5 O'CLOCK SPECIAL.

MONDAY—The World's Half-Rate Situation Days—SATURDAY.

The EVENING EDITION World.

5 O'CLOCK SPECIAL.

PRICE ONE CENT | NEW YORK, SATURDAY, JUNE 21, 1890. | PRICE ONE CENT.

THE NEW MANHATTAN!

A SPLENDID PICTURE—18x20—ON EXTRA PAPER, OF THE

EMPIRE CITY OF THE FUTURE.

It was drawn by one of New York's most famous artists, and is suitable for framing.

"NUMBER FORTY-SEVEN." A THRILLING STORY IN THE EXPERIENCE OF INSPECTOR WILLIAMS.

WHAT EMINENT DIVINES THINK OF SECULAR SUBJECTS IN THE PULPIT. **THE HEBER NEWTON PARTY.**

Columbia's Actors. The Color Line in the Big Prize-Fight. A Novel Safety Valve for Eloquence. Blackstone's Disciples at the Tombs.

ALL THIS AND MUCH MORE IN

SUNDAY'S WORLD.

WALL ST.

STOCK REPORTS.

A Drop of Seven Points in Sugar Refining Certificates.

The General Market Strong, and Prices Firm.

The Bank Statement Shows a Decrease of $542,975.

THE feature of the share speculation to-day was a break in Sugar Refineries certificates to 69 from 76⅝ at the close yesterday. One concern alone sold about 10,000 shares, apparently regardless of price. There was a rumor that the Court of Appeals will hand down a decision Tuesday against the Trust, and this, in connection with Secretary Blaine's vigorous denunciation of the McKinley tariff bill, started the downward movement.

Chicago Gas fell 1⅛ to 54, in sympathy.

The general market was strong notwithstanding the break in Sugar, prices holding up finely. When the bank statement appeared, however, there was some dribbling of long stocks.

In addition there were the usual realizations by the traders who make it a rule to close out their contracts over Sunday.

Sterling exchange is distinctly weaker and Brown Brothers & Co., one of the leading drawers, to-day reduced their posted figures to 4.85½ and 4.88.

The total sales of listed stocks were 53,000 shares.

The bank statement was unfavorable, showing a decrease in reserve of $842,975, which reduces the surplus to $6,144,925 above legal requirements.

The following shows the condition of the banks this week as compared with last:

	June 14.	June 21.	Changes.
LOANS.	$395,114,800	$395,658,500	Inc. $403,700
SPECIE.	$76,237,900	$75,398,800	Dec. $839,100
LEGAL TENDERS.	$31,951,700	$31,855,700	Dec. $96,000
NET DEPOSITS.	$404,806,800	$403,837,100	Dec. $969,700
CIRCULATION.	$3,457,100	$3,771,200	Inc. $36,100

THE CLOSING QUOTATIONS.

	Open.	High.	Low.	Close.
Atch., Top. & Santa Fe	44⅛	45⅛	44⅛	44⅝
Chicago Gas	55⅛	55⅛	54	54
Chic., Bur. & Quincy	103⅝	103⅝	103⅝	103⅝
Chic. & Northwest	110⅝	110⅝	110⅝	110⅝
Chic., Mil. & St. P.	75⅝	75⅝	75⅝	75⅝
Chic., R. & P.	92⅝	92⅝	91⅝	91⅝
Chic. & E. Ill. pfd.	80	80	80	80
Clev., Cin., C. & St. L.	74⅝	74⅝	74	74
C., C., C. & St. L. pf.	106⅝	106⅝	106⅝	106⅝
Citizens' Gas	82	82½	82	82½
Consolidated Gas	100⅝	100⅝	100⅝	100⅝
Del., Lack. & West.	144⅝	144⅝	144⅝	144⅝
Den. & Rio Grande pfd	54	54	54	54
Dis. & Cattle Feed.	46	46	46	46
East. General Elec.	11	11	11	11
E. T., Va. & Ga. 2d pfd	23⅝	23⅝	23⅝	23⅝
G. B. & W. 2d sub pfd.	19⅝	19⅝	19⅝	19⅝
Green Northern pfd.	82½	82½	82½	82½
Lakeshore	111⅝	111⅝	111⅝	111⅝
Lake Erie & West. pfd	69⅝	69⅝	69⅝	69⅝
Louisville & Nashville	82⅝	82⅝	82	82
Mexican Central	22	22	22	22
Michigan Central	100⅝	100⅝	100⅝	100⅝
Mexican National	19	19	19	19
Missouri Pacific	73	73	73	73⅝
N., C. & St. L. all ass. pd.	106	106	106	106
Nat. Lead Trust	104	104	104	104
N. Y. & New England	47	47	46½	46½
N. Y., L. E. & West	20⅝	20⅝	20⅝	20⅝
Norfolk & West. pfd.	63	63	63	63
Northern Pacific	15⅝	16	15⅝	15⅝
Northern Pacific pfd.	82⅝	82⅝	81⅝	81
Or. Transcontinental	47⅝	47⅝	46⅝	46⅝
Oregon Short Line	48	48	45	45⅝
Pipe L. certificates	80⅝	80⅝	80	80
Phila. & Reading	44⅝	44⅝	44	44
Rich. & West Pt. Ter.	22	22	21⅝	21⅝
Rich. & W. P. Ter. pfd	84⅝	84⅝	84⅝	84⅝
St. Paul & Omaha	73⅝	73⅝	73⅝	73⅝
St. P., Minn. & Man.	113⅝	113⅝	113⅝	113⅝
Silver certificates	105⅝	105⅝	105⅝	105⅝
Southern Pacific	35⅝	35⅝	34⅝	34⅝
Sugar Refineries	76	76	69	69
Texas Pacific	27	27	26⅝	26⅝
Tenn. Coal & Iron	49⅝	49⅝	49⅝	49⅝
Tol. Ann Arbor & N. M.	41⅝	41⅝	41⅝	41⅝
Union Pacific	65	65	64⅝	64⅝
Wabash pfd	20⅝	20⅝	20⅝	20⅝
*West. Union Tele.	84⅝	84⅝	84⅝	84⅝
Wheeling & Lake Erie	20	20	20	20⅝
Wheeling & L. E. pfd	77⅝	77⅝	77	77
Wisconsin Central	28⅝	28⅝	27⅝	27⅝

*Ex div.

Mining Stocks.

The following were the closing quotations for mining stocks at the Consolidated Exchange to-day:

	Bid.	Asked.		Bid.	Asked.
Alice	....	4.00	Horn Sil.	....	2.00
Adams Con	.85	....	Iron Sil.	1.00	....
Astoria	.03	.06	Iron Hill	.05	.15
Belle Isle	1.00	1.25	Leadville	.03	.10
Bulwer	.10	....	Leady con	.11	....
Barcelona	....	.17	Chief	.20	....
Breese	.35	.45	Maritime	.14	....
Brunswick	.90	1.00	N. White	.60	....
Cal. & H.	1.85	2.00	Mt. Diablo	2.25	....
Chrysolite	....	....	Navajo	....	....
Con. Cal.	3.25	4.00	Nev. Queen	.60	....
Con. Pat.	....	....	Nev. Pole	....	....
Block	.17	....	Nev. Central	....	....
Bonds	25.00	....	Ontario	40.00	....
Bonp.	25.00	....	Or. & Mo.	.05	....
Bodie	....	....	Plymouth	....	8.00
Bull Tor.	1.35	1.50	Paymaster	1.35	1.40
Bel Monte	1.00	....	Standard	.10	.14
Bunker	....	5.00	Sun Beam	.05	.50
Y. Du Bois	.35	.40	Silver Cord	....	....
Freeland	....	.50	Shenandoah	.01	....
Homestake	10¼	....	Sal Creek	1.30	1.35

Residents of Harlem should read the Harlem Edition of the SUNDAY WORLD. Over fifteen columns of purely local news.

HERE'S THE ROUTE

Rapid Transit to Be Had by a Line from City Hall to Grand Central Depot.

Report of the Commissioners to the Corporation Counsel.

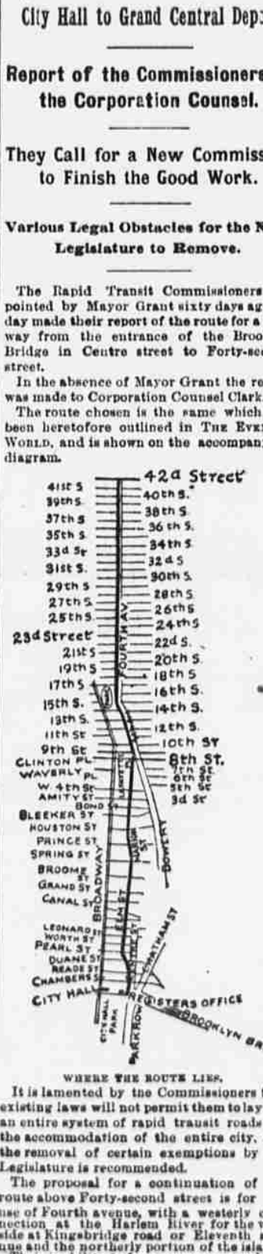
They Call for a New Commission to Finish the Good Work.

Various Legal Obstacles for the Next Legislature to Remove.

The Rapid Transit Commissioners appointed by Mayor Grant sixty days ago today made their report of the route for a railway from the entrance of the Brooklyn Bridge in Centre street to Forty-second street.

In the absence of Mayor Grant the report was made to Corporation Counsel Clark.

The route chosen is the same which has been heretofore outlined in THE EVENING WORLD, and is shown on the accompanying diagram.



WHERE THE ROUTE LIES.

It is lamented by the Commissioners that existing laws will not permit them to lay out an entire system of rapid transit roads for the accommodation of the entire city, and the removal of certain exemptions by the Legislature is recommended.

The proposal for a continuation of the route above Forty-second street is for the use of Fourth avenue, with a westerly connection at the Harlem River for the west side at Kingsbridge road or Eleventh avenue and the northerly portion of the island.

The Commissioners, in forming a company and determine on the character of the structure in the short space of thirty days is regretted, and it is suggested that the Mayor appoint another commission to continue the work.

The report is as follows:

The undersigned, Commissioners appointed by you on April 21, under the provisions of Chapter 606 of the Laws of 1875, respectfully report:

We find that ample power is conferred on the Commissioners to lay out routes for rapid transit railways, except that existing exemptions of certain streets and avenues in the City of New York render it exceedingly difficult, if not impossible, to locate routes for rapid transit railways in this city which shall be of benefit to the public as lines of through travel.

BUT ONE ROUTE CHOSEN.

The act also provides for the selection of but one route or set of routes by the Commissioners, and requires that the route or routes selected shall be disposed of to one corporation created in accordance with the provisions of the act. Not only were we confronted with the difficulty of locating a route or routes, but we were compelled to consider whether or not the public would subscribe to the stock of a corporation to take the route or routes when so located; and we are of the opinion that it would be very much easier to obtain subscriptions to stock in a corporation which was to acquire some one definite route than subscriptions to a corporation created to build a complete system of rapid transit roads.

When the act is amended in the particulars thus specified, so as to authorize the location from time to time of different routes, we see no difficulty under the present provisions of law in obtaining complete rapid transit in this city.

In endeavoring to locate a route upon the westside of the city we were confronted with the exemption of a large portion of the uptown streets on that side, and it is, as we believe, impossible, under the existing exemptions, to locate a satisfactory route on that side of the city. If said exemptions were removed we think it would be practicable to locate a route for an adequate rapid transit railway to the extreme limits of the city upon that side, which would be of great and immediate convenience and benefit to that extensive and growing section, and so would greatly promote the growth and prosperity of our city and increase its taxable property.

LINE OF PROPOSED ROAD.

We have, however, decided upon and so far located a route in the centre of the city. This line will start from the City Hall, thence through Centre street to Reade street, thence diagonally across lots to Duane street to the intersection of this line by the centre line of Elm street (on plan marked C now before the Board of Street Openings for the widening and extension of Elm street); thence along Elm street and Marion street to its northerly end, thence through lots and across Jersey, Houston, Bleecker Bond and Great Jones streets in a direct line to Lafayette Place, thence through Lafayette Place to Astor Place diagonally across Astor place and Eighth street to Fourth avenue, thence through Fourth avenue and Park avenue to Forty-second street, cutting off the northwesterly corner of Fourth avenue and Eighth street, then up Fourth avenue to Forty-second street.

Our investigations have demonstrated that this road can be built either under or above ground, or both.

ITS ADVANTAGES.

It is not necessary in this report to discuss the manifest advantages of this line so selected; it is sufficient to say that from Eighth street down to City Hall it will greatly relieve Broadway and open up a hitherto somewhat neglected portion of the city, and in all probability advance, instead of injure, the value of property along its line.

The building of this road is conditioned upon the opening and widening or Elm street through to Lafayette Place and Centre street by the city, now under consideration by the Board of Street Openings.

In attempting to locate a continuance of this route to the Harlem River, we determined that its natural course would be for a great portion of the distance either over, under or through Fourth avenue above Forty-second street.

While that avenue is already occupied by the tracks of the New York Central, Harlem, and New York, New Haven and Hartford Railroads, it will be remembered that the cut was made at a large expenditure on the part of the city—one-half of the total expense having been paid by the city.

Additional tracks, sufficient to continue the route that we have been able to locate, could be laid in that avenue without interference with the present railway and with infinitely less injury to the property fronting on the same, whatever the nature of the structure may be, than in any adjacent avenue.

Unless Fourth avenue is selected the route will necessarily go up either Madison avenue or Lexington avenue. Lexington avenue is only seventy-five feet in width, the roadbed being but thirty-five feet wide, and almost any structure, except one absolutely underground, would practically destroy the street for residence purposes.

Neither do we consider that Madison avenue would be a proper route to select, if possible to avoid so doing, the reasons stated against Lexington avenue as a rapid transit route, apply to this avenue with equal or greater force, with the exception of the width of the street, which, however, is but five feet greater.

LEFT WITH THE MAYOR.

In determining the question of a route, nearly sixty days of the time allowed by the statute have expired, and yet the statute requires that within thirty days more we must decide upon a plan or plans for the construction of the proposed railway, and we are also required to advertise for the submission of plans for the construction and operation of such railway.

We find that it will be impracticable, within the thirty days so allowed by the statute, to properly decide upon such plan or plans, and we have therefore determined simply to report to you, that we have decided upon and so far located a central route which we believe would be largely advantageous to the public, as determining, to some extent, the question of rapid transit, and which route can be availed of by any subsequent Commission that you may see fit to appoint, in the event that sufficient public interest in the route so proposed should be awakened to lead to new requests for the appointment of Commissioners under the act of 1875.

We may add, that in locating this route, we received the benefit of the service of competent engineers, and we also ascertained that the route from its terminus at the City Hall could be continued to the Battery in the event that the Legislature should remove the present exemptions from some of the streets and places below.

It will be borne in mind that we are prohibited from locating a route under, as well as over, the exempted streets.

We would also call your attention to the fact that while it was undoubtedly the intent of the act of 1875 to permit the crossing of the exempted streets and the crossing of other rapid transit structures, yet some questions have arisen—in view of the form of certain mandatory acts—as to whether a line can be located across the exempted streets or across other lines of existing railways.

While we have had the opinion of competent counsel on these questions to the effect that the intent of the Legislature was to authorize the crossing of these exempted streets and structures, there is no doubt that the statute should be distinctly and plainly amended in this regard so that there may be no room for disquisition on this question.

We append a diagram of that part of the proposed route lying between the City Hall and Forty-second street.

WANT A NEW COMMISSION.

If it is deemed advisable, a new Commission can be appointed who would have ninety days after organization to locate and determine upon plans for the construction of the railway, and when necessary amendments shall have been secured from the Legislature to continue the route to the northern boundary of the city and to the south to the Battery.

The northern continuation could be directly through the annexed district, and also a westerly line from the terminus at Fourth avenue and the Harlem River to the Kingsbridge road or Eleventh avenue, and thence northerly to the city line at or near Yonkers.

(Signed) AUGUST BELMONT,
WOODBURY LANGDON,
O. B. POTTER,
JNO. H. STARRS,
WILLIAM STEINWAY,
Commissioners.

No surprise was occasioned by the Commission's request to the Mayor to continue the work by the appointment of a new Commission, which can develop the plan already determined on, and continue the system to the uttermost limits of the city when legal barriers shall be removed.

Should the Mayor act on the suggestion it is probable that he will reappoint the present Commissioners who have been most enthusiastic in their work.

One of the Commissioners who is particularly bound up in the scheme is O. B. Potter, and he says that it is not abandoned and Engineer Worthen is still at work on structural plans.

He thinks that all difficulties will eventually be removed and the plan become an actuality—a complete system of perfect rapid transit roads.

The members of the Board of Street Openings and Improvements are talking seriously of widening and extending Elm street to accommodate the proposed road.

RACING IN EARNEST TO-DAY.

Breezes Blow for the Seawanhaka Corinthian Regatta.

Shamrock Crosses the Line First, With Huron Close Behind.

[SPECIAL TO THE EVENING WORLD.]

FORT HAMILTON, June 21.—This is the day when the members of the Seawanhaka Corinthian Yacht Club "quit their foolin'" so to speak, with amateur skippers and crews and settle right down to racing in a business-like way.

Their yachts are overhauled thoroughly and put in the best possible trim. The most skilful professional stick-handler and crew are hired and the clippers are raced for every nick there is on them.

Clouds of canvas are spread on these dainty yachts until it seems as though they would bury themselves headfirst into the foaming waters. Yet skillfully handled they skim along the surface of the water like huge gulls and seldom it is that any accident of a serious nature befalls them.

To-day's race was bound to be interesting, as the question of supremacy between the two fleets, Minerva and Liris, is as yet undetermined.

Minerva defeated Liris several times last year, but the latter always had exceedingly hard luck.

At the Larchmont Yacht Club race this year Liris beat Minerva after a hotly contested race, there only being a few minutes difference between the two.

Both yachts go well in heavy weather and the southeast breeze kicked up quite a fuss outside the Hook this morning.

The interest in the seventy-foot class was lessened by the absence of the Katrina.

The complete list of entries was as follows:

Seventy-foot Class—Sloops and cutters.—Shamrock, Gracie and Huron.

Fifty-Three-Foot Class—Clara.

Forty-Foot Class—Minerva, Mariquita and Liris.

Thirty-Five-Foot Class—Sloops—Kathleen and Valusia.

The start for all classes was off Buoy 18 at Owl's Head. The seventy-foot class turn Sandy Hook lightship, leaving Buoys 10 and 5 on the port hand and returning the same way.

The forty foot class go to Scotland Lightship following the same course as the larger class.

The little fellows turn Buoy 5 off the point of the Hook.

All classes finish at Buoy 15 off the west bank.

The yacht Valusia was lying at her anchorage at Bay Ridge this morning and did not start. Owing to having met with an accident, her ways breaking down, the Gracie did not start either.

It rained hard just before the yachts started, and the dismal prospect of sailing a race in a driving, pelting sou'-easter stared the bold mariners in the face.

The Regatta Committee was unusually prompt in getting the yachts away, and six minutes after the advertised time, 11 o'clock, the preparatory whistle was blown.

Five minutes later the starting signal was given and the small fleet hove around and bore down for the line.

Shamrock dashed across with all her working sail at 11.13.20. Huron, her only opponent, followed at 11.13.34.

Then came August Belmont's saucy Mariquita at 11.16.31.

Her skipper was cautious and the yacht's topmast was safely housed.

The trim Minerva came next, just grazing the buoy at 11.16.42, with all sails set.

Liris, very badly handled indeed, stood down to the judges' boat, and then went across to the buoy, crossing the line while in irons at 11.17.56.

Her sails did not set well either, and she went after the Minerva with the back of her mainsail flapping like a gull's wing.

Kathleen had nothing against her, and she went over alone at 11.21.

All hands made short tacks into the Bay Ridge shore so as to get the full benefit of the ebb tide.

Liris lost a trifle on the first stretch, but after the yachts were around and started down the bay on the port tack she went like a race-horse.

Opposite Fort Hamilton the Titania, the Shamrock's old rival, came out to give Mr. Maxwell's sloop a tiselo.

Liris stood well into Fort Wadsworth, and when she came about she was on Minerva's windward quarter and going like a race-horse.

Mariquita was slightly ahead of both.

Shamrock was ahead of the others.

At 12.30 the racers had passed out of sight in the driving rain.

At 1.25 Shamrock passed out Buoy 5 leading the fleet by about two miles. Mariquita passed out at 1.35; Clara, 1.36; Minerva, 1.37, and Liris, 1.39.

MRS. PLATT ON WASHINGTON WOMEN. One of the Best Things in Sunday's WORLD Is Mrs. Platt's Opinion of Washington Women, as Told to Nell Nelsor.

Habeas Corpus for Smiler.

Lawyer Heinzelman got a writ of habeas corpus from Judge Ingraham to-day for the purpose of having Murderer Smiler kept out of Sing Sing pending his appeal.

The Harlem Edition of the SUNDAY WORLD contains items of interest to every Harlemite. Buy a copy of it to-morrow.

Local News in Brief.

Ex-Mayor Abram S. Hewitt, Rev. Dr. John Hall and Astor S. J. Florence were among those who sailed for Europe to-day.

Policeman Meagher found the body of a drowned man floating near pier 42, East River, at 8 o'clock this morning. The man was about forty years of age, 5 feet 10 inches in height, with light complexion, dark hair and a sandy mustache.

Fourteen year old Willie McCredan was held to-day for assaulting F. L. Moett, a driver of a Third avenue horse-car. The boy and his father pummeled Moett, but the father drove off.

Hotel-keeper Edward Maher, of 41 Bowery, had Charles Smith, an ex-convict just out of Sing Sing, held to-day on a charge of trying to murder him. He was a witness against Smith five years ago and said the convict then threatened to "cut his throat."

Justice O'Reilly to-day held Mrs. Eliza Davis on a charge of throwing Mrs. Mary Kelly from the stoop of one West Forty-seventh street, breaking her leg. Mrs. Davis held they fought and Mrs. Kelly fell to the sidewalk.

A PAIN in the side often comes from the liver and is relieved by CARTER'S LITTLE LIVER PILLS. *,*

1,627,227.

Census Supervisor Murray's Statement of New York's Population.

The Work Completed, Barring One District, at Noon To-Day.

Many Impending Surprises, When the Final Figures Are Published.

Supervisor Murray, at the census office, 135 Eighth street, stated that all the districts in this city had been completed by the enumerators, with the exception of one.

From the data in his possession, Mr. Murray places his estimate of the population of New York at 1,627,227.

When the full figures of the census in this city are made public, Mr. Murray said, there would be many surprises, especially in the business statistics.

In the face of the assertions of the census authorities that the work of enumerating the population of New York has been carefully and thoroughly done, the volume of complaints from unenumerated families shows little diminution. The following is a list of complaints received at THE WORLD office since yesterday's list was published:

BRETTAGINER, EMIL, No. 223 East One Hundred and Fourth street.
BROWNOLD, N., No. 327 East One Hundred and Sixteenth street, nine in family.
DIESSNER, PHILIP, No. 206 Columbia street.
FISHER, A., No. 650 Eighth avenue, six in family.
HOFMEISTER, M., No. 329 East One Hundred and Fifteenth street, two in family.
LYON, LOUIS D., No. 488 St. Nicholas avenue.
MADAUS, W. F., No. 329 East One Hundred and Fifteenth st., four in family.
MELBY, HENRY, No. 334 East Fourteenth street, five in family.
PERROS, T. JULES, No. 160 West Twenty-eighth street, fourteen persons.
SCHULTE, G. A., No. 334 East Fourteenth street, ten in family.
SPELLING, J. G., No. 175 West Ninety-fourth street, seven in family.
WHITE, DR. W. STAVIS, No. 253 Fifth avenue.
CURTIS, J. D., (ex-sailor) Attorney street.
BALDWIN, JOHN, No. 22 North Moore street.
MILLER, CHRIS, No. 435 Greenwich street.
GUTBERG, H. S., No. 44 Broome street.
MCFADDEN, WM., No. 109 Avenue B.

Strenuous efforts and heated language are employed by the authorities to controvert the statements of these and hundreds of others that the census men have skipped them, but the fact remains, and the public is thoroughly convinced that so gross and utterly inexcusable a statistical outrage was never before known in our history.

Said a prominent downtown merchant, who is himself rather a crank on the subject of statistics:

"The census-taking in New York has displayed so much carelessness, inaccuracy and stupidity that its totals will possess absolutely no statistical value."

By Supervisor Murray's orders several districts have been gone over a second time, and many gross inaccuracies have thus been remedied.

According to the glowing anticipations of Supervisor Murray, census-taking in the Metropolis will end this evening. The count is practically closed now, and the above announcement has made of the aggregate population of this big city.

Supervisor Murray was very busy this morning, figuring on the totals of the districts already in. He told an EVENING WORLD reporter that there were three morning only about twenty-five outstanding districts, and he expected that they would be completed this afternoon.

Mr. Murray is much elated over the speedy conclusion of the work, and thinks he has earned a good rest in the country.

He received in this morning's mail ten complaints from persons who aver that they have not been visited by the enumerator.

BILL NYE has written a chapter of THE GREATEST COMPOSITE NOVEL.

DEATH STOPPED HIS RUNNING.

Sad Death from Tremens of a Wealthy Bridgeport Man.

[SPECIAL TO THE EVENING WORLD.]

BRIDGEPORT, Conn., June 21.—George M. Nichols, suffering from delirium tremens, dropped dead in the street last night.

A year ago Elam Nichols, his father, died, leaving an estate of $200,000 and a will bequeathing part of it in trust for the use of his only son George.

The latter, however, produced another will signed by his father on his death-bed, leaving his entire fortune unreservedly to him. In place of a signature there was only an "X."

George secured the services of Lawyers F. B. Lockwood and Morris Tuttle and the will with the "X" was admitted to probate.

George secured possession of his father's estate last Fall, and at once began to drink heavily. Last night he was at home under the care of two nurses, apparently recovering from a protracted spree and fit of delirium tremens.

Suddenly he jumped up, rushed out of the house and started up Main street.

The two nurses quickly followed. Nichols ran a block, then fell dead. He was forty years of age.

SAVED BY CHAMBERLAIN CRAIN.

His Tilt with the Comptroller Nets the City $40,500.

City Chamberlain Crain's contention that the Sinking Fund moneys be invested in city revenue bonds instead of borrowing money from capitalists at 4 per cent. has borne fruit.

Comptrollers Myers, though at first ridiculing Mr. Crain's suggestion, has adopted it on a large scale. He has borrowed $2,700,000 of the Sinking Fund at 3½ per cent., instead of from outsiders at 4 per cent.

As this money was drawing but 2½ per cent. as formerly invested the total saving to the city on this transaction is $40,500.

Showers, Warmer Weather.

WASHINGTON, June 21.—*Weather Indications:*

For Eastern New York: showers, warmer, southerly winds.

The weather to-day, as indicated by Blakely's tele-thermometer:

	1890.	1889.		1890.	1889.
3 A. M.	65	70	9 A. M.	69	80
6 A. M.	67	71	12 M.	67	82

Average for past twenty-four hours, 69½ degrees.

Average for corresponding time last year, 77 degrees.

Residents of Harlem should read the Harlem Edition of the SUNDAY WORLD. Over fifteen columns of purely local news.

"Black Straw Hats," $1.00 up. $1 Young's, 601 Broadway, near Houston. *,*

GETTING READY FOR THE TORTURE.

FOREIGN NEWS BY CABLE.

The Hunt for London's "Jack the Ripper" to Be Renewed.

London's New Police Commissioner After "the Ripper."

[DUNLAP CABLE NEWS SPECIAL.]

LONDON, June 21.—Sir Edward Ridley Colbarne Bradeford, was yesterday announced as the new Commissioner of the Metropolitan Police.

He has taken immediate steps to have the case of "Jack the Ripper" re-opened, as he has all along been convinced that he himself was in possession of the right clue.

Mr. Parnell Much Better.

[DUNLAP'S CABLE NEWS SPECIAL.]

LONDON, June 21.—Mr. Parnell is much better, and now attends the sessions of the House of Parliament regularly.

Seven Prize-Winning Sheep Meet a Horrible Death.

[DUNLAP CABLE NEWS SPECIAL.]

LONDON, June 21.—Seven prize Hampshire Southdown sheep, belonging to Mrs. Newton, president of the Hampshire Breeders' Association, were on a railroad car half full of straw, on their way to the Marlborough Agricultural Show.

A spark from the engine ignited the straw when the train was near Marlborough, and all seven prize winners were roasted alive.

AWFUL STORMS IN ILLINOIS.

Lives and Property Destroyed, Hundreds of People Injured.

[SPECIAL TO THE EVENING WORLD.]

CHICAGO, Ill., June 21.—Late reports confirm and even enlarge the stories of damage to persons and property by the tremendous storm, which swept across Lee, Vermilion and other counties in the central and eastern parts of the State late yesterday afternoon.

The most serious loss of life was north of Earlville, where a school-house was demolished and the teacher, Maggie McBride, with seven of her little pupils, died in the wreck.

The body of one of the pupils, little Carey White, was still missing at an early hour this morning, though search had been kept up for it all night.

A Dixon special says the town of Paw Paw, Lee County, was practically wiped out, that a number of lives were lost and that more deaths will follow from injuries. Physicians were summoned from Dixon.

North of Mendota the tornado cleared out a pathway ten miles long and half a mile wide.

Another school-house was blown to pieces, but no fatalities ensued, though all of the twenty or thirty pupils were more or less injured.

At Sublette ten houses were wrecked and many people seriously hurt.

The Methodist church reported demolished was a little west of Cornell, where the tornado did more destructive work. Fortunately this building was unoccupied at the time.

West Brooklyn also suffered from the storm and the wind.

Altogether, hundreds of people were injured by the storm and the damage to property will run up to many thousand dollars.

Baseball To-Day.

Regularly scheduled games:

PLAYERS' LEAGUE.	NATIONAL LEAGUE.
New York at Buffalo.	New York at Chicago.
Philadelphia at Pittsburg.	Brooklyn at Cleveland.
Boston at Cleveland.	Boston at Cincinnati.
Brooklyn at Chicago.	Pittsburg at Philadelphia.
AMERICAN ASSOCIATION.	ATLANTIC ASSOCIATION.
Brooklyn at Rochester.	Jersey City at Hartford.
Syracuse at Athletic.	Newark at Baltimore.
Louisville at Toledo.	New Haven at Worcester.
St. Louis at Columbus.	Wilm'g'n at W'sh'g'n.

Percentages this morning of clubs in the leading leagues:

PLAYERS.			Per cent.	NATIONAL.			Per cent.
	Won.	Lost.			Won.	Lost.	
Boston	32	12	.727	Cincinnati	34	14	.708
Brooklyn	27	13	.675	Brooklyn	30	14	.638
Phila	26	13	.641	Phila	29	20	.592
Chicago	24	13	.611	Chicago	29	20	.543
New York	24	14	.600	Boston	24	24	.510
Pittsburg	23	23	.500	New York	21	25	.457
Cleveland	19	28	.404	Cleveland	18	30	.318
Buffalo	13	30	.310	Pittsburg	12	34	.261
AMERICAN.				ATLANTIC.			
Athletic	31	18	.633	Worcester	28	16	.700
Roch'st'r	31	18	.633	Baltim'r	30	14	.682
Louisville	25	17	.595	N. Haven	29	14	.674
St. Louis	27	21	.563	Jersey C.	25	13	.658
Toledo	24	23	.511	Wash'g'n	23	23	.500
Columb's	22	26	.458	Lynn	19	26	.422
Syracuse	18	28	.391	Hartford	17	28	.378
Brooklyn	18	32	.360	Wilm'g'n	9	30	.300

Knapp's Meat Beef Extract.

Cost some pot-roast to be perfect; not injurious to the system. A 25c. bottle makes 10 gallons of beverage.

WARY IVINS IN SUSPENSE.

Doubt Whether He or Mr. Croker Will Have to Eat the Crow.

EX-City Chamberlain Richard Croker will be served up before the Fassett Investigating Committee Monday forenoon next, and Counsel Ivins and the Republican members of that Committee are whetting their carving knives in anticipation.

Tammany Hall men say that these gentlemen will find that before them has been spread a dish of crow and assert that Mr. Croker will not be much cut up while the anti-Tammanyites declare that if the Tammany chief is not entirely disposed of, it will be because Mr. Ivins is content with a slice or two at present, and will reserve the balance for an anti-election banquet.

The examination will occur in the room of Part II of the Superior Court, in the new Court-House, and Court Officer Kane is overrun with applications for reserved seats.

It was intimated at the office of Inquisitor Ivins this morning that that worthy will not pig Mr. Croker with many questions, but will rest content with his explanation of the McCann testimony.

The reason for this, it is said, is found in the desire of the Republican managers of the investigation to reserve any further revelations damaging to Tammany Hall until just before election, when they will do Tammany the greatest injury and the allies against the organization the most good.

Mr. Croker, who, as was stated in THE EVENING WORLD of yesterday, is expected to remain and conduct the coming campaign, will then be recalled before the Committee, it is said.

This plan, if it is in contemplation, is liable to fall utterly, for Senator McNaughton, the Democratic member of the Committee, is fully informed regarding Mr. Croker's desire to testify, and will bring out all that he wishes to say by deft questioning.

That Mr. Croker will remain in this country, and in close call of his political associates in New York until after election, is pretty definitely settled, and preparations are said to be making for his Summering in the mountains, where it is thought his health will be most benefited.

IT WILL BE A BATTLE ROYAL.

The Match Between Tenny and Salvator Arouses Great Interest.

There is but one topic among the race-going public to-day. Should the weather be fine the greatest crowd that ever saw a match race will journey to Sheepshead Bay next Wednesday to see a battle royal between Mr. Pulsifer's great Tenny and Mr. Haggin's Suburban record-breaker Salvator.

The race will be for $5,000 a side, with $5,000 added by the Association, at a mile and a quarter, to carry 122 pounds each.

Mr. Haggin, in his letter to the Club officials accepting Mr. Pulsifer's challenge, said that he would match Salvator against Tenny for any sum from $5,000 to $20,000.

On the other hand, Mr. Pulsifer feels so certain of his crack four-year-old's ability that he remarked after the match was made that he was only sorry that he did not make it $10,000 a side instead of $5,000.

"Snapper" Garrison will ride Tenny, and Murphy will again make the effort of his life to get Salvator's nose under the wire first.

Tenny's owner and many who backed him for the Suburban are confident that he can do the trick, while there are just as many sanguine ones on the other side.

If Wednesday should be unfit for the race the next fine day will be selected, and should the track be in good condition a new record for a mile and a quarter may be looked for.

SUNDAY BASEBALL IN MARYLAND

Barnie and the Sheriff Make Announcements for To-Morrow.

[SPECIAL TO THE EVENING WORLD.]

BALTIMORE, June 21.—Despite the fact that he is now under bonds for trial for violation of the Sunday law, Manager Barnie, of the Baltimore Club, announces a game of baseball for to-morrow with Jersey City.

The Attorney-General holds that Sunday baseball is a violation of the law, and States Attorney Munroe has written to the Sheriff of Arundel County that the latter must take the responsibility of a failure to bring the question to a settlement as speedily as possible.

The Sheriff says of the proposed game of to-morrow:

"I will w