# THE PITTSBURG DISPATCH.

## CAUGHT IN A STORM.

Terrible Experience of French and English Fleets Off Portsmouth.

GUESTS CARRIED TO SEA

On Admiral Gervais' Flagship, After Accepting an Invitation to Dine With Him.

IN THE HURRICANE'S CLUTCHES.

The Big Warships of Both Countries Tossed About Like Cockle-Shells on the Deep.

WEATHERING A NIGHT OF WILD ALARM.

High-Born British Ladies Compelled to Remain Board the Storm-Tossed Vessels for

MIRACULOUS ESCAPE OF THE FRENCH SHIPS

[BY CABLE TO THE DISPATCH.] LONDON, Aug. 29 .- [Copyrighted.]-The emporarily concluded by the return of Admiral Gervais and the French fleet to their coast, political tranquility rests upon Europe. The last day of the Frenchmen's stay at Portsmouth produced a climax in the way of weather. For six days it had rained three hours out of four, but on the seventh it never stopped and the wind, not to be outdone, came along with hurricane force. Such a storm had not been known in the summer time at Portsmouth for 20

The Admiral had invited a large number of guests to dinner on the flagship and a ball was to follow. Half a dozen steam tugs were in readiness to convey those invited, and despite the storm ladies made their way on board the tenders rather than lose a chance which might never reour, and then the Frenchmen had made themselves so agreeable on shore that some sacrifice might be made to do them honor on this

IN A HURRICANE'S GRASP.

The tugs cast off and steamed at top speed, but made slow work of it in the teeth of the harricane. Then it was seen the French Admiral was signalling that it would be positively dangerous to come near his ship in the heavy sea, and cancelling all previous

But the blood of the British tar was up; no hurricane had yet stopped him, and he was not going to let the Frenchmen think he was afraid of a little salt water and a heavy blow. So, plunging on, the little craft went from stem to stern. Only little headway was made, and presently the lashing rain made the atmosphere so thick that it was

keeping the engines going to maintain the position. The wind seemed to shriek in fury; the little vessels rolled, plunged and creaked in a manner alarming to all landsmen. To make matters worse, every now and then another helpless vessel would loon up out of the blackness and then there would be much shouting and whistling until the danger of collision was averted. DESCRIPTION THE STORM

On the boat provided for the newspaper men not a single man out of the whole 20 went below. Soaked to the skin, they held to rones on deck, every man with a cork jacket, prepared for the final struggle, which they felt sure must come. So they remained the whole night, startled every few minutes by the wildest alarms. When day broke the tenders made their way back into harbor and landed their passencers, more dead than alive. That these vessels avoided collision

throughout the night was little short of a miracle. Six bours later the Government tender started again to witness the departure of the fleet, but only two of the hun- that the late exchange of civilities bedred special correspondents at Portsmouth tween the English and French papers, ventured in her. They have had enough of the sea. Scores of lady visitors to the Brit-ish fleet, who had gone on board before the storm arose, were obliged to remain with the

Some doubt has been thrown upon the statement as to an invitation to the British fleet to visit Cherbourg, but there are good grounds for the belief that such an invitation was given by Admiral Gervais, and that it was readily accepted. The Rus-sians, however, pay the first visit to France. and it is not probable that an English fleet will put into Cherbourg for a month later.

### DEATH OF DR. PRATT.

He Was a Distinguished American Physician, Known In Both Hemispheres.

IBT CABLE TO THE DISPATON. LONDON, Aug. 29.-It will bring regret to the minds of many Americans to learn of the death of Dr. Thomas Pratt, which occurred early this morning at the University Hospital. Dr. Pratt, 20 years ago, was one of the most distinguished American physicians in Europe. He was the son-in-law of Dr. Marion Sims. He served on the Confederate side as surgeon during the Civil War in America on the German side during the Franco-Prussian war. After the German victory he Paris, and 15 years ago came to London, where he has since resided.

During recent years he has been an in-valid and his friends consider that death was a welcome relief to his sufferings. A week ago he fell in a fit in Gower street and Dr. Pratt was a brother of the late United States Minister to Persia and another brother is a lawyer in New York. He was a man of many friends, of the utme ness of heart and generosity of disposition.

### A BEAUTIFUL SUICIDE

The Sad End of Leonora Mitchell, an Am ican Girl, in a Hosnital.

[BY CABLE TO THE DISPATCH.] LONDON, Aug. 29 .- A month ago the English newspapers were full of a seeming tragedy. A young and beautiful woman was found in a railway carriage at Leeds suffering from a bullet wound in the breast. She had a first-class ticket to London from Glasgow, but was so seriously injured that she was taken to the hospital at Bedford. She for several days refused to give her name or to say how she came by the wound, and it was believed that an attempt had been made to murder her. Later a revolver was found on the railroad track a few miles from Leeds, and she eventually confessed that she had attempted suicide, but still refused to give her name. Yesterday she died, and it is now learned that she was an American girl named Leonora Mitchell, but known to her friends as Dolly Mitchell.

She comes of a good family in Covington,

friends as Dolly Mitchell.

She comes of a good family in Covington, Ky., and her history is a sad one. She left her bome several years ago and went to New York, where she was known to menshout town as one of the most beautiful and attractive women in the city. A year ago she came to London, and at the Corinthian Club made the acquaintance of a young army officer, with whom she eventually lived. It was his desertion that drove her Ritschdi Pacha, the Turkish commander in Yemen, the principal division of Arabia, to suicide, although she had attempted it once before in New York.

### TENANTS OF THE PRINCE.

LONDON, Aug. 29.-Americans have a

The Miserable Rookeries They Inhabit a [BY CABLE TO THE DISPATCH]

times been startled by revelations of the rapacity of London landlords who own rookeries in the slums and compel the poor tenants to pay exorbitant rents for their miserable hovels, at the same time declining to undertake any repairs. The latest specimen of this class of landlords is no less a person than the Prince of Wales. Two small tenement houses at Kensington be-longing to him collapsed this morning, but fortunately the inmates escaped undura-otherwise Englishmen might again have had the entertaining spectacle of their Prince being cross-examined in the witness

box.
The Prince's agent has issued directions that all the tenants of his collapsed houses are to be housed at his expense, pending an inspection of the rookeries.

### BRITAIN'S AFFLICTION.

WET WEATHER AND BUGS CAUSING GREAT HAVOC TO FARMS.

The Efforts of Rainmakers Not Appreciated in England-Ravages of the Mustard Bug-Whole Fields Destroyed by the Insect—Champagne Vines Suffering, [BY CABLE TO THE DISPATCH.]

LONDON, Aug. 29 .- While in Texas people are encouraging the rainmakers, a certain number of grumbling Englishmen are exasperated at the folks here who bring about such a result. They have some little excuse, as being wet through every day for seven weeks is apt to produce an irritating effect upon the temper and nerves. A Fellow of the Royal Society writes to the En-

low of the Royal Society writes to the English papers as follows:

Recently in Great Britain we have had three very considerable producers, first the ten days artillery compelition at Shoeburyness; second the artillery competition of four or five days in Scotland, and lastly the exchange of complimentary salutes between our neighbors across the channel and ourselves a few days ago, during which a con-siderable amount of gunpowder was con-sumed. It must be borne in mind that in our moist climate the materials of rain manufacture are always ready to hand, and a far smaller power is required here to pro-duce rain in unlimited quantities than in America, even in places far less arid than

nidland Texas.

To add to the sum of miseries inflicted upon them by the continued rains, the English farmers are now pestered with another infliction. In Lincolushire, Cambridgeshire and Norfolk counties the insect known as the mustard bug is making sad ravages field of mustard was found to be badly infested, and as soon as the crop was cut down the bugs were to be seen crossing the progress they devoured everything in the gardens, and then made their way into the louses, from which they were swept out in

From other quarters the statement is made that much damage has been done by the army worm, which owes its name to the fact that its movements are made with all the regularity in the formation of tary advance. Apparently the wet weather which has been experienced, not only in this country, but throughout Europe, is favorable to the multiplication of these insect pests. In the champagne country phylloxera is playing havor with the vines, the preventative measures which have been adopted having had little result.

### FRANCE WILL MOVE

In the Matter of Adopting the Brussels Anti-Slavery Convention.

[BY CABLE TO THE DISPATCH.] LONDON, Aug. 29.—It seems probable, in the opinion of well-informed officials at the Foreign Office, that the Anti-Slavery Convention drawn up at the Brussels Congress will be approved by France and subsequently by Holland before the end of the year. There is even a disposition to believe following upon that between two fleets, will be the deciding cause of this diplomatic reconciliation, which may lead to still more important results. At any rate an impression has been gained from French sources that when the question of the Anti-Slavery Convention is again raised in the French Chambers a vote will be ob-tained, which will compel the Ministry of Foreign Affairs to urge the immediate eptance of the convention.

Cardinal Lavigerie in the meantime is reparing an appeal on behalf of the instrument drawn up at Brussels, which he in-tends to address personally to every Sena tor and Deputy in France, in anticipation of the debate which will take place when the Chambers meet again.

### THE LEWISHAM RESULT.

Why the Gladstonians Did Not Make Better Showing in the Vote.

LONDON, Aug. 29.-Lewisham has not done so well as expected. True, it has reduced the Tory majority some hundreds, but the result does not give the true proportion of parties in the borough. Unfortunately, on the polling day Lewisham provided a pathetic Laodicean. The Liberals would not take the trouble to vote, because they felt sure the Tory would be returned and their utmost efforts could not prevent it.

This is the true explanation of the Glad-stonians failing to make a still better showing. Out of 11,000 voters on the register nearly 5,000 failed to go to the polls.

MARTINIQUE DAMAGED \$10,000,000. French Government Contribute

\$200,000 to the Cyclone Sufferers. PARIS, Aug. 29.-The official estimate of the damage done by the recent cyclone which swept over the island of Martinique, places the amount at \$10,000,000, and says that 378 people lost their lives. President Carnot has signed a credit of \$200,000, to be used to assist the Martinique sufferers.

The New Head of England's Postoffice D partment Not Yet Appointed. [BY GABLE TO THE DISPATCH.] LONDON, Aug. 29.-The appointment of Sims gang.

Yemen, the principal division of Arabia, has utterly crushed out a revolt which broke out recently in that province, and has struck wholesale terror into the hearts of

the insurgents.

The Turkish Pacha subsequently entered Saua, the capital city of Yemen, in triumphal procession, having in his train 14 camels laden with hands cut from the rebel chieftains of Yemen. Yemen is adjacent to the Straits of Bab-el-Mandeb.

### NOT A RELIGIOUS WAR.

THE CHINESE RIOTS ARE CAUSED BY POLITICAL TROUBLE.

sfied Element Desires to Car Foreign Complications so That Rebellion Would Be Easy—Restless Under Tartas Rule-Attacks Upon French Property. [SPECIAL TELEGRAM TO THE DISPATCH.]

NEW YORK, Aug. 29.—The Methodist Episcopal Missionary Society has received a letter from Superintendent Stevens, of the mission at Nanking, in Central China, in which he says: "We have had troublous times in Central China. Anti-foreign riots have occurred in 20 cities. Several hundred thousand dollars worth of property has been destroyed, 2 Europeans, 1 Wesleyau missionary, 1 English customs officers and several native christians have been killed. The Roman catholies have been the principal sufferers Demonstrations of more or less violence have been made at all our mission stations.

have been made at all our mission stations. We have lost no lives and very little damage has been done to any of our property. At Nanking all the women and children were sent away to Shanghai on steamers. They are now returning, and all seems duiet here.

"These riots are not anti-Christian, for in many instances demonstrations have been made as much against Chinese officials and foreigners engaged in business as against missionaries. There are various theories concerning the cause of these riots and the evident uneasiness of the people. The most plausible one is that the people are stirred up by secret political intrigues to destroy foreign property and annoy foreigners for the purpose of involving the government with foreign powers, in order to make rebellion easy, overthrow the present tartar dynasty and inaugurate a purely Chinese government. The officials are making vigorous efforts to apprehend members of what is known as the Ko Lon Hin (old brotherhood), a secret society which had its origin during the Tai Ping rebellion.

1 The Chinese are, and have been for some

Ping rebellion.

1 The Chinese are, and have been for some time, restless under Tartar rule. The present abominable squeeze system and rottenness in government affairs and consequent drain upon the industries of the country do not add much to the contentment of the people and the security of the empire. The great amount of French property destroyed and the persecution of Catholics, which the Chinese regard as a French institution in most places, gives color to the above theory. The late un pleasantness between Frauce and China and the uncertain issue of it from a Chinese peaceful along the river at present, but dis-turbing rumors continue to come in from the interior, where the infection is spread-

### COLLIDED IN A CITY.

Both Engines and Several Cars Smashe and Passengers Shaken Up.

PETECIAL TELEGRAM TO THE DISPATCH. EAST PALESTINE, O., Aug. 29-As the second section of freight No. 71, of the Ft. Wayne Railroad, was rounding a sharp curve about 40 rods west of the depot at a o'clock this morning, it collided with the second section of the fast train going east, eausing a tearful crash, which was heard in all parts of the city. The engineer of the express train, George Darby, after reversing his engine, jumped off his engine, and in the fall badly injured his head and face.

Adams Express Agent F. A. Wise, of Chicago, was badly cut about both legs, The passengers all escaped with a few injuries.

The express train consisted of two vestings. tibule, two express and Superintendent private car. Both engines and eight cars are a total wreck. The Watts' freight crew claim they did not notice the signal from the first section of the express that another was following and pulled out

### BETRAYED BY A WIPE.

Man Forges His Father's Name and At sconds With the Proceeds

CHICAGO, Aug. 29.-Fred and George Budlong, of Cooperstown, N. Y., were cap-tured here last night, and left this morning for that place to answer to a charge forgery. They were employed by W. A. Wixon, a coal merchant, and Fred won and married Mr. Wixon's daughter, Daisy.

Mr. Wixon trusted them implicitly, and they took advantage of the fact to forge his name to a check for \$10,000, which they cashed and absconded with the proceeds. The young wife, ignorant of the facts, accompanied them to this city, where they went to work under assumed names. Mrs. Budlong finally became suspicious and Budlong finally became suspicious and wrote to her father, with the result above

### MURDERED AND CREMATED.

[SPECIAL TELEGRAM TO THE DISPATCH.]

A Building Burned Down, Probably to Cor ceal a Horrible Crime.

CRESTLINE, O., Aug. 29.-Late last night the large storage barn and hay pressing es-tablishment of A. Morehead & Co. was totally destroyed by fire. The loss will be large, with no insurance.
In raking over the ruins of the fire, the

firemen found the charred remains of a man, but they were so terribly burned and disfigured that identification was impossible. It is believed here, however, that the man had been murdered during a quarrel the other night, and the remains placed in the barn and fixed to prevent identification.

### ON THE SIMS GANG'S TRAIL

United States Marshal and an Army

Detectives Hot After Them. MOBILE, ALA., Aug. 29 .- United States Marshal Walker, with a posse of 40 selected detectives from Alabama, Mississipp and Louisiana, left at 2 o'clock this after noon by special train for Buckstuna, on the Mobile and Ohio Railroad, taking horses, ammunition, camping outfits, etc. They go to raid stills and effectually break up the

Lies a Region That Offers Great Possibilities to Yankees.

AROUND THE EQUATOR

CHAT WITH A CIVIL ENGINEER

Who Has Kept Both Eyes Open While Work in South America.

RAILWAYS BUILT UNDER DIFFICULTIES

A residence in South America during the greater part of each year since 1879 has made Civil Engineer J. B. Dougherty, of 295 Franklin street, Allegheny, an interesting talker respecting a sister republic, the United States of Colombia, the southerly portion lying under the equator and having harbors on both Carribean Sea and the Pacific Ocean. An interview was suggested by Colonel T. P. Roberts. Mr. Dougherty went to Colombia in the fall of 1879, when he began work on the Dique Canal, from Colanor to Cartagena, to reconstruct it so as to divide the commerce of the Magdalens river. Colonel Totten aud J. C. Trautwine worked on the same canal in 1849 and 18850, and built several locks. They were the builders of the Panama

Mr. Dougherty's work was to make the canal navigable at all seasons of the year for boats drawing four and a half feet of water. A survey from Cartagena to the Magdalena was made under the auspices of a New York syndicate. The bay of Cartagena is landocked and the best on the Carribbean Sea, and vessels drawing 25 feet of water can ener safely. When Drake and the Spaniards had a controversy, several years ago, at the siege of Cartagena, the latter filled one of the entrances, and the one remaining is not more than 150 feet wide, but it is 40 feet

The principal port of entry for the Colompian Republic on the Carribbean Ses is 12 miles inland, and the two are connected by 18 miles of railway. The government wished

18 miles of railway. The government wished to improve the river by jetties, but did not have the necessary cash, and the railway at present answers the purpose.

A pier composed of creosoted timber has been built by the railway company, and traffic between steamers and the railway is carried on by lighters and tugboats built in New York and in Wilmington, Del. In order to avoid the cost of lighterage the railway company is now building a pier 4,000 feet long, which has an approach of 3,300 feet. The neck is 100 feet and head of pier 600x50 feet. This arrangement will accommedate four large vessels, two on each side. The piles girders and cross-ties are of steel. The piles are 5½ and 5½ inches in diameter. The timber in the floor is 450,000 feet, board measure, and was sent from Florida. At the outer end of the pier the depth of water is 27 feet and inside 25 feet. This pier is expected to be completed in 12 or 14 months.

feet. This pier is expected to be completed in 12 or 14 months.

There is quite a large traffic on the Magdalena, where Rees's steam-boats have been sent and Baranquilla is the entrepot of Columbia 90 per cent of the trade on the Eastside is carried over the Baranquilla Railway, but at present between the unloading vessel, the lighters. Custom house, railway and river steamers, there is so much handling that one way or other imports with all these charges on top of tariffs make Columbians pay considerable money for what they do not produce themselves.

RIVER TRAFFIC AT CHEAP RATES.

RIVER TRAFFIC AT CHEAP RATES. The river traffic is carried steamers, all of light draught. They were formerly owned by three companies, but competition out freight rates to such an extent that no one made any money, so there was a combine—a plant that seems to thrive in any latitude. The whole are now known by the name of the Columbia Transporta-tion Company, and the stock is mostly owned by Americans, the Unida Company of New York, Cisneros, a Cuban by birth, but an American by participation but an American by naturalization, being President. Of these steam-ers, four are in the Cartagena trade. The steamers of the lower river run to Honda, the highest point on the lower Magdalena. At Honda there are a series of falls three miles long, the upper level being 13 feet above the lower, which prevent large steamers from going farther, Above Honda three small boats run to Niera, 180 miles. For 20 miles below Honda the river is tortuous and the channel rocky, and a railway called the La Dorado connects the lower point with that above the falls. Its lower end is at Yeagus. The capital, Bogota, is 90 miles from Honda and is 8,885 feet above tide water. It

is reached by mule transportation—packing on mules' backs. The city is well built and has a population of 120,000. It has electric light and water is distributed through the streets. It has also street railways built by Americans. The city lies in a basin surrounded by the Guadalupe and Monserrate Mountains. The basin is as level as a floor and has the appearance of lake bottom. A volcano or an earthquak has at some time cut a gap through these mountains and let the water out. The bowl is 20 miles long and 15 wide, and the city on the western side, at the base of the

mountains.
From Bogota northward a railroad has From Bogota northward a railroad has been built to connect the city with the mule road. The locomotives, cars, rails, etc., were taken up the mountains on mule and man back. Any piece weighing 250 pounds or more was carried by man. The work of construction was begun at the upper instead of the lower end of the route, as would have been the case in this country. The same method was pursued at Costa Rica, work method was pursued at Costa Rica, work commencing at San Jose, a strange plan, but at the same time explainable.

A VERY HEALTHY CLIMATE.

A VEBY HEALTHY CLIMATE.

The climate of Bogota is very healthy, temperature never being higher than 60 nor lower than 48 degrees. It is something like that of the middle of November here. The inhabitants wear light woolen clothing after sundown, don light overcoats. The plains are very fertile, apples, peaches, pears, quinces and berries of all kinds adapted to a temperate climate do well and wheat grows abundantly. On the mountain side coal seams are observable and previous to the manufacture of electricity for lighting coal was used for gas making, very little if any being used for cooking or heating, wood being abundant and preferred. In the neighborhood of Bogota, within fifteen miles, there is excellent brown hematite iron ore, and at one of these deposits the Pusey and Jones Company, of Wilmington, Del., built a rail mill. There are also good castings made at these works. They good castings made at these works. They have the iron ore, coal and limestone in abundance and contiguous, all being within a radius of a mile. This mill was built a radius of a mile. This mill was built for a Colombian company. There is a road how being built between Bogota and Jiradote. The latter place is 70 miles from Honda on the upper Magdalena, and 22 miles of the road are now in operation. This line is over a nearly level plain to the foot of the Andes and follows the contour of the mountains to secure good grades and avoid heavy work, and is quite tortuous. The maximum grade is 4 per cent, with curves of not less than 250 feet radius. The road guage is three feet. The rolling stock is all of American make, but the 35 pound steel rails are furnished by the English.

COLOMBIA'S PRINCIPAL EXPORTS.

COLOMBIA'S PRINCIPAL EXPORTS. The principal exports of Colombia are soffee, hides, dyewood and ivory nuts. Years ago this vegetable ivory had a large market in this country in the shape of and were sold on railway trains along with cigars, candy and light literature, but now the nuts nearly all go to Germany, where they are made into buttons. There are also numerous forests of mahogany and cedar, which are not likely to be exhausted for centuries. The States of Tolinia and Antioquia are very rich in minerals, especially gold. The great difficulty in the way of mining, according to modern practice, is getting machinery to the mines on account of the bad roads. There are no wagon roads, and any article weighing 250 pounds is too heavy for a mule, and must be carried by men. This renders transportation enormously expensive. The mining is carried on by foreigners, many of them Americans, who have introduced American machinery manufactured mainly in Chicago and San Francisco, now the seats of mining machinery manufactured in the United States. The foreigners generally adopt it, as like most machinery of American make, it is superior to European. Mr. Dougherty states that the difference between the two is something like the difference between an American or French shoe and an English one. It is characteristic of all American machinery that it contains the same strength combined with lightness and neatness. The richest mines developed are in the State of Antioquis, of which Medellin is the capital. Its population is 60,000.

The city is in the beautiful and fertile valley on the banks of the Porse river, a tributary of the Cauca, which is a tributary of the Magdalena. President Cisneros and party went there ten years ago and commenced the construction of a railway from Puerto Berio, 450 miles from Baranquilla, an elevation of 510 feet above the mouth of the Magdalena. From Puerto Berio to Medellin is 130 miles. There are 30 miles of this road in operation, the rest surveyed and locasted and 12 miles of grading and bridging Suiched. This yead will one un

Mcdellin is 130 miles. There are 30 miles of this road in operation, the rest surveyed and located and 12 miles of grading and bridging finished. This road will open up a rich mining country, both placer and quartz. In some of the cuts they found streaks of quartz and after a rain color could be obtained by rubbing the detritus in the hands.

A TEMPTATION TO QUIT WORK. A TEMPTATION TO QUIT WORK.

As the peons got but 30 to 40 cents a day for railway digging, the authorities found much trouble in making them work when passing through such strata, as they could make that much or more by panning out the carth, and it was much easier work. In the mountains along streams the alluvial deposits were all found to contain more or less gold. The completion of the road will enable the mining companies to get heavier machinery to Antioquia. An American, after examining the Lacundamine carefully, offered the owners \$6,000,000 for it, but they hater examining the Lacundamine carefully, offered the owners \$6,000,000 for it, but they thought it worth more to them. It is the most systematically worked of any of the mines in the country, but the machinery used is too light for effective work.

The equatorial line passes through the southern part of Colombia and it extends north of that line 11 degrees, while the 75th meridian of longitude runs about through the center. The lowlands are hot and malarial, but as the temperature varies

through the center. The lowisids are hot and malarial, but as the temperature varies but 8 or 10 degrees during the year foreigners soon become acclimated and suffer less from heat than people in this city did a few days ago. During ten months of the year the trade winds blow on the Caribbean coast and much mitigate the heat. May and June are showery and during December. January and part of February cember, January and part of February heavy short showers succeed each other at very close intervals and the lightning and thunder are terrific, the latter causing the heaviest houses to tremble as during an earthquake. While building the Antioquia road severe shocks of earthquake were experienced during the wet season. The results were very expensive, the disintegrated earth sliding into the cuts, some of which

HARD WORK FOR RAILROAD MAKERS. Mr. Dougherty says that railway builders in this latitude can scarce conceive of some of the difficulties attending their construction under the equator, entting through and filling up marshes that seem of unfettemally downtoned. in the mountains cause slips that would appall the energy of even Americans, though owing to the uniformity of temperature no trouble is experienced from expansion and contraction of metals. The peons, how-ever, are well adapted to the labor. They work habited in little more than a breechclout, notwithstanding mosquitoes and other insects are ravenous enough to make even a pachyderm frantic. They are the best people that can be had for the business, steady workers and, though slow in action and slow to learn, are easily controlled, and the most adventurous among them never even dreamed of anything in the shape of a trade union. The company supplied them with rations, a certain number of ounces of beef, rice, beans, corn and plantain; no pork. The plantain bears about the same relation to the banana that the yam does to the sweet potato. cents a day wages were 80 cents to \$1 00 day. The company supplied the ranches, or tents, attention and medicine in sickness, etc., and found it a good policy to do so and keep their men not only in good health, but in good heart also.

CONCESSIONS FROM GOVERNMENTS. F. J. Cisveros, with whom Mr. Dougherty has been associated for 11 years, holds con-cessions from the various governments and has been the head of all the enterprises named. He is a member of the American Society of Engineers. He had the contract for the building of the Jiradot, La Dorada, Antioquia and Cauca railways and is President of the Baranquilla Railway and Pier Company and of the Transportation Company on the Magdalena. He is a man of

great energy and executive ability. In his absence Mr. Dougherty was in charge of the

work.

The Cauca Valley Railway starts from Buena Ventura, which is 360 miles south of Panama on the Pacific Ocean. The surveys and location are completed and 16 miles of the road also. It was commenced in 1866, and is now being finished by an Illinois syndicate. The Cauca Valley is rich agriculturally, and Mr. Dougherty says he saw sugar cane that was said to have been planted 80 years ago. In all the low grounds of Colombia two crops of corn and rice can be raised each year. The cotton export on the Magdalena doubled in amount in less than three years. It goes to Germany and three years. It goes to Germany and though nearly all raised by hand work, competes successfully with American cot-ton raised with the aid of the best machinton raised with the aid of the best machin-ery. The Cauca Valley is about 20 miles wide by 300 long. The climate of Buena Ventura is somewhat humid. Mr. Dough-erty made the meteorological report of the section for the wether bureau at Washing-ton and knows whereof he speaks. During one year the rainfall was 154 inches. The rain falls every day, though at no great dis-tance south is the rainless region of Peru.

ADVANTAGES OF STUDYING SPANISH. Owing to the certainty of intimate trade relations being established at no distant date between our Republic and those of South America, Mr. Dougherty urges the South America, Mr. Dougherty urges the attainment of several requisites to success. One of these is that our youth should discard the study of French for that of Spanish, though both languages, and German also, would be found useful—the first, though, worth more than both of the latter commercially. At present, England, France and Germany monopolize the trade of South America, and very few American drummers are encountered. In the second of South America, and very few American drummers are encountered. In the second place, we should study the wants of the South Americans as Europeans do, and pack our goods so that they reach the consumer in good shape. American packages are usually so fragile that one would suppose they were only to be shipped from Pittsburg to Chicago, while the English package may be banged around like an iron-bound trunk all over the world, and yet its contents reach the consumer intact. European makers are posted as to the likings of their oustomers. In South America's woman wants a certain amount of likings of their oustomers. In South America a woman wants a certain amount of material to make a dress. She knows noth-ing about width, but she knows she wants



"THE SAME OLD ENEMY."-Manchester (Eng.) Examiner.

ABDUCTED HER OWN CHILD.

Wife and Little Daughter,

CANTON, O., Aug. 29 .- Peter Miller, this city, is endeavoring to ascertain the whereabouts of his wife and 7-year-old

daughter, whom he claims she has abducted.

Miller claims that his wife deserted him

A NEW CANADIAN ELECTION.

The Conservative Government Will Again

Appeal to the Country.

savs a redistribution measure will be in

part of December or early in January.

Two reasons are assigned for the decision.

One is that the Government dare not face the election courts; that many of their fol-

lowers fear very scandalous revelations, and that there is hardly a doubt that four or

five of the Ministers and some of the

prominent supporters would be disqualified. The other reason is that Lord Stanley has

nade strong remonstrances against the re

tention in office of a Government which it is proved was elected by bold and flagrant

THE EMPEROR S JEALOUST.

Prince Bismarck Deprived of a Valuable

Medal by His Veto.

Merite, made vacant by the death of Gen-

eral Von Moltke, was intended by a ma-

jority of the surviving members to be con-

ferred on Prince Bismarck, but the Kaiser,

who has a right of veto on any selection

made, although not a right of appointment, gave it to be understood that he would exercise the veto, if Bismarck's name were

Thereupon, as previously cabled, General von Verdy, the German ex-Minister of War, was selected, and the nomination approved by the Kaiser. It is the only Prussian or-

ler which Bismarck does not possess, and ts bestowal would have been highly grati-

ying to him. The fact that a man versed only in military science was named for the coveted distinction, is said to be due to the

Caiser's desire to foster a spirit of emula-

tion among his commanding officers, and has caused no little ill-felling in art and literary circles in Berlin.

The Fall Trade Opening.

The populace of these two large cities are now looking for the nice things of the season for the furnishment of their houses. They will find them in wall paper, picture moldings, house, sign and fresco painting, at Stoughton & Stulen's, 101 Market street, at the lowest prices in the city. It will pay to examine their stock before purchasing. Their works cannot be surpassed east or west. They have just finished the Seventh Avenue Hotel, that for taste and harmony of color has not been equaled in Pittsburg.

of color has not been equaled in Pittsburg Their new store is 101 Market street, cor

ner First avenue. Don't fail to see their

PITTSBURG AND LAKE ERIE R. R.

Tisgara Falls and return..... \$ 7 00

Excursion From Pittsburg to Chicago Ove

the Pennsylvania Lines

"limited." Tickets good to return until September 13 inclusive. Rate, \$10 00 for

Everett Piano Club News.

The pianes delivered this week on the \$100 weekly payments are Club A, No. 316, C. S. Horner, 88 Jackson street, Allegheny. Club B, No. 233, name withheld by

request. Hereafter the notice of weekly numbers will be found in the personal col umns of Monday's Dispatch.

BADGES for lodges and societies at Mo-Mahon Bros. & Adams', 52 Fourth avenue.

stock and prices.

BERLIN, Aug. 29 .- The order Pour Le

Canton Man Looking for His Rus

so many yards in length, and the European maker just gives her what she wants, all his fabrics made for that market being of uni-form width, whereas those of Americans are of various widths and confusing to the natives, who are very conservative and can only be led into novelties by degrees.

degrees.

Were we to adopt ourselves to them, we could in time innovate by educating them up to our standard. Even in the them up to our standard. Even in the matter of shoes you must give them what they want, as to shape, or they will not buy at any price and the curse of the country is that its imports greatly exceed in value its exports that it is kept poor, the latter being in the raw and the former in the finished state. Colombia's gold export goes mainly to Europe and that out of the Magdelens along amounts to \$8,000,000 or \$10. mainly to Europe and that out of the Mag-dalena along amounts to \$8,000,000, or \$10-000,000 a year. Mr. Dougherty says that our tariff stands in our way in this trade, for though we excel Europeans in the man-ufacture of locomotives, sewing machines and other machinery and can take this trade from them, yet they furnish South America with rails and Europeans humor them by giving long credits. them by giving long credits.

GREAT CREDIT TO MR. BLAINE.

He gives great credit to Secretary Blaine for his part in furthering the work of the American Congress which has awakened a desire in our sister republics to know more of us. The matter is a theme for discussion ever since the Congress was proposed, and they look forward to a time when its fruits can be garnered and they are an impressi-ble people, kind, hospitable and polite from Government officials to the lowest orders. One thing they evidently desire is a silver standard which will enable them to deal with us without having to pay the difference in rates of exchange. Europeans adapt themselves to all the exigencies of

uncture—the steamboat, built by James Rees, has established a place in the esteem of the people that cannot be taken by boats built anywhere else. Of the 35 plying in the Magdalena ten were built by Mr. Rees. They carry more cargo according to draft of water, use less fuel and are more economical in every respect, with less complexity of machinery than any European vessels

In this connection it is pertinent to remark that were these steamers loaded into whalebacks in sections in this city and sent direct to the mouth of the Magdalena, their triumph would be still more complete, as at present they are taken piecemeal to New York and these loaded on ships, entailing not only the cost of 400 miles railway freight but also several thousand miles of dangerous coast navigation. Two of these steamers are now being built and mechanics from this city will accompany the pieces and put them together at the port of delivery.

### PRUSTRATED BY THE POLICE.

Sprightly Young Machinist Attempts t Elope With a Married Woman, BOSTON, Aug. 29.-The Boston police to

day spoiled an elopement which causes a sensation in Exeter, N. H. George W. Morrison, a sprightly young machinist, has been, it is claimed, too well acquainted with Ida Carroll, the 25-year-old wife of a laster in the Exeter Company's shoe factory. The townspeople have been talking about it some time, and Mr. Carroll has remonstrated with Morrison. Yester-day morning the couple started to clope, but the husband and the woman's brother caught them at the railway station and suc-ceeded in separating them.

There was quite a scrimmage and Mor-

rison got the worst of it. Mrs. Carroll was then taken home, but in a short while again joined Morrison and the two escaped ing to Boston. This morning, acting under telegraphic instructions, the police arrested Morrison on a charge of adultery, just as he was boarding a train for Fitchburg. He declines to reveal the whereabouts of Mra. Carroll, but she is believed to be in Fitch-

### FUN EXPECTED TO-DAY.

The Sub-Treasury Men Carrying the Day With Missouri's Alliance PERTLE SPRINGS, Mo., Aug. 29 .- Th

Committee on Demands of the Farmers' Alliance Convention did not, as was ex pected, report this morning, hence the morning session was devoid of any sensa tional features. A special committee reported a recommendation to revise the Constitution to allow Missouri to go into a third party, but this will not carry, as a two-thirds rote is necessary to change the Con-stitution, and the Hall followers have threatened to leave the convention in a

threatened to leave the convention in a body, breaking the quorum.

The first business of the afternoon's session was the election of delegates to the Indianapolis convention, and it resulted in another victory for the sub-Treasury wing. Then came the report of the Committee on Demands, the anticipation of which has been a sort of bugbear to the delegates. It came in two sections—a majority and minority. After the reading of both and a short debate the convention adjourned until 8 o'clock to-morrow morning. Starts Saturday, September 5. Tickets good on all trains of that day except the "limited." Tickets good to return until the round trip. For particulars add call upon Samuel Moody, District Pas Agent Pennsylvania Lines, No. 1127 Liberty street, Pittsburg. til 8 o'clock to-morrow morning.

### WOULD MEASURE THE CELESTIALS.

Traveling Agent Has a Scheme to Enforce the Anti-Chinese Law.

CHICAGO, Aug. 29 .- An agent of the Bertillon system of measurement for identi-fying criminals visited the special agents of the Treasury Department in this city to-day and suggested that the Chinese ex-clusion act could be made easy of enforce-

Services of General Moorhead. A HIGH TRIBUTE FROM SHERMAN. Made the Monongahela Navigable and

HOW HE MADE A HOT-HEAD APOLOGIZE

Saved the Arsenal Stores.

A MAN OF PITTSBURG.

Ex-Clerk Lloyd Tells of the Public

"A big man in body, brain and heart was James K. Moorhead, General Moorhead, as was more familiarly known, having legitimately acquired the title as Adjutant General of Pennsylvania by appointment from Governor David D. Porter. He represented the Pittsburg district for ten successive years, beginning in 1960, with a seal and efficiency that were unsurpassed. John Sherman once said of him that he was the very best local Representative he ever knew. He was of humble parentage and achieved

his way to prominence, as have so many others in our country, by dint of natural He was identified in early life with the public improvements of Pennsylvania. Commencing as a boss under some contractor on the Pennsylvania Canal he soon commenced taking contracts, in which he was eminently successful, and so laid the foundation of his fortune. But his greatest achievement in this direction was the construction of that magnificent improvement, the Monongahela navigation, which will remain a monument to his genius and enterprise so long as its waters shall continue to roll onward to the sea. He was

THE WHEEL-HORSE OF PITTSBURG ment by the application of the system to all the Chinese in this country.

Under this system it would be impossible for one celestial to personate another.

He was referred to the Department at Washington.

for many years; known as a man who would "do to tie to," and whenever he put his shoulder to the wheel of any enterprise it was sure to move. He was utterly destitute of the egotism which so frequently characterizes self-made men, and was always selfof the egotism which so frequently charac-terizes self-made men, and was always self-possessed without the least trace of vanity. He was one of the most genial of men, and yet with a quiet dignity of manner that re-pelled undue intrusion. He earned the gratitude of the nation by his firm resist-sance to the attempt of Secretary of War Floyd to remove the arms and ammunition, from the Pittsburg arsenal to the South as the outbreak of the Rebellion.

the outbreak of the Rebellion.

If his qualities had been as well known If his qualities had been as well known to the nation at large as they were to his constituents he might have attained to the highest honors in their gift. He ought to have been in General Grant's first Cabinet, to which he was recommended by I believe, the unanimous voice of the Pennsylvania delegation in Congress. The recommendation was intrusted to D. J. Morrell, then in the House, to present to Grant. Morrell lived opposite Grant at the time on I street, and was in intimate social and personal relations with him. Instead of presenting the letter of recommendation at once he sounded Grant on the subject by saving to him that if he was willing to consider the matter of Miller claims that his wife deserted him and his child about eight months ago and went to Chicago, where she has resided since. The child was placed with its grandparents, near Richville, this county.

On last Saturday Mrs. Miller returned to Massilon, this county, and from there went to Genoa, where her parents reside, Tuesday she went to Mr. Miller's parents and in some manner obtained possession of the child. She then hired a turnout and went to Orrville, where she took a train presumably for Chicago. Mr. Miller is greatly depressed over the affair, and will do everything possible to obtain possession of the child. if he was willing to consider the matter of selecting a member of the Cabinet from Pennsylvania its Congressional delegation was prepared to recommend a man for the position.

WAS NOT PRESENTED PROPERLY. Grant replied that he had already selected

TORONTO, Aug. 29.—The Globe (Liberal) this morning says that it speaks with knowledge of plans and movements of the Conservative party, and that a general election is likely to take place at any time. It says a redistribution measure will be in the commendation the result might troduced during the present Parliament-ary session, and the Abbot Government will go to the country just as soon as the voters' lists are completed and the plans nave been different, General Grant certainly missed an opportunity to secure a Cabinet officer who could not have failed to reflect

Moorhead was pre-eminently fitted for executive duty. It was more in his line than legislative work, though he had the natural ability to fill with credit any posi-tion to which he might be called. He was at one time a candidate for a seat in the United States Senate, but the methods then in vogue to secure such a position were re-pugnant to a man of his fine sense of honor. He was not a politician in the ordinary ac-ceptation of the term. He never sought been elected Governor of his native State. He was always willing to serve the public in any position, but believed fully in the principle that the office should seek the man instead of the man seeking the office.

A HARD AND EASY WORKER. He had an infinite capacity for work, and accomplished more with less apparent effort than any man I have ever known. He seemed to possess an intuitive knowledge of the situation on all occasions, and reached a right conclusion quickly and in-fallibly. His distinguishing trait of charcated was manliness. He never prevari-cated, equivocated or shuffled on any ques-tion, and nobody was ever in doubt as to where Moorhead stood. He possessed the rare faculty of saying "No" when truth re-quired it, and could say it without giving personal offense. He was a man, too, who never flustered nor blustered; was never in a hurry; never, apparently at least, over-burdened with work; never too busy to attend the claims of charity or even of society. but moved forward in whatever he under-took to do with the quiet power of a deep took to do with the quiet power of a deep flowing river—no noise, no "fuss and feathers," no nonsense of any kind what-ever. With a certain sternness of manner he was possessed with all the rollicking freshness of a boy, and had a keeu appre-ciation of anything humorous, and could in-dulge in it himself when opportunity offered. He liked Lincoln immensely, with whom he was on intimate terms, and creatly offered. He liked Lincoln immensely, with whom he was on intimate terms, and greatly enjoyed his jokes, and was fond of repeating them. And he accomplished whatever he undertook with the least possible waste of power, leaving the impression that there was in him a great reserve of force that had never been called into operation simply because of the want of any occasion grand anough for its exercise.

enough for its exercise. RNEW HOW TO UTILIZE TIME

During the early stages of the war, when a Congressman's duties could hardly have been inventoried he found time for everything; whether to urge the interests of his constituents before Cabinet or Congress; or look after a wounded soldier in field or hospital; or attend the funeral of a slain. officer; or intercede for some poor fellow or to aid some grief-stricken wife or mother to reach the bedside of a dying husband or son. No matter what the duty, General Moorhead never shirked it, or sought excuse

for its non-performance.

During his Congressional career he stood high in the confidence of his associate members and in the Executive Departments. His previous relations to Stanton, who had been his private counsel for many years, gave him special influence with the War Department, so that it came to be generally understood that if anything was wanted in that department it was important to secure Moorhead's services; and the result was that he was besieged, not only by his own constituents and citizens of his own State, but by people of all the States. And the patience with which he bore it all was

His great physical strength, combined with his rugged mental qualities, made him a man to be feared, and stood him in good stead at a time when the galleries of the Mouse were filled with traitors, and muscle was as much needed as brains to make Southern fire-eaters keep the peace, even on the floor. An incident that occurred at this time well illustrates the character of

HOW A DUEL WAS AVERTED.