

### Lancaster Intelligencer.

MONDAY EVENING, SEPT. 26, 1882.

#### Some "Reasons" Reviewed.

It is doubtful if ever a bad political cause was ever so hard-pushed for fact and argument as is the case with the Stalwart managers in the present state contest. Their desperation has become notorious and is daily the theme of an ironical press. And yet the semi-official productions of the machine organs, the inspired articles sent out from headquarters, grow worse and more idiotic every week, until the hilarity of the Democratic press is getting quite boisterous. The latest Cooperian bulletin is one of that gentleman's most characteristic efforts; in fact, it must have required the greatest effort of his political life to get it up. It is called, "Some Reasons Why General Beaver Should be Elected Governor." Let us briefly glance at some of them.

First, General Beaver, it is declared, is and always has been a true, consistent and devoted Republican. Yet at Chicago, in 1880, he deliberately and persistently misrepresented his Republican constituents, voting thirty-six times contrary to their known and expressed wishes. Was that "consistent" Republicanism? Was that "devotion" to his party? He is no man's man and will faithfully perform his duty as he sees it, is another claim. Yet he has publicly admitted that before he asked the Republican party to nominate him for governor he personally sought the support of the party's would-be master. "He believes an office should be administered in the interest of the whole people," it is also claimed. No matter what he may "believe" his record is one of desertion of the people and devotion to bossism. Next it is asserted that he is fitted for the high responsibilities of the executive chair "by years, experience and education." Yet he is absolutely without experience in public life, his political training and companionship have been with the worst elements of his party, and he is to-day the candidate of a corrupt and demoralizing ring, against the continuance of whose power the people of the state are in rebellion; while in the only administrative position he has ever held being his connection with the bogus so-called agricultural college, he has been a conspicuous and costly failure.

It is further declared that "General Beaver is a staunch advocate of protection to American industries (especially the industry of bossism) and will fight to the death all free trade fallacies." And every school boy knows that the governor of Pennsylvania has no more control over congressional legislation, on the tariff or any other subject, than he has over the legislative affairs of Prussia. He should be elected, says another reason, "because he is against public plunderers and evil doers generally, whether of high or low degree," while his campaign is being conducted with money filched from public servants and his cause is earnestly espoused by every corrupt interest in Pennsylvania politics from the riot bill and pardon board crowd down, and it is now openly admitted that his only hope of success is through wholesale corruption of voters. Another of these remarkable "reasons," says, "the country would be demoralized by Democratic supremacy," while half the states of the Union are now prospering under Democratic control in government and in Pennsylvania the better element of the Republican party has been compelled to turn over the chief departments of the municipal governments of its two great cities—Philadelphia and Pittsburgh—to honest and courageous Democratic officials, the pioneer and ablest of whom is Robert Emory Pattison, now Democratic reform candidate for governor.

Again, we are told that General Beaver "is a man while his opponent, Pattison, is an exceedingly small man." About which there may be a difference of opinion. We are glad to be assured, however, that Mr. Cameron's candidate is "a man," as there is much doubt upon that point. "Tom" Marshall, for instance, calls him a "baby face" for "nothing behind him." Thus far in this campaign General Beaver has not been man enough to repudiate the boss who made him a candidate, and he will not be. Of course, the bald-headed, Free Trade League lie is repeated in these "reasons," but it is so contemptible to be noticed. Finally, the Stalwart manager eclipses himself and goes out in a blaze of idiocy. Hear him: "On the bare chance of Pattison's election, rebel Confederate bonds have appreciated several hundred per cent. within a few weeks."

The renomination of Representative Snyder by the Democrats of the city, will challenge the hearty support of his own party, and invites the co-operation of all citizens without regard to political affiliations. Mr. Snyder's record in the Legislature has been in marked contrast with those of most of his colleagues from this county, and his vote has invariably been found on the side of honesty and reform in the various matters that came before the consideration of the last Assembly. While his competitor for the nomination in the contest that terminated on Saturday evening has ample cause to congratulate himself upon the complimentary vote he polled, the choice of Mr. Snyder for a second term is simply in accordance with the practice that has obtained in most communities of allowing faithful and competent legislators two terms of service, and now that the vote of the Lancaster Democrats has been recorded in favor of continuing the time-honored usage, Mr. Oblander's large and respectable following may be confidently expected to turn over their full strength to the support of the nominee. Mr. Snyder has nothing to explain, nothing to defend, in his career as a member of the Legislature. He has been guided by a strict sense of duty and a full appreciation of what his constituents expected of him as an honest man and a faithful and upright legislator. He has been weighed in the balance and not found wanting. So much

cannot be said of the Republican representation in the Assembly from Lancaster county. For this reason he will receive the undivided Democratic vote supplemented by those of this class of citizens who hold fidelity to public trust above the mere question of party predilection and political nomenclature.

### FALLING WATERS.

#### DAMAGE BY THE EQUINOCTIAL STORM.

The heaviest rainfall in many years—Belgium swept away, Treasuries washed out—The equinoctial storm, which began last Thursday night and ended Saturday night, was the heaviest on record in this region. In some places the rainfall measured thirteen inches. The floods that were caused by the rain did great damage, but the loss was lessened by the absence of high winds. The heaviest rainfall was in New Jersey, and Philadelphia bore the brunt of the storm, which failed in force this side of the Allegheny mountains. It was not so heavy in New York, and in Baltimore from the same shower. In Eastern Virginia, however, there fell a very heavy rain on Saturday, indicating that the storm came from the southeast and passed off northwest, exhausting itself before reaching the Lake region. Scientists state that the comet had nothing to do with this deluge. It is a fact that it was the natural result of the very warm weather of last week which preceded it. The narrow limit of the storm at this season of the year is considered remarkable. The storm originated off the coast of North Carolina. From thence it moved in a circle, striking the coast of Carolina and Virginia, and thence swinging around moved up the coast. It was discovered by signal service observers on Thursday morning, but it was not thought there would be such a violent rain.

A very large amount of damage has been done in and about Philadelphia by the great rain storm. The total rainfall from 11 o'clock on Wednesday night up to the same hour on Saturday night, as reported at the signal service station was 13.99 inches. The rain did not stop at the city, and especially up town, hundreds of cellars were flooded, culverts broken, streets washed out and bridges carried away. The loss is almost beyond calculation, but it is necessarily exceedingly heavy. Up to late on Saturday about 10 o'clock the rain had not yet stopped, but about 4 o'clock, owing to a washout near Frankford, all trains on the New York division were taken off and travel suspended until after midnight, when arrangements were made to run Pennsylvania trains on the main line and route. It is thought the road will be in running order this morning. The damage on the other lines was not so serious. In Camden the damage was also heavy and trains on the railroads centering there were held up.

In New York the storm was the heaviest that has visited the city and neighborhood within the memory of man and rain fell in an almost constant and incessant stream all day yesterday. It came down, for the most part, with unusual force and in large drops, which were often so frequent as to make the drip a continuous torrent. Up to noon yesterday the damage done in that city is not reported to be serious; in fact, it is fully recompensed by the cleansing of the streets and sewers.

Near Orange, above the city, while Mr. Martin Rostler, aged seven years, was trying to drive some cattle from the brook, he was overtaken by the flood and drowned.

The Hobokus stream also felt the effects of the great storm, and last night Zabrick's mills, which have not been changed hands and were about to be converted into a rubber factory, went down the stream with a crash, involving a loss of perhaps \$150,000.

At Plainfield, N. J., the stone bridge was swept away and the bridge people were on it looking at the raging torrent. Many fell in, but all but three were rescued by expert boatmen and swimmers.

A shanty was found floating in the Hobokus Flats, and was rescued by police. The shanty had children, who were sick of malaria and who were unable to move out of their bed.

Along the Hudson the storm was very heavy and washouts are reported on all the railroads. All trains were delayed, and some of the bridges have passed far no serious accidents have been reported. Eight small bridges near Cornwall were washed away, which can only be replaced at a cost of at least \$100,000.

A telegram from North Adams, Mass., says: "The heavy rain and high water three days threatens the destruction of many buildings on the Hoosac river. The bulkhead of North Powall mill was carried away last night and is in danger of much greater damage if the rain continues. A small bridge in this town has gone down the river."

A washout on the Pennsylvania railroad near Trenton, and one near Bound Brook put a stop to travel on all railroad lines between this city and Philadelphia.

Ten Feet of Water. In Bound Brook at 10 o'clock on Saturday night the water was very high, began to rise suddenly. Shortly it was flowing through Main street, lined on both sides with stores, and soon reached a depth of from eight to ten feet, with a rapid current. In the stores the water rose over show cases, and large amounts of valuable property were lost. The hotel was submerged almost to the roof. At Einstein's a woolen mill the water covered the looms. The mill cannot resume work in less than a month, and the loss will be \$100,000, and 200 men are thrown out of work.

A bridge and considerable track of the Lehigh Valley railroad were washed out. The damage cannot be repaired for several days, and the Lehigh Valley trains are running to Easton over the Central railroad. The Central track is three feet under water. The long platforms between the tracks were floated away, and tracks badly washed. All Central trains were stopped until this morning, but they were allowed to pass as usual. The Delaware and Baritan canal runs along the river fifteen or twenty feet above. The canal banks gave way in several places, and river and canal became one stream. Extensive breaks are reported in other parts of the canal, and the five-mile lock below Easton is destroyed. The Western Union telegraph office was submerged, and wires grounded. The water began to recede about 3 a. m., but it still took five deep in a large part of Main street to-night.

Extensive Railroad Damage. The new tunnel of the New York, Ontario & Western railroad, at Union, N. J., was damaged between \$90,000 and \$100,000. The banks gave way at a late hour last night, and an immense amount of sand and rock were hurled into the cut. Two steam shovels and 180 gravel cars were buried. The construction tracks were covered to the depth of six feet in many places, and a pile of lumber, shingles and boiler room became undermined and fell into the cut. A washout over one thousand feet long is reported on the Bergen county short cut of the Erie road. A large force is at work repairing the damage. Passenger travel is greatly impeded.

The South and East. The heaviest rain since 1842 fell at Tarboro, causing immense damage to crops. The rainfall in a few minutes was 7 to 10 inches. Bridges were swept away and the tracks of the Tarboro branch of the Wilmington & Weldon is extensively damaged. A train ran into a washout, seriously injuring her express messenger, W. D. Brynan.

The reports from the lower Rappahannock of a protracted and destructive rain storm, by which food crops near Warsaw, Essex county, and other places were washed out, and other property. The storm did not reach more than 50 miles from the coast.

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### GOULD'S GREAT SCHEME.

#### TRYING TO STRENGTHEN HIS POWER.

How He Attempted to Buy the Control of the Associated Press—The Schemes Which Were Not So Successful.

The revelation by the New York Herald and Times this morning of Jay Gould's attempt to secure control of the associated press, has been the talk of the town. While more or less gossip about such a scheme on Gould's part has found its way into papers, this is the first authoritative announcement on the subject made by any member of the association and the public naturally concludes that the danger of his success must be great to call forth such a strenuous denials by the editors and proprietors of the Herald and Times. The story of Gould's campaign in newspaper fields is full of interest. When he secured control of the paper founded by Horace Greeley, most people supposed that he only wanted an organ to help on his stock jobbing and to take the Tribune for that purpose. But this was only one of his objects in becoming a newspaper proprietor. A gentleman who was intimately associated with Gould and familiar with his plans told a friend, as long as two years ago, that the great ambition of the speculator was to control the news service of the country, and to bring this about he would become master of the Western Union and the cable service and finally of the associated press.

His ventures in the telegraph field have been crowned with success and for a time equally good fortune was promised in the other direction. It was an easy thing to follow the conquest of the Tribune with that of the World, which gave him two out of the four members of the association necessary for a majority. The purchase of the Tribune by Gould was not an isolated scheme harmonized with his own, gave him virtually control of a third paper and made only one more necessary. Naturally Gould's first idea was to capture the Journal of Commerce, a venerable morning paper of New York which was controlled by financial and commercial matters and with a small circulation, although enjoying a large advertising patronage. The editor and chief officer of this paper is David M. Stone, a gentleman of old school with some healthy ideas of stock jobbing and monopolies. Gould approached him and a controlling interest in the Journal of Commerce. He was willing to pay a good deal above the market value for the paper, but Stone quietly yet emphatically assured him that he could not offer enough to buy it and declined to discuss the matter further.

Gould's next move was an attempt to get hold of the Times, and the story of that venture is here told for the first time. As we know, the majority of the stock of that paper is held by Geo. Jones, the rest belonging to the estate of the late E. D. Morgan. One evening not long before Mr. Jones sailed from New York for his last summer trip to Europe he was sitting in a library at 40 Broadway, talking with the name of Jay Gould. The two men were acquaintances, but their relations had never been intimate, and Mr. Jones was consequently not a little curious as to the motive for the call. His visitor did not long leave him in doubt. After a few minutes Gould said: "On different topics Gould suddenly said: 'Mr. Jones, I have called here this evening to offer you one million dollars for one more than half of the shares of the New York Times.'"

Mr. Jones naturally somewhat startled, but he did not hesitate as to a reply. "Mr. Gould," he said, "the New York Times is not for sale and it will be impossible for you to make such a purchase." Gould was evidently rather disconcerted by the prompt and positive refusal and turned the conversation in another direction, but his mind was still set on the purchase and he presently recurred to the subject with the insinuating remark: "Mr. Jones, if it is a mere question of terms there need be no trouble. I will give you a million and a quarter dollars for a controlling interest in the Times." This time Mr. Jones was still more emphatic and said: "As Mr. Gould, there is not money enough in New York city to buy the Times, and there is no use talking about it."

Such a reply left no opening for making further attempts at a bargain and after a few remarks on other matters the would-be purchaser retired to bed. But it is still impossible for us to know how far the project and, to the way stood in the hall and Gould had his hand on the door knob, he said: "Mr. Jones, if the time should ever come when you should feel differently about the Times, and if you speak of it, I hope you will send me word, and I have no doubt we will come to terms."

It is hardly necessary to add that the word has never been sent. Gould's failure with the Journal of Commerce and the Times, and his impossibility of doing anything with the Herald left no other member of the association, except the Sun, but the aggressively hostile tone of that paper toward Gould pretty effectually disposes of the story that the arch speculator had captured Dana. For the present at least, it is safe to say that Gould will be effectually blocked.

Field's Evening Paper Denies the Story. The Mail and Express, in an editorial article retreating to the editorials in the Herald and Times Saturday morning on the relations of the press and the telegraph company, says: "We only propose to speak definitely and authoritatively of the Mail and Express. If the proprietor of the Herald were in the city we could and should satisfy him in five minutes that his assertion or reference that Mr. Gould or any other man or set of men outside of the proprietorship of the Mail and Express have any prospect of controlling over its course or policy is absolutely false. As Mr. Bennett is not here, we will state for his information and for that of the public that the statements, inferences and insinuations in his paper this morning to that effect are wholly untrue and in detail absolutely false. The Mail and Express is as free to oppose Mr. Gould in the associated press as the Herald is."

BUNK AT SEA. Collision of Steamships—The Passengers Escaped.

Captain Rogers of the steamship Lepanto, which has arrived at New York from Hull and Southampton, reports: September 21, one p. m., during a thick fog, a steamer collided with us, crossing our bows. We stopped our engines and sent out three boats. At 1:30 p. m., the Edam, a pilot boat, in full view, struck alongside with the passenger and crew. At 11:50 one of our own boats returned, bringing the chief officer of the Edam, a quartermaster, the steward and two passengers. At 11:55 all our boats returned and were hoisted up. We were also two boats from the Lepanto. Upon examining the forward compartment next the stem broken covered a large aperture and stem broken and bow plates stove in. Got two large sauls over the bows, covering the aperture; also fitted up lower fore peak with bags of swilled flax. At 3:15 p. m., was hailed by a pilot boat, and Pilot Carroll came aboard and agreed for \$500 that the pilot boat accompany the Lepanto to port and render any assistance necessary. We proceeded carefully and found the vessel making no water. We passed through the debris of the grounded steamer, which had, hauled by a pilot boat, and Pilot Carroll came aboard and agreed for \$500 that the pilot boat accompany the Lepanto to port and render any assistance necessary. We proceeded carefully and found the vessel making no water. We passed through the debris of the grounded steamer, which had, hauled by a pilot boat, and Pilot Carroll came aboard and agreed for \$500 that the pilot boat accompany the Lepanto to port and render any assistance necessary. We proceeded carefully and found the vessel making no water. We passed through the debris of the grounded steamer, which had, hauled by a pilot boat, and Pilot Carroll came aboard and agreed for \$500 that the pilot boat accompany the Lepanto to port and render any assistance necessary. We proceeded carefully and found the vessel making no water. 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