

### The Dynamite Plot.

DESCRIPTION OF THE SCENES AT BREMER-HAVEN AFTER THE EXPLOSION.

The following particulars respecting the dynamite explosion at Bremerhaven are from the *Wester Zeitung*. It appears that just before the *Mosel* was about to sail, containing four cases and a barrel, was being unloaded from the steamer. An eye-witness saw a small explosion occur. The effect was horrible. The quay was then thronged with people—partly belonging to the steamer, partly spectators and partly passengers who had remained there to take a last farewell of their friends. An eye-witness who stood under the gangway of the *Mosel*, on hearing the terrific report saw a number of black lumps flying about in the air, whilst very few of the persons on land remained visible. Apprehending a boiler explosion, he threw himself flat on the ground, where he received some blows, broken glass, fragments of flesh, bones, etc. The devastation on board the *Mosel* was terrific. In the hold and all parts of the ship were found arms, legs and other portions of the human frame; thus the lower hold resembled some limbs through the hatchways. The tug got comparatively unharmed, being so much more below the quay line than the *Mosel*; still, the whole of its deck was destroyed. On land, the horrible details of this calamity are being reported from six to seven feet deep. The whole place was strewn with limbs, shreds of dress, etc. In large reeking pools of blood you might see here an arm, a calf, intestines, mutilated busts, etc. Amongst the most horrible details of this calamity is the fate of the Etmer family, who were seen off one of their sons to California. The father, mother, son and son-in-law are dead, all four; the daughter-in-law had her arm, and her child is still in the hospital. The case which undoubtedly had been in the care of the carrier Westermann, of Bremerhaven, and was accompanied by its way to the steamer by a Mr. Tumford, of whom it is said all trace has been lost. The cart has been shattered into three pieces, and the poor horse has had his four feet blown off near the hoofs. The authorship of the terrible catastrophe is now traced to W. K. Thomas, a passenger of the *Mosel*. Thomas has acknowledged that he was the owner of the barrel which exploded, and that he intended to take this barrel on board the vessel for the purpose of sinking her. The motive of this diabolical wickedness appears to have been the hope of gaining a large sum by means of exaggerated and fictitious insurances and the money which has been shared with others. He is perfectly conscious, and answers all questions put to him. He is in the same room with many of his victims. According to information at present in the possession of the police, Thomas had prepared only one barrel for the carrying out of his horrid work, although a report had spread in Bremerhaven that a number of machines had been put on the *Mosel*. This barrel was made for Thomas by the master-cooper Deventhal. It was made of strong material and was divided by means of a strong partition in the middle, through which there is a hole. In the one division it is assumed that he had placed the igniting apparatus and the other was filled with dynamite. He accompanied the barrel when it was taken to the depot of the North German Lloyd Company and told the porters it should be handled with care. It is supposed that his plan was to effect the ignition by means of a clock-work apparatus, which all probability was to have been in motion when he arrived in Southampton, to which place only he had booked. It appears that he intended to sail with the ill-fated *Deutschland*, but the apparatus for effecting the ignition was not completed in time. The number of the victims is constantly being increased. According to the authentic information the list of dead and wounded amounts to 170 persons.

### An Indian Mountain Chasm.

I went up between the Marble Rocks in the early morning in a boat, by moonlight, and found the scene so romantic, and as we moved slowly up that romantic chasm, the drip of water from the paddles, and the wash of the stream, only showed how deep the silence was. A tiger had done some devastations in the neighborhood, and one of the boatmen whispered that we might have a chance of seeing it come down to drink at the entrance of the cleft, or moving along the rocks above, which, of course, made the position more interesting. The marble wall, and one of the boatmen, who was in the moonlight, reflected so white a radiance as almost to illuminate the shadow of the opposite cliffs; but the stream itself lay in deep shadow, with here and there shafts of dazzling light falling upon it; and above, the moonbeams had woven in the air a silvery veil, through which even the largest stars shone dimly. It did not look at all like a scene on earth, but rather as if we were entering the portals of another world. Coming down in the brilliant sunlight, the chasm appeared less weird but hardly less extraordinary. Large fish began to leap at the dragon flies, which skimmed over the surface of the water; monkeys ran along the banks above, and chattered angrily at us; many peacocks also appeared above, uttering their harsh cries; and determination in respecting an inference which makes them most formidable enemies. Two Englishmen, I was told, were once floating through the chasm, when a ball, which one of them fired at a peacock, slanted off from the rock and unfortunately happened to hit one of these nests. The consequence was that the bee immediately swarmed about the boat, and stung one of its occupants, who was unable to swim, so severely that he died from the effects. His companion leaped into the stream and floated down with it, but even then a cloud of bees followed him a long way, watching his movements, and immediately attacked his face and every portion of his body which appeared for an instant above the surface of the water.—*The Abode of Snow.*

### Newspaper False Pretences.

It has long been a matter of notoriety that certain newspapers, priding themselves on their moral and religious tone, have been selling their opinions for the purpose of leading the people into safe speculation. Nearly every charge against one of these journals was proved in Philadelphia. Mr. Edwin M. Lewis, the assignee of Jay Cooke & Co., testifies before a commissioner of this State, that Mr. Henry C. Bowen entered into a contract with that publisher to publish editorial articles in his newspaper advising people to exchange United States bonds for those of the Northern Pacific Railroad. We are glad that this exposure has come in official form, for nothing can be more dangerous than a corrupt and subsidized journal. When a newspaper sells its opinions for money it becomes a public enemy. There will be no safety, even in matters of business, if a popular journal is permitted to misrepresent the condition of a corporation like the one in question with impunity. From the beginning the Northern Pacific Railroad was a chimera; it was based upon nothing, and began and ended nowhere. All this was known when Bowen agreed to hold up his claims to public confidence, as well as now that the whole scheme has exploded. But for such assistance as it received from papers like the *Independent* it would not have had any existence at all. Thousands of persons lost the savings they could ill-afford to lose, in an enterprise which had no foundation, simply because a journal they trusted counseled them to the course of folly they pursued. No species of false pretences can be so bad as that of a newspaper which agrees to puff doubtful enterprises, and there ought to be a remedy as law in other cases of obtaining money by misrepresentation.—*New York Herald.*

The Burlington *Sentinel* says: The second steamboat ever built in the world was the *Vermont*, which was launched in Burlington in 1808, just one year after Fulton had successfully steamed up the Hudson or North River. The boat was built by James and John Winans, just west of the old N.Y. store, and was 150 feet long with 30 feet beam, with an engine rated at 30 horse power. The boat was wrecked near St. Johns in 1815.

### The Temple of Juggernaut Tumbling to Pieces.

An event of some importance has recently occurred in connection with the Temple of Juggernaut. It has already excited considerable interest in Orissa and Bengal, and will be before long the subject of conversation in every town and village in Northern and Western India. Throughout the whole of the Empire there is a superstitious belief in the spot where a devout Hindoo would rather die than beneath the shadow of this great fane. What Palestine and its temple were to the Jew, Orissa and its temple are to the Hindoo. The native of Northern India especially feels that until he has taken the pilgrim's way, the one great act of his life has yet to be performed, and when he returns home and tells how he bathed in the sacred water, ate of the sacred food, sat beneath the shadow of this sacred tree, he is looked upon at a different level. The temple, which cost half a million sterling of the money of our times, is literally black with age. The storms of nearly seven centuries, which are often so violent in the Bay of Bengal, have produced little impression upon it, and until a few weeks ago it seemed likely to remain as many centuries more. Many of the large temples in the province are now in ruins, but they have not fallen through the wear and tear of time. A silent but effectual power has been the cause of this destruction. The seeds of the peepul and banyan tree have got into the foundations. These have taken root; the sapling has forced its way through the fissures of the stone, and in the process of years the horrible details of this calamity are being reported from six to seven feet deep. The whole place was strewn with limbs, shreds of dress, etc. In large reeking pools of blood you might see here an arm, a calf, intestines, mutilated busts, etc. Amongst the most horrible details of this calamity is the fate of the Etmer family, who were seen off one of their sons to California. The father, mother, son and son-in-law are dead, all four; the daughter-in-law had her arm, and her child is still in the hospital. The case which undoubtedly had been in the care of the carrier Westermann, of Bremerhaven, and was accompanied by its way to the steamer by a Mr. Tumford, of whom it is said all trace has been lost. The cart has been shattered into three pieces, and the poor horse has had his four feet blown off near the hoofs. The authorship of the terrible catastrophe is now traced to W. K. Thomas, a passenger of the *Mosel*. Thomas has acknowledged that he was the owner of the barrel which exploded, and that he intended to take this barrel on board the vessel for the purpose of sinking her. The motive of this diabolical wickedness appears to have been the hope of gaining a large sum by means of exaggerated and fictitious insurances and the money which has been shared with others. He is perfectly conscious, and answers all questions put to him. He is in the same room with many of his victims. According to information at present in the possession of the police, Thomas had prepared only one barrel for the carrying out of his horrid work, although a report had spread in Bremerhaven that a number of machines had been put on the *Mosel*. This barrel was made for Thomas by the master-cooper Deventhal. It was made of strong material and was divided by means of a strong partition in the middle, through which there is a hole. In the one division it is assumed that he had placed the igniting apparatus and the other was filled with dynamite. He accompanied the barrel when it was taken to the depot of the North German Lloyd Company and told the porters it should be handled with care. It is supposed that his plan was to effect the ignition by means of a clock-work apparatus, which all probability was to have been in motion when he arrived in Southampton, to which place only he had booked. It appears that he intended to sail with the ill-fated *Deutschland*, but the apparatus for effecting the ignition was not completed in time. The number of the victims is constantly being increased. According to the authentic information the list of dead and wounded amounts to 170 persons.

### An Ugly Face—But!

The following story is told of the Duchess de Berri. She was extremely fond of Dieppe, and passed a great deal of her time there in person; indeed, it is said that the town owes to her fostering patronage the establishment of the Dieppe railway for the protection of those exquisite ivory carvings which are well known to every stranger that tarried at Dieppe. One summer evening a fisherman met a plainly-dressed lady walking alone on the beach. He ventured to accost her, and she told him that she was the Duchess de Berri, but that he did not know how to proceed in order to do so. "Did you ever see the duchess?" asked the lady. "Yes, she was the answer; "but I am told that she is very ugly." "Give me the petition at all events," said the questioner, "and it shall be placed in the hands of the princess herself." The fisherman complied with the request, and a few days later he was summoned to the villa of the duchess. What was his dismay, on being introduced to the presence of the princess, to find that she was the person to whom he had given his petition! He commenced to stammer forth some incoherent excuse, but Marie Carac interrupted him. "Your petition is granted," said she, smiling; "and henceforth, when people say that the Duchess de Berri has an ugly face, do you add, 'but she has also a kind heart.'"

### A Governor with No Nonsense About Him.

An anecdote of Governor Peck has just come to our ears which shows his contempt for false pride and his kindness of heart, as well as a good deal of muscular activity in a person of his advanced years. Near his home in Jaricho live a poor old couple, to whom the struggle for life is a hard one. Recently the husband was laid up, by accident, and as Governor Peck was passing by the house, the other day, he saw the old lady endeavoring to saw and split some wood, furnishing the pious spectacle a woman always wears under such circumstances, and achieving the degree of success usual when the softer sex stoop to conquer a wood pile. The Governor promptly interfered, attacking the woman with the impetuosity and vigor of a youth of twenty, and showed her a large quantity, to the intense delight and happiness of the aged couple. It is rare that large wealth, exalted position, profound learning and innate kindness of heart are united so happily as in Governor Peck.—*Vermont Register.*

The Osage Indians are trying to get up a war among themselves.

### The Way Two English Earldoms Were Founded.

The story of the ancestor of the present King of Norway is a very interesting one. About two hundred years ago an Englishman named Phipps crossed the Atlantic, and settled in New England. He was a gunsmith, and finally located himself at Woolwich, in Maine. He married there, and the result of the marriage was a family of children, and twenty-one of these were sons. Among them was one William, who objected to working in his father's shop, and ran away to Boston with the intention of going to sea. He wanted to be a sailor, and as he could not find a ship that would take him, he apprenticed himself to a shipbuilder, taught himself to read and write in his leisure hours, and after he had served his time, married a widow, who had some money, and started a ship building yard of his own, built himself a ship and started out to sea in his own craft and plied her for some years in the lumber trade. One day while he was roaming around among the shipping in old Boston, he heard some sailors, who had just reached the port, telling of a Spanish galleon that had been wrecked off the Bahamas with a large treasure on board. He immediately got together a crew and started in his vessel for the islands, found the wreck and raised some of the cargo, but the rumored treasure was not there, or it was hidden in some place which he heard of another wreck which had taken place fifty years before on the coast of South America, which he believed did contain a large amount of money. He determined to make the attempt to raise it, but he failed, and returned home in a state of despair. He sailed for England, applied to Charles the II, who placed at his disposal a ship and crew, and appointed him captain. The search for the lost treasure was organized and a plot for the purpose was formed, and he sailed for England. The government would not aid him any further. He persevered for years, and finally raised the necessary money through a stock company. He then started again. This time he was successful, and found the wreck and recovered treasure to the value of nearly two millions. He was made High Sheriff of New England, and afterwards Governor of Massachusetts; and then he returned to England and founded the fortunes of the noble house of Northampton.

### Gold Medal Pump Sold.

Dr. R. J. Merwin, President of the California Fracking Company, has just sold the Gold Medal Pump, which was purchased by Messrs. W. C. Wilcox & Co. of 114 and 115 Beale St., San Francisco, the Mechanical Institute, Fair of 1875 over all competitors. This Pump is to be used at the work of the "Golden Gate," that lies near the mouth of the bay, and which will be remembered, was lost in the year 1863. The doctor says that the expedition will leave San Francisco with the appliances to make the trip a successful one. His prospects to recover about four hundred thousand dollars are said to be bright. The doctor is much pleased with this purchase, and says that he believes it will be the best Steam Pump in the United States.

### Increasing Popularity.

Notwithstanding the fact that the Yama Bazaar Bazaar has been advertised and introduced as a simple Cathartic and Regulator, and not a fancy drink, not a vile decoction, and not a vile preparation, the interest and judgment of all that is actually taking the place of all other purgatives, and has proved by experience to be so perfect an antidote for all the long list of disarrangements of the system, resulting from the too free use of stimulating drinks, that the demand from the class of consumers is steadily increasing; and the fact that the day is not far distant when the Yama Bazaar Bazaar will entirely supplant all of the long list of worthless, offensive, and dangerous preparations, and medicine have no longer dogged the country.

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### A New Industry.

We were not aware, until quite recently, that a manufactory had been opened upon this coast, for the production of Vulcanized Rubber Goods, especially adapted for the increasing business of the Pacific Slope. Learning that such was the case, we called upon the proprietors, Messrs. Weaver, Taylor & Co., of 201 Market Street, San Francisco, and were shown through the premises and posted in many things relative to the new industry. We were in sublime ignorance. Messrs. Weaver, Taylor & Co. establish in San Francisco some four years since, an agency for the sale of Eastern Rubber Goods, as an experiment. From the first their business has been successful, and during the year the gentlemen became convinced that a different and better quality of goods were needed for the manufacturing and mining industry of this coast than could be procured from the East. The fact that in many of the Eastern manufactures, old rubber is used, which has lost much of its elasticity and strength, and that goods made of such material would not meet the requirements of the mining and manufacturing interest of California, which requires its machinery and all of its mechanical appliances to be of a superior quality, induced Messrs. Weaver, Taylor & Co. to enter into the business of manufacturing from the raw material, to order, all of that class of goods adapted to the Mining and Manufacturing Mechanical purposes. To the end they have produced the necessary machinery and material, and are now prepared to supply the shortest notice, for Rubber Hose, Carbolized Rubber Hose, Rubber Steam and Oil Hose, Rubber Belting and Packing, etc., etc. While we cannot in a brief notice, enter into the details of the various articles which they manufacture, we will mention a few of the most important. They manufacture different articles, yet we cannot forbear calling particular attention to two or three specialities. The first is a fine quality of Hose, of Suction Hose. This is made upon an iron or steel mandrel of the requisite size. The mandrel is coated with a layer of paper, which is placed in the hose, or coiled band iron or wire, according to the size of the hose, over which is placed one or more coverings, and the whole is pressed into the shape of the hose, and is then covered with an outside of pure rubber to protect the canvas from wear. Hose of this kind is used for all purposes, and is especially adapted for heavy mining purposes, and must be of the highest quality. The second is a fine quality of Hose, of Suction Hose. This is made upon an iron or steel mandrel of the requisite size. The mandrel is coated with a layer of paper, which is placed in the hose, or coiled band iron or wire, according to the size of the hose, over which is placed one or more coverings, and the whole is pressed into the shape of the hose, and is then covered with an outside of pure rubber to protect the canvas from wear. Hose of this kind is used for all purposes, and is especially adapted for heavy mining purposes, and must be of the highest quality.

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