

The Fisherman & Farmer.

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A BIG CIRCUS BURNED.

Barnum's Winter Quarters at Bridgeport Destroyed.

The Greater Part of the Wild Animals Lose their Lives.

The main building of Barnum's winter quarters, at Bridgeport, Conn., where "The Greatest Show on Earth" is kept through the winter, was entirely destroyed by fire at 10:30 Sunday evening. The loss is about \$800,000; insured for \$100,000. Three elephants and all the menagerie excepting one lion and hippopotamus were burned. Thirty elephants and one huge African hippopotamus burst through the sides of the burning building, and rushed roaring through the streets. Six of the elephants were terribly burned. Great pieces of flesh fell from their sides, and their blood splattered the ground as they ran. The frightened spectators dared not approach the burning building, fearing the crazed animals.

The fire started in the horse room. A watchman was going his rounds when his lantern exploded, the light he caught fire, and in less than ten minutes the entire building was in flames. It was 600 feet long by 200 wide. All the ring horses were burned. In the second story were the seats, tents, poles, and plumes, also all the harnesses and trappings for street parades and ring performances. In the cat room were lions, tigers, hyenas, and the menagerie. In this room the howls and moans of the dying beasts were terrible. They were burned up in wooden cages on clumsy wheels, and no effort was made to save any of them. A lion and several smaller animals escaped, and are loose in the streets. In the elephant room were thirty-nine elephants. Three were burned, six escaped through the sides of the building, and the remainder broke their chains and ran through the open door to the street. The keeper was away and no effort was made to capture the infuriated animals. Some ran toward the open country.

Thousands of spectators flocked to see the fire, but when it became known that the animals were loose hundreds rushed to their homes and barricaded themselves in. The loss on the building is \$10,000, and on the animals \$500,000, and on fixtures \$300,000. F. T. Barnum was at the Murray Hill Hotel, New York, and James Bailey, his partner, is at his home in Bridgeport. Mr. Brotherton, Barnum's agent, said that the buildings would be rebuilt in Jersey City, as the railroad facilities were greater there than at Bridgeport. Charles McLain and Louis Hedger, Barnum's agents, began to make arrangements for new animals and attractions before the fire was out.

The fire was so fierce that no effort was made by the firemen to save the building; it burned like tinder. Streams of water were thrown upon the adjoining buildings. The chariot house and the car sheds were saved. All the chariots, band, and tableau wagons were run out into the adjoining fields.

The sacred white elephant was among the animals burned. It started for the door, but turned back and perished. A lion mutilated the leg of George Tucker. He was carried into the Atlantic Hotel, and Bartley O'Connor, the hotel surgeon, dressed the wound. The leg had to be amputated.

The first intimation of the fire was given by the roaring of the lions and tigers, which seemed to realize the impending danger. Next the elephants struggled in their chains, but in an incredibly short time the flames swept from one end of the huge structure to the other. There were six watchmen employed on the premises, but they were helpless to check the flames. The upper portion of the building was filled with hay and all the paraphernalia of the great show. Before the first alarm ceased sounding, the whole building was enveloped in fire.

In the horse room were all the ring animals—trained stallions, ponies, &c. These were all burned. In the upper rooms were all the tents, poles, seats, harnesses, &c., for the entire show, and these, too, were all destroyed. In the cat room were the birds, monkeys, three rhinoceroses, hyenas, tigers, lions, and all the menagerie, which fell a prey to the flames. No fire did the flames leap across the main building that the firemen made no attempt to save it, but turned their streams upon the chariot and car sheds, which they succeeded in saving; but the heat was so intense that this was accomplished with the greatest difficulty.

The lion which the police attempted to kill at the time the fire broke out was afterward found in a barn devouring a cow which he had killed. He was shot.

The watchman making his rounds discovered the fire and started to give the alarm, when some unknown person hit him on the head with a blunt instrument, felling him to the ground and cutting a number of severe gashes on his head. He staggered to his feet and gave the alarm, enabling the other watchmen in the building, who were preparing for bed, to escape.

COURAGE REWARDED.

A Soldier Left \$18,000 for Rescuing a Wounded Comrade.

Robert C. Clair, of Mill Hill, Penn., is the heir of an \$18,000 estate in consequence of a single act of courage and mercy during the civil war, done to the late Thomas H. Hinton, of Marblehead, Mass.

Both men were soldiers, and on the night following the battle of Hatcher's Run, Va., Clair was on reserve picket duty. Outside the picket line lay a wounded soldier, whose calls for water and means of distress were plainly heard by the guard. To attempt this rescue was a task of extreme danger, from which stout hearts shrunk. At length, however, the appeals became so heartrending that sympathy triumphed over the dictates of caution, and Clair went to the rescue and succeeded in bringing the wounded man within the lines, where he was cared for and sent to the hospital. The wounded soldier was Thomas H. Hinton. He recovered from his wounds, and when he lay dying, out of gratitude to his preserver he bequeathed his property to the man who saved him.

Hinton was a bachelor and was without relatives in this country. An attorney of Marblehead has notified Clair of his good fortune.

AN OCEAN HORROR.

A Dutch Steamer Bound for New York Sunk in a Collision.

A Wild Scramble for Life, and Many Passengers Drowned.

The Dutch steamer W. A. Scholten, Captain Taat, left Rotterdam Saturday morning for New York with 210 passengers on board, including her passengers and crew. Before she reached Dover Straits a dense fog set in; and while steaming down the narrow channel between Goodwin Sands and the famous chalk cliffs of England, at eleven o'clock Saturday night, the steamer came into collision with a coal steamer, the Rosa Mary, bound for St. Nazaire. The blow was a mortal one to the Scholten. A great hole was torn in her port quarter, through which the sea swept with an awful roar. The crew were at their posts. Captain Taat promptly ordered that the boats be lowered, but it was found that only two were available. The passengers, most of whom had retired to their bunks for the night, rushed on deck in their night gowns and filled the air with piercing shrieks. Many fell on their knees and prayed aloud. Others struggled to reach the boats, interfering with the work of the crew. Some procured life belts and leaped into the freezing sea. Little children clung to their mothers, who could do nothing but shriek with terror. All steam was put on and the Scholten headed for Dover, ten miles distant. When within four miles of that city, just twenty minutes after the accident happened, the steamer went down, leaving nothing but the tops of her masts visible. Of the 210 persons on board 130 were reported lost. Eighty were saved. All those who had put on life belts floated and were rescued by boats from the steamer Ebro, of Sunderland, which cruised around until four o'clock this morning. Many of the rescued lost their husbands, mothers and sisters. The survivors were supplied with clothes and everything possible was done to insure their comfort.

Knowing that he was only a few miles from shore, Captain Taat headed the steamer for the land, hoping to reach the coast before the waters would engulf the ship, but it was soon evident his hope would not be realized, and she was nearly four miles from shore, and sank within sight of the cliffs.

George Appleby, about 25 years of age, who was a passenger from Newcastle to New York, by way of Rotterdam, and who is among those rescued, has given the following account of his experiences in connection with the catastrophe:

"There were only nine or ten English on board the Scholten, one being a young lady named Sarah Louisa Gold, who belongs to Tunbridge Wells. I became friends with a young man named Stepany, who, like myself, belongs to Newcastle, and also with a man named Thomas Robson. When we were about ten miles, I suppose, southeast of Dover, we were all in our bunks when we heard a tremendous crash. I ran on deck amidst a general scramble. I found that the steamer had struck us on the port bow. At first it did not seem as if any damage had been done, but in a few minutes we heard an order to lower the boats. The sailors managed to lower two boats, but the three others could not, it seemed, be lowered. At any rate they were not lowered. One of them would have held nearly a hundred persons. Miss Gold and I did not get a chance to get into either of the boats. A fog had just left the water and the sea was fairly calm. There were numbers of life belts on our vessel and they were placed where all could reach them. Miss Gold and I each put one on. About twenty minutes after the collision our steamer foundered. We stood on deck until she went down and then were in the water together. We could not swim, but we kept together. Several persons had, like ourselves, put life-belts on and these floated about in the sea. All the others, with the exception of those who had got into boats, went down with the vessel. All who were rescued from the sea were wearing life-belts. A steamer which afterward proved to be the Ebro, of Sunderland, came close to the sunken vessel, and her boats rescued several of our passengers and took them on the steamer. They returned to the wreck and picked up more, taking them to the steamer. The vessel that had run into us we did not see again. Miss Gold and I kept together, and got drifted toward the rescuing steamer. The rope was thrown to us and we held on until the boat came and picked us up. The young man Stepany is the son of a Wesleyan minister. He states that when the vessel foundered he was in a different part of the ship from Appleby and Miss Gold, and proceeds: "I ran towards them to tell them to come to the boat in which I was going, but I was stopped by the water, and, on returning, I found my life-belt fastened to the steamer into the sea, and caught hold of a boat and was lifted in. Only two of the boats, I think, could be launched. Our boat went toward a steamer which turned out to be the Ebro. Our vessel had sent up rockets and directly our whistle commenced blowing. The other boat was also full and we passed numbers of persons in the water. We were rescued by the Ebro and were there very kindly treated. The Ebro cruised about and sent her boats to pick up as many as she could. The cries as the Scholten disappeared were heart-rending. In fact all the while we were crossing in the boat to the Ebro we passed many persons on either side of us in the water, but could not take them up or render any assistance on account of our boat being full. I was very excited, and could not say how many were in our boat—thirty or forty perhaps. The boatswain of our vessel acted in a praiseworthy manner. Before the steamer went down considerable coolness was displayed, and the Captain and officers remained on the bridge to the last moment. Every one who could procure a belt put one on. There was something wrong with the boat I got in, for men had to bail it out with their hats, hands or anything they had. Before the vessel went down several people plunged overboard with belts on. After I got on the Ebro the same boat returned several times looking for others. I saw several men go down, and women, too, and these seemed exhausted and unable to hold any longer to things they had been clinging to. Children crying on the deck and the foreigners on board praying formed a terrible scene, and I shall never forget it. Just before the collision there had been a little merriment on board and some dancing, but we had gone to bed when it happened. We did not feel much of a shock. The officers said something about being safe with air-tight compartments, but I think it was said to prevent a panic. No doubt several persons were killed or drowned in their berths when our vessel was struck. The Ebro, which saved us all, cruised about till nearly 4 o'clock in the morning, when she came in and anchored in Dover Bay.

The sea washed ashore this morning at Deal, a little over six miles north of Dover, the dead body of the Captain, who had stood by his ship until she went down under his feet. He was not the regular

commander, but was in charge of the ship during the vacation of Captain Bakker, her regular master. He was on the bridge when the collision took place, and stood there directing the management of matters until the ship went down. A passenger who held two life belts threw one of them up to Captain Taat on the bridge. He took it and then calling to one of the terror-stricken women, he passed it down to her and told her to put it on; she did and was saved. Her name is Sarah Gold, and as the Captain turned away she called out a blessing to him who dared death so bravely. He had a wife and five children in Amsterdam, and was considered one of the best commanders on the line. It was th universal feeling that the fault of the collision rested with the steamer Rosa Mary.

THE LAND OFFICE.

Commissioner Sparks' Resignation Accepted.

Land Commissioner Sparks has received from the President a letter accepting his resignation. The resignation of the Land Commissioner was brought about by the differences which existed between him and Secretary Lamar concerning some railroad land grants. Some days since Secretary Lamar wrote a sharp letter to Commissioner Sparks, declaring that one of them would have to retire from the Interior Department, and that this alternative would be submitted to the President. Thereupon Mr. Sparks sent in his resignation to Mr. Cleveland, who accepted it.

The General Land Office is now in charge of Assistant Commissioner Stockslager, as it will be probably until Congress meets and the President can make the official changes which he has been considering for the past few weeks. Those who may be safely supposed to know what is going on say that Mr. Stockslager will remain Assistant Commissioner, and that Mr. Lamar will not name any one for the place, leaving the vacancy for Mr. Vilas, who is to become Secretary of the Interior, Mr. Lamar going on the Supreme Court bench to fill with a man of his own choosing. There are various speculations as to who this man will be. It is believed the new Secretary of the Interior will prefer his old friend and law partner, Judge Bryant, now Assistant Attorney-General, for the Post-office Department, to any one that can be suggested. This is likely for various reasons, the first of which is that neither Mr. Vilas nor Judge Bryant would regard it as courteous to keep one of the best places in the Postoffice Department when the incoming Postmaster-General might have some one that he would prefer in such a confidential position as Judge Bryant now holds. In the next place Mr. Vilas knows exactly what Judge Bryant's ability is. They have worked side by side for twenty years. Judge Bryant has been the counsel of the firm and Mr. Vilas the orator. They are complements of each other to a remarkable degree. Between them there is always the best understanding.

SAVED BY A DOG.

He Aids in Rescuing the Crew of a Wrecked Schooner.

By the aid of a Newfoundland dog and a daring sailor the entire crew of the schooner Stampede have been rescued from certain death in Lake Michigan. The vessel had been disabled in a fearful storm and had by 6 o'clock A. M. drifted off South Chicago, her crew half frozen and nearly disabled. The Captain induced the cook, an athletic young fellow, to make the attempt of a swim ashore, a distance of about 100 yards, through the heavy sea, with his arms around the neck of a huge Newfoundland dog which belonged to the vessel.

The dog did his duty magnificently and swam ashore, but the poor cook was helpless and unconscious when he gained the beach. He would have perished in the cold if a man who was passing had not heard the dog's cries. In this way word was sent to the life saving station in Chicago and the whole crew was taken from the vessel in safety.

PROMINENT PEOPLE.

GOVERNOR AMES, of Massachusetts, is worth \$20,000,000.

MISS ROSE ELIZABETH CLEVELAND will spend the Christmas holidays at the White House.

SIR HENRY RAIKES, Premier of New South Wales, began his career in that colony without a cent as a maker of toys.

SENATOR STANFORD, of California, is about to import skilled laborers from Bordeaux to replace the Chinese now working in his vineyards.

The venerable Simon Cameron takes great pride in his cattle. His pet is a steer that girths over eight feet and weighs 2,100 pounds.

ROBERT BONNER, proprietor of the New York Ledger, has made over his business to his three sons, and retired, after an active career of nearly fifty years.

WARREN O. ARNOLD, the newly-elected member of Congress from Rhode Island, has never held a public office before. He was born in Coventry, R. I., in June, 1839.

SENATOR INGALLS, of Kansas, is writing a novel of Washington life. It will be somewhat satirical in tone, and various noted men will figure in it under assumed names.

GENERAL A. G. EDWARDS, of St. Louis, who has just celebrated his seventy-fifth birthday, says that he and Jefferson Davis are the last survivors of the West Point class of '31-'32.

DR. H. T. HELMBOLD, the one-time noted advertiser, was arrested the other day in New York while on a spree, and committed to the care of the Commissioners of Charities and Correction.

MR. GLADSTONE has in his library three desks. At one he transacts public business, at another he conducts his private correspondence, and at the third he communes with his "old friend Homer."

P. DE LOVENORN, Danish Minister to Washington, is a mild, pleasant-spoken man, and delights in giving information about the kingdom he represents. He says Denmark is a very liberal and progressive country.

MR. TAYLOR, colored, United States Minister to Liberia, has been in Washington on leave of absence. He says that every military company in Liberia has about twenty-seven officers to two or three privates.

A COMMITTEE to prepare a memorial to the poet Whittier, to be presented on December 17th, the eightieth anniversary of his birth, have decided to frame a testimonial letter to be signed by prominent men throughout the country.

SILK culture is now being promoted in California by two organizations, the Silk Culture Society, with a fund of \$5,000 appropriated by the United States Government, and the State Board of Silk Culture, with an appropriation from the State of California.

THE report is confirmed, at Vienna, that Baron Hirsch has devoted \$4,000,000 to the relief of distressed Jews and to the assistance of Jewish charities of Europe.

HOUSEHOLD MATTERS.

Home-Made Candies for the Holidays.

Pure, fresh, home-made candies are among the most delightful of Christmas sweets. Most of them, too, are so easily made that no one need fail to treat their young folk to quite a variety during the holidays. The most delicious orange or lemon bonbons are prepared as simply as follows: Squeeze enough orange or lemon juice into a cup with confectioner's sugar to make of right consistency to mold into any desired shape. Then roll in granulated sugar, and place on buttered paper.

Cocoonut drops are made with one grated cocoonut, whites of four eggs well beaten, and half a pound of fine sugar. Beat all together and lay on buttered paper, in the shape of drops. Place in a quick oven till slightly brown.

White, Maple Nut and Molasses Taffy—White taffy: Two pounds of granulated sugar, one teaspoonful of cold water, two teaspoonfuls of butter, two teaspoonfuls of vinegar. Boil without stirring till brittle when tested in water. When done, add one teaspoonful of vanilla and pour on a buttered platter to cool. Pull rapidly till white and brittle; cut into sticks. Maple nut taffy: Two pounds of maple sugar, one pint of water. Boil without stirring till brittle when dropped in cold water. When done, add one tablespoonful of vinegar. Have ready buttered tins lined with nuts and pour the candy over them. When partly cool mark off into strips. Molasses taffy: One cupful of molasses, one cupful of sugar and a piece of butter the size of an egg. Flavor as desired.

Caramels and Lemon Candy.—One cupful each of chocolate, milk, molasses and sugar and a piece of butter the size of an egg. Boil all together till it waxes in water. Flavor with vanilla, put upon buttered tins and mark off when partly cool.

For lemon candy, to which any kind of chopped nuts may be added if desired, boil one pound of sugar and one cup of water slowly for half an hour and clear with a little hot vinegar. Test by dropping in cold water, and when brittle flavor with lemon and pour upon buttered tins.

English Walnuts and Cream Almonds.—English walnut candy is particularly nice. The ingredients are five cups of granulated sugar, seven tablespoonfuls of water, three tablespoonfuls of vinegar and one tablespoonful of butter. Boil without stirring till it crisps in cold water, then remove to rear of stove and while the mixture is still hot dip each walnut in the same and lay on buttered pans to cool.

Cream almonds: Two and a half cups of fine sugar and one half-cup of water. Boil four minutes, then beat till cool enough to handle. Mold over almond nuts and roll in coarse sugar.

Useful Hints.

The color of the jelly is spoiled by boiling too long.

Do not fill the soup plate. A half ladleful is generally enough.

Put very little lard in your bread if you wish it to be white.

Use great care when pickling or preserving in a brass kettle. Scour the kettle just before using, and never let food stand in it after it is cooked.

A decided improvement in the eating-bib for children is made of a towel. It is better to have the towel white. Hollow out the neck before binding, and bind with white tape.

In keeping fruit through the winter one great secret of preventing decay is to preserve a uniformly low temperature. Changing from heat to cold is conducive to quick decay. Currents of air are to be avoided, as they produce changes of temperature. Apples will keep well by wrapping each one in tissue paper. Packing in any powdered substance, such as sawdust, bran or ground plaster, is a good plan.

Never put a towel in the wash until you have overcast the fringed edge. The use of this is obvious the moment one is told of it, though a dozen towels might be worn out before one would discover it. If when towels are washed the fringe is shaken well before they are hung to dry the fresh appearance will be preserved for a long time. If vigorously shaken that is all that is necessary; otherwise it is best to have the laundress whip the fringe over the clean back of a kitchen chair. This is much better than the combing process; besides, it does not wear the fringe so much.

Recipes.

HAM CROQUETTES.—Chop the ham very fine and season with pepper or mustard. With a little flour in hand, make up small balls and dip in beaten eggs, roll in crumbs of bread or cracker, and fry to a light brown in hot lard.

MILK FROSTING.—Ten tablespoonfuls of sweet milk, one and a half cups of sugar; let boil six minutes; take off and stir until quite white; put in a little lemon, spread quickly before getting too hard, wetting the knife in cold water. Very nice.

GOOD COFFEE.—Take the amount of water you generally use for coffee, put into a saucepan, add coffee (ground), two spoonfuls for each cup. Just before the water boils throw in a few drops of cold water; take the pan off and strain the liquid through a piece of muslin.

MULLED RICE.—A coffee-cup of rice washed and soaked an hour in hot water; then boil slowly four hours in two quarts of sweet milk. It should be eaten hot, and room left in the pudding-dish to pour over the pudding (just before bringing to the table) the following sauce: Beat two eggs, whites and yolks separately, the former until they will stand alone; into this beat a teaspoonful of fine white sugar; add vanilla or nutmeg.

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