

A TERRIBLE WRECK.

Over 100 Lives Lost by the Wreck of the Steamer Columbus on the Rock Bound Coast of Massachusetts.

The steamer City of Columbus left Boston at 3 o'clock Thursday afternoon, for Savannah, Ga., carrying eighty passengers and a crew of forty-five. At 3:45 a. m. Friday, at Gay head light, bearing south, the vessel struck on the outside the Devil's bridge buoy, Martha's Vineyard. The wind was blowing a gale west by north. The vessel immediately filled and keeled over, water breaking in an flooding the port-side saloon. All the passengers excepting a few women and children came on deck, nearly all wearing life preservers. All the boats were cleared away but were immediately swamped. A majority of the passengers went overboard. Seven passengers left the vessel on a life raft and about forty more took to the rigging.

The U. S. revenue cutter Dexter came along about 12:30 Friday noon and sent off two boats. Twenty one persons, one of whom was dead, were placed aboard the Dexter, and after all persons had been taken from the vessel, the Dexter proceeded to New Bedford. Three persons died after going aboard the Dexter.

The following are names of the lost: The following is a full list of the lost: William W. Wright and wife, Boston. E. S. E. and wife, Boxbury. T. K. Hale, produce dealer, Boston. Levi Lawrence, residence unknown. George H. Kellogg, residence unknown. Dr. H. C. Bartlett and wife, residence unknown.

Mrs. Skeane, residence unknown. Mrs. D. R. Saml, Southampton, Mass. Miss Berth, residence unknown. Mrs. Giban, residence unknown. Oscar Isagi, Turkish consul general at Boston.

A. J. Morton, Boston Globe. Helena Brooks North rd, Mass. Mr. and Mrs. C. A. Rand and son, Boston.

Mrs. Henry Slade, Chelsea, Mass. R. E. Balyea, wife and two children, residence unknown.

Mrs. J. Atkinson, residence unknown. Mr. L. Davis, residence unknown. H. J. Kellogg, residence unknown. C. E. Richardson and wife, residence unknown.

E. T. Hutchinson and wife, residence unknown. S. Vance, residence unknown. L. Buchelder and wife, Dorchester. C. F. James, residence unknown.

James A. Merrill, Boston. Henry L. Daniels and wife, residence unknown.

Four dead bodies of men were brought to New Bedford on the Dexter. One has not been identified. Two have been identified as H. Brooks, Northboro, Mass., G. Fred Chandler, Hyde Park. The other is supposed from a card found in his pocket, to have been a member of the firm of C. Richardson & Co., Clinton Market, Boston.

One passenger lost was N. J. Morton, lately connected with the Boston Globe, who was going South for his health.

The total number of persons saved was twenty-three. Five dead bodies were recovered, and 119 souls are unaccounted for. The ledges on which the City of Columbus struck are considered by mariners one of the most dangerous points on the coast.

The ledges consist of a formation of submerged rocks, constituting a double ledge, the outer stratum of which is called "Devil's Back," both ledges being called "Devil's bridge." The ledges are abreast the Gayhead light on the mainland, and extend a little to seaward of it.

The City of Columbus was one of the finest vessels on the coast. She was built in 1878 by John Reach & Son of Chester, Pa. It is said that the steamship was insured at a lower rate than any other vessel on the coast. She was valued at \$300,000 and insured for \$250,000—\$170,000 in English and \$80,000 in American companies.

Capt. S. E. Wright is a seaman of experience and excellent reputation. He has been in command of steamers of the Boston and Savannah line since 1869. He commanded the City of Columbus since she was purchased by the line. He never had an accident until last September, when his vessel sank off Nantucket.

Republican Congressional Committee.

A joint republican caucus of senators and representatives was held on the night of the 16th inst., to appoint a congressional campaign committee for the preparation and circulation of documents concerning the subjects pending before congress and also political information, and the execution of such other campaign work as may be agreed upon by that committee and the Republican national committee. The members of the committee agreed up on by the representatives of the states were:

California, Senator Miller; Florida, H. Blish; Illinois, G. R. Davis; Iowa, Senator Allison; Kansas, Thomas Ryan; Massachusetts, Senator Hoar; Minnesota, W. D. Washburn; Mississippi, Judge Jeffords; Nevada, Senator Jo. e.; New Hampshire, Senator Blair; New Jersey, Senator Sewell; New York, F. H. C. a.; North Carolina, James E. O'Hara; Ohio, William McKinley, Jr.; Pennsylvania, J. M. Campbell; South Carolina, E. M. Mackey; Vermont, C. W. Stewart; West Virginia, Nathan Guff, Jr.; Wisconsin, Senator Sawyer; Dakota, J. B. Raymond; Idaho, Theodore Singer; New Mexico, F. Llena; Washington Territory, T. H. Breat.

Justice—But Somewhat Irregular.

Some three months ago Mary Rose Matthews, a bright, winsome little girl of ten years, was adopted, from the Denver Col. Catholic orphan's home, by Mike Cuddihie and wife, living on a ranch ten miles from Ouray, a small mining town in the southern part of Colorado. On Sunday the 20th inst, little Rose suddenly died, and was buried by the Cuddihie's in a distant part of the ranch. The little girl was cruelly treated from the first, the neighbors said, and her mysterious death and hurried burial aroused their suspicions, and the coroner of Ouray was notified. He immediately repaired to the ranch and examined the body, when unmistakable evidences of a cruel death were revealed. The body was covered with knife wounds. One leg was broken, the skull crushed and limbs broken. She had no doubt been driven out in the winter storm to die. Cuddihie and wife were immediately arrested and jailed. On the 26th they were tried and found guilty of murder. About 1 o'clock in the morning a band of masked men went to the hotel, where Cuddihie and wife were temporarily

held in custody, overpowered the sheriff's guard, and took the prisoners away. They both cried out for mercy, but as they had ever been deaf to the pleading of little Rose for mercy, so the vigilants closed their ears to the cries of the prisoners. They were taken outside the town limits, where the woman was hanged to the ridge-pole of a vacant cabin, while her husband was hung to the limb of a tree on the opposite side of the road. Their work being done the vigilants retired quickly. The bodies were cut down and buried by the coroner.

THE WORLD'S WHEAT SUPPLY.

Some interesting facts are learned from the December report of the statistician of the department of agriculture, in relation to the cereal products of the world. It appears that the wheat production of the United States is something over 20 per cent of the quantity produced in the whole of Europe. The wheat crop of this country for 1882 was nearly 500,000,000 bushels, and for 1883 it was 420,154,500 bushels. By looking at the following figures it is easy to see the countries that come into most competition with the United States:

	1882, bu.	1883, bu.
Austria.....	44,518,149	33,413,684
Hungary.....	136,481,263	77,762,981
Belgium.....	24,990,030	21,592,137
Denmark.....	4,493,667	4,500,000
France.....	348,647,712	283,613,838
Germany.....	93,823,018	72,779,980
Great Britain and Ireland—		
Great Britain.....	82,368,935	68,735,592
Ireland.....	4,101,324	2,539,654
Greece.....	5,102,894	5,102,894
Italy.....	142,259,460	128,172,977
Netherlands.....	5,893,589	5,893,589
Portugal.....	7,200,000	8,000,000
Romania.....	30,000,000	20,000,000
Russia.....	202,907,736	160,000,000
Serbia.....	6,810,798	4,500,000
Spain.....	83,131,000	120,000,000
Sweden and Norway—		
Sweden.....	3,792,884	3,351,862
Norway.....	290,362	290,362
Switzerland.....	2,115,328	2,115,328
Turkey.....	40,867,200	40,867,200

Total for Europe, 1,270,167,150 1,066,088,688

France produces considerably more than any other country in Europe, and imports a good deal. Russia, which produces less than France, exports considerable. The deficiency in 1883, as compared with the preceding year, in Europe, amounts to about 200,000,000 bushels, or more than two-thirds of the entire amount raised by France. The deficiency in the United States is about 75,000,000. The total wheat product of this country for the past year is nearly as large as the product of France and Russia combined.

Fatal Gas Explosion in Boston.

A terrible gas explosion Friday the 18th, at midnight utterly destroyed the three-story building, Nos. 157 and 159 Hanover street Boston occupied by Samuel Orr, hatter, and several others. The noise of the explosion was heard nearly a mile away and the force of it shattered the glass in all the buildings within a radius of 300 yards. A moment afterward the ruins were in flames, and at this time (1:15 a. m.) are still burning, with some danger of spreading to adjoining buildings. Immediately after the explosions, screams were heard proceeding from the ruins, which would indicate that a number of persons—supposed to be at least half a dozen—perished in the ruins. At 1 o'clock three unidentified bodies were taken out. No estimate of the loss of life or property can be made. Escaping gas was probably the cause.

A Duke and Duchess in a Levant.

From the London World.

The experience of the Duke and Duchess of Connaught, so far at least as the trip of the steamship Cathay from Brindisi to Port Said is concerned, shows that a Royal Prince and his consort may travel with perfect comfort both to themselves and their neighbors as ordinary passengers in a crowded Peninsular and Oriental steamer. It is quite possible that a similar experiment made on board an Atlantic passenger ship might not have been altogether unattended by the "mobbing" which is the chief terror in a modern Royal progress. The ordinary social life of the Cathay has in no way been interfered with by the presence of the Royal party.

A nasty "Levant," with high wind and tropical rain, into which the ship passed a few hours after leaving Brindisi, brought out the seagoing qualities of the Duchess, whose Mediterranean yachting experiences in a forty-ton schooner are now standing her in good stead. She was among the most evasive of the small band of ladies of heroic mould who scorned to succumb to the rough weather. Vigorously promeneading on a quaking quarter deck; checkingmat Colonel Keith Frazer with the chess-board placed on a gipsy table borrowed from the genial Captain Robbie's deck-house; joining with the Duke and Lord and Lady Downe in the evening whist party in the saloon, at the hour when the long table is decorated at frequent intervals with the modest grogs which betoken the speedy "turning in"; or mounting the lofty bridge and scanning the entrance to the canal by the aid of a chart—her Royal Highness has amply vindicated her claim as the adopted daughter of a maritime Empire.

As for the Prince, the bon camaraderie which he has shown on board the Cathay is a happy omen of the popularity which is sure to attend his command in India. There is not one of his fellow-passengers who would not be delighted to have him as a shipmate on the most prolonged of voyages. The man who is disliked on shipboard is he who insists on having a certain disposition of the deck-awnings without consulting the wishes of his neighbors, and who strays in the bath-room for twenty minutes, while he knows that ten pyjamaed and be-toweled unfortunates are standing, in more or less blasphemous frame of mind, outside. It is because in such small matters the Duke has been scrupulously deferential in the comfort of those about him, that he and the Duchess are the most popular passengers on board the Cathay. And it was thus that while her Royal Highness, on Thursday evening, the 8th inst., won the sweepstakes on the exact moment at which the pilot would come on board at Port Said, the losing gamblers for once were magnanimous, and forbore to curse their evil fate.

California wine makers estimate their production last year at 9,000,000 gallons, of above the average quality.

Received New Year's bills are a good recipe for mutual happiness.

Truth is Mighty and Must Prevail

Is a good old maxim, but no more reliable than the 'oft repeated verdict of visitors that

COOPERSTOWN, DAKOTA,

is the Queen City of a magnificent county and the most beautifully located of the many new and prosperous places of North Dakota. It is the

Permanent County Seat of Griggs County, and, though only a few months old, already has a representation in nearly every branch of business and each man enjoying a profitable trade. Plenty of room for more business houses, mechanics or professional men. Cooperstown is not only the

TERMINUS OF THE S. C. & T. M. R. R., but is also Headquarters thereof. In short, the place is, by virtue of its situation

The Central City of the Central County of North Dakota.

THE GEOGRAPHICAL CENTER! THE COMMERCIAL CENTER!
THE FINANCIAL CENTER! THE RAILROAD CENTER!

and the outfitting point of settlers for fifty miles to the North and West. The energetic spirit of Cooperstown's citizens, who in most cases have not yet reached the meridian of life, the singleness of purpose and unity of action in pushing her interests, have resulted in giving her an envious reputation for business thrift even this early in her history.

GRIGGS COUNTY

is the acknowledged Eden for settlers and home-seekers. Its soil is unsurpassed; its drainage the very best; its climate salubrious, and its railway advantages par-excellent. Public land in the county is becoming scarcer every day, yet there are still thousands of opportunities for the landless to get homes.

GREAT STRIDES

toward Metropolitan comforts have been made in Cooperstown and the wandering head of the weary traveler can here find rest and entertainment at an

BEAUTIFUL AND ELEGANTLY APPOINTED HOTEL.

erected at a cost of \$21,000. The man who becomes a citizen of Griggs county's thrifty capital can have, without price or waiting, the advantages of

GOOD SCHOOLS AND SPLENDID SOCIETY.

The rapidly growing embryonic city of Cooperstown is surrounded on all sides by the very richest lands in North Dakota. Cooperstown, situated as it is in the very heart of a new and fertile region, must boom to keep pace with the

UNPARALLELED RAPID DEVELOPMENT

of the surrounding country. When you stop and consider the facts you will realize the advantages this new town enjoys. It being the terminus of a railroad, the entire country makes it a

UNIVERSAL TRADING POINT,

a fact demonstrated by the merchants already established and enjoying big trades. Cooperstown is not an experiment but is built on the solid rock of commercial industry. Sound investments can be made in Cooperstown city property or Griggs county farm lands by applying to the

COOPER TOWNSITE CO., Cooperstown, D. T.,

Or J. M. BURRELL, Sarborn, D. T.

Plans sent on Request Uniform Prices to All.