# DANIA HIGH ON THE SANDS.

## Little Prospect that She Will Be Floated To-Day.

### Graphic Account of the Accident by One of the Passengers.

[SPECIAL TO THE EVENING WORLD.]

FIRE ISLAND, Aug. 22—12.30 P. M.—The heavy storm which prevailed off the coast during the night raised a heavy sea, forcing the stranded steamship Dania higher up on the beach, although not injuring her.

Her position is considered very dangerous.

The work of unloading her will begin at once and every effort made to float her off. There is a light westerly wind today, with a moderate sea.

FREEPORT, L. I., Aug. 22.—The Hamburg-American packet liner Dania is still hard and fast in the mud off Short Beach this morning. Several of the Merritt Wrecking Company's tugs were striving to pull her off the sandbar, but she wouldn't yield an inch.

She lists heavily to port, and it is feared that should a gale spring up she will break in two.

Supt. Badenhausen came down from Hoboken this morning and directed the efforts made to float the vessel. He thinks it will be necessary to remove at least half her cargo before she can be pulled off.

The work of lightening the ship will begin as soon as lighters can be brought from New York to transfer the cargo.

It was feared last evening that a strong breeze that was then arising, raising quite a heavy sea, would knock the Dania to pieces; but as darkness set in the rain began to fall, the wind died away and the sea subsided.

The Augusta Victoria, of the same line, with the 265 steerage passengers, which were transferred to her from the Dania, started back to port about 4 o'clock yesterday afternoon, leaving only Capt. Schultz and his crew of eighty-seven men all told on the stranded ship. They passed a very uncomfortable night.

At daylight this morning crowds of people from the adjacent Summer resorts went down to the beach and gazed with interest at the big ocean steamship as she lay helpless on the sandbar. Craft of every description sailed around her, and there were a dozen yachts, which brought curious parties from Freeport, Fire Island, Point Lookout and other seaside haunts in the vicinity.

Capt. Schultz is almost taciturn. He refuses all information, and acts as if he was in no wise to blame for running his ship into the mud.

The bar is one of the most dangerous on the Long Island coast, and every seaman says that Capt. Schultz should have been at least three miles further out at sea to avoid this obstruction—if he knew of it.

The passengers from the Dania were landed at the Hamburg Company's dock, wet and dispirited, about 8.30 o'clock last night. The steamship men did all in their power to make them comfortable. They were fed, and then mattresses were spread on the floor of the big covered shed and the tired immigrants were soon fast asleep, covered with shawls, coats and carpets. It was a discouraging experience for their first appearance in a new country.

They were aroused before daylight this morning and fed again. When seen by an EVENING WORLD reporter they were preparing to be removed to the Barge Office.

Franz Muller, an intelligent German, who has been in this country before, gave an interesting account of how the Dania ran aground. He said:

"We came in sight of Fire Island light about 10.30 o'clock Wednesday night. It was clear, with only a few light clouds scudding about and only a light sea running. I was on deck smoking.

"It was about 11.30, I think, and I was just thinking about turning in, when the ship struck the sandbar, and I was knocked heels over head. My pipe flew into the sea.

"When I picked myself up the other passengers were pouring up on deck in their nightclothes, half crazed with terror. No one knew what had happened.

"There we stood stock still. The officers shoved in among the frightened people, screaming: 'We are ashore. That's all. There is no danger. Be quiet. There is no leakage.'

"In this way confidence was restored and the immigrants went back to the steerage and dressed themselves. I asked one of the officers how we came to hit the sandbar.

"'I don't know,' he said. 'We must have been off our course.'"

About 2 o'clock yesterday morning the stranded ship was seen from the shore by Capt. A. R. Rhodes, of the Point Lookout Life Saving Station. He burned some signal lights, but got no answer. At daylight he went out to the ship in the schooner Sarah Elsworth. There was a crowd hanging over the Dania's rail.

Capt. Rhodes asked for the captain and put several questions to those on board but got no answer whatever.

Finally a man who said he was the captain leaned over the rail and petulantly declared that no assistance was required. The Elsworth drifted about for some time, and during the day the ocean tug Indian appeared and made several unsuccessful efforts to pull the Dania off the bar. Messages were sent to the Merritt Wrecking Company and its officers sent several of their tugs down.

About noon the Augusta Victoria, the Dania's sister ship, which left port in the morning bound for Hamburg, came up, and stopped about five miles out, while the Dania's passengers were transported in life-boats, first to the tug Indian, which took them out and put them aboard the Augusta Victoria, which turned about and brought them back to Hoboken. The latter ship started at 9 o'clock last night, on her interrupted voyage to the other side.

The Dania is 372 feet long, 44 feet beam, 27 feet deep, 2,743 tons net burden, 4,379 tons gross register, and her engine indicates 2,300 horse-power. She is a first-class boat, built of iron.

There were no cabin passengers on board. It is hoped to get the Dania off some time to-day.

Short Beach is a low stretch of sand about two miles long. Sand bars run nearly a mile out into the ocean. Five vessels went ashore there last Winter. The steamship Panama stranded here last April.

The Dania lies in about ten feet of water at the entrance to Jones's inlet.

# WHY DID HE KILL HIMSELF?

## Suicide, and Not Apoplexy Caused Manager Harris's Death.

The discovery that Manager Patrick Harris had deliberately shot himself instead of dying from apoplexy as was reported has given rise to no end of speculation as to the cause in theatrical circles to-day.

Patrick was peculiarly successful in his theatrical ventures and had made quite a fortune. When his death Wednesday morning at his summer home, at Bay Shore, L. I., was announced, every effort was made by his friends to conceal the facts.

His domestic relations seemed thoroughly happy and in view of his business success, there is no known reason why he should commit suicide.

# PATSEY MOONEY IS HEARD.

## The Little Prisoner Again Remanded for Want of Bail.

### He Denies that He Stabbed Young Lohr with a Knife.

Little Patsey Mooney, who, as told in yesterday's EVENING WORLD, has strangely been confined in the Harlem Prison for twenty-eight days awaiting examination on a charge of stabbing a playmate in Morrisania, has at last had a hearing.

Why the little prisoner was held so long without examination has not yet been satisfactorily explained. According to the evidence a number of lads got into a fracas July 24 on One Hundred and Forty-ninth street, near the railroad bridge, and in the melee Henry Lohr, who is the leader of a crowd called the Frog Hollow gang, received a gash in the right thigh at the hands, it is alleged, of Patsey Mooney.

He was arrested on the evening of July 24, by Policeman Max Junker, of the Morrisania station, but only once has he appeared in court, and that was on July 25, the day following his arrest. He was then committed in the Morrisania Court by Judge Cochrane, to await the result of young Lohr's injuries.

Although, as it is alleged, young Lohr has been out and around for some time, little Patsey was still held in the stuffy prison without an opportunity to be heard.

It was not until a stir was made about the apparent neglect in this poor boy's case that any action was taken, and then yesterday a certificate suddenly turned up that Lohr's condition was such as would permit his appearance in court today.

This morning the little prisoner was brought before Justice Murray in the Morrisania Police Court and again remanded for lack of bail.

In the court were Mrs. Mooney, the boy's mother, as well as the injured boy Henry Lohr.

Patsey was crying, and his mother, who took a seat beside him, put her arm about him and drew him close to her, tenderly pressing his dishevelled head against her shoulder.

The prisoner was not called to the bar at all, but the statement of little Henry Lohr, the complainant, was taken.

He testified that during a quarrel at One Hundred and Forty-ninth street near the railroad bridge, July 24, Patsy had stabbed him with a knife, but that he didn't see the knife.

The affidavits of two other boys engaged in the quarrel, were read in court. They were made by Jimmy Lennon, an eighteen-year-old peddler with no home, and Frank Mooney, Patsey's brother.

They both stated that in the general quarrel Patsey cut Lohr in the thigh.

As these two boys were not present, the further hearing of the case was postponed and little Patsey was remanded until to-morrow morning.

After he was taken back to prison little Patsey was seen by an EVENING WORLD reporter, to whom he said:

"I didn't cut him with a knife at all. It was a piece of glass. He knocked me down, and I was under him when I cut him."

Mrs. Mooney was seen as she was bidding a tearful farewell to her little son at the prison gate.

"It's a sorry day for me," said she. "Patsey was a good boy, and I know he never meant nobody no harm."

Officer Burland, of Mr. Gerry's Society, said to the reporter that he and his Society would do all in their power for the little prisoner.

# EAST RIVER PARK'S LIGHTS.

## The Board of Electrical Control Does Its Share To-Day.

The Board of Electrical Control did its share towards bringing about the lighting of East River Park at a meeting held in the Mayor's office to-day.

It directed the immediate construction of a subway from Third avenue through either Eighty-fourth, Eighty-fifth or Eighty-sixth street to accommodate the wires which are to conduct the electric lighting current to the park.

This course was adopted rather than lay a shorter subway in Avenue B, from Eightieth street, because it would not necessitate the tearing up of a new pavement, and would afford an opportunity for competition between several companies desiring to furnish the lights.

Of course it will take longer to build this subway than the other, but it is hoped to have it completed in three or four weeks.

This rests entirely with the Consolidated Electrical Subway Construction Company, which, through its representative, Counsellor Lauterbach, promised that the work would be begun at once and pushed as rapidly as possible.

A proposition of the Edison Company to lay subways in a great number of streets, including Fifth avenue—both sides—between Waverly Place and Fifty-ninth street, was laid over.

Mayor Grant threatened to cut down the overhead wires of the Brush and United States Companies used for city lighting in Twenty-third and Forty-second streets and Seventh avenue if those companies do not put cables in the subways on those thoroughfares within thirty days.

# BEATTIE WILL ATTEND TO IT.

## Health Board's Reply to Alderman McLarney Concerning Garbage.

The following letter was sent to-day by the Health Commissioners to Alderman McLarney:

"In relation to the communication resided from Hon. James E. McLarney, Alderman, Twenty-second District, bearing on the question of the removal outside the stoop line of receptacles for ashes and garbage, the Sanitary Committee reports as follows:

"While the Committee recognizes the fact that offensive odors do enter the rooms of tenement-houses from the garbage receptacles of these premises it is deemed unwise at the present time to make any change in the sections of the code regulating this matter, in view of the fact especially that changes in the handling of ashes and garbage by the Department of Street-Cleaning are contemplated which will satisfactorily settle the question of the proper location of receptacles for ashes and garbage."

# IS WILLIAM AN ANANIAS?

## A Bright Boy at the Tombs Who Tells an Odd Story.

A little fellow who gave his name as William Tame and his age as twelve years was committed to the care of the Children's Society at the Tombs this morning until his story can be investigated. William says that he ran away from Baltimore, where he was a newsboy, but he could not tell the Court the name of any street in Baltimore or the name of any newspaper. He was well dressed and bright looking.

# NAVY HONORS TO ERICSSON.

## All in Readiness for To-Morrow's Funeral Pageant.

### Ceremonies Attending the Departure of the Hero's Body for Sweden.

No item of preparation for the magnificent pageant of National farewell to the ashes of Capt. John Ericsson to-morrow remains to be attended to. Given clear skies, the ceremonials will be as impressive as unique, and the solemnities will bear to the multitude their full lesson of patriotism and honor to John Ericsson, whose services in inventing and building the Monitor stamped him one of the country's most able and timely defenders.

He died in this city March 8, 1889, aged 86 years.

All the ceremonies are to be conducted by the officials of the United States Navy, under the personal supervision of Secretary Tracy. The funeral cortege on shore, and the last honors to the body of the hero by the crack fleet of modern cruisers, have been planned and ordered by Rear-Admiral Braine, and the superb discipline of the navy renders it certain that there will be no marring incident to hinder the expression of the nation's love and honor for the man who built the Monitor.

The procession will be formed near the Marble Cemetery, on Second street, between First and Second avenues, in the following order:

Platoon of police.
Grand Marshal and aides.
Navy-Yard Band.
Thirteenth N. Y. Regiment Drum and Bugle Corps.
Battalion of U. S. Marines.
Hearse, accompanied by Monitor seamen.
Body bearers.
Invited guests in carriages.
Amaranthus and Manhem Lodges of Odd Fellows.
American Society of Swedish Engineers.
American Society of Civil Engineers.
American Society of Mechanical Engineers.
Marine Society of the City of New York.
Swedish Division.
Norwegian American Seamen's Association.
Farragut Naval Veteran Association, G. A. R.
Naval Post, No. 88, G. A. R.
Stevens's Naval Post, of Hoboken, G. A. R.
Rankin Post No. 10, G. A. R.
William Lloyd Garrison Post No. 207, G. A. R.
Representation from Delamater Iron Works.
Gibbon Cadets.
Lodges of Odd Fellows.

At 12.30 sharp the procession will move to Second avenue, to St. Mark's place, to Astor place, to Broadway, to Battery place, to Pier A.

There were never so many warships of the United States in this port at once, and the naval display in the bay will consequently be a revelation to admiring thousands.

Capt. W. A. Kirkland, U. S. N., is Grand Marshal of the procession, with Lieut.-Commander Clifford H. West, Lieuts. Thomas H. Stevens, Charles E. Colahan, Richard T. Mulligan and Ensign Francis J. Haesler as aides. Major R. W. Huntington, U. S. M. C., will command the Marine guard of honor. Lieut. George F. Elliott, U. S. M. C., Adjutant.

Capt. Ericsson's body will be taken on board the tug Nina at Pier A and conveyed to the Baltimore, Commander W. S. Schley commanding, anchored east of Ellis Island. Minute guns will be fired from a temporary battery on the old monitor Nantucket during the passage of the Nina from the pier to the Baltimore, and when the latter gets under way she will receive a salute of twenty-one guns from each vessel of the fleet ranged in line down the bay, as she passes seaward with the illustrious dead.

The vessels in line are, beside the Despatch, with Secretary Tracy on Board; the monitor Nantucket, the Baltimore, the Dolphin (Rear-Admiral Gherardi's flagship), the historic Kearsarge, the Petrel, the Pensacola, (Admiral McCann's flagship) the Enterprise, the Chicago (Admiral Walker's flagship) the Boston, the Atlanta, and the Yorktown.

All naval colors will be displayed at half-mast, the officers and crews will be in full uniform; the men will all be called to quarters. The sight will be a grand one, and the bay is certain to be filled with all kinds of craft bearing thousands of spectators.

The Baltimore, one of our fleetest and most efficient new war vessels, will proceed direct to Stockholm, Sweden, when Capt. Ericsson's body will be finally interred, in the land of his birth, with appropriate ceremonies.

# CORONERS ON A HOUSE HUNT.

## As Yet Unsuccessful in Their Search for New Quarters.

The Board of Coroners is house hunting.

Its four members are busily engaged in scurrying about the city trying to locate new quarters, for they expect to be ousted from those they now occupy over Kosmak's saloon by Sept. 1.

They were awarded $1 when the building was taken for the purpose of widening the Brooklyn Bridge entrance, but they hardly consider that adequate compensation for the bother and worriment experienced in their efforts to find a new office.

The old office is dirty, stuffy, cramped, inconvenient and really a disgrace to this great city, and the members of the present Board naturally hope to improve on it in the change.

Coroners Schultze and Hanly have been scouting in the neighborhood of Police Headquarters, where the office was formerly located, with a view to finding quarters there, but they have met with little success.

Coroner Levy is negotiating with Theodore W. Morris, agent for the Schenck estate, with a view to securing a portion of the building, 27 Chambers street, where the Board of Assessors and the Surveyor for the Department of Taxes and Assessments is already located.

"There is vacant room on the second floor already fitted for a court-room, where the old Marine Court used to hold its sessions. This would do nicely for inquests, but the room for the Coroners, their assistants and clerks is rather limited.

Notwithstanding this, and the fact that the establishment of the office here would necessitate the climbing of two flights of stairs, this location may be chosen.

Should it not be, Coroner Mosemer has his eye on one of the old-fashioned, roomy mansions on Second avenue near Eighth street.

Wherever they locate, the Coroners will remain little more than a year when the new Criminal Courts Building, in Centre street, in which they are to be located will probably be completed.

# KATE AH WAH'S NEW HOME.

## Taken from a Drunken Mother and Given to the Sisters.

Kate Ah Wah, a pretty four year old child whose father is a Chinese physician at 74 Mott street and her mother a German woman, was given into the care of the Sisters of St. Dominick by Justice Patterson at the Tombs this morning.

Yesterday afternoon the police arrested Annie Ah Wah, the child's mother, at the corner of Canal street and the Bowery, where she was staggering along drunk and dragging her little one by the hand.

Dr. Ah Wah wanted his child but he didn't want the mother, and she was sent to the island.

# BY WHAT LAW DO THEY WHIP?

## Prompt Inquiry Into Juvenile Asylum Methods to be Had.

### Stories of the Cruel Beating of Lizzie Schmaltz Corroborated.

Joyous faces and bright eyes in the modest little home of Mrs. Mary Schmaltz, rear of 411 West Thirteenth street, greeted an EVENING WORLD reporter who called for later news of the proposed investigation into the cruel treatment of Lizzie Schmaltz, an inmate of the New York Juvenile Asylum.

The family were much cheered by the announcement that Mayor Grant would institute a speedy and thorough investigation.

THE EVENING WORLD yesterday published a communication which Mayor Grant received from Mrs. Schmaltz. In this she detailed numerous instances of cruel punishment inflicted upon Lizzie by two attaches of the asylum—Miss Dick, one of the teachers, and Mrs. Stewart, who has charge of the kitchen.

She also averred in the letter that her her daughter has been detained at the asylum long beyond the time she originally desired her to be. It is her wish now to have Lizzie released, as she feels that the asylum is not a proper place for the child, and as she is now able to provide a good home for her.

Additional evidence that Lizzie has been cruelly beaten while in the home is furnished by an affidavit sworn to last night by Joseph Kramer, who was four years a fireman at the asylum. This affidavit was sent to Mayor Grant to-day.

Ex-Fireman Kramer swears that not only has he frequently seen Miss Dick beat Lizzie Schmaltz, but that he has also witnessed the cruel punishment of many other youthful inmates. He further testifies that Mrs. Stewart has abused Lizzie Schmaltz.

Kramer swears that he remonstrated against such treatment of the children and claimed it was all against the rules. Because of his criticisms, Kramer says, he was discharged from the institution Aug. 5.

He adds that John Wilson, an employee in the office of the asylum, called on him a few days ago, and, saying that they were going to have trouble at the asylum over that Schmaltz girl, offered him money to sign a paper.

Kramer says he took the paper, and saw it was a document reciting, in substance, that everything was humane and serene at the asylum. He did not sign, as he claims he did not care to commit perjury.

Lizzie was committed to the Asylum Feb. 11, 1889. This was done at the recommendation of Truant Officer Martine, of the Ninth Ward schools, as she could not be induced to attend school regularly. Her mother wanted Lizzie kept at the Asylum for one year, but in committing the child she was obliged to sign a document transferring Lizzie to the care of the officials for two years. They told her though, at the time, that she could take her child away in a year if she so wished.

Lizzie has often complained of her treatment at the institution, and in May last, on one of Mrs. Schmaltz's visits, the child wept bitterly and said she had been terribly beaten by Miss Dick.

Mrs. Schmaltz examined the child and found her body bruised black and blue in different places.

Then she determined to have her child released but the asylum officials refused.

Lizzie's sister Delia, a winsome, blue-eyed girl of eighteen years, with lots of grit, made up her mind to take her sister away at all hazards.

July 31 Delia visited the institution and had a long interview with Lizzie. Delia had a black-Jersey waist pinned to her underskirt and wore an extra black skirt beneath her own dress. An extra large black hat was used by Delia for a bustle.

When the sisters were alone it was the work of but a few minutes to equip Lizzie in the surreptitious habiliments. Then, with a handkerchief at her eyes, as if she was weeping because some of her relatives were in the asylum, Lizzie Schmaltz walked boldly out of the institution with the plucky Delia at her heels.

Both girls passed between lines of the attaches of the Asylum as they left the place, but not one penetrated the clever disguise of the younger sister. That was how Lizzie got out.

Of course, the escape was quickly discovered. The story of her recapture was told in Mrs. Schmaltz's letter to Mayor Grant.

Supt. Elisha M. Carpenter, of the Asylum, is out of town, and when an EVENING WORLD reporter called to-day at the reception office of the institution, 30 West Twenty-fourth street, the superintendent in charge, E. D. Carpenter, a brother of Elisha M., was not to be found. One of the clerks, John Stevens, a colored man, was acting in charge, and he admitted to the reporter that corporal punishment was inflicted on inmates in cases of frequent misdemeanors. This punishment, he said, was administered by Supt. Carpenter (Elisha M.), by Principal Garrabrant and by the matron, if any teacher or subordinate whipped the girls he thought it was done under the authority of the Superintendent.

"Up there at the asylum," he added, "they have the management of the place all to themselves, and we know very little down here about it."

# BEATTIE'S FIRE ENGINE TO GO

## Cleaning Streets at the Expense of Sewers and Docks Must Stop.

Street Cleaning Commissioner Beattie's latest plaything, the steam fire-engine, has got him into trouble.

Commissioner of Public Works Gilroy objects to its use, and has written Mr. Beattie a letter telling him so.

The reason for Mr. Gilroy's opposition to the use of the fire-engine in flushing the streets is that a great accumulation of dirt is washed into the sewers by it.

This dirt, if swept up and carted from the surface of the street could be removed for about 25 cents a load, it is said; but to remove it from the sewer costs $5 a load.

Commissioner Gilroy therefore objects strenuously to cleaning Mr. Beattie's streets, at the expense of the Public Works appropriation.

The Commissioner thinks it bad enough to be obliged to clean from the sewers the dirt which Commissioner Beattie allows to remain on the streets to be washed off by the rain, and draws the line at the fire-engine.

Nor is Commissioner Gilroy's the only protest against Mr. Beattie's newest fad. The Dock Commissioners are as vehemently remonstrating.

All of the dirt washed from the streets into the sewers and not caught by the catch basins is washed into the docks and slips and has to be dredged out at the expense of the Dock Department.

The slips have been recently dredged at a cost of from 40 to 60 cents per cubic yard of material, and the Dock Commissioners do not want to be obliged to do the dredging all over again, because of Mr. Beattie's aversion to removing street dirt in regular and accepted ways.

Mayor Grant contented himself with explaining the difficulty as "the same old fight between the departments, but it would seem that Mr. Beattie will have to give up his engine and forego the pleasure of squirting water over the pavements.

# WEE DICKIE FISHER'S CRUISE.

## His Last Story of His Voyage in the Captain Kidd.

### Stranded on Black Tom and Housed by the Jersey Police.

Inspector and Acting Chief of Police Lange is puzzling his brain as to what disposition to make of a ship-wrecked mariner who was registered at the Jersey City Police Headquarters this morning.

Watchman John Thomas, patrolling Black Tom, the Standard Oil Company's island in the bay, at 1 o'clock yesterday morning descried a black and desperate looking craft in the offing.

"Ship ahoy!" he yelled, but there was no response, save the idle flapping of a dark sail and the rippling of the waters against the black hull.

There was a breeze from the ocean, and Watchman John Thomas rightly concluded that the rakish craft had been blown upon the reefs just off his island. He ventured out and drew the craft, a dingy old catboat eighteen feet long, up on the shore of Black Tom, and made her fast.

While he was half dozing in the gray dawn he was startled to see a small but distinctly piratical form moving in the stern of the craft, and then! Great Scott! the figure advanced.

John Thomas is no part of a coward, and he prepared for an encounter. He boldly seized the pirate and the pirate plaintively yelled:

"Lemme go! I want to go home to my mamma!" he piped, in a shrill treble.

John Thomas, still clutching the pirate, could see by the breaking day that he was a brown-faced, pug-nosed, freckled lad, in a gray blouse, brown knee-trousers, sheep's gray woollen stockings and canvas shoes.

He wasn't such a desperate-looking fellow, after all; but there was "Captain Kidd" painted in faint letters on the side of the rakish craft moored ten feet away, and John Thomas demanded an explanation.

The wee pirate told him a thrilling story of adventure. He told Officer Judge, of the Grand street police squad, another. He told Inspector Lange still another. But this is what he told an EVENING WORLD reporter this morning, Inspector Lange listening:

"My name is Dickie—Dickie Stetzel, or Vogel, or Fisher, I am't sure which, 'cause I've had tree farders and two mudders. Ye see, my own farder was Fisher, and he's dead. Den my mudder got Mr. Vogel and she died. Den Vogel got me a new mudder. Den he died. Den she got Stetzel, so I don't know what my name is. I was born at Stettin in Germany, and—

"What!" exclaimed Inspector Lange, and he held out his hand for a shake with the not ancient mariner.

"I was born on the Baltic Sea, too," said Lange. "No wonder you're a seadog. I go fishin' myself sometimes, but I never could lie like you can."

"And we came to 'Meriky a year and a half ago," resumed the boy, unperturbed by the interruption. "We lived in Thirteenth street, but moved to 330 Van Street, New Brighton, S. I., two weeks ago. I was goin' on a cruise to New York to see some boys. I shipped on my farder's 'Cap'n Kidd at 9 o'clock in de evenin', but she lost her rudder, and I drifted. First I went clear way out in the ocean, and I t'ought I wuz a gorner. Den de wind shifted and I blew me in. I rigged up a kind of a sail outen an' oar an' a piece of canvas, and pretty soon I got on a bank off 'm that Black Tom. I knowed I wuz safe then, an' I went to sleep. That's all they is about it."

Skipper Dickie Fisher is nine years old, but he can talk boat until you can't rest. He has had a pretty good time with his captors. He dined and supped yesterday with Romadsan Wilcox, and last night he distinguished himself by escaping from the Grand street station.

He ran like a rabbit, and found a burrow in the cellar of Buchanan's liquor store, where, after a two hours' search, Officer Allcock, Lieutenant Kenney and Detective Holty found him in a barrel.

Inspector Lange has notified Stetzel, a Staten Island painter, but nothing has yet been heard from him.

# WHO IS HIS FEMALE FRIEND?

## Police Hunting for Light on John Phillips's Queer Accident.

Police Capt. Eason, of the Brooklyn Second Precinct, is still searching for the unknown woman, who is wanted as a witness in the mysterious case of John Phillips.

The latter, as related in yesterday's EVENING WORLD, was seriously injured early Tuesday morning, either by falling or being pushed off the stoop of his home, 75 Nassau street.

Phillips is still in the Homœopathic Hospital in about the same condition that he was yesterday. The police say that he is very low, and that it has been impossible to get his ante-mortem statement, as he has been unconscious nearly all the time since he was admitted to the hospital.

John Murray, who was with him Monday night, and whom Mrs. Herder, the landlady of 75 Nassau street, charges with having taken Phillips's gold watch and chain, is locked up in Raymond Street Jail on a charge of vagrancy, which is sufficient to hold him until the police learn more about the case.

Phillips and Murray were on Myrtle avenue, when the former left his companion and joined a woman, whose name is not known, taking her to his house.

Murray says he followed close behind, and while he was in the neighborhood, he claims, the woman rushed up to him and said Phillips had fallen off the stoop. Phillips struck his head on the pavement and was seriously injured.

Murray went to Phillips's assistance and the woman disappeared. Murray assisted the injured man into his room, where he prepared him for bed, and it was while the two were alone in the room that Mrs. Herder says Phillips was robbed of his jewelry.

Capt. Eason says he has no doubt there was a woman present, and he has a clue to her identity.

He expects to arrest her before to-morrow morning. Her story, it is expected, will throw more light on this case and aid the police in getting at the bottom facts.

### Excursion for the Poor.

There will be a meeting of the residents of the east side at the Sixth Judicial District Court rooms (Fourth avenue and Eighteenth street), at 8 o'clock this evening for the purpose of forming a committee of one hundred to take charge of the free excursion to east side mothers and children, which is to be given on Thursday next.

## DIED.

MCNEILL.—ROBERT MCNEILL.
Relatives and friends are invited to attend his funeral to-morrow at 2 P. M. from 329 W. 41st st.

COWPERTHWAIT.
Furniture, carpets, everything for housekeeping.
Park row or Chatham st., near Chatham sq., N. Y.

HELP WANTED.

AGENTS—$50 OUTFIT ON 30 DAYS' TIME. $150 profit in four weeks or no pay. Address, with stamp, Jarvis & Co., Racine, Wis.

COWPERTHWAIT.
Furniture, carpets, everything for housekeeping.
Park row or Chatham st., near Chatham sq., N. Y.

MACHINERY.

WANTED—A second-hand 25 horse power engine and boiler. Address, stating particulars and price,
LORING & PARKS, Plymouth, Mass.

# ROBBED PETER TO PAY PAUL.

## How Dry-Goods Clerk Curtiss Came to Steal $6,000.

### Fled With His Plunder, but Was Brought Back by Detectives.

George W. Curtiss, aged twenty-nine years, a salesman for the New England Company, successors to the business of John F. Plummer, at 62 Worth street, was locked up at Police Headquarters this morning.

He was arrested at the home of his family in Solsville, Madison County, this State, Wednesday night, by Detective Sergeant McNaught, of Chief Inspector Byrnes's staff, and brought here this morning.

Curtiss, who is unmarried, a fine-looking man and fashionably dressed, is charged with having systematically robbed his employers during the past three months, his stealings aggregating $6,000. He disappeared three weeks ago Tuesday.

The embezzling clerk admitted having robbed his employers, but justified his acts by saying that he did it to reimburse himself for a charge against his account for goods that went astray in transit from one store to another.

It was Curtiss's duty to consign goods to various retail or wholesale stores on memoranda for approval. If disapproved he would make out an order on the firm's blank and have the goods returned.

In that manner one day about three months ago he had a truck-load of goods removed from a down-town store, but that was the last he ever saw of the truckman or the goods. Then the firm charged the loss to Curtiss, he alleges, and he concluded to get even by robbing the Company.

In this manner it was easy for him to carry out his intention. He would consign such goods to certain stores as he was sure they could not use, and when they disapproved of them and ordered them back Curtiss made cut orders for their removal.

Instead, however, of having them brought back to the Company's store he would sell them elsewhere at reduced figures and charge them upon the Company's books as sales at thirty or sixty days' time. This course was continued for nearly two months.

He would have to rob the house in in order to meet the payment of some of the shorter time notes, which he did; but when the time came along for the sixty days paper to be met Curtiss skipped. His stealings, the agent says, amount to fully $6,000.

Curtiss was for thirteen years employed in the house of John F. Plummer & Co., which failed some time ago. After the failure he was retained in the employ of Assignee James Murphy, and when the New England Company took possession of the business Curtiss was kept in the service of the Company.

Although all his crooked transactions had to bear the imprint of the stock and shipping clerks of the house, neither of these employees are suspected of any complicity in the thefts.

The prisoner will be arraigned before Justice Patterson this afternoon.

DON'T PASS THIS.

Only to-morrow and Monday. Do not miss this chance of a lifetime. $150,000 worth of Men's fine Clothing to be closed out at retail to-morrow and Monday. This is the great wind up sale of the season. 10,000 Men's fine Suits, 15,000 Men's fine Pants. All must be closed out to-morrow and Monday at a terrible sacrifice. We have only space to mention a few of the bargains: $4.50 boys an elegant all-wool Men's Suit, fine quality, very handsome, and guaranteed a regular $16 Suit, and $7 will buy the finest all-wool Men's Suits in New York, custom made and well worth $25; $1 buys $5 Pants, $2 buys a regular custom-made $8 Pants; our $3 Pants are the finest quality in New York, made by merchant tailors, and positively equal to $8 Pants. This great sale is only for to-morrow and Monday at Henry Bach's, 708 Broadway, next door to corner of 9th street. Don't fail to attend this great retail closing-out sale of the season. Make no mistake in the place. Look for the name of Henry Bach over the window-glass. Don't miss this great retail sale—only to-morrow and Monday—at 708 Broadway, next to the corner of 9th street, New York.

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POSTPONED TO MONDAY, AUG. 25.
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Every TUESDAY, THURSDAY and SATURDAY until THURSDAY, AUGUST 28.
Commencing 2.30 P. M. Central RR. of N. J. Liberty St. Ferry—8, 15, 9, 15, 10, 15, 11, 15 A. M.; 12, 0, 12, 45, 1, 30, 2, 30 P. M. Pennsylvania RR., Cortlandt and Desbrosses St. Ferries—9, 10, 11, 30 A. M., 12 M., 12, 30 P. M. (1 P. M. on Saturday only). Boats via Sandy Hook, from Pier 8, foot of Rector st., 9.00, 11.00 A. M., 12, 15, 1.00 P. M. Fare, round trip, including admission to field, $1.50. Sunday, A. J. CASSATT, Pres. H. G. CRICKMORE, Sec.

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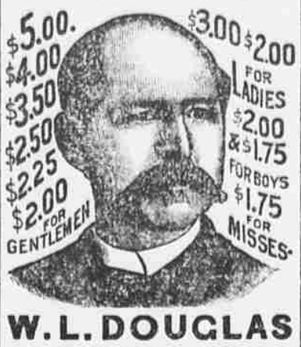


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