

REDMOND FOR HARMONY.

He Will Confer With Representatives of the Rival Factions—Some Means to Be Adopted to Bring the Two Sides Together.

HEALING THE BREACH.

Hon. Patrick A. Collins Returns From His Mission to Ireland.

AN UNDERSTANDING AT HAND.

The Coming Elections, He Thinks, Will Be a Turning Point.

BOTH SIDES GOING BEFORE THE PEOPLE.

SPECIAL TELEGRAM TO THE DISPATCH. BOSTON, June 13.—Hon. Patrick A. Collins, whose mission to Ireland in behalf of Irish-American desiring of seeing a healing of the breach which has divided the Irish Parliamentary party the past two years has already been outlined, feels very hopeful that his mission will not be in vain.

"I have not come here as a factionist," said Mr. Redmond, "but as an independent Nationalist. In the address which I am to deliver this afternoon, I have always intended to say, 'I intend to land, even Mr. Healy...'"

"No!" "No!" "Never!" "We don't want 'No!' broke in Mr. Redmond's hearing. He said that the National Labor Union will be presented to Mr. Redmond, on Wednesday evening Mr. Redmond, escorted by the Sixty-ninth Regiment, will start from the Hoffman House for the Academy of Music, at eight o'clock.

From the foregoing statement of General Collins it will be seen that the result of his mediation in the matter only falls short of being an understanding. The candidates that had been in Dublin a month earlier, before several of the candidates on both sides had been selected for county conventions to contest the various seats, a union would have been in effect. The candidates having been selected, however, nothing is left but for both sides to go to the people. This they do within a month, and when the elections have been decided there will be again, in all probability, a united Irish party.

WRECKED IN A FLASH.

Twelve Men Instantly Killed, Three Fatally Injured, and Three Awfully Maimed and Mangled.

No One Left to Explain a Mysterious Navy Yard Explosion.

TERRIBLE SCENES AMONG THE RUINS.

SPECIAL TELEGRAM TO THE DISPATCH. VALLEJO, CAL., June 13.—One of the worst explosions ever known in California occurred just before noon today at the Mare Island Government navy yard, by which 12 men belonging to the United States cruiser Boston, were instantly killed, three fatally injured and three severely wounded.

The explosion took place in the shell room, and supposed to be due to one of the dropping shells as it was being filled, but this is mere theory, as none engaged in the work were left alive to tell the story.

The force of the explosion was so great that most people in Vallejo believed it was an earthquake. In a moment the Mare Island navy yard fire bell began ringing, and dense clouds of smoke arose. The suggestion was that a fire had broken out.

The navy yard is directly across a small stream from Vallejo. A reporter who was among the first to cross on the ferry to the navy yard, beheld a terrible scene. One of the strongest small houses in which the work of filling shells was carried on, was in ruins, while lying all about on the hill, as though a great shell had burst among them, were the scattered, mangled and bleeding forms of men wearing Uncle Sam's blue jackets.

Flowing Water Than Cannon Balls. The ground looked as though it had been plowed up by cannon balls, and to add to the horror of the scene, flames broke out among the ruins filled with fragments of human victims. Bloody legs and arms were scattered about among blackened heads and unrecognizable fragments of what had been once a few minutes before sturdy and active men.

Lying near the door of one house was the headless body of Gunner Hittinger, of the cruiser Boston, while over on the other side was his head, powder-blackened and nearly as hot as the beach nearby, where they had been thrown by the terrific force of the explosion, were found two naval apprentices, both of whom will die.

A large square table and many other things were scattered about, and several men were found with their arms and legs broken, and their bodies in various stages of decomposition. Lying near the door of one house was the headless body of Gunner Hittinger, of the cruiser Boston, while over on the other side was his head, powder-blackened and nearly as hot as the beach nearby.

How the Explosion Occurred will never be known. Fifteen men from the United States Steamer Boston were sent down to prepare ammunition and fill shells for the ship. All were in the yard when the explosion occurred. It was supposed one of the party dropped a shell, and that the concussion caused an explosion.

Bravery of One of the Doctors. One of the first to go to the scene was Dr. Lewis, of the Naval Hospital. Notwithstanding new and the explosion of a shell, he bravely the danger and went into the midst of it to save life, but the explosion had finished his work, and he found only one body with a life in it.

There were three magazine watchmen, Cooks, Burns and Drown, and other parts of the grounds, and although injured they will live. Watchman Collins had a narrow escape. A piece of shell glanced from the top of his head and left an ugly contusion. It came from a second explosion. The first one had shaken him almost senseless, and after he was struck he walked for an hour about the ruins, thinking he might see someone who had been buried under the rubble.

The List of the Victims. The following is a list of the killed: HITTINGER, GEORGE, gunner, United States Navy. SUNDBORG, COLONEL, gunner's mate. KETTLE, THOMAS, gunner's mate. RECKE, WILLIAM, apprentice. KETTLE, A., seaman. SMITH, G. W., landsman. WASHBURN, WILLIAM, seaman. LEGAT, F., seaman. OSWALD, W., apprentice. JOSE, H., apprentice. RUSH, WILLIAM, seaman. JOHNSON, —, seaman. RECKE, —, seaman. OSWALD, H., apprentice.

Of the three men taken to the hospital two have died. The one surviving is J. Briscoe. Just opposite the magazine where the explosion occurred this morning are the St. Francis Mills, the windows in the mills were broken and the men left work and rushed to the hills, not knowing what would happen next. A shell was picked out of a railroad wharf close by.

The Boston is in dock bay. There is gloom and sadness through the ship, as the men who lost their lives belong to its crew. Flames in the house which exploded were captured by this afternoon, thus averting any danger to the main powder magazine.

SOLDIERS COMPETE AT DRILL. Men of War Meet in Their Annual Encampment at Omaha. OMAHA, NER., June 13.—The formal opening of the encampment of the National competitive drill took place this afternoon. Governor Boyd and Mayor Bemis welcomed the visitors in the name of the State and city. Captain Richards, the camp commander, was given formal charge of the camp, and the encampment was formally declared open.

THE REID HOUSEHOLD.

A Visit to Ophi Farm and a Chat With the Children.

MRS. REID A PERFECT LADY.

A Charming Social Leader and a Sensible, Devoted Mother.

HER COUNTRY HOUSE A REGAL CASTLE.

In the event of Republican success at the polls next November official society in Washington will receive an acquisition in the person of Mrs. Whitelaw Reid. She will in a measure prove some recompense for its loss four years ago when the youthful bride of the Cleveland era transferred her residence from the White House to a mansion on Madison avenue, this city.

When the daughter of D. O. Mills, the millionaire, was married on April 26, 1881, to the brilliant editor of the New York Tribune, the match was regarded on every hand as most felicitous, says a writer in the New York World. Though several years her distinguished husband's junior, Mrs. Reid, an only daughter, was by birth and education peculiarly fitted to mate with one who combined the calling of the literature with the unremitting work of the successful politician. It was prophesied that

her married life with Mr. Reid would be singularly happy. It has been, and is idealistic. Mr. Reid himself is never so happy as when at home with his wife and children. He has spent more than \$1,000,000 in the creation of what is in some respects the most splendid country seat in America. A sight of the hall, set in the midst of broad acres, is inspiring. No baronial castle in the old country is more pleasing to look upon.

Fond of Society. Yet Very Domestic. While Mrs. Reid is fond of society, and a social leader, she is quiet in her tastes and domestic to a degree. Though born in New York City—in the Metropolitan Hotel, by the way, where her parents had a suite of apartments at the time—Mrs. Reid's first home was at Irvington, N. Y., where she was educated at Miss Brackett's School for Young Ladies in this city and at a similar institution in Paris. Like most young ladies of her

social position, she was, when she entered society, a finished linguist and otherwise highly accomplished. She is a musician and paints, but makes no pretensions to superiority in either line.

"She positively has no fade," declared a friend when asked "what she is in for." Mr. Reid's present town house is one of the brown-stone palaces built by Henry Villard at the corner of Madison avenue and Fifth street. But the truth is, and both Mr. and Mrs. Reid confess it, that the family's ambition no longer aims solely to the settling of affairs at Ophi Farm, from which they have been absent for three years. No secret is made of the fact that Ophi Farm is the dearest spot on earth to all of them.

Two Interesting Children. When a reporter called at Ophi Farm, Master Ogden Mills Reid, who is a handsome and sturdy specimen of vigorous young America at the age of 10, sat on the piazza in a big red suit, and the father of a book that he did not even notice the advent of a stranger. Near him sat his sister Jean, two years his junior, also reading. Their governess was with them, but she was Sunday, and the children were preparing lessons, was, of course, not to be entertained. The young man did not object to being interviewed, and it may be stated here that it is not a reporter's invariable good fortune to find so clever a subject as he.

When introduced he raised his hat with the grace of a born cavalier, and when he spoke his words came full and free, each syllable being distinctly enunciated. It was easy to see that the parents on whom he reflects so much credit were much prouder of him than they would be to have a dozen Presidents in the family.

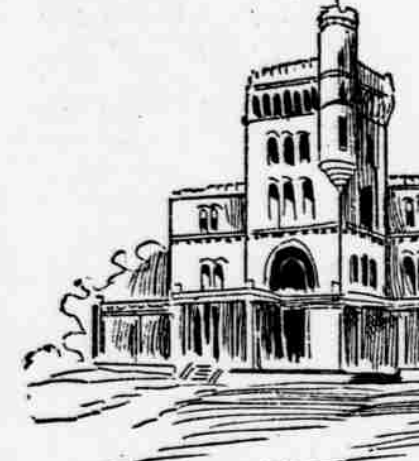
"You are fond of reading, are you, Ogden?" the reporter queried. "Yes, sir; of good books I am." "Are you glad to get back to Ophi farm, after being so long abroad?" "Yes, indeed, sir." "You like America better than France, then?" "Yes, sir; I like America better than any country." "He seems to be patriotic," observed the reporter, turning to Mr. Reid. "I should hope so," responded the father, beaming proudly.

"What sort of amusement do you go in for, Ogden?" "Have you a pony?" "Yes, sir; my pony is called Aggie, and my sister's is Sampson. Sampson is the smallest. I think they call him that because he is so small." "And have you dogs?" "Yes, sir; quite a large kennel," and then the reporter listened while little Jean



Master Ogden Mills Reid, told off a verbal census of the kennels as follows: "Leo, Rex, Nodder, a St. Bernard, and Charley."

They Like Country Life. "Do you prefer country life to life in the city?" "Very much; I do not like the city," declared the young man emphatically.



Ophi Farm, Country Home of Whitelaw Reid.

MILLIONS WASHED

In the Crevasses Around New Orleans Caused by the High Water.

RAILROADS IN STRAITS.

Four of the Great Iron Arteries of the South Impassable.

BREAKS THAT ARE FAST MENDING

And Which Threaten to Cause Greater Ruin Than the Present.

MANY LEAVES BEING WASHED AWAY

SPECIAL TELEGRAM TO THE DISPATCH. NEW ORLEANS, June 13.—The river situation for the country around New Orleans is far more serious to-day than it has been at any time during the present high water.

For some days past heavy showers have fallen, which have greatly weakened the levees. The Mississippi river at the same time has continued steadily to rise. The result of the rain, the wind and the high water has been to strain the levees to the utmost and to cause all the weak spots to show themselves.

The net result for last night and to-day is five crevasses, three above and two below New Orleans, several of which will prove serious, and the probable cutting off of four of the eight railroad lines entering the city. It is a section of the levee, probably 20 to 500,000. If they remain open, like the Nita break of 1890, they will inflict a loss of from \$10,000,000 to \$15,000,000, without including the damage caused by the interruption of business to three of the largest railroads running out of New Orleans.

There are from 2,500 to 3,000 hands at work on all the crevasses now open, which are eight in number, and the State railroads are working to close them. The latter work is 25 feet wide at noon, but at 8 o'clock to-night was 115 feet wide and 9 feet deep. It is a section of the levee, probably 20 to 500,000. If they remain open, like the Nita break of 1890, they will inflict a loss of from \$10,000,000 to \$15,000,000, without including the damage caused by the interruption of business to three of the largest railroads running out of New Orleans.

Eight Millions Lost at One Place. The Dair's crevasse, which occurred only a few miles away from there, piled up a total loss of \$8,000,000. The crevasse, moreover, threatens both the Texas railroads. The water is ready to break through the track of the Texas and Pacific Railroad, and will probably stop traffic on it to-morrow. It will make itself felt on the Southern Pacific Railroad to-morrow, and that road will be bonded upon in a few days, unless the break is closed.

The danger of the railroads caused prompt and vigorous action to be taken by them. The Southern Pacific road had a large in the immediate neighborhood laden with lumber and other materials necessary in case of a break. Within an hour after it was reported all the materials needed were at hand and 300 laborers. Unfortunately, notwithstanding the promptness, nothing could be done, and not only was it found impossible to close the break, but even to hold the ends of the levee and the break grew steadily wider all day long.

Both of the Texas and Pacific, and the most strenuous efforts to close this crevasse. If it remains open all business on them will be suspended until the present high water goes down, and no one can predict when that will be.

Impossible to Close the Crevasses. The railroad companies have splendidly organized levee forces, but it is feared the break is so situated that even the great resources of these railroads will find it impossible to close it.

Almost simultaneously another crevasse occurred on the New Orleans side of the river, and nearly opposite the Avondale break. This was on E. Barry's Prospect levee, in St. Charles parish, 22 miles above New Orleans, on the line of the Mississippi Valley Railroad. It occurred at 8 o'clock this morning. At 12 it was 25 feet wide, at 3 P. M. 50 feet, and to-night is 80 feet.

Both the Mississippi Valley, or Louisville, New Orleans and Texas Railroad, and the Illinois Central concentrated a large force of men and material at the break, which, it is reported, they have not yet been able to close. The water is running so fast that despite their efforts it continued to grow larger, and it looks now as though it would prove a more serious break than the Bonnet Carré or Gipsy crevasses, a few miles above which occurred last month.

News was received this morning that a crevasse occurred at 11 o'clock last night in the Belmont levee in St. James parish, about five miles above New Orleans. This has been recognized as a danger point for some time past, and the planters of the neighborhood had a large force of laborers at work there strengthening the levee, over which the water poured freely. At night at 10 o'clock water was suspended, but the men were completely broken down. An hour afterward the break occurred.

The Water Too High for Work. The Mississippi Valley Railroad also sent large force of men to the scene of this break, but the height of the water made it too heavy to render work in the way of closing the crevasse almost impossible, and the break had widened by this morning to 100 feet, and is now 150 feet wide and 10 feet deep. In a short stretch of 28 miles in the east bank of the river there are now three ugly breaks, that at Bonnet Carré which occurred last month, at Belmont last night and at Prospect this morning, and the Bonnet Carré crevasse is 180 feet wide, and is under control to this extent, that the ends of the levee have been riveted and the break is not growing wider; but the other two are not yet under control, and are growing wider. These three crevasses cut the Mississippi Valley Railroad, between here and Baton Rouge, the State capital, in four sections. The damage done to the levees at Bonnet Carré, and at Prospect, is estimated at \$1,000,000. The damage done to the levees at Belmont is estimated at \$500,000.

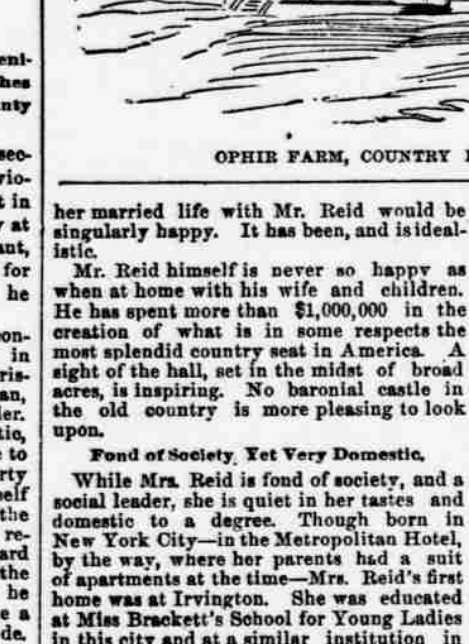
Politicians Have to Boat It. A result of the crevasse was to prevent the State Senate, in Baton Rouge, from having a quorum, to-day, a large number of members finding it impossible to get to the capital. The Democratic convention will meet there to-morrow, and arrangements have been made to take delegates there by boat.

The two crevasses also endanger the safety of the Illinois Central Railroad, and that line will be lucky indeed if it escapes being bottled up. The damage done to the planters in the neighborhood of Belmont crevasse, and will probably cause as much damage as the Nita break of 1890, which occurred in the neighborhood of the Belmont crevasse, and entailed a loss of between \$5,000,000 and \$8,000,000.

The breaks are also likely to cause some rise in Lake Pontchartrain, and strain the levee at New Orleans. A break was made at Soniat, a mile and a half above New Orleans, but it turned out to be simply a muskrat hole, which had widened three or four feet, but which was closed.

Dangerous Situation at Afters. The situation on the lower coast, below New Orleans, is deplorable indeed. The New Orleans and Southern Railroad, running from here to Pointe a la Hache, and which has many crossings, has finally given up the battle, and will run no more trains but depend on boats.

"You might as well say that the whole



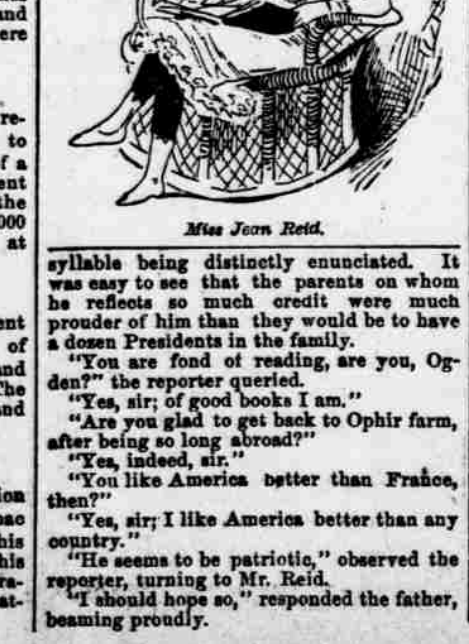
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When Mr. Redmond entered the parlor at 9 o'clock the hundred men gathered there cheered him loudly. Mr. Redmond said: "It is a great pleasure to me to vindicate myself and my party, but not to attack any man. National freedom can never be won without national union. There is something higher and holier than national union, and that is nationality. It is the basis of all independence of English factors. Our party does not propose to see anything but Ireland whole and free. Bitter feelings have been engendered, but I am writing that every one of those who are here should retain his place in public. I am happy to know that after I had passed through the ordeal of this afternoon, I have always intended to say, 'I intend to land, even Mr. Healy...'"

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Bravery of One of the Doctors. One of the first to go to the scene was Dr. Lewis, of the Naval Hospital. Notwithstanding new and the explosion of a shell, he bravely the danger and went into the midst of it to save life, but the explosion had finished his work, and he found only one body with a life in it.

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The National Encampment, of Washington, D. C., arrived in camp at noon, the company numbering 48 men, including Captain Demer. The 11th Zouaves from Kansas City arrived this morning; the company numbered 24 men under Captain C. Leitchman. The Indianapolis Light Artillery, 11th U. S. Artillery, 11th U. S. Infantry, and the Chicago Zouaves arrived this afternoon. The other companies will arrive to-morrow morning in time for the grand parade. The encampment is an assured success.

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