

ALL NIGHT UNDER THE SEA.

CREW OF THE FULTON AFTER TEST SAY THEY COULD
LIVE COMFORTABLY AS LONG AS FOOD WOULD LAST.

SUBMARINE BOAT SURPASSES FONDEST DREAMS.

With the wind blowing sixty miles an hour and an abnormally high tide washing over her, the submarine torpedo boat Fulton rested on the bottom of Peconic Bay on Saturday night. The six men who were in her emerged at 10 o'clock yesterday morning, and declared that they never spent a more comfortable night anywhere. They were Rear Admiral John Lowe, U. S. N. (retired); Captain Frank T. Cable, Mate John Wilson, Engineer John Saunders, Electrician Harry H. Morrill and Boatswain Charles Bergh. At 7 o'clock on Saturday night Captain Cable closed the hatch of the Fulton's conning tower, and the boat sank out of sight in about fifteen feet of water. All night long she lay there, having absolutely no communication with the outside world, and utterly ignorant of the fact that the fiercest gale of forty years was sweeping over Peconic Bay.

The test was made to demonstrate the truth of the contention that the air in the Holland submarine boats is sufficient in quantity and quality to enable their crews to remain under water for practically an indefinite period. The men named as going down in the boat are the boat's crew, with the exception of Rear Admiral Lowe, who went as a guest of the company.

Food for last night and bedding enough to make all comfortable were placed in the boat, and the men took turns standing watch. Four hours beyond all expectations.

Captain Cable said yesterday that the demonstration far exceeded his expectations. Not only was it a perfect success, but it showed the possibilities of the boat to be practically unlimited. Four flasks of compressed air were taken down, and it was figured that much of it would have been used before morning. On the contrary, the flasks were not opened at all, and all of their contents that was used was the small leakage from one of them.

Early yesterday morning, when the gale began, Captain Cable noticed that the gauge indicated an unusual depth. He did not know whether the tide was higher than usual or the Fulton was sinking into the sandy bottom. When the boat arose the wharf was under several feet of water.

Rear Admiral Lowe said that the conditions during the test were wonderful. He regarded the demonstration as perfect, and thought that the length of time that the Fulton could remain under water was limited only by her capacity to carry food for her crew. Admiral Lowe served forty-three years in the navy before his retirement. He said yesterday that the air in the Fulton was perfectly normal all night. He slept several hours, and it was a perfectly natural sleep.

The crew of the boat corroborated the statements of Captain Cable. Mate Wilson expressed a desire to go below at once, upon noting the weather when the Fulton came to the surface. During the night the boat was heated by electricity from the storage batteries which furnished the light and the power to move the boat, had it become necessary.

A HARD TIME ON THE SURFACE.

While the Fulton was on the bottom, utterly unconscious of the terrific gale which was blowing overhead, the crew of the torpedo boat Winslow was having a hard night's work. The Winslow, of which Lieutenant Arthur MacArthur is commander, was moored near the place where the Fulton went down. She rolled and pitched heavily in the storm. The Adder, which is being fitted out for service in the navy, passed through the blow with no trouble. The yacht Giraldi, owned by the Holland Torpedo Boat Company, was moored to a wharf near by. She was torn from her fastenings and had to get up steam. Aboard her were E. B. Frost, vice-president and manager of the Holland company, and a number of guests. Among the latter was Lieutenant Ralph Spear, of the navy, who inspected the building of the Adder, and is now watching the construction of the Shark and the Moccasin at Lewis Nixon's shipyard, at Elizabethport, N. J.

Mr. Frost and Lieutenant Spear were in the party that saw the Fulton go down, and they were watching for her reappearance when she came to the surface. Both were highly elated over the demonstration.

The Fulton is owned by the Holland company, and was built for its private use. It is of the exact size and model upon which the Adder and her sister submarine boats are being constructed and fitted out. Their length is sixty-four feet, beam ten feet and displacement about sixty-five tons. The Adder will be the first turned over to the government. Work on her will be finished, it is expected, within a month. The government boats will carry fifty-nine cubic feet of air when submerged, compressed to a pressure of two thousand pounds to the square inch. It was roughly figured yesterday by Captain Cable that, in view of the results shown by this demonstration, six men could live for eight months under water in the Fulton.

ADMIRAL LOWE'S STORY.

In an interview with a Tribune reporter Rear Admiral Lowe said:

"It is a long story or a very simple one. When we went down I assisted Captain Cable in making an inspection of the ship. Then I retired, while the crew played cards and read. Every few hours I was awakened, and made inspections of the conditions."

"Early this morning Captain Cable called my attention to the pressure gauge, which indicates the depth. It showed that we were lower in the water than at high tide last night, when we submerged. There was nothing to show us why it was, but a little while later I noticed that the water, as we saw it through the deadlights, was very dirty, and I imagined that a storm was blowing. There was no rock or roll of the vessel to indicate what was going on."

Continuing, Rear Admiral Lowe said that the air in the boat was as clean and pure as in a house or in the cabin of a yacht. "Not once," added the Admiral, "did I notice any sign of bad air, gas or other impurity. Considering that we did not draw on the tanks at all, I consider this is wonderful. It upsets all the theories of the physicians and scientists, who tell us that what we did last night was impossible. I was very critical all night, and nothing escaped me."

Mr. Frost said that no more had been accomplished than he expected.

"England sealed up one of our boats in a dock and kept her crew in there for twelve hours," said Mr. Frost. "That is the reason we fixed fifteen hours for our demonstration. It could just as well have been fifteen days."

Captain Cable heard this remark, and said that if the food could be provided he would undertake to stay under water so many days or weeks.

See experts present united in calling attention

to the seagoing qualities of the Fulton and the Adder, as shown during the gale which prevailed until night. Neither of the submarine boats was affected by the sea or the wind. Other boats, of twice their tonnage, rolled and tossed so that they had to get under way and seek a sheltered harbor.

BREAKS ALL RECORDS.

The longest time that any submarine boat had been under water heretofore in the United States was three hours. Lieutenant Harry Colwell kept the Holland submerged as long as that in the Potomac last year. The Fulton had never been under longer than about twenty-five minutes, when she made a two mile run submerged a few weeks ago.

Speaking of his experience, Captain Cable said he thought that the last barrier to the acceptance of the Holland type of boat as available for use in time of warfare was removed. It had been conceded for a long time that the boat could successfully discharge a torpedo with reasonable accuracy. Objection had been made that the boat was not seaworthy, and that the air could not be breathed for a long time with safety to the men. Captain Cable said he felt sure that the problem of air was one easily disposed of, but he did not expect such a wonderful demonstration as that which followed the submergence of the Fulton.

When the boat went under water there was no sea on, and almost a dead calm prevailed. When she came to the surface a gale of great velocity had lashed the waters of Peconic Bay into a furious sea. Through it all the Fulton was not disturbed at all. A gale filled with water lost none of its contents during the entire time that the boat was below. Compared with the Winslow, the Giraldi and other larger boats, Captain Cable said that the Fulton needed no higher testimonial of her seaworthiness.

The Adder has little of her machinery in her, and is much higher out of the water than the Fulton, yet she gave no evidence of being in a rough, choppy sea.

COULD TORPEDO A DOZEN SHIPS.

Lieutenant Spear said that in such weather the Fulton could torpedo a dozen battleships with perfect safety to herself. He gave it as his opinion that the torpedo boat could not be seen running on the surface at a distance of one hundred yards from the object of attack.

Mrs. Cable, wife of the Fulton's commander, witnessed the sinking of the boat. Her husband waved good night to her as she came to the surface. Captain Cable said that the outcome of the test, at their boarding house Mrs. Cable had breakfast ready for her husband at 10:30 o'clock, and he was there promptly to claim it.

A delegation of foreign naval officials will watch the Fulton perform within a few days, and preparations will then be made to take the boat to Washington for the winter. There demonstrations will be made in the Potomac River as may be desired for the purpose of acquainting members of Congress and naval officials with the boat. Captain Cable will take the Fulton from New-Suffolk to Hampton Roads under her own power. That will be the longest trip ever attempted in a submarine.

Lieutenant Cable, who is to take command of the Adder upon her completion, was deeply impressed with the result of the submergence test, as it is called. He compared it with what has been done with the French submarine, and pronounced the American boat far ahead of all others.

Lieutenant MacArthur was under orders to take the Winslow to Newport, R. I., yesterday. He said, after the Fulton came to the surface and he heard the report of Rear Admiral Lowe and Captain Cable, that he would not have hesitated to comply with the order had he commanded the Adder, instead of the Winslow.

After being in the boat under water for fifteen hours, the crew of the Fulton worked all day yesterday, as they had worked Saturday, and at night none of them felt the slightest ill effect from the time they had taken in the remarkable demonstration.

SAILOR VEERS A TORPEDO.

AFTER A NIGHT UNDER WATER HE SAVES A SCHOONER AT RISK OF HIS LIFE.

Charles Bergh, boatswain of the submarine torpedo boat Fulton, performed a most remarkable feat of daring yesterday at New-Suffolk, Long Island. It was shortly after he left the Fulton, after being under water all night. A fierce gale was raging, and the tide was so high that there was three feet of water in the streets of New-Suffolk. Three large sloops had been driven ashore before the gale, and the crowd of spectators on the Holland Torpedo Boat Company's wharf noticed what appeared to be a large pile driving toward the G. B. Bransford, sr., one of the sloops that was ashore.

The Fulton's crew recognized that the drifting object was a Whitehead torpedo dummy, weighing 840 pounds. They saw it when it was less than fifty feet from the sloop, which it would have completely wrecked.

Various schemes were suggested to save the sloop, but Bergh acted in a way that startled his mates. Hampered as he was by his overcoat and rubber boots, he jumped overboard, fought his way to the torpedo and reached it in time to prevent it from striking the Bransford. He steered it safely ashore, where it was hauled from the water. It had been floated from the water by the high tide. Bergh has followed the water for years, and modestly refused to accept any remuneration for what he had done.

Shortly afterward a sailor on the torpedo boat Winslow, which is on duty at the Holland station, carried a line through the water to moor his boat more securely. He had to be hauled aboard by his mates, who threw a line around his waist.

FRENCH SCIENTIST HONORED.

A NOTABLE TRIBUTE TO M. BERTHELOT, THE CHEMIST.

Paris, Nov. 24.—The jubilee of the scientific debut of M. Pierre Marcellin Berthelot, the chemist, was celebrated to-day in the grand amphitheatre of the University of the Sorbonne, which was filled to overflowing with notabilities from the scientific and political worlds. M. Loubet was present, surrounded by the members of the Cabinet, members of the diplomatic corps and many representatives of foreign scientific bodies.

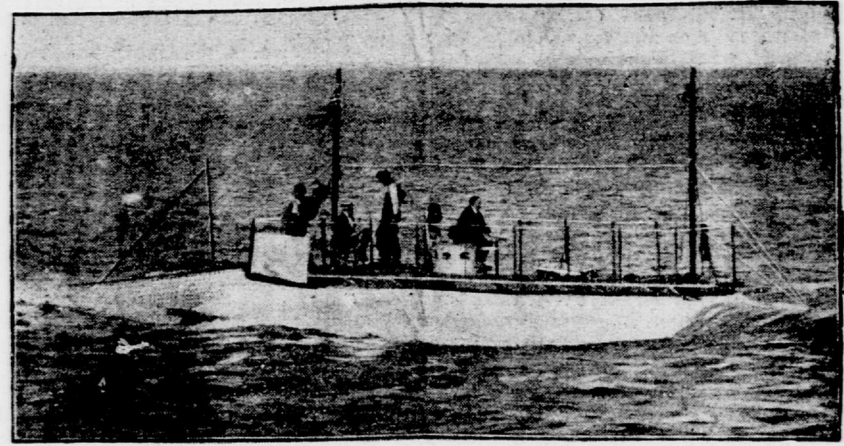
M. Georges Leygues, Minister of Public Instruction, pronounced a eulogy of the labors of M. Berthelot, and described the ceremony as a national fête.

President Loubet presented to M. Berthelot a commemorative medalion, and embraced him amid great enthusiasm.

EQUITABLE TO BUILD IN PARIS.

THE COMPANY ACQUIRES ONE OF THE FINEST SITES IN THE FRENCH CAPITAL.

Paris, Nov. 24.—One of the finest sites in Paris has become American property. It is announced that the Equitable Life Insurance Company has acquired the plot of ground on the corner of the Boulevard des Capucines and the Rue de la Paix, overlooking the Grand Opera House, where they intend to build, introducing the latest American methods of construction.



SUBMARINE TORPEDO BOAT FULTON.

TO BOMBARD COLON.

THREAT OF A COLOMBIAN
GUNBOAT.TWENTY-FOUR HOURS NOTICE GIVEN TO
FOREIGN WARSHIPS IN THE HARBOR
—WILL STOP RAILWAY TRAFFIC.

Colon, Colombia, Nov. 24.—The Colombian gunboat General Pinzon arrived in this harbor at 9:30 o'clock this morning.

As a result of an exchange of notes between the United States gunboat Machias and the General Pinzon, Ignacio Follaco, commanding the Pinzon, which has six hundred men on board, has officially given notice to the American, British and French warships now in the harbor that he intends to bombard Colon at noon tomorrow (Monday), thus giving twenty-four hours' notice.

The various consuls are giving notice to their respective fellow citizens that refuge may be had on board the warships.

To bombard the town of Colon it is absolutely necessary to fire across the railroad tracks, and the railroad employees will probably refuse to work.

Lieutenant Commander McCrea, of the Machias, is the senior naval officer, and he awaits instructions from Washington regarding the threat to bombard.

There is much excitement in Colon. The afternoon passenger train, which should have arrived here at 6 o'clock, had not arrived at 8.

The Pinzon will not be permitted to land the troops she is carrying. If such an attempt is made the Liberals assert they will fire on them. It is thought the landing of government troops from the gunboat should be effected up the Chagres River, in the direction of Gatun Station, and at a point about five miles from Colon, or on the beach south of Colon, where fighting would be permissible.

Señor Delarosa, secretary to General Domingo Diaz, arrived here yesterday. Generals Diaz and Lugo are expected at Colon shortly.

The capture of Colon by the Liberal forces is already known at Savannah, and doubtless at Bogota.

THE SITUATION AT PANAMA.

Breastworks are being erected in the public thoroughfares of Panama. The townsfolk in the vicinity of these are hastily removing to safer places. All persons known to be Liberals are arrested on sight. The government has declared its intention to contest every inch of ground if an entrance to the city is effected.

It is reported that some seventy who were wounded at Periquito were landed on the island of Taboga, facing Panama Harbor, to avoid creating alarm in Panama. Taboga is about eight miles from Panama.

The government is very anxious that marines should be landed from the United States battleship Iowa, but Captain Perry, her commander, has not complied with this request.

The Boyaca returned to Panama a second time yesterday afternoon, with General Alban and a few men. The government claims to have effected a landing at Chorrera, routing the enemy and recovering all the prisoners previously reported taken, with the exception of two. Among the number recovered, according to the government version, is the Alcalde of Taboga.

The Liberal version of the incident is that the Alcalde was afraid to fight, and when captured offered Domingo Diaz, the Liberal leader, \$1,000 if he would release him; that the offer was accepted, and that the Alcalde was allowed to go after giving his word of honor not to attempt to escape. The Liberals also assert that General Alban effected a landing at Chorrera after the Liberals had withdrawn to join the Liberal forces marching to the Empire Station.

It is asserted that the steamer Darien, which the Liberals recently captured from the government, escaped the Boyaca under cover of night; but it is generally believed that she went to Tumaco some time ago.

The government asserts that the Chorrera troops are momentarily expected at Panama and that on their arrival there preparations will be made to attack the Liberal advance guard, and that these will not cease until Colon has been recaptured.

Great hopes are entertained that the news of the capture of Colon will induce the authorities at Barranquilla to send big reinforcements to land at Colon and annihilate the enemy.

It is reported that the Liberal gunboat Almirante Padilla, with General Herrera on board, left La Libertad, San Salvador, November 21, bound for Panama.

The United States gunboat Concord, Commander Harry Knox, arrived at Panama yesterday.

Colon has become a red city, being in Liberal hands. A large red flag bearing the words "Patria y Libertad" is flying at the Cuartel.

MR. DICKINSON IN CONSTANTINOPLE.

Constantinople, Nov. 24.—Mr. Dickinson, the special diplomatic agent of the United States, who has been conducting the negotiations for the release of Miss Ellen M. Stone, arrived here to-day from Sofia.

THE UMBRIA DETAINED BY FOG.

Liverpool, Nov. 24.—The Cunard liner Umbria, Captain Thomas Dutton, did not sail for New-York until 9:30 p. m., having been detained by fog.

ROUND TRIP TICKETS TO CALIFORNIA.

On sale at all ticket offices, offering diversity of routes going and returning, via Chicago & North-Western, Union Pacific and Southern Pacific Railways. Offices, 461, 257 and 349 Broadway.—Adv.

SHIP ASHORE; TUG LOST.

LIFE SAVERS AND FISHERMEN
RESCUE CREWS.TWENTY-FOUR MEN RIDE IN BREECHES
BUOY-TOWBOAT SMASHES
INTO PIER.

Long Branch, N. J., Nov. 24.—In one of the fiercest and most damaging northerly storms that has visited this section of the New-Jersey coast for many years, which raged with terrific force along the shore all through Saturday night, the full rigged ship Flottbek, thirty days out from Plymouth, England, was driven ashore at Monmouth Beach soon after midnight. A few hours later the tug Robert Haddon, which had the ship in tow until its rudder was swept away, struck the iron pier at Long Branch and was literally pounded to pieces.

The crew of the Flottbek, numbering twenty-four men, and that of the Haddon, numbering seven, were saved by heroic work on the part of volunteer life savers. The crew of the Flottbek is safely housed in No. 4 Life Saving Station, while the crew of the tug is being cared for. The Haddon struck the pier yesterday afternoon about dark. All went well until late in the evening, when the wind attained a velocity of forty to forty-five knots. The tug was unable to make headway, and the two began to work in toward the shore, despite their efforts. Their danger was seen from the shore, and the life savers prepared to help them as soon as they were close in. The crew of the tug, realizing that it was impossible to keep the ship out to sea and that the only chance of saving the tug was to let the ship go, cut the hawser.

The ship drifted rapidly toward the shore and struck well up and close in the time the tug cut away from the ship the former lost her rudder and became helpless in the heavy wind and seas. She went out on the pier to rescue the crew the tug went out on the pier to rescue the crew the tug went out on the pier to rescue the crew.

Each time the tug dashed against the pier the fishermen would cast the rope over her, and the men on board the tug would try to grasp it. It required quick action, and time after time the rope was missed and the tug was carried away from the pier. The rope would then be hauled up and coiled for another casting, and as the tug came close to the pier it would again be thrown. If the throw was too soon or too late, another return of the tug had to be awaited. When one of the sailors caught the rope, he simply clung to it, while the fishermen hauled him over the side of the pier to safety. The work had to be done rapidly, and before the tug again returned to pound against the pier, else the men would meet a worse fate than drowning, that of being crushed between the tug and the pier.

It was a miracle that all the men were saved. They were all badly bruised and cut. Meanwhile the Flottbek had been looked after by the life savers. The distress signal had been seen by the crew of Station No. 4, in command of Captain James H. Mulligan. At 12:30 o'clock the ship was within eight hundred feet of the shore. Captain Mulligan fired a shot from the gun, but the line went over the ship. Another shot was fired, and still a third, before the line landed on the vessel's deck. Ready hands on the ship made the line fast, and the breeches buoy was sent out. One after another the sailors got into it and were hauled ashore. At times got into it and were hauled ashore. At times got into it and were hauled ashore.

The ship had struck broadside on, so that the work was comparatively easy, as the roll of the ship was not so great as to interfere with the working of the breeches buoy line. Had she struck either bow or stern on the pitching would have been such as to have threatened to part the line. He brought his papers with him. The ship was then left to her fate, and will probably be beaten to pieces unless the storm abates soon. She does not seem to be injured now, and will be high and dry at low tide, so that the wreckers can work on her without inconvenience.

The crew of the tug Haddon consisted of Captain Joseph J. Starks, Frederick Landon, mate; Mark Riley, engineer; William Brown, steward; John McDonnell and Matthew Smith, firemen, and Thomas Fritz, a deckhand.

The Flottbek is of 3,000 tons, and was built for Knorr & Burkhardt, of Hamburg, at Newcastle-on-Tyne, nine years ago. She was loaded with 200 tons of arsenic and 1,200 tons of china and pipeclay consigned to New-York firms.

BISHOP MATZ'S POST UNPLEASANT.

Rome, Nov. 24.—The Right Rev. Nicholas Chrysostom Matz, Bishop of Denver, Col., left Rome to-day. It appears that, although he has often spoken of the disadvantage of his German nationality in a diocese largely Irish, and has expressed a desire to resign, he has never entertained the idea of asking him to retire. At the same time, if he should persist in such a wish, the Vatican is willing to transfer him to another diocese or to nominate him as a titular Bishop.

STORM HAVOC ON SEA AND LAND

LONG ISLAND SHORE AND JERSEY COAST STREWN WITH
WRECKAGE.

WESTCHESTER HARD HIT—SUBWAY WORK SUFFERS.

A hurricane swept over Westchester, the Long Island shore and the Jersey coast on Saturday night, doing great damage on sea and land. Vessels were torn from their moorings, landed high and dry in streets or on the shore, cast on rocks or blown out to sea, after running down other craft.

The country estates of wealthy New-Yorkers along the shore in Westchester suffered severely, and clubhouses and hotels in the same section were torn from their foundations, unroofed or damaged in other ways.

Similar conditions prevailed in New-Jersey, where, in some instances, people were imprisoned in their houses by floods.

Railway trains and trolley cars in the sections covered by the hurricane were forced to cease running on account of washouts, undermined tracks and destroyed bridges.

In the city the tide rose higher than has been known in many years. Low lying streets along the river fronts were submerged for blocks, and many cellars were flooded. Passengers had to be landed by rafts from some steamers. The rapid transit tunnel was considerably damaged, and the work will be somewhat impeded.

CITY SUFFERS HEAVILY.

MIGHTY RUSH OF WATER DAMAGES
THE SUBWAY, AND WORK
WILL BE IMPEDED.

With a wild rush of devastation the northeast gale, which for forty-eight hours had been howling along the Atlantic Coast at the rate of fifty miles an hour, settled on Manhattan, and for twelve hours Saturday night and Sunday morning held undisputed sway over the waters of New-York Bay. Ferryboats were unable to reach their piers, barges were wrenched from their moorings and set adrift and the low lying shore was covered by the highest tide known in this city in many years.

On shore the storm king was equally supreme. Early on Saturday night the drizzling rain which had persisted throughout the day suddenly took on a new and violent character. The wind, which had steadily freshened in the afternoon, became a raging hurricane. Rain fell in torrents, and the streets became rivers of black water, which swirled angrily against the curbs. Late wayfarers were almost lifted from their feet by the violence of the storm, hats were whirled into the streets, umbrellas were suddenly wrenched out of people's hands by the wind, and at Fifty-ninth-st. a woman was blown off the sidewalk and carried under the wheels of a passing wagon.

During the early morning hours great trouble was caused by the ferryboats, the tide flooding the pier slips and preventing the boats from landing. Passengers from the Fall River steamer Priscilla were obliged to land in hacks, so high was the tide, and even these vehicles proved unsatisfactory, as the water rose above the seats and threatened to swamp them. Rafts made of barrel staves were also used to land the passengers.

About 8:45 yesterday morning a barge was noticed in a dangerous position off Sixty-eighth-st. Three men could be plainly seen huddled in the stern and constantly being drenched by the waves that broke over the boat. The fireboat Vesper was called to her assistance, and after several hours of work succeeded in rescuing her from her dangerous position.

In the East River also the tide reached a record breaking height. The Boys' Farm on Randall's Island was submerged to a depth of over two feet. On Ward's Island six bathing pavilions were wrenched from their moorings and converted into kindling wood by the mighty current which passed through the Narrows at the highest point the tide washed the flooring of the bathhouse on the northern end of Blackwell's Island, which usually towers far above the water.

For hours the Sixth and Eighth ave. cars were jammed to several windows below Canal-st., as the water backed up in the sewers and flooded the house at No. 13 Front-st. The Broadway cars were delayed at Wall-st. by the blocking up of a sewer in the basement of No. 100 West 4th-st. and the horses on the cross-town line floundered up to their knees in the muddy water.

The most serious damage done by the storm was along the line of the new rapid transit tunnel. All along the line work will be considerably impeded by the tons of dirt and rock washed into the excavation. Near the Harlem River, where the tunnel is to go under the river, the water flowed into the trench and completely filled it. The contractors yesterday estimated that \$10,000 was the extent of the damage there. A few of the cellars were flooded, and considerable loss was suffered by the saloon-keepers, grocers and marketmen of that neighborhood. A restaurant on West 4th-st. was completely surrounded by the high tide that its owner could not get out to it during the morning.

A number of minor accidents occurred. Along Broadway several windows were blown in. At One-hundred-and-thirty-fifth-st. and Lenox-ave. a billboard fifteen feet high and over two hundred feet long was blown over into the street. A few of the cellars were flooded, and considerable loss was suffered by the saloon-keepers, grocers and marketmen of that neighborhood.

As the firemen were summoned to a fire at the ambulance stables at One-hundred-and-twentieth-st., yesterday morning, were treated to a nerve racking spectacle. The ambulance stables are near the One-hundred-and-twentieth-st. pier, on the East River, and about one hundred yards from the Harlem Morgue. When the firemen arrived on the scene they found two feet of water in the stable from the high tide. In this flood casks of unslaked lime were sizzling and steaming.

As the firemen waded into the water they were horrified to see several coffins floating about. As the danger from the fire was slight, the firemen at once turned their attention to the rescue of the coffins. This proved a difficult task, however, for the coffins were floating close to the casks which contained the lime. A grappling hook was rigged up, and with it the coffins were pulled out of the fire to the stable door. Here eight men waded in, seized them, and lifted them carefully out. When the water had been poured out of the boxes, the rescuers found that they intended for use in the Harlem Morgue were stored in this stable.

The fire loss on the stables was under \$500.

A FRENCH OFFICIAL MURDERED.

DEPUTY MAYOR SHOT DOWN BY A MUNICIPAL
COUNCILOR.

Menton, Nov. 24.—At a meeting of the Municipal Council of Roquebrune last night, M. Orsini, one of the councilors, after a heated discussion, drew a revolver and shot dead M. Sigaut, the Deputy Mayor, dangerously wounded also the Mayor and the Mayor's brother, who had tried to arrest Orsini. The latter escaped.

The great American remedy for Coughs—JAMES' EXPECTORANT.—Adv.

WRECK AND RUIN ON SOUND

BUILDINGS TORN FROM FOUNDATIONS
—PAVILIONS AND YACHTS BLOWN
TO SEA—COLUMBIA INJURED.

A northeast gale, blowing at the rate of seventy-five miles an hour, raged over Long Island Sound on Saturday and yesterday morning, and did damage to the extent of \$250,000 along the northern shore. At City Island, New-Rochelle, Larchmont, Orienta Point, Davenport's Neck and Premium Point the shore was strewn with wreckage, and old residents say it was the worst storm seen in forty years. It is feared, when all reports are in, that they will show that a number of lives have been lost, as several yachts have not been accounted for. The big country estates of wealthy men on Davenport's Neck, Premium Point and Orienta Point were badly damaged by the great combers, which ruined high retaining walls and flooded Italian gardens, while the cellars of many houses near the Sound were flooded. At City Island the storm was so severe that yaws and catboats were torn from their moorings and dashed on the City Island and Westchester meadows far inland. The damage to yachts and hotels at City Island alone is estimated at \$100,000.

WATER FLOODS CLUBHOUSES.

The New-Rochelle Rowing Club was damaged to the extent of \$1,500 by the wind, which tore off a new addition and tossed it in places fifty feet away. The tide was so high that the floor of the clubhouse was flooded to the depth of all three feet, while great rollers knocked out all the windows on the lower floor and greatly damaged a number of sculls which were stored on the floor.

The New-Rochelle Yacht Club house, on Harrison Island, was also affected by the wind, which moved the eastern side of the building half a foot out of place, while the floors were heaved up in the centre.

The Peggy, a 40-foot yawl, which cost more than \$5,000, owned by F. S. Hastings, a son-in-law of E. C. Benedict, the banker, at Greenwich, lies a wreck on the rocks of Hudson Park, at New-Rochelle. She had been brought from Greenwich to Echo Bay last week, where she had been anchored preparatory to being placed on the ways in "Larry" Huntington's shipyard. The Peggy had never been beaten in the 40-foot class, and was considered the fastest yacht of her class on the Sound. Her hollow boom was snapped in two as though it was a clay pipestem, while her cabin and hull were crushed in and damaged almost beyond repair. The cabin catboat Tom Cod, owned by T. H. Davis, of New-Rochelle, was carried half a mile down the Sound and then blown on Potter's Hill, thirty feet above the Sound level.

The retaining wall surrounding the estate of Howard N. Potter, on Davenport's Neck, was damaged to the extent of \$2,000, while the cellar of M. Turner's house, on the Neck, was filled with water.

C. OLIVER ISELIN CUT OFF.

The henry and duck house owned by C. Oliver Iselin, on Echo Island, opposite his Premium Point house, was washed into the Sound, and all of Mr. Iselin's imported stock of poultry and all of Mr. Iselin's Italian gardens were badly damaged, while the bridge connecting the island on which his house is situated, and for hours he was cut off from reaching the mainland. His private dock and float were carried out to sea.

The Potter house, occupied by H. P. Wickes, facing Keho Bay, was caught in the thick of the storm, and the water washed into the house, flooding the dining room and filling the cellar.

CITY ISLAND A MASS OF WRECKAGE.

The storm centre seems to have been at City Island, the shore front of which is a mass of wreckage. The wind blew there eighty miles an hour. Yesterday morning, when the residents awoke, they found the highways leading to the place covered from two to four feet of water. What was left of the old City Island bridge, which was being removed owing to the construction of a new steel structure, was completely carried away. The water also filled the horsecar stables and washed away the tracks, so that the novel scene was witnessed of people going to church in rowboats. In some places the water on the highways was so deep that the mounted police from the West Chester station found it up to the bodies of their horses. The heaviest damage was done to the shipyards and hotels. At the Jacobs, Hawkins, Woods and Robinson shipyards boats and pleasure craft were blown from their ways and moorings and stranded on the beach.

COLUMBIA BLOWN FROM HER WAY.

The cup winner Columbia, it is reported, was blown from her ways at the Hawkins yard and had a hole stove in her. At Robinson's yard a steamboat owned by Thomas Burns, of the Department of Highways, was torn from the ways and left on the beach, where she was hopelessly wrecked. A large bark, the name of which cannot be learned, is reported to have been blown ashore at Hart's Island. Communication with the island has been cut off, and it cannot be learned whether or not any lives were lost. Other smaller boats are strewn along the beach, and on and about the salt meadows all the way from Larchmont to City Island.

HOTELS AND HOMES WRECKED.

While the gale was at its height at City Island the home of Mrs. Klaus, on the point, was torn from its foundation and carried away. Mrs. Klaus and her three sons were in the building, and when they heard the beams cracking they took warning, and got out just in time to save themselves. Woolley's Hotel, near by, was also washed from its foundations, and the pavilions around it were wrecked. Other hotels that suffered damage at City Island were the Mace