STILL AFTER AMERICA'S CUP.

MR. SWEET ORDERS A CUTTER TO FIGHT FOR IT NEXT YEAR.

Mr. Muir of Glasgow Also Wants the Honor of Winning It—Gen. Paine Leaves for Boston—Mr. Bell Not Satisfied Yet—The Mayflower May Grapple the Thistle.

Caledonia comes up smiling. She will try again next year to take away our cup. The frosty wake of the Thistle had not vanished into the billowy emerald of the sea on Friday before a gallant Scotch yachtsman, who saw the wondrous sloop eating to windward of the cutter, determined to make an effort to restore the diminished glory of his native heath. He is said to have been confident before the races that the Thistle would beat the centre-boarder, and to have indicated to his friends that if the cutter failed he would see about building one that would have a chance to succeed. Nearly every sportsman in town knows the name of this ambitious yachtsman. It is Charles Sweet, the owner of the slippery twenty-ton cutter Clara, designed by Mr. William Fife, Jr., of Fairlie.

Mr. Sweet is a young marine lawyer of New York and London. He has been a member of the New York Yacht Club for eight or ten years, and probably has more friends in America than elsewhere. He is popular among yachtsmen and clubmen, and can sail a boat as well as the best among American Corinthians. He was born at Ayr, about thirty miles from Fairlie, the residence of the Fifes, well-known yacht builders. He formed the acquaintance of young Mr. William Fife, who designed and built the Clara for him. Since Mr. Fife has been here, he and Mr. Sweet have had frequent talks about yachts, the outcome of which, it is related, is that Mr. Fife has an order to build a cutter, the sail-carrying capacity of which will be equal, in proportion to tonnage, to any beamy centre-boarder we have. Whether this yacht will be a racer of the first, or Volunteer class, or of the second, or Shamrock and Titania class, could not be ascertained last night, as neither Mr. Sweet nor Mr. Fife had returned to their hotels at a late hour.

Yachtsmen are inclined to think that the model will be for a second class boat. The Clara is an exemplification of the theory of the narrow-beam cutter advocates. Her sail-carrying capacity per ton is greater than her only rival here, the Cinderella, which she has repeatedly beaten. It is more than likely that the new contestant will be of the narrow type.

Mr. Sweet is a member of the Royal Thames Yacht Club and the Royal Clyde Yacht Club. His picture hangs in the model room of the New York Yacht Club among a group that includes the Prince of Wales. There is good authority for the announcement that Mr. Sweet has resigned from the New York Yacht Club and has notified Secretary John Bird of his intention to send a challenge, probably through the Royal Clyde Yacht Club, for our treasured trophy. Gen. Paine said last night that he thought there was nothing in the deed of gift that made it necessary for Mr. Sweet to give up his connection with the New York Yacht Club if he intended to challenge. Mr. Sweet probably thinks this course the proper one under the circumstances. Mr. Sweet is also a member of the Eastern, Atlantic, Seawanhaka, Corinthian, and Larchmont Yacht Clubs.

Preceding the announcement of Mr. Sweet's intention to take a shy at the cup, came the following slightly inaccurate despatch:

GLASGOW, Sept. 30.—Mr. Muir of Dumbarton, the owner of the yacht Mabel, has determined to build a ninety-ton cutter to compete for the America's cup in America next year unless Mr. Bell again challenges for it. The designer of Mr. Muir's boat will be Mr. Fife, Jr., of Fairlie, and Capt. Robert Duncan of Gourock, now master of the Marjorie, and formerly master of the Madge will be her captain.

The Scotch journalists, Messrs. Wilson and Bell, who came over here to report the cup races, said that the Mr. Muir mentioned in the despatch was Mr. William A. Muir of the Anderson Foundry Company, a member of the Royal Clyde and the Royal Northern Yacht Clubs. He entered his yacht in the jubilee race, and was a liberal subscriber to the prizes.

The journalists said that they had seen young Mr. Fife about the despatch, and he said that he had not received any order from Mr. Muir, but that he was willing to undertake to design a 90-tonner to beat the Volunteer. This question naturally suggests itself: Will Mr. Muir's or Mr. Sweet's cutter have precedence?

Governor Kortright of the Regatta Committee of the New York Yacht Club said that the notification of a challenge to be made in the future would not necessarily entitle the prospective challenger to any more consideration than any other challenger with an unbuilt boat. Both Mr. Sweet and Mr. Muir would have to give the six months' notice required by the deed of gift, with the water-line measurement, name, and tonnage of the vessel. The America's Cup Committee would decide whether or not two challenges could be accepted and two sets of races held. It is the whole fleet of American schooners once sailed against an English yacht in defence of the cup.

Mr. Bell is not satisfied with his contests with the Volunteer. He is anxious to try his yacht against the sloop in a triangular or quadrangular race before he takes her back to England for sale or her owner here. He believes the Thistle can beat the Volunteer in reaching and running.

Chairman Williard of the Regatta Committee of the Larchmont Yacht Club asked Secretary York of the Royal Clyde last night if Mr. Bell was willing to enter the Thistle in a race over a forty-mile triangular course on the Sound with the Puritan, Mayflower, Atlantic, and Priscilla. Mr. York answered that the Thistle would willingly enter the race.

There is little doubt that Mr. Morgan will put the Mayflower back into commission just to see what she can do with the Scotch cutter.

The captains and crews of the boats, which lay off Tompkinsville all day yesterday, were rather gloomy over their failure to get the big prize money they confidently expected to get before the cutter raced the Volunteer. Capt. Barr may have a chance at more prize money next year, as Mr. Sweet will get his new boat ready to race over the course next fall. The Thistle's owner and designer will probably sail for Europe on the City of Rome on Oct. 12.

Sailmaker Ratsey said the reason the leech of the cutter's forestaysail fluttered so much on Wednesday was because it had no battens in it, like the Volunteer's. He said battens were an English invention, and that he would use them hereafter. He says he thinks a keel boat cannot be made to beat a centreboard in windward work.

Gen. Paine thinks that is true of big boats, contrary to the opinion of his eminent designer, Edward Burgess.

Many were the eyes turned eastward yesterday from bay bound travellers in the hope of getting even a glance of the gallant defender of America's glory as she lay off her favorite anchorage. But the patriotic fog had wrapped her in a loving embrace, and jealously guarded her from inquisitive eyes, as Time drawing closer about her and showering rainy kisses upon her spars, decks, and lowered sails. The ocean, too, felt kindly toward his victorious mistress, and sent gentle swells to rock her softly and tiny waves to lick her sides. All this homage the Volunteer accepted gracefully. Her sides were dignified, queenly, but not haughty, with all her honors, and she bore meekly the discourtesy of the black-hulled mischief who turned her tide-swung back full upon her like a spoiled child jealous of another's fortune. Near by the Atlantic and the Puritan hobnobbed together with many a lazy gesture, gossiping about the beauties of this beautiful stranger who had stolen their laurels.

Aboard the victor all betokened relaxation. The race was over, the effort and excitement done, and now for a good lazy hour. A group of seamen stood forward idly smoking and peering into the fog. Overalls and yachting shirts were strung to air upon the braces, coils of rope hung loosely about the capstan, the mainsail fell sprawling upon the deck, and other informalities showed the queen in négligée. Yet all was clean and neat as wax, the morning scrubbing and polishing had been duly done, and now some tars were rubbing down with soap and stiff brushes the oilskins soiled the day before. Capt. Haff leaned against the cabin. One hand was in his pocket, the other steered a briarwood to and from his lips, from which issued at each removal of the pipe reflective and contented threads of smoke. He greeted a reporter affably and talked quietly about the race.

"There's no use talking," said he, "the Thistle is not the boat to beat the Volunteer. She hasn't got the grip upon the water, she can't point, and when it comes to work before the wind, why we can hold our own there too. I understand they have acknowledged the value of the centreboard since yesterday. All right; when they send us centreboarders they will stand some show for the cup. I don't blame them for bragging as they did, for mind you, the Thistle's an almighty fast boat, and as for pointing, why no doubt she points better than any boat they have on the other side. The trouble, you see, was they had nothing but cutters to compare her with there. If they'd had even a medium good centreboarder to show them how to point, may be they wouldn't have felt so sure before they came.

"Her keel's too light in front, too. On those big swells she couldn't reach down for a hold and the wind would twist her up again. She wobbled. Capt. Barr kept pinching her all the while. He tried to make her do more than the model was able to. This was particularly the case in the first part of the race when he saw how much better the Volunteer kept to the wind, and he lost the good deal by it, and he'd have done much better if he'd minded his own boat and not tried to follow our lead. After he'd sailed an hour or more he saw the Thistle couldn't do it and gave it up. Then he did a great deal better, but still pinched her entirely too much. I think he lost a good couple of minutes in that way. His sail fluttered all the way out.

"On the whole, though, the Thistle was sailed a great deal better this race than on Tuesday—a great deal better. Capt. Barr learned by Tuesday's race that the Thistle couldn't point alongside of the Volunteer, only he didn't learn it quite hard enough. Make her work altogether, though, and her defeat was not in the handling, but in the model. She was sailed well."

"You said the Volunteer could hold her own with the Thistle before the wind. How do you, then, account for the latter's gain on the home course yesterday?"

"Now, that," replied the Captain, "is where everybody makes a mistake. The gain was only apparent. When the Volunteer turned the stakeboat she suddenly bounded away at a much faster rate than she herself made going there, at the same time, too, as the Thistle was sailing against the wind. When the Thistle turned she, too, bounded off, and merely made up this difference. The wind freshened, too, and the gain was only one of time; and, for my part, I believe she was just as far behind in distance at the finish as she was when we reached the stakeboat.

"As for the Thistle people saying that the wash of the steamers bothered them, I don't believe it. None of them were ever close enough to make a wash in that race. As for us, we were never troubled once. They say, too, that the steamers retarded them off the shore by creating a back current. That's nonsense, too. If they knew the shore they'd know there was a shore current all the time, that gets stronger the nearer you are in. If the Thistle got more of this than the Volunteer it was her own fault, because she couldn't keep as far out as we could."

Capt. Haff complimented THE SUN'S story of Tuesday's race before the reporter left, and said he hadn't read any of the papers on the last race yet.

Gen. Paine had nothing to say of the way the Thistle was handled. That she was sailed well, he said heartily, but would discuss no particulars. He will probably not enter the sweepstakes talked of by the Larchmont people. He didn't think the event would come off, and though he was willing to enter the Volunteer, he was not going to await further developments. He has given orders to make the Volunteer ready to a homeward journey, and, once started, he would not return even if the sweepstakes were gotten up. The Puritan also had been ordered to prepare for home. No day was set for the starting of the Volunteer. Her extra sails were packed in the Atlantic club house, and he did not want to take them aboard before the weather had thoroughly cleared up. When that time came the Volunteer would make for Boston, race or no race, unless something was done about it very quickly. On Monday the work of replacing the Volunteer's furnishings, taken out for the cup race, would go forward. He was anxious to get home, as the season was two weeks later than the usual Boston date for taking yachts out of the water. Regarding the continual flapping of the Thistle's leach, he said it was partly owing to the wind and partly to a bad sail. The Volunteer carried no battens in her mainsail, though the pockets gave rile to the supposition that she did, and yet the sail drew perfectly.

Mr. Burgess smiled over Capt. Haff's reasons, as given above, for thinking the gain of the Thistle before the wind only apparent. He was inclined to think there was something in it, though he didn't believe it accounted for all the gain in time. Mr. Burgess shook his head when asked if he would build a boat to meet the new cutter which Mr. Muir of bonnie Scotland is said to be projecting for a trial next September. He only built upon order, he said, and he had no orders in hand now. As for a cutter, he was not prepared to say, as was reported, that he could build one to beat the Volunteer, but he would like to try if some one would give him the order. So long, however, as the British send stiff cutters he would elect to meet them with centreboarders.

Gen. Paine and Mr. Burgess left Bay Ridge by the 4:40 boat for New York, met their friends at the New York Yacht Club and bid them a hearty goodby, and took the 10:30 sleeper for Boston.

LONDON, Oct. 1.—In commenting on the yacht race the *Telegraph* says:

We are whipped and honestly beaten, nor ought a single unpleasant word to be uttered impugning the honor and glory of the victors. We are sorry to record the victory, but the Volunteer is a better all-round racing ship. The Thistle could probably outsail the Volunteer on a long sea voyage. The former was defeated, but not disgraced. We hope to repeat the challenge in 1888.

The *Times* says:

It is now perfectly clear that if we are to beat the Americans in their own waters and bring back the cup, we must condescend to take a leaf out of their book.

THE CAREER OF A FAKIR.

Some of the Experiences of a Travelling Side-Showman.

From the Syracuse Standard.

The funeral of Eddie Winger yesterday morning from St. Joseph's French Catholic church was largely attended, the accomplished young fakir having an extended circle of acquaintances. Burial was in the First ward cemetery. The "Professor," as he was commonly called, a title borrowed from side-show handbills describing his powers of ventriloquism and legerdemain, was a well-known character about town. Like most showmen he had a genial, sunny disposition, and those who frequented his mother's little saloon in Market street, near the City Hall, over which he presided during the last two years of his life, will not soon forget his fund of quaint stories of fakir life, and of his ambition to return to it and outshine some upstarts who had usurped his legitimate field. He tended bar only from force of circumstances. Consumption had fastened itself upon him, and he was compelled to relinquish the vocation to which he was born. Almost to the last he was hopeful of recovery, and when the time came for country fairs he yearned with all his professional pride to be holding forth again to the gaping countrymen in a little canvas show-tent, with the exterior all covered with enormous pictures of snakes, fat women, living skeletons, and gifted professors like himself in the act of swallowing a sword or doing ventriloquial business with figures on each knee representing a negro and an Irishman.

Young Winger picked up all he knew. He was an ingenious fellow, handy with tools, and made all sorts of boxes with false bottoms and invisible drawers, whereby he could extract doves, eggs, and the like from empty places, and vice versa make them disappear in a manner altogether unaccountable and mystifying to the rustic eye. He used to say that if he had the means and appliances he could not only duplicate everything that Hermmann and other celebrities did, but could perform tricks that would eclipse the best of theirs. He talked in a vague way of certain conceptions of his own which would make him famous as a prestidigitateur as soon as he got the money to carry out his plans. He practised ventriloquism until he was a success at it in his limited way. He could go through the Punch and Judy business in the droliest style, and when the snake charmer got drunk he could handle the stupefied reptiles with a skill and daring inferior to nobody's. Besides his other accomplishments the Professor had a loud voice and a rapid style of utterance, and whenever he mounted a chair at the outside of the tent door to howl forth the list of brilliant and fascinating attractions within, only those rival showmen who possessed the most extraordinary lungs could outshout him. He was familiar with the ups and downs of the business, and was as jolly and bright when dead broke in a strange town a hundred miles away from home as when he found himself a hundred dollars ahead at the close of a successful county fair. One of the last of his engagements was with a man named Tuck, who travelled through the State in the winter of 1883-84 with a "museum" of living curiosities, finally renting the store 20 East Washington street, which was then vacant.

A scandale came one night and levied on all the property of the concern, which consisted principally of a big pictorial representation of a wild Patagonian cannibal and a beautifulmoss-haired princess. Tuck took all the money the show had taken in that day and got drunk, and the curiosities had not a cent. It was a bitter cold night, and when reporters went into the place at midnight the show people, nearly freezing, were trying to weather it through to save hotel bills. The wild Patagonian cannibal had taken the ferocious-looking rings off his ears, to which they were clasped, not inserted, and admitted that he was a common, every-day darky who had been picked up at Boston.

The beautiful moss-haired princess was a girl of a shady reputation from New York, and an "electric lady," who was billed to administer a shock to every spectator who touched her hand, had had to give up to the constable the electric battery that was concealed under her chair. Winger, who had left the show the day before for not getting his salary as a ventriloquist, was the only person connected with it that was not a sham and a delusion. A shrewd, active, merry fellow, he loved of all things to tell those who could appreciate the humor of them, the innumerable bare faced frauds, the mermaids, sea monsters, Albino girls, and such like "curiosities" which side-show men practised upon the public.

Davitt Doesn't Tell his Business.

Michael Davitt, at the Gilsey House, denied the story that he had come to heal up wounds alleged to have been inflicted by Editor O'Brien during his stay in this city. "I am here on private business," said Mr. Davitt, "and I am sorry I ever gave the city to day, for where I am not prepared to day."

Mr. Davitt was not at the Gilsey House last night, but it was said there that he had not left the city.

An English Sparrow Syndicate.

From the Albany Journal.

To encourage the extermination of the pests a syndicate has been formed to take 50,000 sparrows, ostensibly for eating purposes. Joseph Clark is its agent in Albany, and he offers to buy 5,000 birds at the rate of $1 per hundred. It is not generally known that there is a law prohibiting the feeding or sheltering of these birds. Section 6 of chapter 427 of the Laws of 1885, relative to the protection of song birds, says: "The English or European house sparrow (*Passer domesticus*) is not to be counted among the birds protected by this act, and it shall be considered a misdemeanor to intentionally give food or shelter to the same" and with regard to the penalty for its violation, section 7 says that any person or persons violating any of the provisions of this act shall be deemed guilty of misdemeanor, punishable by imprisonment for from five to twenty days, or a fine of $10 to $50, or both. It has been reported that persons in various parts of the city are harboring these little nuisances, and the attention of such persons is called to the fact that it might prove a rather expensive benevolence.

WARNING SAVAGE RULERS.

The Congo State Trying to Put an End to an Old and Horrid Custom.

In records of African travel that are several centuries old may be found accounts of a horrid custom which exists almost unchanged to-day. It is the custom of making human sacrifices at the death of a chief or other important member of the tribe. The practice still prevails in most parts of savage Africa. The victims are usually slaves or the wives of the deceased persons. The manner of putting them to death differs widely in various parts of the continent, but one of the most frequent practices is to break the arms and legs of the poor victims, and bury them alive in the grave of the person in whose honor these unfortunate men and women are sacrificed. Dahomey has been most notorious for these atrocities, but through the influence of the whites, which everywhere in Africa is producing such great changes for better or for worse in the condition of the natives, human sacrifices, it is said, in Dahomey are no longer made.

How little the world has done for the dark continent in past ages is shown by the fact that though the countries near the sea through which the lower Congo flows have been known for four centuries, nothing has ever been done to save from this cruel fate thousands of weak and helpless ones. The soil of Portuguese, West Africa, is still stamped down every year upon the writhing forms of scores of these victims. It should be enough to enlist the sympathy and support of the whole world in the great work of the Congo Independent State to know that it has determined that this sort of savagery shall cease throughout its vast territory just as soon as the reform can be brought about.

The rumor reached the stations on the lower Congo a while ago that King Chimbadié of Banda-Secha, one of the largest native towns on the river, about forty miles from the sea, had sacrificed the lives of ten women at the death of his father, Governor-General Janssen at once sent two officers with a military escort to Banda-Secha. He told them they might find that the report was false, but that at any rate it was time to convince all the chiefs that the State would not tolerate such atrocities, and also to show to certain merchants, who had concealed facts relating to human sacrifices in which chiefs upon whom they were dependant for trade were implicated, that the State regarded the security of human life as of greater importance than commerce. Mr. Janssen told the officers that even if they found the report baseless it would be well to let the chiefs know the rôle the State proposed to play.

In the report which Mr. Daenen has made of the interesting visit of himself and colleague to Banda-Secha he gives a graphic and picturesque idea of the peaceful means the young State is adopting to improve the condition of the Congo natives. "Banda-Secha," he says, "is the largest town I have yet visited in Africa. Surrounded by lands of great fertility, the natives raise abundant harvests and enjoy a certain affluence. Their huts, ranged in order, are mostly built of bamboos, and the residence of the King rivals in comfort and neatness the houses of the whites.

"When we entered the village I requested that King Chimbadié assemble his chief men for a palaver. The King's head man, bearing the keys of the royal hut, came to meet us. We were received with respect and cordiality, taken to the King's house, and seated in chairs at a table covered with a white cloth. After native wine had been served to us the King entered. Chimbadié is no ordinary negro. He is of tall stature, finely proportioned, wears his beard neatly trimmed, and is decently clad. He speaks Portuguese and a little English.

"He took a seat opposite us. But when as many of his men as could conveniently get into the room ranged themselves. Others stood outside the door, and a large crowd collected around the house. The King, through an interpreter, asked the object of our visit.

"I told him I had been sent by the great chief Boula Matari upon a peaceful mission, and that he might reply without fear and in all sincerity to the questions I wished to ask him. He replied that he had confidence in Boula Matari, and that he was ready to answer me truly. Then I told him that I had heard that on the occasion of the funeral of the late King, his father, he had killed ten women and buried them with his father, and I demanded that he tell me the circumstances that had led to these sacrifices. Chimbadié smiled and replied that the white men had been deceived, and that he could not explain the circumstances that led to the sacrifices, for the reason that no ceremony had been killed or sacrificed at his father's death. We made the most diligent inquiry, but were unable to find any proof contradicting the King's statements.

"I endeavored to make the natives comprehend that the State would not tolerate such horrid practices, and that all who were responsible for such outrages in future would be prosecuted without pity. I also did all I could to destroy the influence of the fetich men, and I tried to show the chiefs, by argument and example, that the power of these comedians is simply imaginary. I dare not affirm that we have completely succeeded, but I am sure our exhortations will find an echo in Banda-Secha. I also sought to demonstrate to Chimbadié that it was to his interest to submit to our laws and customs, and I assured him of the protection of the State so far as his actions were not blamable or inhuman. He said he had been faithful to the State, and mentioned the fact, which is true, that he had refused to furnish men to the natives of Matéva in their war against the State. He asked for some flags of the Congo State to raise over his villages, and I promised to bring him several flags when I next visited him.

"Before we left the palaver, and the King of Banda-Secha introduced to me his son, a fine-looking boy about 12 years old, and several of his forty wives. I then bade the King good-by."

If the Congo State becomes in the course of its development a really great power in Africa, and if it adheres to its present desire to sternly repress all the manifestations of savagery that destroy human life or bring suffering upon the natives, the civilized world cannot but wish it God speed in its beneficent mission.

IMPORTANT RAILROAD PROJECT.

A Trunk Line Connecting the Coal Fields with the Poughkeepsie Bridge.

MIDDLETOWN, N. Y., Oct. 1.—The long-talked-of project of a trunk line of railroad up the valleys of the Delaware and Neversink Rivers, connecting the coal fields of Pennsylvania with central New England by a natural short route of easy grades, seems about to be realized. The work of grading for a section of road destined to form part of such a trunk line was begun yesterday at four points in the upper Neversink valley—at Huguenot, Cuddebackville, Wurtsboro', and Summitville.

The new work is undertaken by the Port Jervis, Monticello and New York Railroad Company, which now owns and operates the twenty-four miles of road between the two first-named towns. The ultimate purpose is the building of a road from Port Jervis, Summitville, and Ellenville, to the western approach of the Hudson River bridge at Poughkeepsie. The Port Jervis and Monticello Company has now entered upon the construction of a branch from its old line at Huguenot to Summitville, twenty-two miles from Port Jervis, connecting at that point with the Ontario and Western main line and Ellenville branch. By according a lease or purchase, the Ellenville Branch, eight miles, is added to the trunk line, making thirty miles altogether. This leaves twenty-five miles of new road to be filled in between Ellenville and the Hudson bridge to complete the New York division, fifty-five miles in length. This last piece of work is to be completed by a corporation just formed, with $500,000 capital, styled the Poughkeepsie and Delaware Valley Railroad Company.

The Pennsylvania division will require the construction of only about thirty-five miles of new road in the Delaware valley between the Water Gap and Port Jervis. The connections at the Water Gap will be with the Belvidere-Delaware division of the Pennsylvania Railroad, and with the Lehigh Valley and Delaware and Lackawanna Railroads in close proximity to the coal fields. The new line, therefore, connecting, as it will, these important roads with the New England railroad system at the Hudson River bridge, will be about ninety miles long, and the estimated cost of construction and equipment is about $1,000,000. The parties interested say it is intended to complete the line in time for the opening of the great Hudson River bridge.

The two corporations concerned in building the New York division—the Port Jervis and Monticello and the Poughkeepsie and Delaware Valley—are practically under one management. The President of both companies is Senator Henry H. Low of Middletown. Among others interested as directors in one or both companies are John B. Kerr, attorney of the West Shore Railroad; Grenell Burt, President of the Lehigh and Hudson Railroad; John Barton, Treasurer, and J. E. Childs, General Superintendent of the Ontario and Western Railroad; John J. Platt of Poughkeepsie, Benjamin Lord of Middletown, and Charles St. John, E. Farnum, O. P. Howell, Charles Clark, and W. H. Nearpass of Port Jervis.

A Tornado in North Carolina.

CHARLOTTE, N. C., Oct. 1.—Citizens of Charlotte township report that a tornado passed over their section Wednesday afternoon, tearing through the clouds like a big balloon, dipping down and rising again, carrying an eddying mass of fence rails and tree limbs in its circling path. It looked like a big black funnel, and it whirled around like a huge top. It was about 100 feet above the surface of the earth, but would occasionally dip down, sweep off the tree tops and sweep up fences. The tornado travelled at the rate of thirty-five miles an hour. It dipped down on the plantation of Mr. Alexander, tore up a number of peach and apple trees, took away the roof of his house, and, rising again, disappeared in the direction of Philadelphia Church. The skies were overcast with heavy clouds, among which a visible commotion was made as the black funnel-shaped mass tore its way through.

NEWS FROM FATHERLAND.

EVENTS OF GREAT MOMENT OCCURRING AT FRIEDRICHSRUHE.

The Military Alliance with Italy Likely to be Resumed—Bismarck's Projects to Maintain the Peace of Europe—Negotiations with the Pope for Reconciliation.

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BERLIN, Oct. 1.—The coming conference between Prince Bismarck and Signor Crispi, the Italian Prime Minister, completely overshadows the interest in the recent shooting affair on the frontier. Count Herbert Bismarck left the foreign office this afternoon for Buechen Junction, in order to receive Signor Crispi and accompany him to Friedrichsruhe. The interview is regarded as of supreme importance. It has especial reference to a renewal of the military convention between Italy, Austria, and Germany. The alliance of the central powers with Italy on general policy was renewed for five years, but the military convention, for offensive and defensive purposes, covered only six months—from March last to September.

While Count Kalnoky, Austrian Prime Minister, was at Friedrichsruhe, a despatch was sent to Signor Crispi, asking whether he was ready to renew the convention. Prince Bismarck also proposed an extension of the period covered by the convention. Before Count Kalnoky left, Signor Crispi promised his support to the movement for an extension of the convention, and made arrangements to visit Prince Bismarck in order personally to discuss the matter. This is the first object of the interview, and must be hailed as an effective assurance of peace for many months to come.

Another question of special interest to the Italian Government will be the negotiations with the Vatican on the terms of a reconciliation. Within the present week diplomatic action has become intensified over these negotiations and the knowledge that Signor Crispi is coming to Friedrichsruhe. A note was sent yesterday by Cardinal Rampolla, Papal Secretary of State, to all the Papal Nuncios, instructing them to keep the question alive by every means in their power. The Nuncios were further advised that the Pope had referred the extent of the possible concessions to the Holy See to the College of Cardinals, whose recommendations would be communicated to the Nuncios as soon as it was deemed advisable. Mgr. Rotti, Scilla, the new Nuncio at Munich, is expected to arrive in Berlin about the middle of October. His visit will be made in connection with the negotiations. Mgr. Galimberti, the Nuncio at Vienna, is still charged with the duty of watching the relations between the State and Church in Germany, but the conduct of the question between Italy and the Vatican is confided to Mgr. Scilla.

Another project that Prince Bismarck is credited with being desirous of discussing with Signor Crispi is the creation of a central European Zollverein, including Germany, Austria, Italy, Servia, and Roumania. The project appears impracticable in view of the existing international tariff dissensions between Germany and Austria and between Austria and Roumania, yet the subject is treated gravely by the semi-official press as both desirable and possible. They hold it to be especially desirable as a tremeneous "facer" to Russia.

The *Cologne Gazette* says that a central European Zollverein would render Germany entirely independent of Russian timber, corn, and cattle, and would realize the object which has long been the ideal of many eminent political economists and many practical statesmen. In official circles it is believed that Prince Bismarck has already made overtures to Signor Crispi for Italy to join the proposed Zollverein. Signor Crispi will remain three days with Bismarck, and will afterward go to Vienna to meet Count Kalnoky. The interviews are diplomatic successes of Prince Bismarck, and must gall the French and Russian Governments.

The frontier affair, which has never been regarded in Berlin so seriously as in Paris, ends with the payment of an indemnity to Brignon's widow, and an expression of regret from the German Government. If France insists upon the punishment of Kaufmann, the demand will not be granted. The German official inquiry proves that Kaufmann acted according to the letter of his instructions. To further appease France Count von Munster has been authorized to inform M. Flourens that measures will be taken on the German side of the frontier to relax the severity of the code of regulations under which the forest rangers and other officials act. This will be the extent of the satisfaction accorded France.

The Socialists of Zurich have resolved to advise the German Socialists in America to unite in a protest against the hanging of the Chicago Anarchists.

Emperor William will sojourn at Baden Baden until Oct. 20.

Teresina Tua, the violinist, will leave Berlin shortly for New York, where she will make her début at Chickering Hall on Oct. 17. She will make a two-years' tour of the United States, giving 225 concerts, for which she will receive $30,000, exclusive of travelling and hotel expenses.

MURDERS IN MEXICO.

The Recent Killing of Protestants Charged Upon Rural Fanatical Priests.

CITY OF MEXICO, Oct. 1, via Galveston.—The recent murders and poisoning of persons in the interior of the country engaged in school teaching, editing Liberal newspapers, &c., are to-day charged by the *Monitor Republicano* on fanatical rural priests. The *Monitor* gives the particulars of several cases. One of the victims was a Mexican young lady, a Protestant, who went to teach in a small village in the State of Tabasco. She was poisoned soon after opening her school, and, though her life was saved, her reason was thought to have been destroyed. Another case was the murder of three Protestants in the State of Guerrero by a mob, and a third case was the recent murder of the editor of a Liberal newspaper in the State of Vera Cruz, who had attacked the Church, and had been denounced from the pulpit by his clerical antagonists. All the victims were Mexican citizens, and the *Monitor* calls for justice and protection for people of all creeds against the fanatics of the interior.

There is much agitation over these disclosures, which are likely to cause punishment to swiftly visit the offenders. The Government seeks to afford ample protection to all denominations, and in the larger cities and towns succeeds in doing so, but in the remote parts of the interior the fanatics are hard to control. There is no dispositions to connect with the authorities of these astounding crimes, which are condemned by all good citizens, without regard to religious differences.

H. Webster & Co. Fail.

H. Webster & Co., wholesale dealers in liquors and cigars at 78 and 80 Broad street, and 32 Monroe street, made an assignment yesterday to Frederick N. Lawrence, without preference. The deed was filed by Charles W. Lawrence, the resident New York partner. Horace Webster, the other general partner, being in San Francisco, where he resides. The assignment was caused by the failure of Adams, Smith, Sherwin & Co., wholesale liquor dealers, of Chicago, which firm the Webster house was carrying to the extent, it is said, of $150,000 to $200,000.

Horace Webster started the business here in 1852. Charles W. Lawrence, his bookkeeper, became a partner in May, 1877, and has since managed the business here. On June 4, 1886, the firm was strengthened by Alexander C. Howe becoming a special partner for $100,000. On June 4, 1888, the firm since then claimed a capital of about $300,000. Mr. Webster is also a partner in the firm of Webster & Sargent, wine makers at Minturn, Cal. He owns real estate in this city, Brooklyn, Jersey City, and California valued at $150,000. The amount of the liabilities is not known. It is said they are chiefly to banks, for loans and discounts, and that the banks are secured by collaterals. The merchandise debts are said to be very small. The firm has always stood well in the trade. During the past month they are said to have paid off $200,000 of discounts.

Fire in a Washington Street Fruit House.

About $9,000 damage was done in the five-story building at 218 and 220 Washington street yesterday afternoon by fire which broke out in the third story. The building was owned by the D. H. Wilson estate and occupied by Wessels & Co., a stock corporation engaged in the importation of bananas and oranges. There were not many oranges in the building, but there were two fresh cargoes of bananas that had arrived on Wednesday. This fruit usually arrives here in a green condition, and it is ripened by the importers with heat furnished by gas stoves. But this was not being done yesterday, Mr. Wessels said. He also said that there was no fire of any kind on the floor where the fire started, and that nobody had been on that floor for some time previous to the discovery of the flames.

The usual crowd had just collected when one of the big hose lines that run up in front of the building burst about twenty feet from the ground, and there was a scampering of the crowd. Water flew around in torrents, and in the confusion a great many citizens were soaked, and a few were knocked down and rolled in the mud.

The Revenues of Brooklyn's Post Office Increasing.

Under the management of Mr. Joseph C. Hendrix the business of the Brooklyn Post Office has steadily increased. He has just reported to the Postmaster-General that the Brooklyn office has at length been placed on a basis where low revenues can no longer be quoted in defence of the restricted appropriations for local service. For the four quarters ending Sept. 30, 1887, the receipts were the $522,202.65, which is $102,161.61 in excess of the receipts for the year ending Sept. 30, 1886. The receipts for September were $45,717.02, being an increase of 16 per cent. over September, 1886, and of 47 per cent. over September, 1885.

One Hundred Men Lynch a Negro.

NACOGDOCHES, Texas, Oct. 1.—Last night a mob of one hundred masked men battered down the jail doors and took out Joe Adams, a negro, and hanged him to a tree. Adams was charged with murdering F. Looney, a white storekeeper. He confessed the crime.

COMPOSER STOEPEL DEAD.

Author of Many Operas, and for a Long Time Leader at Daly's Theatre.

August Stoepel, musician and composer, died of apoplexy yesterday morning at 40 West Twenty-fourth street. He was born in Berlin in 1821. His father, Robert Stoepel, was a famous court musician of Prussia. Mr. Stoepel was christened August, but after graduating at the Conservatory of Music in Berlin he took the name of Robert, because of the distinction it gave him on his father's account. As Robert Stoepel he went to Paris and graduated at the Conservatory.

He became well known, and was brought over here by Max Maretzek as his orchestra leader. Maretzek got into financial difficulties, and Mr. Stoepel left him to become the orchestra leader at Wallack's Theatre, Broadway and Broome street, under the management of the elder Wallack. While at Wallack's Mr. Stoepel composed all the music for the plays Dion Boucicault produced there. During his stay at Wallack's Mr. Stoepel married Matilde Heron, who was acknowledged to be the greatest *Camille*. The actress known as Bijou Heron is their daughter. Stoepel and his wife separated on account of incompatibility of temper.

About twenty-five years ago, when New York was being flooded with the catchy music of French opera bouffe that had just made its way here, Mr. Stoepel was engaged to produce here all of Offenbach's pieces. He opened at the French Theatre, now the Fourteenth Street Theatre, and produced with success "La Grande Duchesse," "Genevieve de Brabant," and "Le Petit Faust."

From the French theatre Mr. Stoepel went to Daly's. He wrote the music for "Hurricane," "Frou-Frou," "Divorce," and "Man and Wife." He was next employed by Henry Irving at the London Lyceum Theatre. Here he wrote the music for "Charles I," "Lyons Mail" and "Hamlet," the play in which Irving became famous. While in London Mr. Stoepel educated and brought out Bijou Heron, whose mother was then dead. He returned to Daly's, and remained there until three years ago, when he became quite deaf.

In his younger days he produced in Paris the operas "Indiana," and "Charlemagne." He also wrote the opera "Aldershot," produced in London. In America he had trouble in finding a librettist to suit him. His last works were the music for the "Unita," written by Mr. A. P. Dunlop, and "The Mahdi," by J. Armoy Knox of *Wizzo Siftings*. He considered his greatest work a cantata of Longfellow's "Hiawatha."

Bijou Heron (Mrs. Henry Miller) had the body removed to her flat at 70 West Thirty-seventh street. The funeral will be Tuesday.

REPUBLICAN CAMPAIGN WORK.

A List of Rural Assembly and Senate Candidates Being Prepared.

Ex-Senator Thomas C. Platt hovered over the Republican headquarters yesterday in a godfatherly sort of way to see that everything went along right. As he lives up stairs, it is easy for him to drop in and see that the clerks are doing their work properly. Assemblyman Fremont Cole, who was a candidate for Speaker last year and is a stronger candidate this year, spent a short time in the committee room. James William Husted, who is also a candidate for Speaker, has not yet appeared. He and Mr. Platt are not on very friendly terms, and it is not much encouragement that the Bald Eagle will get from Mr. Platt when he attempts to fly to his usual perch next winter.

The clerks are preparing a list of Assembly and Senatorial candidates throughout the State. Except in New York city the list is pretty full. Many new names are on it, and quite a number of the Assemblymen have vacated their old seats to go to the Senate. Some of those who are up for promotion are not the best or most honest of the last Assembly. Reports come from Lo Sessions that he will beat Pluto Fedder, and Capt. Manville thinks he may have Comstock's seat in the Senate.

A FIREMAN SHOT IN THE NECK.

Four Mariners are Alleged to Have Assaulted an Inoffensive Man.

Alfred Jonas, a fireman on the steamship Umbria, was mortally wounded, at midnight Friday, by Frank Rooney, 46 years old, of 138 Waverley avenue, Brooklyn. Jonas, with three other firemen of the Umbria, left the steamer without permission at 11½ o'clock to get another drink. They were all somewhat drunk.

The four firemen entered Fred Belmont's saloon, at the corner of Clarkson and Washington streets, where they were refused liquor, and, upon making a fuss, were thrown out. Rooney, who had been in the saloon, left a few minutes after the firemen, and he was assaulted by them. He drew his revolver and fired one shot to scare them, he claims, but the bullet entered Jonas's neck. Rooney says he has been on a drunk for a month, and that his home is in Brooklyn.

The discharge of the revolver was heard by Policeman Ryan, and Rooney was captured close by. Jonas was taken to St. Vincent's Hospital, where he is in a precarious condition.

THE SHARON CASE REVIVED.

The Woman who Claimed to be his Wife Charges an Attorney to Bribe the Court.

SAN FRANCISCO, Oct. 1.—Ex-Judge D. S. Terry, one of the counsel for Sarah Althea Sharon in the well-known suit against the executor of the late Senator Sharon, has filed an affidavit in the Supreme Court, in which she charges that one of the defendant's counsel, who was an ex-Judge during