

# The Wilmington Messenger.

ESTABLISHED 1867.

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## ALL WERE SAVED.

### THE PASSENGERS AND CREW OF THE STEAMER DANMARK.

The Steamship Missouri Arrives at Philadelphia with Passengers from the Unfortunate Steamer—The Captain Tells of the Wreck and Rescue—Particulars of the Disaster.

LISBON, Portugal, April 21.—Forty-two of the crew of the Denmark have arrived here. Mr. Raben, the first officer, who is among them, reports that on April 4 the Denmark's shaft was broken. On the next day the disabled steamer met the steamship Missouri, from London March 28 for Philadelphia and Baltimore. The Missouri towed the Denmark until the 6th, when the latter seemed to be about to sink.

### THREW OVER THE CARGO

At first the Missouri was only able to take aboard twenty of the Denmark's passengers, but after having jettisoned a portion of her cargo she found accommodations for all the crew and passengers of the Denmark. The Missouri then proceeded to the Azores, and left there the first and second officers and 320 passengers. She then continued her journey to Philadelphia with 340 passengers and the remainder of the crew. The captain and three engineers of the Denmark left the Azores on the 14th for London.

### CAUSE OF THE DISASTER.

The Denmark was about eight hundred miles from Newfoundland when the accident happened. Some say that the engines broke down. Engineer Kas was found dead in the engine room after the accident.

The death of the Denmark's engineer was due to the bursting of an engine pipe. The engineer was killed on the spot, and the ship was badly damaged. In consequence of this damage, together with the breaking of the shaft, the vessel was helpless in the heavy seas that prevailed.

### LANDED AT LISBON.

Forty-two sailors and all of the passengers left at the Azores by the Missouri came to Lisbon on the steamship Azor.

The captain and three engineers proceeded to London on board a steamer from the Azores.

### ARRIVED AT PHILADELPHIA.

PHILADELPHIA, April 22.—The steamship Missouri with 365 of the people from the wrecked steamer Denmark arrived at the American line steamship dock at 6 o'clock this evening. All were well on board with the exception of three persons, who are ill, but doing well, all of the Denmark's passengers look hearty and bright, and showed no signs of the hardships which they must have necessarily endured.

Among those on board from the Denmark, were eight members of the Denmark's crew including the purser, surgeon, one cook, butcher, baker and two stewardesses. Nearly all the emigrants are bound for western points and they will be forwarded direct from Philadelphia to their destinations.

### STATEMENT OF CAPTAIN MURRELL.

Captain Hamilton Murrell, commander of the Missouri, makes the following statement: "We left London with a general cargo for our first trip to Philadelphia, on March 25th; we had a fair passage up to 1:20 p. m. of April 6th, when we sighted the steamship Denmark flying signal of distress. The wind at the time was blowing strong from the west; we bore down on the steamer and found her disabled; Captain Knudsen, her commander, reported that the tail end of his shaft was broken and he wished us to take his passengers to New York. Owing to the state of the weather and because of the fact that I was not prepared to accommodate such a number of people, I declined to accede to his request, but offered instead to tow his vessel to the nearest port. This offer, Captain Knudsen accepted, and two hours after we first sighted the Denmark we placed a tow rope on board that vessel and proceeded slowly, to sea and wind and heading north west for St. Johns, N. F., which I considered the best port to make under the circumstances. The wind blew with tremendous force all night and progress was most difficult. On April 6th at 5:30 a. m., finding that I could make no headway in westerly direction and seeing ice to windward, I decided to abandon my hope of reaching St. Johns and determined to make for St. Michaels, one of the Azores Islands. I signalled my determination to the Captain of the Denmark and he agreed that this was the best course to pursue, and one hour later we squared away for St. Michaels.

At 7 a. m. the Denmark signalled to us "We are leaking considerably, there are now three feet of water in the aft hold and it is gaining rapidly." I asked what I should do and the signal came "keep on towing." At 9:20 a. m. the Denmark again signalled us. This time the signal read: "Denmark is sinking, we must abandon the ship, will you take on passengers?" With out a moment's hesitation I signalled back, "Yes, I will take all on board and do the best I can." I then cut the tow line and we dropped down to the Denmark.

At 9:30 a. m., we launched our two life boats, which proceeded to the Denmark. In the meantime seven of the sinking steamer's boats were manned by the crew of that steamer and the work of transferring passengers began. A heavy swell was running all of this memorable day making the work of removing the people from the sinking ship, one of great difficulty and it was only by the hardest kind of work that we were

able to avoid accidents. The women and children were removed first and after them the male passengers and crew. The officers of the Denmark remained on board their vessel. At 2 p. m. we finished the work of transferring the passengers having consumed nearly five hours, and getting everybody with the exception of the officers, safely on the Missouri, without a single accident of any kind. About one hour later the barometer began falling the weather was coming in thick and looking dirty and I sent word to Captain Knudsen and his faithful officers to leave the ship and come on board the Missouri and after getting some provisions from the Denmark, which had now settled very perceptibly in the water; that the vessel was finally abandoned. Captain Knudsen being the last to leave his ship.

### SHORT OF FOOD.

"We had only enough food on board to last three days and I decided to make all possible haste to reach the port of St. Michael, which was 720 miles away. The cabin passengers of the Denmark were given accommodations in the Missouri's passenger cabin and the officers gave up their cabins for the use of the women and children.

### A BABY BORN ON BOARD.

On April 17, at 1:20 a. m. about ten hours after the transfer was made, Mrs. Sinnie, aged 18 years, a pretty Danish woman who was on the way to America to her husband, gave birth to a girl, in my cabin. The little stranger was christened Atlanta Missouri. The child was born during a howling storm which rocked the vessel and caused the sea to break over us.

### SAFE AT ST. MICHAEL.

The gale materially decreased, and we were able to make fine progress. The 9th went by without an incident and at 9:30 a. m., of April 10th we arrived at St. Michael. On April 11, at 11 a. m., we landed 370 of the passengers and crew of the Denmark, including Capt. Knudsen at St. Michael. In dividing up our load we kept on board the Missouri, families, endeavoring as far as possible to leave single men and those not having children at St. Michael's. At 6 p. m. of the same day we sailed from St. Michael's with 365 people from the Denmark, including eight of the crew of that vessel, who were allowed to come with us. We had fine weather all the way to Philadelphia and a remarkably small amount of sickness on board, considering the crowded condition of our boat.

### A Big Salt Pool.

TOLEDO, Ohio, April 22.—The Blade will say this evening, on most unimpeachable authority, that Wellington K. Bart of Saginaw, President of the Michigan Salt Association, sails on Wednesday next, for Southampton on the North German Lloyd Steamer Saale, on an errand, the result of which will be felt from one end of the United States to the other. He goes to secure \$10,000,000 by means of which, with a pool already formed, in this country the entire salt product of the United States will be controlled by a syndicate, of which he will be at the head. English capitalists, who have operated the salt trust in Great Britain, are interested in this project, the details of which have all been arranged and which will all be settled by Mr. Bart, during his brief visit to England. This gigantic business combination, is not to be a salt trust in the usual acceptance of the word, although in many of its features, it resembles one. It is simply, applying to the entire salt industry of the United States, the same principle, that from time to time, have been used in the great salt producing section of the Sawinaw Valley. Each district will produce the usual quantity of salt and report to headquarters, constantly the amount of stock on hand. The headquarters will make sales and see that the stuff is shipped in a most economical manner, for instance, orders from the country, tributary to Syracuse, will be filled from that city, instead of Michigan, people stealing in theirs as they do now. Kansas and other States thereabouts, will be supplied from Kansas, instead of from Michigan, or New York and Kansas people will not under take to supply Ohio and Michigan, as is now the case. It is estimated that in this way there will be saved in operating the expenses of business, at least \$500,000 a year, even at the present ridiculously low price of salt. It is now the purpose of the proposed syndicate, to go into the matter with the intention of forcing up the price of salt; there will be no necessity for any such action and with the business management consolidated and concentrated, the saving in operating the expenses will yield a comfortable return of itself.

### Lively Rioting at Minneapolis.

MINNEAPOLIS, Minn., April 22.—The first serious disturbance since the general tie-up of the car lines a week and a half ago took place this morning at Twelfth avenue South and Washington street. Two cars were thrown off the track. Stones, bricks, bottles and other missiles were used, and twenty-eight men were arrested. The two cars were thrown over and badly wrecked. The cab drivers were stoned. The police were summoned, and they too were stoned. Some persons received severe hurts, but were hustled out of the way by their friends. The police were called from all the other lines of the city, and the mob was finally dispersed. Owing to the withdrawal of all the officers from the other lines, all street cars in the city were stopped.

## NEWS FROM RALEIGH.

### THE MESSENGER CORRESPONDENT AT THE PENITENTIARY.

Incidents of the State Workhouse—Convicts and their Habits—The Governor will Visit Avoca—Womble will make Room for His—Other News from the Capital.

### MESSENGER BUREAU, RALEIGH, N. C., April 22, 1889.

Your correspondent this morning visited the penitentiary and found everything, as usual, in perfect order. There are fewer convicts than ever before in the prison proper, as under the new system it is found necessary to send away all who can possibly be sent. So pressing is this emergency that quite a number of convicts serving sentences of over twenty years, and some who are in for life are out on contract work. The State has only two pieces of contract work now. One of these is on the Cape Fear and Yadkin Valley Railroad, between Wilmington and Fayetteville, and the other on the railway from Winston to Mocksville. Of course such convicts could not be used on ordinary railway work. Last Saturday twenty-eight convicts were sent to the Roanoke and Southern railway. The health of the convicts is exceptionally good, except on the casual work in the East, where of course there is some sickness.

Wetmore's contract for the shoe factory inside the prison begins May 1st, and the revenue under the terms of his leave begins that day. He has not yet moved in and will probably be a few days behind time. There are only 200 persons in the penitentiary, including those in the hospital. Of these, twenty three are females. There are two little darkey children, one about four year old, and the other an infant, who were born in the prison a few weeks after the beginning of the terms of their mothers who are in for long terms. It was quite a funny sight to day to see the elder of these two kids very unconcernedly eating his lunch in a corridor of the women's building.

It is very probable that the big foundry which was built a few years ago will soon be utilized fully. It is now only used as a smithy.

South of the prison and screened by its massive and lofty walls, is the garden, a very fine one indeed. Along its western boundary, long rows of wooden crosses mark the convict grave yard. Six hundred convicts, it was stated this morning lie here. It should be borne in mind that year after year the convicts who are sick or disabled are sent here to the hospital in the prison, and those dead are those who have received treatment there unavailingly.

Turning from the penitentiary to brighter things, it may be said that Raleigh has never seen a more charming or gracious Easter. Yesterday morning there was a most welcome shower of rain, which, it is slyly whispered, prevented the airing out of a little feminine finery. But be that as it may, there was enough and to spare. At most of the churches there was "standing room" only. The afternoon was very fine.

To day there was no end of picnic parties and "straw rides," now quite the fashion. Processions of wagons, each filled with pretty girls, and every girl white-bonneted and happy, were noticed on the streets. Fishing tackle was in lively demand, and the streams were lined with picnickers.

The radicals ought to be happy. This week they out the last of the route agents in this section. He is Mr. Oliver Wemble, and has been notified that he must "walk the plank." It is said that George B. Hiss, the president of the radical office seekers association, known as the Carolina Club, is to fill Mr. Womble's shoes.

The betting among the radical elect is that A. W. Shaffer will get the revenue collectorship plum, and it is now said that Eliza White, of Perquimans, is his most formidable opponent.

Robert Leeson Porter has been put by the police authorities in a quiet boarding house and will be well taken care of until further advices from his people in Ireland, who have telegraphed Mayor Thompson to hold him and take good care of him.

Governor Fowle left this morning via Selma and Wilson for Avoca. He takes the steamer at Williamston. He makes a speech to-morrow, and formally opens the Avoca celebration of which so much has been said. He leaves Avoca in time to reach here Thursday afternoon, and forty eight hours later will depart for New York.

The Governor will make arrangements by which he and his staff will be able to attend the celebration at the Guilford Court House battle ground May 4, by stopping there on their way here from New York. He was especially urged to do this by the officers of the Battle Ground Association.

## FORWARD MARCH

### THE OKLAHOMA BOOMERS ENTER THE TERRITORY.

Wagons, and Trains Pass Through the Strip—The Troops Looking Out for the Protection of the People—Thousands on their way to the Promised Land—General News.

St. Louis, April 22.—A special despatch from the Oklahoma country says that everybody is on the qui vive to make a grand rush across the line into the land of Canaan, at noon to-day. Five hundred dollars was yesterday offered and accepted for a fester horse at the Percell House and was purchased by Tom Horton, a man who expects to reach a claim, now proposed to be taken up by a town site company, which expects to build across the river, a city, which will, in future, rival Purcell. As many fine horses are being brought in from Texas and Kansas, the races will be most exciting as they fly across the country. The goal, a stake, the prize, a claim, there is as much, if not more, struggling for town sites, as for sections.

### THEY ARE GOING TO GUTHRIE.

It is said that thirty-two town companies are going for Guthrie; about that number for Oklahoma City and about twenty more for King Fisher, while there are applicants for sites on almost every section; this makes the average settler swear. Frouble between town site companies, promises to be as dangerous as among claim hunters. There has also been brawling, for the last day or two, animosity between the Northern fellows and Texans especially, including some colonies from other States.

### PAYING DEAR TO GET THERE.

Once within the strip the men, either on foot, or in wagons, were to be seen continually going southward; there were no soldiers or officers of any kind to prevent their entering the country; some were encamped on the banks of streams, the women were cooking meals and the men were shooting at, either marks or game. Few persons know, said an old boomer, who was encamped on the Oklahoma line, what dangers I have gone through to reach here; my party had a cow boy guide, and when we came to Chickasaw we were compelled to pay a man \$4.50 to swim the stream and bring us a little boat in which we could cross, and we then pulled our rig and swam our teams. The same thing had to be done at Salt Fork; we gave our guide \$100, and if he gets us well located he gets \$150. Another party paid their guide \$250.

### THE LANDS WILL BE OVERCROWDED.

A scheme has just developed, the magnitude of which is the bold conception and daring character of men engaged in it, makes it one of great importance; it is every day becoming more apparent that the land of Oklahoma will be insufficient for the people who will be there to claim it; as a consequence, there has been organized bands or companies, the members of which are sworn to protect their fellows. The leaders of the companies have agreed that if any considerable portion of them fail to get into Oklahoma, they will begin together and take possession of Cherokee strip. Two-thirds, even of these organized men, will be left in a week from to-day, they will have 10,000 determined men, secedate from failure of cherished plans, driving stock out on the strip and holding down claims. The hope of the men, who have this desperate enterprise, is to have so many people in the strip in a short time, that it will be thought better to leave them, than attempt to drive them out.

### THEY LEAP TO SAVE THE SITE.

A party of capitalists of San Francisco sent their agent, George W. Perkins, to find a site for a town they will build and call Frisco. Perkins and his party stood upon the rear platform after leaving Purcell and just after Canadian river was crossed they jumped off and concealed themselves in the bushes. The chances are that the situation of Frisco will be near this bridge.

### TROOPS ON THE ALERT.

At Guthrie there are in preparation and agitation of the same number and variety of town site schemes and on account of the present prominence of the place as a land office, the contest for possession, will be more intense. Troops are being as rapidly as possible, sent into the country and to-day, there were on its borders, fourteen companies of infantry and twenty troops of cavalry.

### BOGUS DEPUTIES.

Last night there arrived at Oklahoma City, a queer looking crowd, bearing deputy marshal papers, thus entitling them to enter the country. There were seven in all in the party; one man was about 70 years old. He wore a fine broad cloth suit of clothes and carried a gold headed cane. There was not one in the party who had ever made an arrest, and it was stated that the aggregate capital of the crowd was over \$2,000,000. They rode down on the Pacific car and alighting from the train showed their commissions as deputy marshals properly signed and attested and so the soldiers, much against their will, were compelled to permit them to remain. Their evident intention is to form some town site. It is thought that there are over thirty deputies now in and about Oklahoma who at noon will turn in their resignations and accept it all by themselves each individually, and turn private citizens; they will then take claims.

### HIGH WATER INTERFERES.

Salt Fork Creek, which winds through the strip and on the banks of which Panza reservation is situated, caused the settlers much delay, rains had made it so high that ford was dangerous and only a few were foolhardy enough to venture it. Friday morning, fully 700 wagons, wanted to get across. Captain Hayes and his company, who escorted the settlers to the border, rendered them most valuable service. He induced the Santa Fe road to permit him to lay planks beside and between the tracks of the bridge and get the emigrants over. A soldier with a red flag half a mile from each end of the bridge prevented any trains from approaching until the bridge was clear.

## WASHINGTON.

### RESIGNATION OF FIRST COMPTROLLER DUNHAM.

The Attorney General and the First Comptroller have a Personal Misunderstanding—An Open Rupture Between the Gentlemen—An Important Decision in the Supreme Court.

### WASHINGTON, April 22.—First Comptroller Durham severed his connection with the Treasury Department to-day; he tendered his resignation on the change of the administration and it was accepted by Secretary Windom to-day, to take effect at once; there are several explanations for this action; one generally accepted by those supposed to be acquainted with the inside facts, is that the First Comptroller has taken a position on several official matters, entirely at variance with the views of the present administration. The immediate cause of the change is due to a personal misunderstanding between Attorney General Miller and First Comptroller Durham, in regard to the accounts of Mr. John J. Davenport, as Supervisor of elections, in New York; the latter recently presented vouchers aggregating \$3,200 for "extraordinary expenses," incurred during the last Presidential election; these were being examined by the First Comptroller and he signified his intention to disallow them, he had several conferences with the Attorney General on the subject, which resulted in an open rupture between the two officials, so much so, that the First Comptroller, on Friday last, ignored two requests from the Attorney General, to call at his office. Davenport's accounts were then taken out of his hands and turned over to the Attorney General, where they now are; Secretary Windom said this afternoon, that he had accepted Durham's resignation, in the ordinary course of business, not because of any fault with the latter's official conduct, but because of several newspaper articles reflecting upon the Administration, which are said to have been inspired by the First Comptroller. These attributed sentiments to the First Comptroller, which if true, must have made it unpleasant for him to continue in office, under the existing circumstances.

### WASHINGTON, April 22.—The United States Supreme Court, in an opinion rendered to-day, by Justice Bradley, holds that the law of limited liability of steamship companies, applicable to cases of loss of life and injury to persons, as well as to cases of loss or injury to merchandise or goods. The case in which this opinion was delivered was that of John H. Butler, Nat. Beach, et al., appellants, vs. the Boston and Savannah Steamship Company, growing out of the loss of the steamship City of Columbus, near Martha's Vineyard, in 1884. The decision of the Circuit Court of Massachusetts, in favor of the steamship company was affirmed.

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### A Bold Railroad Robbery.

GALLATIN, Mo., April 22.—One of the boldest railroad robberies, ever perpetrated by a single robber, in Missouri, occurred at Pattonburg, in the Washburn road Friday night, and has just leaked out. About 9 o'clock Friday night, one masked burglar entered the station at Pattonburg. He covered the agent, the only person in the station, with a pistol, and demanded the key, which he received. He then made the agent occupy a given position and proceeded to plunder the safe. He then cleaned it out of everything valuable, securing money estimated at from \$6,000 to \$10,000. Among the booty, was one express package of \$3,000. A letter addressed to the Pattonburg bank containing \$100, and a number of express packages. He also took all the express, freight and ticket funds and robbed the agent of his own money and valuables. The robber then backed out of station, mounted his horse and rode away. The agent on Saturday notified Superintendent McGee of the Washburn and Western. Mr. McGee communicated with a detective in St. Louis and search for the robber was started, which has been without success.

### Local Option in Massachusetts.

BOSTON, April.—To-day is the voting day upon the proposed amendment to the Constitution of Massachusetts, prohibiting the manufacture and sale of intoxicating liquors. The day is bright and cool, with prospects favorable for a large vote; both parties have been active in the campaign and a full vote is expected. To-day is a legal holiday with the exception, that such business transactions relating to contracts etc., will be valid and banks, exchanges and the wholesale business houses are closed. The polls open at 7 a. m., and close at 4:30, and it is expected, owing to the simplicity of the ballot, that the returns from the entire State will be completed by midnight. The following is a copy of the proposed amendment: The manufacture and sale of intoxicating liquors to be used as a beverage, are prohibited. The general Court shall enact a suitable legislation to enforce the provisions of this article. All recent impartial converses and the general opinion point to the rejection of the amendment. The principal interest being in the size of the majority against it.

### Return of Bishop Keane.

WASHINGTON, April 22.—Right Rev. Bishop Keane, rector of the Catholic University, now in Rome, will sail on the steamer of Umbria, next Saturday for home.

### Dan Lamont and ex-Senator Thos. C. Platt of New York, have been elected directors of the Tennessee Coal and Railroad Company.