

A FEARFUL DISASTER.

LOSS OF THE STEAMSHIP SCHILLER.

WRECKED ON THE SCILLY ISLES.

SHOCKING SACRIFICE OF LIFE.

OVER THREE HUNDRED DROWNED.

ONLY ONE WOMAN SAVED.

INCIDENTS OF THE WRECK.

A FOE FOR THE RAZAL CAUSE.

LONDON, May 10—9 A. M.—Mr. Dorrin Smith, of the Scilly Islands, writes to the Times that many additional lives were lost because the gun and rocket fire was so near that the Schiller was thought to be merely ordinary signals of arrival which she frequently uses because of the lack of a red light.

LONDON, May 9—Evening.—Forty-three survivors of the crew of the Schiller are on the steamer Plymouth. The remainder are to be moved to Plymouth.

ACCOUNTS FROM NEW YORK.

NEW YORK, May 8.—During the entire day there has been a recurrence of sorrowful scenes at the office here of the age of the steamer which the Schiller had. Friends of those who were killed, and the friends of those who were rescued, came in a continuous stream to ascertain if anything had been heard in regard to those who were thought to be on board. The captain is highly praised for his conduct during the terrible scenes which followed. Two boats were filled with men, who refused to come out. The captain fired his revolver over their heads to drive them out, and then fired at them but without effect. Afterwards the ship was washed, with the broadside to the sea, and all on board these boats perished.

The tackle at the stern was released too soon, leaving the boats supported by the lower masts, and when the gale got away, one of them, a lifeboat, was so badly injured that it sank, and eleven of the people on board were rescued by the other boats. The fog lifted an hour after the steamer struck, and the lights were plainly visible.

Two of the boats on the steamer were crushed by the falling of the funnel. Rockets and guns were fired from the steamer until the powder became wet. The deck-house, crowded with people, was struck at 2 A. M. The captain gathered some of the survivors on the bridge, and gradually swept away by the flood-tide, which took the doctor and captain last.

The rigging which remained above water was crowded with passengers and crew all night. The mainmast fell at 7:30 A. M., and being of iron, sunk with all who had taken refuge on it. The forward gun was seen to fall. Life-boats were wrecked and several of the lives were sacrificed miles away. One man was rescued after being in the water ten hours. Two boats from St. Agnes arrived a short time before the mast fell. They were unable to approach the steamer on account of the fog, but picked up struggling in the water.

Passengers say Captain Thomas left the bridge at 3 A. M. to assist those on the deck, and when he reached the deck was swept away by a heavy sea. A woman is said to have been rescued from a lifeboat, and was not saved for five nights previous to the disaster. The sea began to break over the vessel half an hour after she struck, and the tide rose twenty-five feet before daybreak. Only one woman was saved. The survivors landed at Treowen in the Schiller's own boat.

All day long details of the Schiller disaster have been coming in. Unfortunately no more persons are reported to be saved. Bodies are constantly being picked up. Among the recovered are those of George Leonard, Carl Schmidt, Mrs. Reidner, child, Mrs. Becker, Mrs. Ridge, Mrs. Herman West, and five men, five women and two children. Altogether twenty-four bodies have been found. The total number of lives lost is 311.

Mr. Peleman, the second officer of the Schiller, Henry Stern and Mr. Frum, first-class passengers, have been interviewed. From their statements it appears that the weather was moderately good until May 4th. The last three days it was impossible to take observations. The ship was out of her course half a mile at the time of the catastrophe. Captain Thomas was on deck at night and for four entire days. At seven o'clock in the evening of the 7th there was a dense fog. The sails were taken in, the engines put on half speed and the fog-bell used. Bishops' light was used, though only half a mile distant. At 10 o'clock the wreck on the reef, and after four pumps the steamer settled down. There was a violent sea and the tide was rising. The darkness was intense. Most of the male passengers were awake, and there was the usual rush for the boats, but nearly all the boats were stranded. One boat, with a few sailors, left the ship, cowardly refusing others. Two boats were saved. The captain endeavored to compel obedience by firing a revolver over the boats. During two hours six cannon shots were fired, when the powder damped, and distress signals, rockets and blue lights were unheeded. At midnight the fog lifted in a minute, revealing the light-house, the waves sweeping the decks and carrying away the victims. At 2 o'clock the deck-house, in which were the women and children, was swept away. The cries and shrieks of the victims were heard through the fog, and a ghastly silence. The smoke-stack fell, crushing some of the boats, and two others were carried away. The remainder followed the captain to the forward rigging. Each succeeding wave took fresh victims. Some persons sought refuge on the mainmast and some on the forecast. At three o'clock the captain and two other officers were on the bridge. The captain descended for a moment to render assistance and was swept away. "This perished a brave man," Mr. Stern.

At this time about ten persons were clinging to the rigging of the mainmast and thirty the forecast. The ship had careened, her yards touching the water, and the tide was rising. At 5 o'clock the fog lifted. The survivors shouted, but their cries were unavailing. At 7 o'clock the mainmast, and at quarter to 8 the forecast, both of iron, fell. Then two of the St. Agnes' boats came and rescued the few who had managed to keep afloat. It was reported yesterday that they were 167 women on board. The survivors were taken to-day from Penzance to Plymouth, whence they will be sent forward to Hambury, where the greatest excitement prevails. It is asserted that life-saving belts were issued to the women.

It is certain that most of the passengers found none. An order was given that the first boat should take the women and children. This boat capsized. Poleman says seven boats were launched and only one freed

opens out on the left, behind which again, but seven miles further west, the Bishop's Rock Light-house (a lofty and conspicuous object, of late years constructed and reconstructed on the dangerous reef of that name) and Schiller, not any kind but a rock, and yet giving the name to the whole, for, as it were, the rear-guard of the 'off islands, on the extreme west and north-west. The wrecks on these 'docks' of Scilly, as they have been called, have been at all times numerous and heaving. The loss of the steamer Thames on her passage from Dublin to London, when only four out of sixty-five were saved, and of the Durio, with all hands, in 1860, are conspicuous of late years; but it is well known that in 1707 Sir Cloudeyde Shovel's squadron returning from Toulon, with several distinguished persons on board, went to pieces here on the 'off islands, and the loss of two thousand lives, including the admiral. There were miraculous escapes in that catastrophe. Sir George Byng in the royal Anne was so near the 'Tremmer' rock, that he had it under his main chain, and as the ship passed by, the mainmast was broken, and passed over his right head, shattering it to fragments. His companion enveloped the vessel in a mist of powder, and he was killed immediately. It was at that time that it was necessary to get the mainmast out of the way, and the ship was so damaged that she was obliged to make a new one, which was done in a few days.

Preparation of Corn Land.

Corn is the king of American crops, and claims royal precedence in the work of preparation. For no crop is preparation more needful, in any sense, than for the preparation of corn. It is through this process that the grain is fit for the work of preparation. The process is carried the better by the use of water, and the water used to accomplish this object are various, but chief and most important of all is plowing. Deep, thorough and repeated plowing is, therefore, the one great law of all preparation of the soil, and the farmer who neglects this is neglecting the best of his land.

But plowing is by no means the simple and easy process which it seems to many. When to plow and how to plow are often difficult questions to settle, and the farmer who neglects them is neglecting the best of his land. It is not only a matter of soil, but a matter of man and of weather. A soil plowed when the weather is too hot, or when the soil is too hard, will not be so good as a soil plowed when the weather is just right, and the soil is just what it needs to be.

The farmer who neglects these things is neglecting the best of his land. It is not only a matter of soil, but a matter of man and of weather. A soil plowed when the weather is too hot, or when the soil is too hard, will not be so good as a soil plowed when the weather is just right, and the soil is just what it needs to be.

The Bird and the Harrow.

Nearly one thousand years ago a little female bird flew into the Mikado's garden, and in her bill a very small seed. Without certain amount of free air and water all the fertilizing elements known to the soil would be utterly useless for plant growth. But whenever and wherever the soil is rightly prepared these great natural agents will do their work. But in order that they may do their work the farmer must do his, and his work is to break up, crush, grind, divide, pulverize and subdivide the soil. Plow and harrow, then, are the two great agents in this work, and the farmer who neglects them is neglecting the best of his land.

Delivering Writs to Sheriff.

Many persons think that the delivery, in the absence of the sheriff, of a writ to his deputy, or in case no deputy could be found, leaving it to his knowledge of business, would constitute a legal delivery. Such, however, does not appear to be the case, as the following will more fully explain. Recently the Supreme Court of this State decided a point of an appeal from the common pleas, which was, in substance, as follows: A writ of fieri facias was delivered to the sheriff, and on the return day the sheriff was absent, and a new writ issued. This writ was put in a pigeon hole in the prothonotary's office, where writs and other papers of the sheriff were usually put. The same day a writ was delivered to the sheriff, which was intended to supersede the writ which had been put in the pigeon hole. The question was whether the writ put in the pigeon hole was a legal delivery, and the case was so decided. The opposing counsel carried the case to the Supreme Court, where the decision of the court below was reversed, and it is held that the putting of a writ in a "pigeon hole" is not a legal delivery to the sheriff.

Human Endurance.

Nevada papers bring as details of two remarkable instances of human endurance, one of which, at least, seems almost beyond credibility. The first is told by the Virginia Chronicle of April 22, and in effect is as follows:

"About fifty miles from Virginia City, as the cow flies, is a little mountain range, known as Gravelly Valley. In the summer season it is a beautiful spot, green with grass, and in the winter it is covered with snow. In February last, two hunters named M. H. Robinson and David Knox, were in the neighborhood looking for game. At night they camped in a small cabin, which had been built by some party in former years, but it is now so decayed that it served as an agreeable change from their usual diet of cured bacon and jerked venison. On the morning of Feb. 14, when twelve miles from camp, Robinson, in getting on his horse, accidentally discharged his gun, and the ball, in passing through the right eye, shattering it to fragments. His companion enveloped the wound in a piece of saddle-blanket, and they started immediately for the cabin. Upon their arrival, Knox saw at once that it was necessary to get to the nearest settlement, as the wound was very dangerous. He was so badly injured that he was unable to travel, and he was obliged to stay in the cabin for several days. He was so badly injured that he was unable to travel, and he was obliged to stay in the cabin for several days.

Cheese and Confectionery.

SOMERSET, PA.

Grocery and Confectionery.

W. W. DAVIS & BROS.

CHEAP

Grocery and Confectionery.

F. K. Colborn & Co.

IMPORTANT TO ALL.

Large Hunting Party.

Learning that Col. W. C. McCarty, the gentleman superintending the contemplated grand hunt by a number of English and American gentlemen, was in the city, the reporter visited him on Saturday at San Jacinto last evening. The Colonel has been a resident of Texas for twenty-five years. During the past seven years he has resided in London, and it is held that the scheme contemplated by him of organizing a hunting party.

NEW FIRM OF PATTON & HURST.

No. 4, Baer's Block,

CALICOES,

Diached and Unbleached Muslins

NEW JERSEY MUTUAL LIFE INSURANCE CO.

New Advertisements.

J. W. PATTON. C. O. HURST. NEW FIRM. NEW GOODS.

THE NEW FIRM OF PATTON & HURST.

No. 4, Baer's Block,

CALICOES,

Diached and Unbleached Muslins

NEW JERSEY MUTUAL LIFE INSURANCE CO.

New Advertisements.

JOHN F. BLYMYER, DEALER IN Hardware, Iron, Nails, Glass, Paints, OILS, & C., & C.

SHOVELS, FORKS, SPADES, BAKES,

Mattocks, Grob Hoes, Picks, Scythes, Snaeths, Sledges, Mason Hammers, Cast Steel, Step Ladders, Carriage and Tire Bolts of all sizes. Looking Glasses, Wash Basins, Clothes Wringers, Meal Sieves, Door Mats, Baskets, Tubs, Wood Buckets, Twine, Rope all sizes, Hay Pullers, Butter Prints, Soap Sticks, Traps, Steelyards, Meat Cutters and Stuffers, Brushes, Cur Pins, Haller Chains, Shov, Dust and Scrub Brushes, Horse Brushes, Curry Combs and Cards, Door Locks, Hinges, Sewers, Latches and everything in the Builders' line. Caps, Lead, Shot, Powder and Safety Fuse, &c., &c. In the fact, I keep everything that belongs to the Hardware trade. I deal exclusively in this kind of goods and give my whole attention to it. Persons who are building, or any one in need of anything in my line, will find it to their advantage to give me a call. I will always give a reasonable credit to responsible persons. I thank my old customers for their patronage, and hope this notice to make many new ones. Don't forget the place

W. W. DAVIS & BROS.

CHEAP

Grocery and Confectionery.

F. K. Colborn & Co.

IMPORTANT TO ALL.

Wanted Agents for the best...

WANTED Agents for the best...

Wanted Agents for the best...

Wanted Agents for the best...

Wanted Agents for the best...

Wanted Agents for the best...

WANTED Agents for the best...

Wanted Agents for the best...

Wanted Agents for the best...

Wanted Agents for the best...

Wanted Agents for the best...

WANTED Agents for the best...

Wanted Agents for the best...

Wanted Agents for the best...

Wanted Agents for the best...