble to the president as to whether he or Mr. Tanner should go. Next, there was never any formal cabinet consultation about the matter, and there was no disagreement whatever among the members, much less any exchange of incivilities. The president had, several times during the summer, made suggestions to Mr. Tanner which he hoped would have a good effect, as he feels very kindly toward him personally. The question was not at all in the president's mind whether one of two persons should go."

WASHINGTON, Sept. 14.—The *Star* says that the president tendered the pension commissionership to Maj. William Warner this morning and that the latter has taken the matter under consideration, with the chances in favor of his declining it on the ground that he cannot afford to surrender his present business engagements. In conversation with a reporter this afternoon Maj. Warner intimated that he had not yet reached a conclusion in the matter. The impression in Washington is that the matter will be settled by the president during the coming week, and that the appointment, when decided upon, will be first announced at Deer Park. The preparation of the commission is a matter of the merest routine, and will require very little time. The president is supplied with a blank form which can be filled in and signed as soon as the appointment is determined upon.

THE G. A. R.

Many Posts Are Rallying to "Jim" Tanner's Support.

[Washington Special.]

The G. A. R. brethren all over the country are sending telegrams to Tanner, and here are some examples:

At a meeting of old soldiers at Garden City, Kas., on Tuesday, the secretary was instructed to send the following dispatch to Tanner: "Eighty-two thousand republican majority in Kansas demands your retention in office. Hold the fort, for we are coming! The loyal sentiment is with you."

The G. A. R. post at Duluth, Minn., telegraphed the corporal: "Don't surrender to the brigadiers; the G. A. R. is with you. You are doing right. Don't be bulldozed."

From Lynn, Mass., comes the following greeting to the corporal: "Bully for you, Jim. You are doing exactly right and if Harrison interferes with you he'll hear from us."

From Greeley, Col., is the following: "The survivors of the Union army in this vicinity congratulate you on your splendid administration of the pension office. We can not believe that President Harrison will dispense with you. If he does, we will see him later."

From Chattanooga, Tenn., the corporal received this message: "The G. A. R. boys here are with you to a man. You are the first enlisted man to be given a prominent office. We want you to hold it. Do not be intimidated by the shoulder-straps."

From the soldiers' home at Dayton, O., the corporal received this message: "We are with you. If the administration does not sustain you fully, good-bye, Foraker."

From Leamers, Ia., the corporal is greeted thus: "You are the pride and joy of the G. A. R. Don't surrender. Don't resign. Harrison dare not remove you."

Why He Was Sacrificed.

[St. Louis Republic.]

He is sacrificed now, not because he has changed in any way—either in his character, his purposes, or his methods—since he had the open indorsement of President Harrison and Secy. Noble, but because it had become necessary to repudiate him, and with him the previous indorsement, in order to save the administration from consequences which it was not willing to face, in view of the recent debt statement, to be followed so closely by the assembling of congress. It is a cowardly and pitiless desertion of a man whose naturally light head had been turned by the notion that he was the chosen instrument for the furtherance of a great cause—a cause which had been sanctioned by his party in its platform pronouncements, and indorsed by his official superiors after he had entered upon the work which he supposed himself placed there to do.

Coming by Fast Freight.

[The Epoch.]

A girl who had got tired of single blessedness, wrote to her intended as follows: "Dear Jim: cum rite off if you are cummin' at all. Ed Hilton is insistin' that I shell heve him, and he hugs and kisses me so much that I can't hold out much longer."

For fever and ague, and miasmatic diseases, Ayer's Ague Cure is a positive remedy.

NOTICE.

To Whom It May Concern:

Notice is hereby given that the Board of Trustees of the Town of Brightwood will meet in Brightwood at their regular place of meeting Monday night, September 23, 1889, to hear any and all grievances, and all other matters pertaining to said improvement of Lawn street, which improvement final report has been made to the Board of Trustees of the Town of Brightwood, which final report is now on file with the Clerk of said Town of Brightwood for examination and inspection.

By order of the Board.

JOHN H. WINENOW, Town Clerk.

NOTICE TO WHOM IT MAY CONCERN: Notice is hereby given that Louis Kraus, formerly of Ripley county, Indiana, and was a son of Adam and Amrio Kraus, is dead, and left an estate of $1,000. The following named are the heirs: John Kraus, Batesville, Ind.; Adam Kraus, St. Louis, Mo.; Margret Elerman, Zenas, Ind.; Elizabeth Meckstenheimer, Cincinnati, O.; Katie Hollier, Indianapolis, Ind.; Amrio Knahlangh, New York. For information address John Kraus, Batesville, Ind. 6-3

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