

The Atlanta Constitution asserts that the increase of heart failure in this country is due to our habits of hurry, worry and irregular living.

According to report the amount of smuggling in the neighborhood of Sumas, Washington, on the Canadian boundary line, is stupendous, and smuggling is a leading industry there.

Colonel Theodore A. Dodge, in an article on "The Needs of Our Army and Navy" in the Forum, makes the startling statement that "every shot from a big gun consumes \$1000." At this rate war has become a very expensive luxury.

A friend in Cuba has made Mr. Charles Delmonico, of New York, a gift of twenty-five cigars, a part of one thousand made to order for the Prince of Wales, who will pay at the rate of \$1800 per thousand for them; so that their retail price, says the astounded Philadelphia Record, if they could be obtained at all, would be \$1.80 apiece at the factory.

Since the discussion among the doctors upon the value of music as an agent for convalescence, a guild of St. Cecilia has been established in London, with the aim of training musicians to soothe a patient's nerves with music, under the direction of the physicians. Every member must possess a sweet, gentle voice and delicate execution. Miss Florence Nightingale is among the subscribers.

Almost every civilized nation has shown its willingness to participate in the World's Fair, declares the New York Times. One of the most interesting exhibits will be a reproduction, historically correct, of the caravels that formed the fleet of Columbus. The reproduced types of these vessels will be of less draught than the originals, in order that they may be taken through the Welland Canal.

They are introducing a novel method in Belgium, writes the foreign correspondent of the Homiletic Review, for the purpose of determining whether Sunday shall be a day of rest for letter carriers. Sunday postage stamps are to be provided. All letters with such stamps mailed on Saturday are to be delivered on Monday. After trying the experiment for awhile it is to be decided, according to the relative number of letters with these stamps, whether the majority of the letter-writing public wants the postman to enjoy a Sunday rest. If they do, then the carriers are to be freed from Sunday work.

French journals are making much ado over the use of the field telegraph in the recent army maneuvers. The fact that the wires were kept well up with the front of the advancing army and that at all times the principal commanders had telegraphic communication with every part of their commands is regarded by the Prussians as something wholly new in military science. Veterans of the American Civil War will be amused at this pretension, avers the Chicago Times. At a time when more serious business than holiday maneuvering was on hand the telegraphic corps of the Northern army followed the fighters and conducted its operations often under hot fire.

One of the most remarkable of the recent American manias in the estimation of the New Orleans Pioniers, is the desire for and practice of building inordinarily lofty houses for business and residence purposes. This style of architecture on stilts has been indulged in to great excess in New York, and is now raging as an epidemic in Chicago and other Western cities. Houses from ten to twenty stories high have come into fashion, and there appear to be no limits to the vagaries encouraged by architects and engineers. In Europe there are no lofty buildings, except towers and spires attached to churches. People do not reside in tenth and twentieth stories and seem to have no taste for such high living, but here in a country where land is abundant, sky-scraping structures are in great demand. We note that a house is to be built in Chicago 299 feet high, while houses of 100 feet are common in all the cities. In ancient Rome there was a law forbidding the building of houses to a greater height than eighty feet, and it does not appear that any such height was common. Does it never occur to the architects who plan these lofty piles that one day the earthquake will shake them to ruins? The United States cannot claim any immunity from such convulsions. Earthquakes are common in California. The earthquake at New Madrid, Me., early in the century, was a formidable one, making extraordinary changes in the topography of a large area of country. The earthquake at Charleston, S. C., is so fresh in memory that it is not by any means to be ignored. It would appear that earthquake periods come in cycles. There is no reason to suppose that New York and Chicago are any more secure than are Charleston or San Francisco.

The United States is the first nation in the world's history to have three cities of over a million each.

Vessel agents and mariners on the Great Lakes are urging the establishment of a branch hydrographic office on the lakes to look out for the vast maritime interests centered there.

The movement in favor of Roman instead of Gothic type is rapidly gaining ground in Germany, notes the Chicago Herald. Many medical and scientific periodicals are printed in Roman characters.

In the course of an interview with a representative of the Paris Eclair, on the opening up of African territory, Mr. Stanley declared that the center of Africa teemed with riches, which, however, could not be utilized before the construction of railways, but this construction would be easy.

Cotton production in the United States has increased 280 per cent. during the last twenty-five years, while the consumption of cotton products throughout the world increased only 117 per cent. The natural result has been, comments the Philadelphia Record, that the price of the product as well as the wages of the workmen have been reduced.

California has a law that is meant to prevent train wrecking, and it seems to be pretty effectual. It provides that any person who places dynamite or any obstruction on any railroad in the State, or does anything with the intention of wrecking any passenger, freight or other train, or attempts to rob a train, shall be guilty of felony, punishable with death.

Labouchere, editor of the London Truth, says in the article on "English Royalty," which he contributes to the Forum, that he does not think that the popularity of the Prince of Wales has permanently suffered from the baccarat scandal. "The general feeling was," he writes, "that it might be well for him to so arrange his amusements as to manage to keep out of the law courts."

Here's another exasperating development in the working of the Chinese exclusion act, discovered by the Chicago Herald. A Chinaman in jail in Tucson gave an explanation of the attempted exodus of Chinese from Mexico into the United States. He said that one Chinaman who was recently arrested for illegally entering the United States from Mexico and was taken to San Francisco had first sent home all his savings of several years' work in Mexico and then deliberately crossed to the United States that he might be captured and sent home to China at the expense of the United States.

The growth of the Argentine Republic in the past thirty years has been remarkable. According to recent statistics the population of the republic is now 4,000,000, as against 1,350,000 in 1861. There are now 6,000,000 acres under cultivation, where in 1861 there were but 490,000, and while in that year there were but eighteen miles of railroad in the country there are now over 5000 miles in operation, and 6000 more, including the great transcontinental route, in course of construction. The public debt has grown pretty vigorously, too, however. It has increased from \$17,000,000 to \$615,000,000.

Says the New York Mercury: The English exchanges are just now busily engaged in suggesting ways of making village life attractive and keeping rural young men and women at home. There as here, the cities are drawing away from home the sinew and bloom of the country and agricultural life suffers by the change. This was the experience of Italy after Rome became a great city, and all France is suffering now because Paris has a world of amusements to offer. It begins to look as if the tendency of population to the towns were irresistible, and as if the world must prepare to accept the fact that farm life is becoming discredited in the eyes of the energetic of both sexes.

Says the New York Herald: "Copies of the Government weather chart were issued yesterday to the Normal College, the College of the City of New York and to fifteen grammar schools, in order that pupils in the schools of this city should receive some general instructions in meteorology. The idea is a good one, and it should be adopted in the public schools of all cities where daily weather charts are issued by the Government Weather Bureau. For all students of geography and physical geography a knowledge of atmospheric laws and movements is indispensable. But this knowledge can be obtained only in a vague and fragmentary way without the use of charts showing the actual daily progress of cyclones and anti-cyclones across the continent, and to some extent over the adjacent oceans."

IN A HURRICANE'S GRIP.

Tempestuous Voyages of Five Transatlantic Steamers.

Days of Terror During Which Fifty Passengers Are Injured.

With prayers of thanksgiving on their lips, the passengers of five big transatlantic steamships, numbering nearly 4000, were landed at the Port of New York after having experienced storms and cyclones, which for a time filled them with dread. One of the severest cyclones that has swept across the Atlantic Ocean for many years was experienced by the incoming vessels, and the number of passengers bruised and injured can be safely said to be fifty; and although no fatal results occurred, the suffering on the steam vessels cannot be overestimated.

The steamer Victoria was the most hazardous, the log of each day telling a tale of storm and peril. The Victoria, which carried 337 cabin, 839 steerage passengers and a crew of 305 men, the vessel had scarcely passed Southampton when Captain Barends saw that a storm was coming up, and gave orders that everything should be made snug and taut. A northwest gale was blowing, and as the day waned it increased in force until it became a fierce hurricane. The big steamer was soon pitching in the tempestuous waves, and Captain Barends gave orders that he was to be kept up to the wind to prevent her getting into the trough of the sea.

As the storm increased in violence the scenes in the saloon and staterooms were unusual. Passengers who had crossed and returned across the ocean and boasted of ignorance of seasickness lay prone on their backs, suffering intense agony. There was no abatement in the gale until six days afterward, which was the severest day of the voyage. During the whole period the waves were incredibly high, and the wind blew furiously through the rigging, the vessel quivering and shaking in every part as if about to go to pieces. Her nose plunged down in the water, while the stern rose out of the water, and the screws were to race, with imminent danger to the ship.

To eat, walk or move was absolutely impossible. Those who were compelled by circumstances to rise, where the passengers had crept, Mr. Richard W. and his daughter attempted to leave their staterooms and were hurried down with such force that the right arm of each was broken.

In the steerage the passengers, crowded in their narrow little bunks, were being hurled on top of each other, against the deck and posts until nearly a score of them were injured. F. Spiroch and Anna Barton were knocked down. Their heads came in contact with such force that both became unconscious. Some of the passengers were killed in all, were badly bruised. The other injured people were fifteen in number. Their injuries consisted of bruises and sprained wrists and ankles.

As a storm, a cabin passenger, was thrown across the saloon and his arm broken. Another injured in the saloon was John Schirmer, who was knocked against a table and had his arm broken.

When the vessel got to her dock she was covered with water, where the waves had broken on her, while her passengers were limping about with heads and arms bandaged.

The Cunard steamship Umbria weathered the same gale as the Augusta Victoria. The former was called to a pilot and caught up with the bad weather the first day. The passengers suffered much, but only two were injured—Charles Roate, of Buffalo, N. Y., who was thrown to the floor of the smoking room and had his scalp lacerated, and Henry Harrison, of England. Mr. Roate fell and was badly bruised. Mrs. Mary Moore, a cabin passenger, forty-five, of Louisville, Ky., had a stroke of apoplexy and died.

It was discovered on the day that Mrs. Moorman died that a pin in the machinery of the vessel had broken. It was necessary to lay to until the damage was repaired. The vessel was in the trough of the sea for some hours, which in excess of a discomfort of the passengers. The waves broke into the cabin, and narrowly escaped drowning one of the passengers.

Among the passengers were Cornelius N. Biles, his son, C. N. Biles, Jr., Count Eschday, Admiral John C. Howell and F. W. Rhineland.

The big French liner La Bretagne, from Havre, took a more southerly course, but encountered the hurricane. She weathered it bravely. The crew and passengers were uninjured. The passengers thought that when they retired on Wednesday night they would have to take to the boats before the next day. La Bretagne passed a fishing boat, floating bottom up, with two dorries alongside.

The schooner W. R. Houston returned to New York with her jibs and foretop sails carried away. The steamer Storm, from Hamburg for Montreal, put into Plymouth, and her captain reported that during the gale he lost 132 head of cattle.

FORGING ORDNANCE.

Secretary Tracy Visits the Bethlehem (Penn.) Iron Works.

The great ordnance works of the Bethlehem (Penn.) Iron Company, where \$4,000,000 worth of work for the Government is being done, were visited the other day by Benjamin F. Tracy, Secretary of the Navy, and Commodore Foger, of the Bureau of Ordnance. They witnessed the pouring of the largest casting ever made in this country, the head of a new forging press 180 tons in weight, and they saw a thirteen-inch rifle forged and two pieces of armor plate flattened beneath the 135-ton steam hammer. The operation stands the platform of the open hearth steel furnace, opposite the casting ground. The work was performed by the larger Whitworth forging press. The heated ingot was taken out of the furnace and placed beneath the powerful ram of the press. It was rapidly moulded and shaped, and it gradually grew longer and more slender beneath the force of the ram. The gun will be a thirteen-inch tube about forty or forty-two feet long. The party subsequently visited the hammer building, where a large and small ingot were in the furnace ready to be moulded by the world's largest steam hammer. The ingots were taken out and the Secretary witnessed the forging of a large and a small armor-plate. Both the Secretary and the Commodore expressed themselves as being highly pleased with the progress made on the Government contract.

The United States steamer Dispatch, which went ashore in Delaware Bay, is a complete wreck. The wreck is said to be due to a blunder of Second Lieutenant Milligan, who mistook the Annapolis light for Winter Quarter shoals light. "He ordered the vessel to close in to the shore and shortly afterward she ran aground on the shoals."

THE NEWS EPITOMIZED.

Eastern and Middle States.

MAJOR CHARLES B. THROCKMORTON, Commandant at Fort Schuyler, New York, was placed under arrest pending investigation of charges of issuing worthless checks and embezzling his pay vouchers.

PURSUANT to the proclamation of the Governor, the Pennsylvania Senate convened in extraordinary session at Harrisburg to consider whether sufficient cause existed for the removal of the office of Auditor-General Thomas McCann and State Treasurer Henry K. Boyer, who are alleged to have been in collusion with ex-City Treasurer John Bardsley, of Philadelphia, in his malfeasance in office. Lieutenant-Governor Watres occupied the chair. Of the fifty Senators, four failed to answer the roll-call.

HENRY SANFORD and Frederick Lovejoy were elected President and Vice-President, respectively, of the Adams Express Company in New York City, to succeed John Hoey and Clapp Spooner, accused of malfeasance.

JUDGE HENRY WILDER ALLEN, of the Court of Common Pleas, died very unexpectedly in the City Street Hospital, New York City. He was born in Alfred, Me., in 1836.

The soldiers and sailors' monument in Utica, N. Y., was unveiled. General Joseph R. Hawley made an address.

ELWOOD PARSONS, President of the First National Bank of Trenton, N. J., and a large real estate owner in Pennsylvania, New Jersey, Kentucky and Virginia, dropped dead on a recent evening. Mr. Parsons was a member of the Friends' denomination.

PHILLIPS BROOKS was consecrated Bishop of the Episcopal Diocese of Massachusetts. The ceremony occurred in Trinity Church, Boston.

CHARLES G. McCAWLEY, Colonel Commandant of the United States Marine Corps, retired, died at his home at Rosemont, Penn. He had been ill since last March, when he sustained a stroke of paralysis.

KINGS COUNTY DEMOCRATS ratified the State and local candidates at a big mass meeting in the Brooklyn (N. Y.) Ring. Ex-President Grover Cleveland presided.

THOMAS H. STOUT, a clerk employed by Kennet, Hopkins & Co., New York Stock Exchange brokers, has disappeared. He was a defaulter to the extent of about \$50,000.

THREE persons were killed and eight injured by the breaking of the fly wheel in the Amoskang Mill, in Manchester, N. H.

The United States cruiser Atlanta, which narrowly escaped destruction during the late storm when on her way to help the wrecked Dispatch, and on which six men were seriously injured by an explosion, has arrived at the Port of New York.

An attachment of over \$700,000 was issued in New York City against Ex-President John Hoey's property, and a direct charge of embezzlement was made against him by the Adams Express Company.

THE three-masted schooner Rebecca A. Taulane, of Boston, commanded by Captain Amia Nickerson, of South Chatham, Mass., went down at sea, and her crew of seven men were drowned.

THE body of Miss Laura S. Prebrey, the missing Smith College girl, was found in Paradise Pond, Springfield, Mass. She had committed suicide. She was the daughter of wealthy parents, but was detected robbing one of her college mates, and preferred death to disgrace. It is believed she was a kleptomaniac, as she had plenty of money of her own.

SAMUEL WHITNEY HALE, ex-Governor of New Hampshire, died at the home of his brother, in Brooklyn, N. Y. He was born in Fitchburg, Mass., in 1823.

THE General Conference of the Evangelical Church, which had been in session at Philadelphia, Penn., for two weeks, has just adjourned. The next General Conference will be held in the autumn of 1895, at Naperville, Ill.

As four men of Occum, Conn., who had acted as pall-bearers at a funeral in William, were driving back to Occum, their horse ran away down a hill. Peter McCafferty, aged thirty-five, was killed and John Shea was fatally hurt. The horses dashed over a precipice sixty feet high and were killed.

ON the first day of the sale at Hunt's Point, N. Y., of the racing stable of the late August Belmont, seventy-six stallions, broodmares and youngsters brought \$70,000.

IRVING E. EVANS, the stock broker, known to Boston and New York speculators as "Navy" Evans, shot himself dead, at his summer residence of his uncle, Brice L. Evans, in Allentown, N. H.

JUDGE GOODRICH has declared the Alien Land law of Texas void.

SIX laborers on a construction train at Ensey City went to sleep in a car where a red-hot stove was close to two kegs of powder. The powder caught fire and exploded, blowing the car to fragments. All were killed.

THE Minnesota Presbyterian Synod in session at Minneapolis protests against opening the World's Fair on Sunday.

ONE of the latest moves of the Farmers' Alliance is the boycotting of the town of Ladonia, Texas. The boycott was started because the Town Council enacted a law prohibiting the running at large of stock in the corporate limits.

REPORTS from Northern Minnesota and North Dakota as far west as the Missouri River are of the most discouraging character. It snowed and rained all over that section for eighteen hours, and not a wheel could turn among the threshing machines. It was calculated that from 2,000,000 to 3,000,000 bushels of wheat would be utterly ruined.

THE Indianapolis (Ind.) city election resulted in a Democratic victory. Sullivan was re-elected Mayor over Herod (Republican) by a majority of 5728.

A PASSENGER train jumped the track just east of Hicksville, Ohio. All the cars left the rails, killing three persons and injuring twenty-three others. The private car of Emmons Blaine, son of the Secretary of State, was in the wreck. Young Blaine was slightly injured.

SAM WRIGHT, colored, was hanged by a mob near Helena, Ga., for assaulting Miss Ada Beckwith.

THE surgeon who accompanied the Comander from Wyoming to the Sargent ranch in Idaho to examine the alleged remains of the late Robert Ray Hamilton, of New York City, reported that the examination was made, that the remains were unquestionably those of Robert Ray Hamilton, and that he came to his death by drowning.

THE boiler of the steamer Evangel, plying between Port Townsend, Washington, and Whitecomb, exploded, killing Gus Carlson and William Biggs, deckhands, and Julius Flint, fireman. Five others were severely scalded.

The bodies of 900 soldiers who fell in the battle of Port Recovery, Ohio, including the body of General Butler, were interred with impressive ceremonies in one immense grave at the cemetery set apart by the Government for that purpose. More than 50,000 people were on the grounds. Judge Samuel Hunt, of Cincinnati, delivered the address.

WILLIAM ROSS was hanged at Redwood Falls, Minn. He murdered Moses Laikin, who objected to his attention to his (Laikin's) daughter. Alek Morris was hanged at Madison, Ga., for the murder of Daniel Lockett, an aged colored man.

J. R. STEVENSON, aged thirty-eight, Professor of Astronomy in the Quaker (Ill.) High School, committed suicide. No cause for the act is known.

WASHINGTON.

THE Government steamer Alert, which went ashore near Anticosti Island, Washington, has been pulled off with slight damage.

THE Cabinet at its last meeting discussed in detail several reciprocity treaties that are now in the course of negotiation between the United States and European and South American countries.

THE Assistant Treasurer at Boston having recently refused to give gold coin in exchange for a \$1000 Treasury note when he was requested to do so, has been informed that his action is not approved by the Treasury Department.

ACTING TREASURER WHELPLEY has received a \$500 Treasury note in an envelope post-marked New York, N. Y. It was accompanied by the following statement: This money is interest on moneys defrauded from the Government by the Quaker (Ill.) High School, and has now been restored. The money was deposited in the United States Treasury to the credit of "Conscience."

SECRETARY RUSK assured a committee from the New York Produce Exchange that interest stamped at abattoirs in the West could be re-examined at the port of export.

THE Treasury Department has denied the application of Young Oh, a Chinese laborer, for permission to re-enter the United States for the purpose of visiting relatives.

CAPTAIN SHEPARD, Chief of the Revenue Marine Division of the Treasury, Washington, has received a report from Captain Hooper, commanding the revenue cutter Corwin, dated Sitka, Alaska, giving a detailed statement of the cruise of that vessel in Behring Sea during the past season, including his action in warning sealing vessels against violation of the modus vivendi.

THE United States has bought 1,000,000 acres of land from the Shoshone Indians for \$600,000. Fifty-five cents an acre for coal and oil fields.

THE Treasury Department has had printed for distribution several thousand copies of a pamphlet, entitled "A Brief History of Foreign Legislation in the United States." It is an interesting document of twenty pages and contains the story of coinage legislation from 1792 to 1895 inclusive.

Foreign.

An epidemic of smallpox is feared in Montreal, Canada. Already forty cases are reported.

FIFTY-FOUR residents of Montevideo, Uruguay, were killed in the attempted revolt against the Government, which was quickly suppressed.

FELIX NADAR, a large village of Transylvania, Austria-Hungary, has been completely destroyed by fire.

THE storm in Great Britain subsided, after raging for many hours; numerous marine disasters were reported. The latest reports tell of nineteen vessels being wrecked, while hundreds of people have been injured.

THE Russian Government has closed the University of Kieff, and has placed 93 of the students under arrest. This action has been taken on account of the recent revolutionary behavior of the students.

COUNT LUDWIG VON ARCO-VALLEY, the German Minister to the United States, died a few days ago in Berlin. Professor Bergmann had just performed an operation on the Count, his stomach having for some time refused to receive all food. The operation was not successful.

ARTHUR E. SMITHERS, Managing Director of the English Bank of the River Plate, was arrested in London charged with stealing \$55,000.

DEASTROUS droughts and great loss of stock are reported from the State of Sonora, Mexico.

An old woman of seventy, a young woman and three children lost their lives in a fire in a tenement house at Millwall Docks, London, England.

THE storm in Great Britain broke out again with renewed violence and did much damage.

BLOWN FIFTY FEET.

Eleven Wounded, Three Fatally, by a Locomotive Explosion.

Shortly before 4 o'clock on a recent afternoon a terrible explosion rent the air at the shops of the Chicago, St. Paul and Kansas City Railroad Company at South Park, St. Paul, Minn.

As soon as the smoke and noise had subsided, screaming groans were heard in the debris of the wreck.

The employees in the shops had been repairing an old engine, and, having completed the work, decided to test the boiler. Doubtless some steam was put on, for the boiler exploded with terrible velocity, and eleven persons were injured, three of them fatally.

Five of the victims were terribly mutilated, and were pinked up unconscious. The others were quite badly injured and taken to their homes.

The three who were fatally injured were conveyed by a special train to the Union Depot and taken to St. Joseph's Hospital. L. F. Newton, a clerk in the company's office, who was an eye witness of the accident, has just been brought out of the shops. Hostler May being in charge. Suddenly the explosion occurred and I saw my shoot up in the air and come down behind me. I was standing near, was thrown two car lengths away. The explosion took the firebox out and tipped over the right side of the boiler.

A DOG'S FIDELITY.

He Lay Beside His Master and in Front of an Approaching Train.

Engineer Arnon, of the express bound during a recent night for Shamrock, Penn., on the Lehigh Valley line, saw an object on the track ahead.

He reversed his engine and succeeded in stopping the train some distance away.

The driver got off to remove the obstruction, and on approaching found a ferocious bulldog lying alongside his master, who was across the track in the drunken stupor. The dog was very vicious and leaped at the fireman, who, however, escaped and ran back for assistance.

An attempt was made to shoot the dog, but this could not be done without endangering the man's life. Finally a friend of the drunken man came along, and, coaxing the animal away, the man was removed and the train proceeded after a delay of over half an hour.

STORM SWEEP COASTS.

Fierce Gales Blow in New Jersey and Great Britain.

Immense Damage Caused on Land and Sea.

Much damage was done along the New Jersey coast by the heavy winds. The steamship Alaska had a rough trip. The Providence line steamer Connecticut's piston rod broke in the Sound and the passengers were transferred to the Massachusetts. A heavy storm in the British Isles did much damage to shipping and interrupted the telegraph service.

A dispatch from Long Branch, N. J., says: A severe northeast wind and rain storm which raged for twenty-four hours did much damage all along the New Jersey coast, particularly between Sandy Hook and Point Pleasant.

For twelve hours the wind blew from forty to fifty miles an hour and the sea was unusually high and strong. At high tide that afternoon the waves dashed over the ocean pier at this place and swept the decks, but the structure withstood all attacks.

Several large pieces of lumber were driven about in the undertow and threatened the pier. They pounded hard against the iron pilings, but were finally secured and made fast by Superintendent Dudley's crew. The sea foam was between North Long Branch and West End bluff and Ocean avenue driveway has been ravaged by the waves, and in several places the roadway has been considerably eaten into.

The washout on Ocean avenue in front of the old East End Hotel property has been extended several feet, and in front of Lauch's Hotel the bluff has been washed away and the roadway encroached upon for a distance of one hundred feet. The foundation of the washout on Ocean Hotel bathing pavilion, just south of the pier, were smashed into kindling wood by the high tide and carried out to sea. Between the Surf House, just north of the pier and Chelsea avenue, nearly eight feet of beach has been carried away and the bluff has been badly washed and inundated. From this place to West End hundreds of tons of the bluff have been torn down and carried away. At Monmouth Beach, Low Moor and Galilee the damage has been little damage done aside from the vigorous attacks made upon the bluff. At the latter place the tracks of the New Jersey Southern Railroad have been washed, but the trains have not been delayed. Minugh's Hollow, at Seaside, is flooded by the high tide in the Shrewsbury River, and several small houses there have been badly undermined. The tide there is so high, in fact, that the first floors in several houses are submerged. The high winds have also done considerable damage inland.

A telegram from Asbury Park, N. J., says: The wooden pier at Asbury Park, owned by James A. Bradley, was considerably damaged, and at the foot of Fifth avenue a furious gale and rain storm, nearly eight feet of beach has been carried away and the bluff has been badly washed and inundated. From this place to West End hundreds of tons of the bluff have been torn down and carried away. At Monmouth Beach, Low Moor and Galilee the damage has been little damage done aside from the vigorous attacks made upon the bluff. At the latter place the tracks of the New Jersey Southern Railroad have been washed, but the trains have not been delayed. Minugh's Hollow, at Seaside, is flooded by the high tide in the Shrewsbury River, and several small houses there have been badly undermined. The tide there is so high, in fact, that the first floors in several houses are submerged. The high winds have also done considerable damage inland.

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