SPORTING EXTRA.

MONDAY---THE WORLD'S HALF-RATE SITUATION DAYS---SATURDAY.

The EVENING EDITION World.

SPORTING EXTRA.

PRICE ONE CENT. NEW YORK, FRIDAY, FEBRUARY 27, 1891. PRICE ONE CENT.

EXTRA.

DEFAULTER

An Easy 5 to 1 Winner in Guttenburg's Mile Race.

THE FAVORITE FINISHES LAST.

Gloster's Winning To-Day Calls Out a Question of Yesterday.

[SPECIAL TO THE EVENING WORLD.]

GUTTENBURG RACE TRACK, Feb. 27.—A soft white mantle of snow covered everything at Guttenburg to-day. Great banks of it were heaped around the track, showing that the storm in this vicinity was a hard one. The track, funny to say, was even better than yesterday, for it was thoroughly mixed with snow, and when this melted it left the earth very soft, with a hard frozen bottom underneath.

The attendance was up to the average, notwithstanding the bad weather and worse roads. The programme was a very good one and the scratches not nearly as numerous as was expected.

All the entered started in the first race and Anomaly was a hot favorite. He opened at 2 to 7 and went up a trifle, and then backed down a trifle again. Virgie was well played by the rail birds who saw her work and thought she couldn't lose.

A contingent from Gloucester went around the ring and dropped twenty-dollar bills on Harrisburg, and his price went down several points. A blinding snow-squall raged while the horses were going to the post, but it eased suddenly, and the sun came out as they started.

The favorite lost through the stupidity of his jockey, Francis, who went to sleep in the stretch, and Harrisburg, the good thing, nipped him. Marty B. was third.

Shotover was an overwhelming favorite for the second race, but Gloster was well played by a crowd who declared he would walk in. Orton and Clamor were friendless.

Gloster won, showing a wonderful reversal of form, having been beaten yesterday in poorer company. Shotover was second and Orton, after being ridden all over the track, was third.

Judge Burke called Mike Daly, the owner of Gloster into the stand and asked him to explain the animal's poor running in yesterday's race.

Daly replied that Gloster hadn't got off well in his recent races, and that Barbee, who rode Gloster yesterday, said that the horse was short of work. He was very short of work yesterday, evidently.

Sallie Harper was a 3 to 5 shot in the third race. Milton was second choice and Sandstone third choice. Defaulter was the outsider.

Defaulter won rather easily from Sandstone, who beat Milton for the place. The favorite was last.

FIRST RACE.

Five furlongs; selling.

Starters.	Wt.	Jockeys.	Betting. Straight	Place
1 Harrisburg	114	M. Lynch	2—1	1—2
2 Anomaly	115	Francis	8—5	1—2
3 Marty B	106	McDermott	15—1	6—1
4 Virgie	103	Jones	7—5	1—5
5 Hawkstone	111	Sims	7—1	2—1
6 Lamar	100	H. Anderson	20—1	8—1
7 Mart Gibson	103	H. Penny	8—1	3—1
8 Little Tom	103	W. Vankeuren	30—1	12—1

Harrisburg was first away, with Marty B., Hawkstone, Anomaly and Little Tom next. Harrisburg showed the way to the turn, where he dropped back and Anomaly took up the running, with Mart Gibson, Harrisburg and Virgie close up.

Anomaly was first into the stretch, with Mart Gibson close up and Harrisburg a good third.

Anomaly was running easily at the last sixteenth and Francis took a nap. Lynch brought Harrisburg up with a rush, and before Francis awoke he nipped him on the post by a head. Anomaly beat Marty B. two lengths for the place. Time—1.07¾.

Mutuels paid: Straight, $22.80; place, $6.55. Anomaly paid $3.60.

SECOND RACE.

Selling; six furlongs.

Starters.	Wt.	Jockeys.	Betting. Straight	Place
1 Gloster	112	Francis	10—3	3—5
2 Shotover	101	Jones	3—5	out
3 Orton	118	H. Penny	3—1	even
4 Clamor	115	Camp	15—1	3—2

Shotover was the first to show, but he only led for a furlong and gave way to Gloster, who led all the way and won handily by a length and a half. Shotover was second and Orton, a length behind, third. They ran in the above order the entire distance. Time—1.21¾.

Mutuels paid: Straight, $7.75; place, $3.60. Shotover paid $2.30.

THIRD RACE.

One mile.

Starters.	Wt.	Jockeys.	Betting. Straight	Place
1 Defaulter	108	F. Doane	5—1	1—5
2 Sandstone	98	J. Barrett	8—1	8—5
3 Milton	106	Francis	16—1	even
4 Sallie Harper	112	H. Penny	3—5	out

Sallie Harper jumped away in front and made the running around the turn with Defaulter, Milton and Sandstone next.

Sallie Harper gave way to Defaulter half way down the stretch, and he in turn gave way to Milton, who made the running to the turn, where he was a neck before Defaulter, with Sandstone next and Sallie Harper fourth.

Defaulter and Milton raced around the turn head and head, but in the stretch Milton died away and Defaulter drew ahead, winning by a length and a half from Sandstone, who beat Milton a length. Time—1.54.

Mutuels paid: Straight, $8.80; place, $5.20, Sanustone paid $6.35.

FOURTH RACE.

Five furlongs.

Starters.	Wt.	Jockeys.	Betting. Straight	Place
1 Dalsyrian	105	Lambley	7—5	out
2 Sunday	105	Davis	3—5	out
3 Adamant	105	H. Penny	20—1	2—1

Sunday jumped away in front as usual, but Lambley hustled Dalsyrian after him and hung to him like grim death until the stretch was reached, when he cut loose and came away, easily winning in a canter by two lengths from Sunday, who was six before Adamant, who was last all the way. Time—1.06¾.

Mutuels paid: Straight, $5.15; place, $2.25. Sunday paid $2.15.

FIFTH RACE.

Five furlongs; selling.

Starters.	Wt.	Jockeys.	Betting. Straight	Place
1 Climax	115	F. Doane	6—1	4—5
2 Guiter II	108	Tral	1—2	out
3 Servia	115	Frances	13—5	3—5
4 Little R	103	H. Anderson	30—1	4—1
5 Glimor	106	Davis	12—1	5—2
6 Lizette	94	Van Keuren	25—1	5—1
7 Serscudder	100	Harrison	100—1	30—1

Lizette was the first to show, but she soon gave way to Servia who led all the way to the turn, where Climax took up the running and led into the stretch with Glitter next and then Servia.

They finished in that order, Climax winning easily by three lengths from Glitter, who beat Servia six lengths. Time—1.08¾.

Mutuels paid: Straight, $77.90; place, $8.15. Glitter paid $2.65.

SIXTH RACE.

Seven furlongs; selling.

Starters.	Wt.	Jockeys.	Betting. Straight	Place
* Silent	124	Tarsi	7—10	out
* Lizzie Fonso	116	Davis	12—1	4—1
3 Ripton	119	Francis	6—1	2—1
0 Forest	119	Penny	3—1	4—5
0 Annie M	119	Keene	20—1	8—1
0 Tuscron	119	Dugan	40—1	15—1
0 Cast Steel	124	Jones	15—1	5—1

*Dead heat between Lizzie Fonso and Silent; Ripton third. May be run off. Time—1.43.

LOCAL SPORTING DATES.

Racing at Guttenburg daily; at Dundee Mondays, Wednesdays, Fridays and Saturdays.

February.

28.—New York A. C. boxing tournament.
Indoor games Co. K, Twenty-third Regiment, Brooklyn, at Armory.
Indoor baseball, Co.'s D. and F. and Co.'s B. and C., Seventh Regiment Armory, New York.

March.

2.—Nonpareil and Downtown A. C., joint boxing tournament preliminaries, Clermont Avenue Rink.
Prospect Harriers' athletic entertainment.
4.—Nonpareil and Downtown boxing finals.
5.—Star A. C. and Co. A., Forty-seventh Regiment, N. G. S. N. Y., athletic games.
7.—Fencing championship of the A. A. U., at Central Turn Verein Hall.
Titan A. C. athletic entertainment.

Winners at Gloucester.

[SPECIAL TO THE EVENING WORLD.]

GLOUCESTER RACE TRACK, Feb. 27.—The winners here to-day are as follows:

First Race—Seven-eighths of a mile.—Can't Tell won. Raymond second and Lithbert third. Time—1.46¾.

Second Race—Five-eighths of a mile.—Won by Repudiator, Gracia second, Grattan third. Time—1.12.

Third Race—Seven-eighths of a mile.—Won by Aftermath, Prodigal second, Jubilee third. Time—1.44¾.

SUBSIDY'S CHANCES SLIM.

One Senator Can Stop It, Even if It Pass the House.

[SPECIAL TO THE EVENING WORLD.]

WASHINGTON, Feb. 27.—As the House goes on with the exciting debate on the Subsidy bill, the fate of this measure, notwithstanding the strenuous efforts of the lobby in its behalf, is beset with many difficulties. It is thought to be extremely doubtful if it can pass the House, but even should it do so the opponents of the measure would have it at a disadvantage in the Senate.

If a single Senator should rise in his place and demand a full discussion of the proposition, his request could not be denied, and granting it at this late day would kill the bill.

A House amendment, adopted this afternoon by a vote of 99 to 58, requires that the officers and one-half of the crew of any vessel receiving a subsidy shall be American citizens.

BULLET FOR THE FIRST MATE.

A Schooner's Cook Shoots His Officer in a Quarrel.

Michael Tracy, first mate of the three-masted schooner Annie F. Conlon, lying at Pier 4, Delaware, Lackawanna and Western Railroad, foot of Nineteenth street, Jersey City, was shot in the neck by Joseph Creis, the vessel's cook, at 12.30 o'clock this afternoon.

Creis ran into the railroad yard and attempted to escape, but was captured and taken to the Second Precinct police station.

Tracy was removed to the City Hospital, where it was said that he would recover.

Creis told Capt. Kelly that he had a quarrel with the mate and was packing up his clothes preparatory to leaving, when Tracy knocked him down. He said his revolver was accidentally discharged.

Capt. Solomon Monroe, of the schooner, and four of the crew were held by the police as witnesses.

COL. CAVANAGH ACCUSED.

Lieut. Moriarty Prefers Charges Against the Sixty-ninth's Commander.

Brig-Gen. Fitzgerald said to an EVENING WORLD reporter to-day that he had not received the charges preferred by Lieut. Patrick J. Moriarty against Col. James Cavanagh of the Sixty-ninth Regiment, which the former forwarded to regimental headquarters last Monday.

Lieut. Moriarty's charges are:

1. Conduct unbecoming an officer and a gentleman.
2. Conduct prejudicial to good order and military discipline.
3. Using ungentlemanly language to a subordinate officer.

They are the result of a row in the room of Company B in the armory on the day of Gen. Sherman's funeral, which, it is said, was a culmination of the troubles existing in the company since the last election, when Moriarty was defeated for captain.

THREE NEW YORKERS NAMED.

[SPECIAL TO THE EVENING WORLD.]

WASHINGTON, Feb. 27.—The names of three New Yorkers are mentioned for the First Assistant Secretaryship of the Treasury. They are Congressmen Baker and Farquhar and Charles E. Coon.

The President hesitates because of Mr. Coon's connection with the defunct firm of Bateman & Co.

Gilroy Takes a Vacation.

Commissioner Gilroy, with his wife, left this morning for a three weeks' stay in Florida. They were accompanied by Public Printer Martin B. Brown and his family. Deputy Commissioner Bernard F. Martin will be in charge of the Public Works Department during Mr. Gilroy's absence.

Potter's Field for "Evans."

Coroner Levy this morning ordered the body of the Astor House suicide, "Fred Evans," buried in the Potter's Field. This, however, is with the understanding that if Evans turns out to be George H. Edgar the body will be delivered to the proper claimants.

A Boy's Terrible Fall.

David Berger, a youth of seventeen, fell two stories through the hatchway of 80 Bowery, where he was employed, this morning, and was probably fatally injured. He was taken to Chambers Street Hospital.

His Mother Accuses Him.

William Foley, of 32 Hoboken avenue, with Thomas Elsworth, a musician, were held for trial in Jersey City to-day on a charge of stealing $480 and a watch from Foley's mother, who is a widow.

DOGDOM'S KINGS.

Subjects of Sir Bedivere and Watch Almost Ready to Battle.

List of the Last Special Prizes Awarded.

Stirring Scenes During the Bench Show's Last Day.

With the bright refulgent sun blazing on all sides of Madison Square Garden this morning and filling the amphitheatre with a cheerful, exhilarating glow, the executive officers of the Westminster Bench Show more than ever felt that it was a shame not to extend the exhibition throughout to-morrow night.

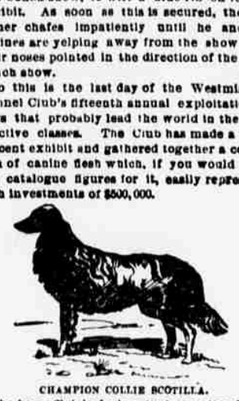
The wretched weather of yesterday had really cheated the Club out of a day's good business, and now that a turn for the better, meteorologically speaking, had been taken, Secretary F. H. Terry and Supt. James Mortimer were eager to prolong the exhibition and rake in several extra tankards of dollars. But the dog-owners vociferated "No!" in unison and in thunderously convincing tones.

A PAIR OF ST. BERNARD BEAUTIES.

"Why should we keep our beauties and pets on display any longer now that the prizes have all been awarded?" was their argument.

It seemed an unanswerable one from the standpoint of an exhibitor, who never has but the one object in view in entering his kennels at a bench show, to wit: a blue ribbon for his exhibit. As soon as this is secured, the dog owner chafes impatiently until he and his canines are yelping away from the show with their noses pointed in the direction of the next bench show.

So this is the last day of the Westminster Kennel Club's fifteenth annual exploitation of dogs that probably lead the world in their respective classes. The Club has made a magnificent exhibit and gathered together a collection of canine flesh which, if you would take the catalogue figures for it, easily represents cash investments of $500,000.



CHAMPION COLLIE SCOTILLA.

The box officials declare that the attendance has approximated 10,000 persons daily. In that case the Club's fifteenth show has been uncommonly successful. But it will be learned with a great deal more accuracy just how profitable or otherwise this exhibition has been when the Westminster executives get together and listen to the various reports of the treasurer.

Not infrequently at these executive meetings has it come to pass that the directors have been obliged to delve deep down in their pockets to make good deficiencies. Then it is that the public come to know that dog shows are not the money winners so often reported.

There appeared to be a tinge of gladness in the bark of every dog in the show this morning, just as if the intelligent fellows realized that this was their last day of showy confinement. The kennel keepers were no less energetic this morning in ministering the beauties under their care than they have been on any of the three preceding mornings. The shrinking silken-haired Skye terrier had its coat of floss just as odorously perfumed and combed out just as immaculately as on the morning the exhibition opened.

The burly big Dane took his vigorous rubbing down, much after the manner of a race horse, with precisely the haughty acquiescence as of yore.

A PRIZE BULL TERRIER.

The autocratic St. Bernard yielded with all his accustomed sovereign grace to the brushing down of his shaggy coat and the setters and pointers sniffed nervously in keen-scented anticipation of the closing hours of their competitive bondage.

Kennel owners raced briskly up and down the cage-lined aisles giving orders to assistants just what course to follow in shipping dogs homeward after 10 o'clock to-night. All in all, despite the fact that the amphitheatre was not particularly crowded with spectators this morning, there was an unwonted air of activity, which marks invariably the scenes of the last day of a dog show.

Seemingly there has arisen the greatest of rivalry between the St. Bernard blue ribbon winners—K. B. Sears's rough-coated Sir Bedivere and John Poag's smooth-coated Watoa. The cages of each champion are placarded with cards promulgating in big type that each is a king in dogdom.

Mr. Poag's dog is heralded by the placard as "King of St. Bernards." Furrier Sears, who is a Boston man and consequently a trifle modest, goes Mr. Poag one better and characterizes Sir Bedivere as "King of Canines and Emperor of St. Bernards."

This rivalry is all friendly enough, however, and serves only to increase the attention which both animals receive from spectators. And it all helps the show, too, which the Westminster Club likes exceedingly.

The list of special prizes awarded follow:

The Westminster prize of $25 for the best exhibit of four Irish setters, to Kildare Kennels.

Prize of $10 for best Basset hound, to C. B. Gilbert's Bertrand.

Pug breeders' challenge cup, offered by Dr. M. H. Cryer, of Philadelphia, to M. H. Cryer's Bessie.

Prize of $10 for best toy terrier in the show to John E. Thayer's Ruby Mixer.

Prize of $15 for best exhibit of four Clumber spaniels to Clumber Kennels.

Westminster challenge cup, valued at $300, for best mastiff dog or bitch under three years of age owned by member of American Mastiff Club, to Flour City Kennel's Ilford Chancellor.

GOV. MERRIAM,

of Minnesota, says:

I found THE WORLD ALMANAC to be a valuable work. W. R. MERRIAM.

WALL ST.

STOCK REPORTS.

A Slow Market with Wide Changes Among the Specialties.

Liquidation in Burlington and Quincy the Feature.

Union Pacific Gains Strength on Its Preliminary Statement.

The stock market started off with an advance of ⅛ to ⅝ per cent. in the Grangers, Atchison and Union Pacific. The strength was short-lived, however, and the improvement was soon lost.

It was noticed that when the market began to weaken business fell off in volume, and after midday when the lowest prices were current speculation was positively dull.

There were some wide changes among the specialties. Edison General Electric jumped 2, to 106, and National Cordage preferred ⅞, to 106⅞. Chicago Gas rose 1, to 42⅞@42¾.

The feature of the trading this afternoon was the liquidation and heaviness in Burlington and Quincy, the price falling to 80⅝. Boston was a large seller and Chicago was also quite bearish on the stock. The recent reduction in the dividend has induced selling for the long account, while the demand for the stock is very limited.

Pacific Mail made a further decline to 37¾, and then rallied to 38⅜. Washington advices about the Subsidy bill were contradictory, some stating that the bill will pass by a small majority, while other telegrams had it that the measure would be defeated beyond a shadow of a doubt.

Union Pacific was stronger on the publication of the preliminary statement for January, showing an increase in gross of $598,256 and in net of $618,770. The full statement for December and the year shows the Union Pacific Denver and Gulf is by far the most valuable of the leased lines, this company having increased its net earnings $35,989 for December and $613,905 for the year. All the other leased lines show a loss in net earnings for the year, and in the case of Oregon Navigation the decrease was $673,653.

The Closing Quotations.

	Open.	High.	Low.	Clos.
American Sugar Ref	72⅝	72⅝	71⅝	71⅝
American Sugar Ref, pref	85⅞	85⅞	85	85⅞
American Cotton Oil	21	21	21	21
American Cot. Oil T. R.	22⅞	23⅞	22⅞	23⅞
Atch., Top. & Santa Fe	27	27⅛	26⅞	26⅞
Canadian Pacific	77	77	76⅞	77
Canada Southern	50⅝	50⅝	50⅝	50⅝
Central Pacific	29	29	29	29
Chicago Gas	41⅞	42⅞	41⅞	42⅞
Chic., Bur. & Quincy	81⅞	82⅝	80⅝	80⅝
Chic. & Northwest	107	107	107	107
Chic., Mil., & St. Paul	56⅝	56⅝	55⅝	55⅝
Chic., Min. & St. P., pf.	113⅞	112⅞	112⅞	112⅞
Chic., Rock I. & Pac.	67⅞	68⅛	67⅞	67⅞
Chic., Gin., Chic., & St. L.	62⅝	63	62⅞	62⅞
Del., Lack. & West	138	138	137	137⅞
Delaware & Hudson	134⅞	134⅞	134⅞	134⅞
Dis. & Cattle Feed	44⅞	45	44⅞	44⅞
Edison Gen. Electric	105	106	105	106
Illinois Central	96	96	95⅞	95⅞
Lake Shore	111⅞	111⅞	111⅞	111⅞
Lake Erie & West, pref	57	57⅛	57⅛	57⅛
Louisville & Nashville	75⅞	75⅞	75⅞	75⅞
Mich. L. S. & West	89	89	89	89
Minneapolis & St. Louis	4⅛	4⅛	4	4
Minn. & St. Louis pref	10⅛	10⅛	9⅞	9⅞
Missouri Pacific	67⅛	67⅛	67	67⅛
Nat. Cord Co. pref	106	106⅞	106	106⅞
National Lead Trust	104	104	104	104
New York Central	102⅞	102⅞	102⅞	102⅞
New York & Northern pf.	20⅞	20	20⅞	20⅞
N. Y. & New England	36⅞	36⅞	36⅞	36⅞
N. Y., C. & St. L.	13⅞	13⅞	13⅞	13⅞
N. Y., Susq. & West	8⅞	8⅞	8⅞	8⅞
N. Y., Susq. & West pf.	31⅞	31⅞	31⅞	31⅞
Northern Pacific	27⅞	27⅞	27⅞	27⅞
Northern Pacific pref	72	72⅛	71⅞	71⅞
North American	18⅞	18⅞	18⅞	18⅞
Ontario & West	17⅞	17⅞	17⅞	17⅞
Oregon Improvement	26⅞	26⅞	26⅞	26⅞
Pacific Mail	41	41	37⅞	38⅞
Philadelphia & Reading	32⅞	32⅞	32⅞	32⅞
Pullman Palace Car Co.	190⅞	190⅞	190⅞	190⅞
Quicksilver pref	49	49	49	49
Rich. & West Point Ter.	18⅞	18⅞	18⅞	18⅞
Rome, Wat. & Ogdens.	108⅞	108	108⅞	108
St. Paul & Omaha	74	74⅞	74	74⅞
St. Paul, Minn. & Man.	108	108	108	108
S. L., Ark. & Texas	10	10	10	10
Silver Certificates	97⅞	97⅞	97⅞	97⅞
Southern Pacific	30⅞	30⅞	30⅞	30⅞
Sugar Refineries	84	84⅞	83⅞	83⅞
Tenn. Coal & Iron	36⅞	36⅞	36⅞	36⅞
Tenn. Coal & Iron pfd	86	86	86	86
Union Pacific	45⅞	46	45⅞	45⅞
Western Union Telegraph	81⅞	81⅞	81⅞	81⅞
Wheeling & Lake Erie	32⅞	32⅞	31⅞	31⅞
Wheeling & Lake E. pfd.	72⅞	72⅞	71⅞	72
Wis Central	20	20⅞	20	20⅞

Mining Stocks.

The following are the closing quotations of mining stocks at the Consolidated Exchange to-day:

	Bid.	Asked.		Bid.	Asked.
American Flag	—	—	La Cronse	.05	.08
Alice	1.40	2.10	Leadville con	.11	.13
Adams Con.	1.65	1.75	Little Chief	.02	.04
Astoria	.02	.05	Mexican	2.00	—
Ashen	5.50	7.00	Moulton	—	.50
Bodie	1.05	—	Mono Mar.	—	.04
Buttner	.49	—	Monitor	.02	—
Bassick	.07	—	Navajo	.20	—
Breese	.35	.45	N. Belle Isle	.60	—
Bruns con.	.09	—	North Star	—	6.00
Belmont	.34	.35	N. Chawith	—	.90
Cal. & H.	.50	—	Ontario	39.00	—
Choliar	2.00	—	Ophir	3.25	—
Con. Imp'l	.20	—	Orient & M.	.05	.08
Chrysolite	.18	.25	Occidental	.10	—
Castle Cre'k	.02	—	Plymouth	1.50	2.00
Con. Central	1.50	—	Phoenix Ext	.11	—
Ch'w'ch	.65	.90	P. Arizona	.45	.55
Com. T. Co. stock	.15	.16	Rapp'h'ck	.01	.02
Bonds	38.00	41.00	Rob'n con.	.25	—
Scrip	35.00	—	Savage	1.80	—
Dunkin	.55	.70	Sierra Nev.	2.50	—
Dead. Fer.	.80	1.10	Standard	1.35	2.00
Denver City con	—	.10	Silver King	.10	.15
De Monte	—	.60	Silver Tip'l	—	—
Eureka con.	3.25	—	Trust certs.	.45	—
El Cristo	.51	.59	Stormount	.05	.08
F. De Smet	.30	—	Santiago	—	.50
Gould & C.	1.85	—	San Salvador	—	.50
G. Prize	.20	—	Silver Cord	.25	.30
Hale & Nor.	1.00	—	Small Hopes	.80	—
Homestake	8.50	—	Silv'r M. Co	—	—
Horn Silver	3.20	3.25	of L. Val.	.75	—
Holyoke	.02	.04	Shoshone	.01	.03
Iron Silver	—	1.50	Sullivan	—	.6
Iron Hill	.38	.42	Tioga	—	.50
Julia con.	.24	—	Union con.	2.00	—
			Wat'n con.	.10	—
			Yel'w J'ck't	2.00	—

GALLIVAN IN THE TOMBS.

He Surrendered Himself to Be Tried for the Killing of Daniel Hurley.

Michael Gallivan, the livery-stable keeper on Forty-fifth street, who was indicted Wednesday for murder in the first degree for the shooting of Daniel Hurley in his stable Christmas Day, surrendered himself to the police this afternoon.

Detective Von Gerichten took Gallivan before Recorder Smyth, who committed him to the Tombs without bail.

Gallivan's counsel, Howe & Hummel, applied later for a writ of habeas corpus to have the prisoner admitted to bail. A Coroner's jury promptly acquitted Gallivan a few days after the shooting.

Death of Fortune de Boisgobey.

[SPECIAL CABLE TO THE EVENING WORLD.]

PARIS, Feb. 27.—The death of the French novelist, M. Fortune de Boisgobey, is announced. He was an exceedingly popular author and a number of his works have been adapted into melodramas.

Young & Smylie's "Acme" Licorice Pellets
Beneficial and healing in throat troubles. *.*

DEATH'S TUNNEL.

Either Operator McManus or Engineer Fowler Makes a Fatal Mistake.

A Second Awful Tragedy Was Barely Averted.

Startling Evidence Given at the Coroner's Inquest To-Day.

Just one week ago to-day occurred the massacre of Mrs. Helen T. Supple and five other unfortunate victims in the Fourth Avenue Tunnel, the cause of whose death Coroner Ferdinand Levy and a jury of solid, practical business men have been investigating since Tuesday.

That the terrible slaughter of these unfortunate human beings might have been avoided, and the present inquest been unnecessary, had the tunnel been lighted by electricity and properly ventilated, is becoming more and more evident as the Coroner's inquest proceeds.

From the very first THE EVENING WORLD has voiced the public demand for a complete and thorough lighting and ventilation of the tunnel, and the testimony of the witnesses so far examined shows not only how just but also how imperative is the demand of the travelling public.

M'MANUS'S THRILLING STORY.

The jurors this morning were evidently favorably impressed by the testimony of young William C. McManus, the signal operator at Seventy-second street, who was called yesterday.

McManus told his story in a manner which denoted that he was speaking the truth, if appearances count for anything, and when he unnesitatingly and dramatically told how the New Haven train dashed by both his signals, which he knows were set at "danger," the jury hung upon his words with breathless interest and did not interrupt him until he had finished his graphic recital.

And yet the impression made by Engineer Fowler's straightforward statement is not to be easily effaced from the jury's memory. Fowler insists that the Seventy-second street "distant" and "home" signals were white and denoted "all clear," and his story is corroborated by Wellington, his fireman, and Hutchinson, his conductor.

McManus is equally positive that his signals were at "danger," and refers to witnesses who are yet to be called. McManus also testified that he had known of instances where the wires connecting the levers with signals had become stretched, and in consequence the signals had not been turned square around, but were only "half-cocked," as he termed it.

WHO MADE THE MISTAKE?

Whether Fowler or McManus made the mistake that cost six human lives is yet to be demonstrated; but the fact remains that proper lighting and ventilation of the tunnel would have rendered the mistake and collision impossible.

Had the tunnel been lit by electricity, and the fog and smoke been removed by proper ventilation, Fowler could easily have seen the "shop" train long before he struck it, and had ample time to prevent the collision.

The "infallible" block system might or might not have worked perfectly, but in any event, with a tunnel free from fog and smoke and light as day, Fowler could have seen that his track was obstructed blocks away from the shop train.

Juror Isaac Hamburger was the only member of the jury absent when the inquest was resumed at 11.15 this morning. He was confined to his bed by a severe attack of inflammatory rheumatism, and sent a telegram explaining his absence. The inquest proceeded without him.

THE TRACK WALKER CORROBORATES M'MANUS.

John Jones, of 1951 First avenue, the trackwalker referred to by Operator McManus yesterday, was the first witness to-day.

He corroborated McManus's testimony in every particular and swore that he was in the main tunnel when the "shop" train went by, and noticed that McManus's "home" signal was red immediately afterward.

He described his visit to McManus's cab, and his looking out after the New Haven train went by to see if the "home" signal was all right.

"Did you see the signal?" asked Coroner Levy.

"I did, sir."

"How did it look?"

"It was red."

"Are you sure of that?"

"As sure as I am that I'm a livin'."

Jones has been a track walker, for the Central for twenty-four years.

He had known of signal operators being relieved when sick, but never knew of a case where an operator had neglected his duty because he was sick.

DID NOT HEAR THE GONG.

Jones said that he did not hear the gong ring when the New Haven train ran by the Seventy-second street "home" signal. He was then in McManus's cabin. He had known engines to run over a red "home" signal when he was nearer to them and had not heard the gong ring.

Of his own volition Jones said that during the fifteen years' existence of the block signal system he had never known any operator more attentive to his duties than McManus.

ANOTHER DISASTER BARELY AVERTED.

Edward Laney, of Stamford, Conn., testified that he was conductor of the New Haven and Hartford train that left the Grand Central Depot at 9.05 on the morning of the disaster, his train running in the west side tunnel. He stood on a rear platform going through the tunnel, and, on being stopped at Fifty-ninth street, went back his rear brakeman to stop a train behind him.

The brakeman went back, stopped the train and returned to his own train, which proceeded to between Seventy-second and Eighty-sixth street, where Laney's train was stopped again.

Laney again heard the train behind him approaching, and said to his rear brakeman, John J. Kearns:

"John, I'm afraid they're in our section. Go back and stop them."

Kearns went back and soon after Laney heard a torpedo explode. He saw nothing, and his train went on through the tunnel, leaving Kearns behind.

Later in the day Kearns came to New Haven on another train, and told Laney that he had only gone back a little way before he saw the second train and just had time to put a torpedo on the track before it ran by him. The second train stopped about 200 feet from Laney's train.

Laney said that he didn't know whether the second train had run by the signals or not, but that would be his natural conclusion. The section in question was under Operator McManus's control.

ANOTHER TRAIN THAT RAN BY.

Thomas A. Rigney, of Albany, engineer of the Central train following Laney's train, said he could not see the signals himself that morning, and depended entirely upon his fireman, upon whose side of the engine the signals were.

His fireman reported the Seventy-second street "distant" signal "green," and he accordingly slowed down to three miles an hour. The fireman reported the Seventy-second street "home" signal "white," and he proceeded.

In a few minutes he ran over a torpedo, stopped and picked up Brakeman Kearns, who reported the New Haven train ahead of him.

At Eighty-sixth street he was stopped again and was told that he had run by the Seventy-second street "home" signal at "danger." That was the first he had known of it.

He didn't hear any gong ring at the Seventy-second street "home" signal, and wasn't sure that he would have heard it if the signal had been at "dangerous."

COULDN'T SEE TEN FEET.

Brakeman Kearns, of Conductor Laney's train, told of going back to place a torpedo on the track between Seventy-second and Eighty-sixth street.

He couldn't see the "markers" on the rear of his own train ten feet away, and he said that Engineer Rigney told him that he did not see the red light that he waved just after putting the torpedo on the track.

In the witness's opinion there would have been a second collision had he not run back and placed a torpedo on the track, for Engineer Rigney had told him that he had received clear signals.

FIRE CAUSED THEIR DEATHS.

Police-Surgeon Martin A. McGovern was next called. He gave it as his opinion, as a medical expert, that the direct cause of all the victims' deaths was fire.

The boy victim's death might possibly have been caused by lacerations and a fracture of the skull, but in his opinion these injuries might have been received after death.

Dr. McGovern was one of the first to arrive at the scene of the collision and personally made a close examination of all the bodies.

ANOTHER DEATH HAS RESULTED.

Dr. McGovern announced that Rev. Father O'Connor, a Jesuit priest and associate of Rev. Father Walker, who also went to minister to the dying and wounded, died this morning from pneumonia, which he contracted in the tunnel a week ago to-day.

SURE HIS SIGNALS WERE RIGHT.

Operator McManus was recalled and swore that his levers and indicators showed that his "home" signal was at danger when Engineer Rigney ran by it. He at once notified Eighty-sixth street. Rigney had also run by two flagmen, McManus said.

He had frequently known engineers to run by danger signals, but they very rarely went clear through the block, or section. He always makes reports of such cases and sends them to General Manager Platt.

At 1 o'clock a recess of thirty minutes was taken.

THE DEADLY CAR-STOVES.

At the afternoon session Assistant Fire Marshal Jacob Frank, who examined the wreck in the tunnel after the fire, said the cause of the fire after the collision was either the car-stoves or the lamps, he could not determine which. Several half-burned coals were found by him in the debris.

James Sullivan, of Hook and Ladder Company 13, said he saw a stove in one of the telescoped cars, but as the flames had then been extinguished he could not say whether there was a fire in the stove at the time of the collision.

Edward J. Breen, of 1636 Second avenue, the signal operator at Eighty-sixth street, said he arrived at his cabin about 7.05 A. M., and as he was asking Ames, the operator he relieved, about the condition of affairs he got this telegraphic message from Eighty-sixth street:

"Ten Y has run by signals. Look out for it."

"I rushed to the window and saw that the shop train had got by my 'home' signal about two car lengths," continued the witness.

"I shouted to the engineer, 'Pull out, the New Haven train is on to you,' but he didn't hear me, and as the train kept on going slowly I saw a man from the train coming and told him to go back and flag the train in the section back of him."

"DISTANT" SIGNAL NOT SET.

Breen said that it would have been possible for him to have placed his "distant" signal at danger as soon as he received McManus's message, but he did not do so, as he thought then that the shop train extended back to the distant signal.

While he was calling out to the trainmen he saw the shop train pushed suddenly forward, and then he could not have reached his lever in time to turn the distant signal green.

The next instant a trainman ran up to him and told him of the collision and he at once notified the train despatcher.

Breen said he had occasionally had engineers run by his signals, but these occasions were almost invariably in heavy weather, and he thought that it was because the engineers did not see the signals and took it for granted that all was clear to the next distant signal.

NEED OF LIGHTS DEMONSTRATED.

This added another bit of evidence of the need of properly lighting and ventilating the tunnel.

Lewis W. Ames, of Peekskill, the signal operator at Eighty-sixth street, who was relieved by Breen, corroborated Breen's testimony in every particular, and added that he, too, shouted to the engineer of the shop train to hurry up.

"A voice came back through the fog, 'I can't, my air's broke,'" continued Ames. "Then I shouted, 'Protect yourself.' The shop train had stopped and had already been struck then, so I have since learned. It would have done no good to have placed our distant signal at green, under the circumstances."

Track Foreman John Kiley, of 228 East Seventy-fourth street, said he saw the Seventy-second street distant signal just before the New Haven train ran by it and just after it. The signal was green both times. He could not see it over ten feet away.

At 3 o'clock the inquest was adjourned until 11 o'clock Tuesday morning.

FIRE CAUSED THEIR DEATHS.

Police-Surgeon Martin A. McGovern was next called. He gave it as his opinion, as a medical expert, that the direct cause of all the victims' deaths was