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PRICE ONE CENT. NEW YORK, WEDNESDAY, MARCH 25, 1891. PRICE ONE CENT.

EXTRA.
2 O'CLOCK.

THE TUNNEL BILL.

Discussed Before the Assembly Committee on Railroads Yesterday.

Assemblyman Byrne Makes a Bitter Fight Against It.

Mr. Sulzer's Able Argument Showing Why It Should Be Passed.

The Grand Jury Still at Work on the Tunnel Disaster of Feb. 20.

[SPECIAL TO THE EVENING WORLD.]

ALBANY, March 25.—Assemblyman Sulzer's bill to ventilate and light the Fourth Avenue Tunnel was before the Committee on Railroads yesterday afternoon. Assemblyman Walter G. Byrne, a member of the Committee, bitterly opposed it. Mr. Sulzer gave excellent reasons why the Committee should report favorably. In executive session Mr. Byrne also fought against the bill, and out of courtesy to him the Committee laid it over until next Tuesday. Mr. Sulzer's argument was substantially as follows:

"The Fourth Avenue Tunnel has been dangerous ever since it was closed over. There is no artificial method of ventilating, and the natural ventilation is insufficient to remove the smoke, steam, cinders and coal dust thrown out by every train going through it, and which make the tunnel so dark at times that, consequently, lights are obscured and engineers fail even to see the smokestacks of their engines.

This statement has been sworn to by engineers of the New York Central and the New York, New Haven and Hartford Railroads at the inquest recently held to place the blame for the disaster in the tunnel on Feb. 20 last.

That this condition of affairs has existed for more than ten years, and that for that length of time it has been known to the management of the New York Central road has been positively proven; for on Sept. 22, 1888, a collision took place in the tunnel causing loss of life.

Careful investigation was made at that time by both the Coroner's Jury and after it by the Grand Jury of New York County, when it was learned, and the presentment made to the effect, that the accident was caused through the Fourth Avenue Tunnel not being ventilated and lighted, and that the New York Central Railroad management was responsible for the deaths of the people killed at that time.

The Grand Jury in its presentment directed that means be taken to light and ventilate the tunnel in order that similar accidents might not happen in the future.

The New York Central Railroad in spite of this warning has since that time done absolutely nothing to make its tunnel safer.

On the 20th of February, 1891, an accident, more serious than the one of Sept. 22, 1888, occurred in the tunnel, within 200 feet of where the former collision had taken place. In this latter accident six lives were lost, and since this last disaster, and in spite of the two warnings, not one single thing has been done to remedy the defects in the tunnel. And the New York Central Railroad, through its President, announced that it did not propose to make the tunnel light until directed to do so by the Legislature of the State of New York, and if the Legislature decided that they should light the tunnel the New York Central Railroad was willing to light it.

Mr. Depew probably means by this the stringing of electric lights through the tunnel, a very simple operation and an operation which he stated before the Coroner's jury could be done very cheaply.

MUST FIRST BE VENTILATED.

But lighting the tunnel does not mean merely the placing of lights within it. It means ridding the tunnel of smoke, steam, ashes, dust and cinders and all other atmospheric impurities, the existence of which renders it impossible to see lights were lights there.

Until the tunnel is ventilated it cannot be lighted; in order to be lighted it must be ventilated.

The engineer of the New York, New Haven and Hartford local train which crashed into the shop train on Feb. 20 testified, as did his fireman, that neither of them saw the shop train until their locomotive had crashed into it. If the tunnel had been lighted and ventilated, no matter if all the signals had been out of order, the engineer of the New Haven local train could have seen the shop train ahead of him far enough to have stopped before the accident took place.

And it is absolutely apparent and a positive fact, indeed, that it was the darkness of the New York Central Railroad Tunnel that caused this disaster and loss of life.

The testimony obtained from men working in the tunnel, and from engineers, shows that the system of signalling, which the New York Central Railroad claims to be a perfect signal system, is apt to get out of order at times, and on certain days the signal lights cannot be seen.

They testified that on days of this kind they depended upon a gong signal, which is worked by the wheels of the locomotive striking a bell ahead by a spring on the track over which the locomotive runs. And they also testified that this gong cannot be heard by the engineer whose train is passing over it at the speed of twenty-five miles an hour; that trains do pass over it at this and greater speed, and that the gong also gets out of order. Consequently, trains filled with passengers go through that tunnel at times when the engineer is absolutely groping his way, and doesn't know whether there is an obstruction on the track and whether there is a train ahead of him, and that it is a matter of good luck that there are no accidents.

REASONS FOR VENTILATING AND LIGHTING.

The reasons why the tunnel should be ventilated and lighted are these:

Two terrible accidents have occurred in it owing to the darkness and gloom.

That the signal system is by no means perfect.

That trains run through it at different rates of speed, their engineers unable to see ahead of them.

That in parts of the tunnel engineers cannot see the smokestacks of their engines ahead of them.

That the block system is not reliable, owing to the fact that the men in the signal stations can raise the block by inserting their lead pencils into apertures at the levers, and that this is continually done.

That if the tunnel were properly ventilated and lighted engineers could see through it from one end to the other, and it would be the safest part of the road instead of the most dangerous.

THE CENTRAL'S PUERILE OBJECTIONS.

The objections offered by the New York Central Railroad to ventilating and lighting the tunnel are that electric lights would blind the engineers and make the number of accidents more. This is not true. The House Tunnel is lighted, and Mr. Edison and the best electrical engineers and railroad engineers all say that tunnels can be lighted with safety.

The New York Central says that if it lights the tunnel engineers cannot see their signal lights going through. Most of the time they can't see them now without the tunnel being lighted.

The New York Central says that for ten years it has been trying to ventilate the tunnel by opening more of it on Fourth avenue, but that the city has obstructed it in its pious attempt at ventilating.

The city has no right to render Fourth avenue worse than it is at present. There are too many openings from the tunnel into it now. Horses are frightened daily by the trains, and the lives of their drivers and of wayfarers are continually endangered. And the smoke, steam and dust that are belched forth render the avenue almost uninhabitable.

Mr. Chauncey Depew, when asked at the Coroner's inquest, if stopping the trains north of the Harlem River would not relieve the tunnel, said: "Yes; and it would relieve the New York Central Railroad of 50 per cent. of its revenue."

The annual revenue of the New York Central Railroad is $11,500,000. Thirty per cent. of this is $3,500,000. The proper lighting and ventilating of the Fourth Avenue Tunnel is said by the best engineers to be only a matter of expense. If travelling through it is worth to the New York Central Railroad $3,500,000, a small portion of this money might be expended in making the tunnel safe for the people who ride through it, and whose money swells the receipts of this company.

The New York Central Railroad received last year in rental from the New York, New Haven and Hartford Railroad, for the privilege of coming over its tracks into the Grand Central Depot, the sum of $360,000. A small portion of this sum of money would more than pay for making the tunnel safe.

THE QUESTION NARROWED DOWN.

The question of lighting and ventilating the tunnel narrows down to this—a mere matter of mathematical calculation. All that has to be done is to calculate the air space in the tunnel and to construct such mechanical device, either fan blowers and chimneys or draught flues, as will exhaust the tunnel of its atmosphere in such time as may be deemed desirable.

The St. Louis Tunnel, which is nearly a mile longer and in reality a double tunnel, is ventilated by an air shaft and an exhaust fan, which cost to erect $7,000, and the annual expense of running which is $3,800.

The Hoosac Tunnel is ventilated by an air shaft, and its nearly five miles of tunnel way is lighted by electric lights, the yearly expense of which is less than $5,000—and the Hoosac Tunnel is more than twice as long as the Fourth Avenue Tunnel—and the Hoosac Tunnel engineers can see a mile ahead of them and are able to distinguish even if anything is the matter with the track.

And in the two years that the tunnel has been ventilated and lighted not a single accident of any account has taken place in it, not even a trifling accident to an employee. The engineers who run trains through the Hoosac Tunnel unite in saying that from being the most risky and dangerous part of the road it is now the safest both night and day.

In the present condition the Fourth Avenue Tunnel cannot be properly ventilated and lighted. All of the openings must be closed, except where there are the draught chimneys or the flues for the fan blowers by which the tunnel is to be ventilated.

IT IS A POPULAR MEASURE.

The people of New York want the tunnel to be ventilated and lighted. It is a popular measure. They see no reason why the New York Central Railroad should throw so many obstacles in the way of making the tunnel safe, especially as it can be made safe. Other tunnels have been made safe.

The people are looking to the Legislature for redress in this matter. The New York Central Railroad has thrown down the gauntlet. It has made the flight unmoved by the disaster and loss of life in 1888 and authorized by the jury to light and ventilate the tunnel.

Let there be no further loss of life through its culpable negligence.

For ten years it has paid no attention to the safety of the people, preferring to daily risk both life and limb rather than go to the expense of making the tunnel safe.

The second warning of Feb. 20, which might have been of greater extent and more terrible consequences had there been more people in the shop train, has also been absolutely without effect. The tunnel is as dangerous as it was ten years ago, and the New York Central Railroad, unless the Legislature interferes, will keep it as dangerous for ten years more, absolutely regardless whether lives are lost in it or not.

This is not a matter of sentiment; it is a matter of necessity. Four hundred and fifteen trains go through that tunnel daily, and thousands of lives are risked in the tunnel. The people living in the suburbs cannot help riding on it because it is the only way into the city, and their bread and butter depends upon their coming into the city to their work, and they want the tunnel lighted and ventilated and made safe.

They know that it is a question of won't, not can't, and they are looking upon you, their representatives, to make this needed reformation."

IN THE GRAND JURY ROOM.

Investigation of the Tunnel Disaster Going On To-Day.

The investigation into the causes of the terrible Fourth Avenue Tunnel disaster, in which six people lost their lives, was continued by the Grand Jury this morning.

It was 11.15 when District-Attorney Nicoll and Assistant Lynn entered the chamber and the investigation was officially resumed.

In the ante-room at this time there were comparatively few witnesses, among them being Dr. William A. Conway, the Coroner's physician who examined the bodies of the unfortunate victims and testified at the inquest that in his opinion at least three of them were burned to death in the wreck.

There were also present Engineer Reilly, of the fated "shop" train; Engineer Fowler, Conductor Hutchinson and Fireman Wellington, of the New Haven train, that crashed into the "shop" train; Assistant Division Superintendent Schofield, of the New Haven road, and Edward J. Breen, signal operator at Eighty-sixth street.

Fowler and Breen were each held in $10,000 bail by Coroner Levy, but the Coroner's Jury afterward discharged Breen as well as Operator McManus, who was stationed at Seventy-second street.

Fowler, however, is still on bail, being held in the same bonds.

The Grand Jury's investigation of the case so far has been considerably interfered with by minor cases, which have demanded brief but immediate consideration.

This seems likely to be the case all through the week, and as the jury's existence is nearing its end and as its sessions are very short, it is not expected that any indictment or presentment will be made before the latter part of the week.

None of the leading officials of the New Haven road, excepting Secretary Bishop and Treasurer Squire, had been examined up to this morning.

Thomas Lynch, the inventor crank, who has been hanging around the Grand Jury room since the investigation began, created considerable excitement this morning by shouting through the keyhole in the door leading into the Grand Jury's room from the outer hall, and demanding that he be admitted so that he might testify against the railroad people.

He was speedily warned by the doorman to keep quiet or he would be ejected.

POINTERS ON THE RACES.

Tipsters' Opinions on the Various Winners To-Day.

Programme of the Several Events to Be Run Off.

The pleasant weather ought to bring a large crowd to the Guttenburg track to-day. The programme is an attractive one and the selection of winners looks easy. It is always such programmes that lure the seekers after the wealth of the race track. The track will be heavy, and this necessarily forces the card to be made up of sprint contests.

The first race is a dash of five furlongs. Oarsman looks to be the best of the lot, and he may win if he has recovered from his lameness. Raymond, who has been performing well at Gloucester, may be second, and Marty B. should beat the others.

The second race is at six furlongs. Harrisburg won in such easy style yesterday that he can doubtless repeat the performance to-day. Jack Batchelor should be the runner up, and Anomaly may be third.

The third event is at six and a half furlongs. The Stratford-Athalaric filly may win. She gave away weight in her last race and walked in before Frances S., Nubian and Bob Arthur. She has really nothing to beat to-day, save Dalsyrian, and he does not like sticky going. Dalsyrian should be second, however, and Virgie may be third.

The fourth race is a five furlong dash. Canteen's last performance indicated that he was nearly up to a race and he may win to-day. Harry Russell may be second and Mart Gibson third.

The fifth race is another flash-in-the-pan affair at five furlongs. Servia should win, with Gloster II. second. Moonstone may be third.

The last race, at seven furlongs, may fall to Count Luna. It looks like a good thing for him. Hawkstone may be second and Bohemian third.

Referee in the *Sporting World* makes these selections:

First Race—Oarsman, Raymond.
Second Race—Harrisburg, Anomaly.
Third Race—Dalsyrian, Cortez.
Fourth Race—Australand, Harry Russell.
Fifth Race—Glitter II., Moonstone.
Sixth Race—Count Luna, Bohemian.

From Other Morning Papers.

First Race—Oarsman, Ella H. gelding, Second Race—Anomaly, Harrisburg. Third Race—Virgie, Dalsyrian. Fourth Race—Canteen, Australand. Fifth Race—Servia, Moonstone. Sixth Race—Count Luna, Bohemian.

First Race—Jubilee, Ella H. gelding. Second Race—Harrisburg, Anomaly. Third Race—Dalsyrian, Sam Morse. Fourth Race—Mart Gibson, Australand. Fifth Race—Servia, Marie Lovell. Sixth Race—Count Luna, Bohemian.

First Race—Oarsman, Ella H. geldung. Second Race—Harrisburg, Anomaly. Third Race—Dalsyrian, Sam Morse. Fourth Race—Canteen. Coldstream. Fifth Race—Hansa, Glitter II. Sixth Race—Count Luna, Wanderment.

CUTTENBURG ENTRIES.

First Race.—Weights 20 lb. above the scale; selling allowances; five furlongs.

Index.		Lb.	Index.		Lb.
360	Ramond	127	470	Pat Moran	114
648*	Marty B.	127	618	Jubilee	114
611	Elmstone	122	549	Blondin	113
645	Oarsman	118	600	Ella H. g'd'g	110
640	Girondes	118	600	Mayfield g'd'g	110
605	El Trinidad	117			

Second Race.—Selling allowances; six furlongs.

Index.		Lb.	Index.		Lb.
(650)	Harrisburg	120	(599)	Arizona	112
650	Buckstone	119	(599)	March Redon	112
650†	Chapman	117	633	Ozone	109
643*	Anomaly	119	639	Innocence	107
639	The Doctor	115	645	Aide-de-Case m'e	106
626	Facial B.	114	645	Charley	105
(639)	Jack B'chelor	113	(647)	Maid of Thrift	94
640*	Amos	108			

Third Race.—Beaten allowances; six and a half furlongs.

Index.		Lb.	Index.		Lb.
572	Sam Morse	110	(646)	Zed	96
572	Cortez	110	(638)	Athalaric filly	96
618†	Jed	107	612	Virgie	96
(607)	Dalsyrian	107			

Fourth Race.—Weights 20 lb. above the scale; selling allowances; five furlongs.

Index.		Lb.	Index.		Lb.
599	Mart Gibson	127	410	Coldstream	119
623	Australand	122		Hatto	114
35	Harry Russell	122	180	Red Bird	114
598	Little Grand	120	563	Canteen	114
640	Cora L.	119	466	Banburg	114
181	Jim Murray	119			

Fifth Race.—Selling allowances; five furlongs.

Index.		Lb.	Index.		Lb.
651†	Glitter II.	112	632	Servia	104
632	Moonstone	108	550	Marie Lovell	102
319	Cora Tanner	105	(600)	Hansa	102
293†	Endurer	105	—	Mollie V.	102

Sixth Race.—Weights 15 lb. above the scale; seven furlongs.

Index.		Lb.	Index.		Lb.
—	Blue Bird	115	631	Bohemian	102
611	Hawkstone	123	633	Wanderment	110
639	Count Luna	127	604	Wahoo	117

Louisville Pool Selling.

FIRST RACE.—Oarsman, $15; Marty B., $12; Raymond, $7; Jubilee, $6; Elmstone, $4; Blondin, $3; field, $8.

SECOND RACE.—Harrisburg, $15; Jack Batchelor, $10; Marsh Redon, $10; Buckstone, $8; Chapman, $6; Ozone, $6; Maid of Thrift, $6; Anomaly, $5; Charley, $5; The Doctor, $5; Amos, $5; Facial B., $4; Arizona, $4; others, $2 each.

THIRD RACE.—Dalsyrian, $25; Sam Morse, $15; Zed, $12; Athalaric filly, $10; Jed, $5; Virgie, $5; Cortez, $3.

FOURTH RACE.—Australand, $15; Mart Gibson, $8; Cora L., $4; Coldstream, $4; Harry Russell, $3; Little Grand, $3; Hatto, $3; field, $6.

FIFTH RACE.—Glitter II., $30; Endurer, $15; Servia, $12; Maria Lovell, $3; Hansa, $3; field, $4.

SIXTH RACE.—Count Luna, $15; Hawkstone, $10; Bohemian, $6; Wanderment, $5; Wahoo, $3; Blue Bird, $2.

THE INFLATED MAN DEAD.

Fatal Termination of Shonebein's Strange Case at Gouverneur.

Paul Shonebein, whose singular case was related in yesterday's EVENING WORLD, is dead. When his lung was punctured by one of his broken ribs, allowing the air to escape and puff up his skin like a balloon, a blood clot was formed, which if all had gone well, would in course of time have healed.

But by a sudden cough the clot was loosened, a hemorrhage followed and at 6.45 o'clock last evening he died. His strange case will go to the Coroner as it was due to accident.

Politics in Brief.

Uncle Jerry Rusk's boom for the Presidential nomination is said to be growing steadily, though very quietly.

Jerry Simpson declares that the third party can carry twelve Southern States in 1892.

Vermont's Legislature will hold a special session, to grab the State's portion of the direct tax fund and save $10,000 interest, which would be lost by waiting until October, '92.

Maine's Legislature has, with great apparent reluctance, adopted the Australian ballot system.

Republican leaders are still urging the President to call a special session of the Senate in May to confirm the appointment of the new Justices.

It is beginning to be felt that the announcement of Mr. Harrison's candidacy for renomination has been disclaimed.

HOTEL ROYAL, 40th st. and 6th ave. Superior Table d'Hote dinners, 5 to 8 P. M. One dollar. *.*

ORLEANS RETURNS TO PARIS.

The Bourbon Prince Disguised as an Opera Singer's Valet.

Government Detectives Watch Him, but He Again Disappears.

[DUNLAP'S CABLE NEWS SPECIAL.]

PARIS, March 25.—The missing Duc d'Orleans, the erratic son and heir of the Comte de Paris, has again been heard from.

Le Matin, in its to-day's issue, prints an extraordinary story to the effect that the Prince came to the French capital last Thursday, disguised as a valet, in the service of Mme. Melba, the opera singer in whose company he was lately reported to have visited Vienna.

As the pseudo valet's bearing was not in keeping with his station, the suspicions of the Custom House officials on the frontier were aroused, but after communicating with Paris, they were instructed to remain conveniently blind and to respect the humble incognito of the love-lorn Prince, only telling off two detectives to watch his movements while on French territory.

On Monday the authorities were nonplussed by the sudden disappearance of the youngest representative of the Bourbons. They are puzzled to determine whether he has left Paris or is in hiding, but the weight of opinion inclines to the latter hypothesis.

L'Intransigeant also refers to the clandestine visit of the Prince to the French capital.

A Cabinet Crisis Likely to Occur Any Day in Portugal.

[BY CABLE TO THE PRESS NEWS ASSOCIATION.]

LISBON, March 25.—A Cabinet crisis is imminent. The *Journal Commercia* says it is likely to occur any day.

Senor Carltalho, formerly of the Ministry, who has just returned from Africa, has left the Progressist party because he disapproves of the Gomez policy in relation to the recent British ultimatum.

Irish Whips Absent and the Parnell-Healy Affair at a Standstill.

[DUNLAP CABLE NEWS SPECIAL.]

LONDON, March 25.—Both Mr. Thomas Esmonde and Colonel Joseph Nolan, the Irish "whips," who respectively represent South Dublin and North Louth in Parliament, are absent and the Parnell-Healy controversy is at a standstill pending their return.

The City of New York Makes a Long Run to Avoid Ice.

[DUNLAP CABLE NEWS SPECIAL.]

QUEENSTOWN, March 25.—The City of New York, of the Inman line, arrived at 3.45 this morning, having left New York last Wednesday. She sailed the extreme southerly course to avoid ice, making her time six days, seven hours and fifty-seven minutes.

Death of Count Fabrice, Saxony's Premier and Minister of War.

[BY CABLE TO THE PRESS NEWS ASSOCIATION.]

DRESDEN, March 25.—Count Fabrice, Premier and Minister of War of the Kingdom of Saxony, died to-day.

LOUISA MUST LEAVE THE LYMANS.

The Lively Doings at Their House Which So Shocked Her Father.

[SPECIAL TO THE WORLD.]

BALTIMORE, March 24.—The contest between Dr. and Mrs. Albert Lyman on the one hand and Leopold Ramsell for possession of Ramsell's daughter Louisa was finally decided to-day in the Court of Common Pleas.

Each side prevented the other from winning, but neither got the girl. Judge Duffy committing the pretty Louisa to the care of the Henry Watson Children's Aid Society. The Lymans were represented by Lawyers Hockheimer and Breening, but Ramsell conducted his own case and with the success usually attending those who act as their own counsel. The struggle has attracted a great deal of attention and the court-room was crowded, Louisa being the focus of all eyes. She sat between the two lawyers representing the Lymans apparently unconscious of the attention she was attracting and listening carefully to all the evidence and prompting the attorneys in their examination.

After a great deal of evidence had been taken on both sides and exhaustive arguments made, Judge Duffy determined that he could do better than give her to either party and committed her as above.

A bit of romance connected with the career of Dr. and Mrs. Lyman is told by a local paper. The doctor, who is a son of Bishop Lyman, of North Carolina, was sent to England to be educated. While there he became acquainted with a young lady below him in station. Though not pleased with such a match, the Bishop desired his son to marry the lady, and she is now Mrs. Lyman. They then came to Baltimore.

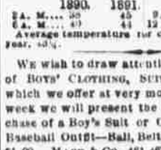
At their home here a number of very lively and gay young ladies and gentlemen are accustomed to assemble, and it was these solicitations which caused the information to be brought to Papa Ramsell that his daughter was among the number of young ladies who wore tights at these entertainments.

Meeting of Wabash Stockholders.

LONDON, March 24.—The stock and debenture holders of the Wabash road met this afternoon, in order to hear the statement of President Ashley and the history of the road since the meeting six years ago, when the Trust Company took charge of the affairs here.

It was resolved to appoint a committee to supervise the interests of the bond and stockholders, and to control the voting power of the securities. It was further agreed that the proposed Detroit and Chicago line be postponed until the earnings of the road improve to such an extent as to justify the expenditure.

Fair, Slightly Cooler Weather.



WASHINGTON, D.C., March 25.—*Weather indications.*

For Eastern New York: Fair till Friday; slightly cooler; northerly winds.

The following record shows the changes in the temperature for the last twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Perry's pharmacy:

	1890.	1891.		1890.	1891.
3 A. M.	36	45	9 A. M.	42	40
6 A. M.	40	41	12 M.	44	49

Average temperature for corresponding date last year, 40½.

WE WISH to draw attention to our fine stock of BOYS' CLOTHING, SUITS and OVERCOATS, which we offer at very moderate prices. This week we will present the boys with every purchase of a Boy's Suit or Overcoat a complete Baseball Outfit—Ball, Belt, Cap and Bat; worth $1.00. MACK & CO., 461-467 Broadway. *.*

FIFTEEN MEN WERE IN PERIL.

The Desperate Attempt to Burn Out Col. Laing's Office.

Luckily the Incendiary's Blaze Furnished Water to Extinguish Itself.

Fire Marshal Mitchell and the Oak street police are to-day investigating an incendiary attempt to burn the five-story building on the northeast corner of Fulton and Water streets.

Andrew Robertson, a bookbinder on the fifth floor, discovered at 6.30 o'clock last night smoke issuing through a closet on the second floor, adjoining the engraving establishment of Col. Joseph Laing, and called in Policemen Daly and Sheehan, who forced open the closet door.

They found that a board had been removed from the closet partition and a tomato can containing kerosene-soaked cotton waste and a candle placed under the sink inside Col. Laing's office. The heat had melted the lead water pipes and the escaping water had nearly put out the fire, which was then entirely extinguished by the policemen.

The door to Col. Laing's office was securely locked. He left his office at 6.20 and hung a card on the door announcing his return in fifteen minutes, while he went for a lunch.

He thinks the incendiary must have been some unknown enemy of his, as the fire was evidently directed towards his establishment where he had many paintings, engravings, steel-plates and lithograph stones which he valued at $100,000, but on which he had only an insurance of $8,000.

The closet adjoining Col. Laing's establishment can be entered only from the hall, but entrance is made easy by pulling the catch by a cord that hangs on the outside of the closet door.

Col. Laing is very deaf and if, as is probable, he had been in an inner room, any one could have entered the closet, which is only one flight up from the street, and he would not have heard them.

The incendiary, however, was evidently familiar with the surroundings and knew that the board in the closet partition could be removed as is frequently done, when the plumbing to Col. Laing's sink needs repairing.

When Col. Laing left his shop, he says everything was all right and he noticed no indications of smoke or fire.

There are no side entrances or exits, and fifteen men were at work at the time in Joan Golding's frame factory on the next floor above.

"TUG'S" DEATH MYSTERIOUS.

Jockey Decker's Friends Believe that He Was Murdered.

The friends of James Decker, the jockey, more widely known as "Tug" Decker, believe that he was murdered, and the circumstances of his death are being investigated.

Decker's body was found about 7 o'clock Sunday morning leaning up against a barbwire fence on the north side of the tracks of the Harlem branch of the New Haven Railroad, about 300 yards east of the Westchester station. The roadbed is about fifty feet higher than the general level of the land and the fence is at the bottom of this embankment.

It was at first thought that Decker had been killed by a train, but neither his clothes nor his body bore such an appearance as would corroborate this theory. On the contrary it appears to his friends that he was murdered, robbed, and his body stood up against the fence to create the impression that he had been struck by a train and rolled down the embankment.

Decker lived at the Morris Park track. He has been quite successful as a jockey, and it is said has been carrying from $500 to $700 in his pockets. He was drinking in Wilson's hotel, near the Harlem River, late on Saturday night, and took the 12.10 train for Westchester. He went to sleep and was carried to Baychester.

Only one other person got off at that station. As the train pulled out the jockey turned up his overcoat collar and set his face towards Westchester, as though preparing to walk there. That was the last seen of him alive, as far as known.

HOMICIDE IN EUROPE.

Startling Revival of Brigandage in the Island of Sardinia.

LONDON, March 24.—Some interesting statistics have been obtained showing the percentage of homicides in various countries of Europe. In Italy the percentage of homicides is 8.05 in 100,000, the highest of any European country. In Austria the percentage is 2.15; in Germany, 0.80, and in England, 0.40. Although the latter country has the lowest percentage of murders the percentage of serious assaults is shown to be higher in Great Britain than in any other country in Europe except Austria.

It is noteworthy, too, that there was a startling revival of brigandage in Sardinia during 1890, which has become more marked in the opening months of 1891. Within the past week a band of twenty brigands with a mounted leader has pillaged a number of chateaux in the vicinity of Oristano, in the province of Cagliari. This murderous band has been only once repulsed, and on that occasion wounded four of the defenders of the chateau attacked. Another band of brigands has been, and is reported to be still, ravaging the district of Donori, where several persons have been wounded in defense of their homes and property.

Funeral of Mrs. Botta.

Rev. Dr. Theodore Williams, of All Souls' Unitarian Church, conducted the funeral services of Mrs. Anne Charlotte Lynch Botta, at 10 o'clock this morning. At her request, none but intimate friends were admitted to the house.

Roused By a Midnight Fire.

A slight fire occurred half an hour after midnight in the basement of 39 Madison street, occupied by Germo Garcini, dealer in bananas. The damage was $100.

Shot by an Angry Woman.

Mary Brown shot Pasquale Binento, of 79 Mulberry street, in the left foot during an altercation about 7 o'clock this morning at 37 Mulberry street. The wound was not serious, but the woman was arrested.

His Last Sleep in a Lodging-House.

William Sirovan, an Englishman, fifty-five years old, was found dead in bed this morning at the lodging-house 243 Bowery. He was a nurse at the Charity Hospital on Blackwell's Island. Asthma caused his death.

Convalescent Delegate Harrison.

The improvement in Irish Delegate Harrison's condition continues, at the New York Hospital, and he will probably be discharged this week.

$10, $12 and $15 will buy one of those Gents' fine SPRING SUITS, of which over 100 styles are displayed in the show windows of MACK & CO., 461-467 Broadway. *.*

SOLD BY HER OWN FATHER.

Maria Says It Was Without Her Mother's Consent.

Consul Quintana's Little Domestic Insists that He Paid $300 for Her.

Little Maria Feborsis, the Peruvian girl who says she was sold as a slave in her native South America to Juan Quintana, the Consul General of Peru in this city, and who was rescued yesterday from her alleged thraldom, by Mr. Gerry's society, had her picture taken this morning.

It will be framed and hung on the wall in the Society's office alongside the photographs of the Italian children who were saved from the bondage of the padrone.

The case will not come up in court for some time, as Senora Quintana, wife of the Consul, who is charged by Maria with cruel and inhuman treatment, is in delicate health and will not be able to appear just now. Agent Bayard, of the Society, called at Senora Quintana's house this morning and convinced himself on that point.

Consul Quintana also presented a physician's certificate to that effect, and Justice Divver in the Harlem Police Court postponed the case indefinitely. The girl was given into the permanent care of the Society.

"It is one of the worst cases of cruelty we ever handled," said Supt. Jenkins to an EVENING WORLD reporter, "and Senora Quintana don't deny that she beat the little one on the head with a shoe."

Maria is a swarthy complexioned girl of fourteen, with straight, glossy black hair, her features denoting plainly that she is of Indian origin. She speaks Spanish just like an Indian—a sort of a Peruvian Choctaw dialect—but managed to make herself understood by the reporter, to whom she told her pitiful story.

"My father," said she, "sold me two years ago to Don Juan Quintana for $300 without my mother's knowledge or consent. Don Juan took me to his wife and said to me: 'In the future you will serve this lady.'

"I was then taken on a ship and brought to this country. Since my arrival here I have never known a happy moment. I have had to toil from 5 o'clock in the morning till 11 o'clock at night, doing a man's work as well as mine, blacking boots and brushing my master's clothing. I am happy here and would like to remain."

Maria seemed quite contented indeed, and looks real pretty in a new buff gown of plain material, such as the Society provides for its wards.

"Consul Quintana does not deny that the child was abused, and now wants to send her back to Peru," said Mr. Jenkins. "She is willing to remain here, however, and we will take care of her until she can find a good place where she will receive good care and treatment. She is able and willing to earn her own living.

"The child's head and body are full of bruises where she was beaten. In her country a servant is practically a slave, and treated as such, but that can't be done in this country.

"I would have had Senora Quintana arrested if it hadn't been for her condition, notwithstanding that she is the wife of a Consul."

Neither Don Juan Quintana nor his wife was visible this morning when a reporter called at their house, 102 West Eighty-fourth street.

Previously the Consul denied to a reporter that he had bought Maria as a slave, but admitted that he gave her parents money—as a gift, he said. Her parents were his friends, and for that reason he brought the child to this country.

The Society has written to its correspondent at Lima and will institute a thorough investigation.

MAINE DRAGGED INTO LINE.

Its Legislature Is Shamed into Passing a Ballot Reform Bill.

[SPECIAL TO THE WORLD.]

AUGUSTA, Me., March 24.—The House to-day, by a vote of 76 to 60, passed the Australian Ballot bill, thus sending it to the Governor, the Senate having passed the bill last week.

The Republicans in the House defeated the bill two weeks ago, and the press of New England immediately yelled fraud. This rather startled the moss-backed legislators, who in the late State election loudly called for ballot reform and then promptly killed it. The Senate passed the bill and gave the House another chance, with the result named.

The outcome of this action—for the Governor is pledged to sign the bill—will be to swing Maine into the Democratic line in 1892. There are numberless mills in Maine whose every employee is a Democrat at heart, but who has heretofore voted the Republican ticket through fear of loss of work.

Prohibition has almost ruined Maine, and there is no doubt that within three years this State will again permit the sale of liquor openly in place of the notorious secret selling now in vogue.

MUST STAY AT HOME EVENINGS.

Bay City's Young Women Teachers Up in Arms Against a Tyrannical Edict.

[SPECIAL TO THE WORLD.]

BAY CITY, Mich., March 24.—There is commotion in school circles and erstwhile gentle and timid teachers are wrought up to a point of frenzy.

It all came about through a ukase issued by Prof. J. W. Smith, Principal of the Schools. He called the teachers together last week and told them he considered their going out to dances and parties not conducive to the best interests of the schools, and he wished they would stay at home nights. The young women thought that it was none of his business, and, while they did not say so, they paid no attention to his advice.

Yesterday a couple of Fourth Ward teachers, popular young women, seemed rather listless, whereupon Prof. Smith sarcastically remarked that they must have been up late. He again called the teachers together after all and told them it must cease, that they must eschew parties, dances and the like.

They resented this and told Smith what they thought of his dictation and wound up by declaring they would do as they liked out of school hours.

Run Over by a Bicycle.

Kate Tyler, of 277 West Twelfth street, declined to appear against Frank Duferly at Jefferson Market Court to-day and he was discharged. She was knocked down last evening on Eighth avenue by a bicycle ridden by Duferly, but not seriously hurt.

Mrs. Jenks Gets Her Divorce.

NEWPORT, R. I., March 24.—In the Supreme Court to-day the divorce suit of Maud E. Jenks vs. Almet F. Jenks, Corporation Counsel of Brooklyn, N. Y., was heard and granted.

To Check Italian Emigration.

ROME, March 24.—The Italian Government meditates taking steps to check emigration to America.

"Y. & S." Stick Licorice has a world-wide reputation for superiority. *.*

RECEIVER FOR THE BANK.

Examiner Hepburn Says the Washington National's Condition Is Hopeless.

Aghast at President Sherman's Reckless Financiering.

Bank Examiner Hepburn has completed his preliminary investigation of the affairs of the Washington National Bank which closed its doors late Monday afternoon, and announces that the apparent loss to that institution resulting from President Sherman's wild and reckless methods of financiering will not fall far short of $150,000.

This amount of deficit, however, is only estimated, and an accurate statement of the extent to which the capital of the bank has been impaired cannot be made, until the accounts of the various out-of-town banks with which the Washington Bank had dealings have been written up and returned to the Examiner.

The exact loss thus far figured out by Examiner Hepburn is $148,248.73, which would still leave the stockholders entitled to a dividend of 50 per cent., after the depositors had been paid in full. That the latter will lose nothing the Examiner is quite sure.

The stockholders are liable under the National Banking law to an amount equal to the amount of their stock, which will thus insure a contribution of $300,000 if necessary to protect the public.

As stated in THE EVENING WORLD yesterday, the larger part of the bank's losses are due to bad loans and accommodations given by President Sherman to his friend, John S. Silver, of the Boreel Building, who was one of the directors in the wrecked American Loan and Trust Company.

The friends of President Sherman and Mr. Silver say that all these obligations will be paid in full, but in the opinion of the majority of the directors these assurances go for very little, and they lay all the blame for the present condition of the bank to the wild-cat financing of the President.

Bank-examiner Hepburn will to-day send his report to the Comptroller and he will appoint a receiver to whom Mr. Hepburn will turn over the bank assets.

Mr. Hepburn speaks very emphatically in regard to the wild-cat loans and other weird financial methods employed. He says in his official statement:

"No one thing ails the bank, but everything. Inadequate security for loans, loans to parties of notorious impecuniosity, and utter disregard for most ordinary business and banking principles characterized the management throughout. To say that receiving checks and certifying against them, as above noted, violates every principle of business and banking does not approximately do the subject justice.

"This matter was unknown to the Board of Directors, was unknown even to the cashier of the bank, who stated in good faith on Saturday that the item 'due from banks' represented straight, legitimate collections, which he supposed to be the case.