AN EXPERIMENT.

(Continued from First Page.)

pel at Fifty-fifth street Mr. Depew exclaimed and ran on as follows:

COULD NOT DISTINGUISH SIGNALS.

"Now, gentlemen, we will enter the black hole of Calcutta! There, see the 'safety' signal a quarter of a mile ahead! You can see a pure white signal further than a red light, and our expert engineers say that if we put lights in the tunnel they will be unable to tell the white signal lights from the illuminating lights, while the glare will render it difficult to see the red lights till it's too late. There's another signal. Now we're approaching the rock cut, where we have put in 40 candle power incandescent lights 120 feet apart on each side of the track from Eighty-sixth to Ninety-third street. There, see now. The engineer is slowing up. He can't distinguish between the signal lights and the others. Ah! here's the signal. No, that wasn't it. This is—no, we must have passed it."

It seemed to be true. The newspaper men had been whisked through the tunnel at the rate of thirty miles an hour and not more than forty-five seconds had been consumed in passing the lights.

THE REFLECTORS WERE REVERSED.

In so short a space of time the investigators had had little opportunity for careful observation. It was noted, however, that there were no screens on the incandescent lamps, but that their light show out clear and full in the faces of the riders in the observation-car, unobstructed and unsoftened. Most certainly there was a glare and the reporters listened and were convinced when the eloquent President of this great corporation said, as the Monitor sped on its way to the Mott Haven turn table and back again to the Grand Central Station by way of the main tunnel:

"You see, the illuminating lights glare in the eyes of the engineers. They cannot see ahead in such a glare, and they are kicking quite unanimously. Ask Dr. Sawyer."

It was a beautiful day. The sun shone brightly, and the air was as clear as crystal. Mr. Depew declared, as the Monitor whirled through the main tunnel, under the roof openings, that it was the lightest tunnel in the world.

A reporter of the EVENING WORLD who inspected the Hoosac Tunnel and its perfect system of lighting, asked Mr. Depew if he did not think that 16-candle power lights forty feet apart on each wall of the tunnel would produce a more even illumination without any appreciable glare. To which Mr. Depew replied:

"May be. We are not done yet. We shall try other experiments. If there is anything in it we shall discover it. We are under orders from the Railroad Commissioners, and we are experimenting by their directions."

The reporter asked if it required the scientific knowledge of an electrical expert to inform one that fifty candle electric lights, unscreened, would shine in the eyes of engineers and make a blinding glare, but Mr. Depew changed the subject and told a good story.

THE FRUITS OF THE EXPERIMENT.

The effect of the experience on the reporters may be gathered from their reports in next morning's papers.

Said the *Tribune*:

Mr. Depew's purpose was to give the newspaper men who have been writing about the tunnel and seeing him about it and getting information about it at second hand an object lesson in it. So far as the unlicked eyes of the *Tribune* reporter could judge the contention of the Central officials, based on their inquiries from experts and engineers, that electric lights confuse the signal lights, is just.

But when the electric lights were reached, as the car rumbled along at the usual rate at which trains are run through the tunnel, the electric light and the signal-lights became blended in one long, yellow blur.

The *Times* had this:

The day was too clear and bright to give the test of the lights and signals much value. There was no fog, no smoke and no dust in the tunnel, so that even the unpractised eyes of the newspaper men could distinguish the signal lights a quarter of a mile ahead. Mr. Depew and Mr. Webb pointed out the various signals and explained their meaning. Approaching the electric lights at a speed of thirty miles an hour gave the observers the impression that they were bunched closely together, whereas they were about sixty feet apart, alternating from one wall of the tunnel to the other. They made a bright light, which completely obscured the red signal lights, at least to the vision of the newspaper men. Mr. Depew said that he had told him that electric lights placed near colored signal lights would almost always obscure the signals, and particularly in a tube. It was suggested that if the signal lights were placed at a greater distance above or below the electric lights they might be able to hold their colors. Mr. Webb said the Company would try it.

The *Recorder's* report:

The road has been making a number of experiments in the lighting of the tunnel. Yesterday a dozen incandescent lights were placed 120 feet from one another in the tunnel between Eighty-sixth and Ninety-sixth streets. The Monitor inspection car, which made the trip, ran at a rate of speed not exceeding thirty miles per hour, and a person sitting in the observation end of the car was not able to distinguish between the ordinary guide signal lights and the incandescent lights. This was the theory, President Depew said, that the management of the Central had held—that the lighting of the tunnel by electric light was not feasible.

This is from the *Sun*:

As the party rode up the tunnel the danger and cautionary signals were easily distinguished a long way off. But when they approached the first electric light their eyesight was dazzled and the danger signals seemed to disappear altogether at times. The engineers do not like the change and they say that they are never sure that there are any signals of any kind. Probably electric lights will be abandoned.

The *Continent* printed the following:

"These lights extend from Eighty-sixth to Ninety-third street," said Mr. Depew, "and are an experiment. What do you think of them? They are 120 feet apart on each side, alternating, giving a lamp 60 feet apart. Each one is 40 candle-power."

"Where was the signal-light?" was asked.

"You couldn't see it, could you? Well it was there—a trifle higher than the others."

A vote of a dozen men in the cab taken at that moment would have resulted in a decision that the electric light was "no good."

"Our experts have informed us that it is impracticable to illuminate the tunnel, because it will render the chances of accidents still greater, but we are going to try every suggestion that seems at all feasible," continued Mr. Depew.

The *Herald* made this statement:

When the distance signal is at clear I suppose an experienced eye can detect it from one of the electric lights, because the light at his bull's-eye lens and the electric light has a reflector which throws the rays across the track, but to an inexperienced eye they look nightly alike. However, as to lighting the tunnel, the electric lights did that very successfully yesterday. From Eighty-sixth street you could see every foot of the track clear to Ninety-sixth street and beyond. Without the lights you couldn't see an unilluminated object twenty feet, even on a clear day. Mr. Webb was in a philosophical frame of mind about it and Mr. Depew was openly sceptical. He didn't think the lights would work at all, because they would confuse the engineers.

"An engineer can see a signal a great deal more plainly if there are no other lights near it," said Mr. Depew. "The signal light is the only light he wants. You look along that row of electric lights. Now pick out the distance signal. You can't do it more than once in twenty times. The question is, if it is so hard for you, can even an experienced engineer do it every time? Engineers have always told me that the tunnel couldn't be successfully lighted, but the public seems to think it can be, and we are willing to go to any trouble, expense or labor to improve existing arrangements. If will be any improvement to have the tunnel lighted, all right; but I will bet a cooky that it won't be."

And this is what the *Press* said:

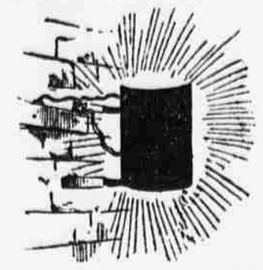
As far as lighting the passageway was concerned, the result was a complete success, but the forty-candle-power lamps completely dimmed the white signal light. This was the result to such an extent that neither Webb nor Depew could distinguish between a signal lamp and an electric light.

THIRD VICE-PRESIDENT WEBB'S ORDER.

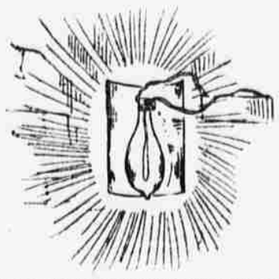
The trip did exactly what the New York Central wished most. It caused most of the daily papers to announce that electric lights in the tunnel made a glare and prevented the signal lights from being clearly distinguished.

But the force of these announcements must be somewhat lessened by the fact that Third Vice-President Webb, almost immediately before the observation train went through the tunnel, personally ordered that the reflectors, which were then so arranged as to cut off the glare from the engineers' eyes and not to interfere with the signal lights, should be reversed. This resulted in the full glare being thrown towards the approaching train and made the distinguishing of the danger signals difficult.

The following cuts show how the electric lights appeared to engineers before the observation train went through the tunnel, and at the time it passed through:



THE REFLECTOR GUARDING GLARE FROM ENGINEERS' EYES BEFORE MR. WEBB'S ORDER.



THE LIGHT AS IT WAS WHEN THE OBSERVATION TRAIN WENT THROUGH THE TUNNEL.

A reporter for THE WORLD saw Third Vice-President Webb yesterday and obtained the following explanation:

MR. WEBB'S EXPLANATION.

"I issued that order," he said, "merely as an experiment. We are making all kinds of tests at angles, the reflectors south and north, west and east, in order to find out in which position the lights will serve best."

"Why was the order given to change the position of the reflectors before the public inspection of the tunnel at Mr. Depew's invitation by the newspaper reporters?" was asked.

"There was no connection whatever between the order and the tunnel inspection."

"When was the order given?"

"About noon."

"And when did the inspection take place?"

"Later in the afternoon."

"Mr. Depew called attention to the glare of the lights with the reflectors reversed. Didn't you know that the lights created a glare?"

"We did, but that has no significance. As I was telling you, we are merely experimenting with the lights."

"Did they cause a glare, and dazzle and blind the eye when the reflectors were south of the lights?"

Mr. Webb did not give a direct reply to this question. He said: "The lights were too high and did not show the track clearly."

"Their height was not reduced when the reflectors were changed, was it?"

"No; I tell you again that the change had no particular significance. It was simply one way of experimenting. For instance, we tried forty-candle-power lights first. Then we tried thirty-two-candle-power. We will reduce the light power further and may also make changes in the positions of the lights a dozen times or more. We are going to give electric lighting a thorough test."

Mr. Webb declined to express an opinion as to the success of the experiment so far, or whether it would, in his opinion, be a success.

THE RAILROAD COMMISSIONERS TO DECIDE.

"The Railroad Commissioners," he said, "must decide that matter for themselves. Our General Manager, Mr. Toucey, has invited them to take a ride through the tunnel to-morrow, so they can see for themselves. We will act on any suggestion they may make."

Mr. Webb was profuse in assurances that the road would adopt any device or improvement to insure safety in the tunnel.

The Third Vice-President derided the idea that the railroad company was not acting in good faith in the matter of lighting the tunnel.

"We will give the lights a fair test," he concluded, and then repeated for the fourth time, "what has been done was merely in the nature of an experiment."

WHAT MR. DEPEW SAYS.

A reporter found Mr. Depew in his office and presented this statement:

"On Monday last a WORLD reporter visited the rock cut, the scene of your lighting experiments. He found that the tunnel was well lighted, and that the eyes of engineers were protected by tin screens placed on the south side of the lights. When the newspaper men rode through the tunnel with you and Mr. Webb these screens had been removed to the north side of the bulbs so that they acted as reflectors instead, throwing the full blinding power of the lights directly to the south and in the faces of Engineer Sawyer and the reporters in the observation car. Why were the screens removed and transformed into reflectors?"

Mr. Depew replied with a little impatience:

"I don't know anything about it. I didn't know anything about any screens, nor of their reversal."

"The screens were reversed Tuesday, just before we rode through the tunnel. Who ordered it done? Or who had the power to order it done?"

"I am not an operative of the road. I am not a brakeman. I cannot attend to all the details of running the road. I am under the impression that Mr. Webb has been very much interested in these experiments. They are only experiments. Perhaps the turning of the reflectors was one of the experiments."

"Then so far as you are concerned, it wasn't an experiment having for its object the misleading of the newspaper men by making the lighting as great a practical failure as possible?"

Mr. Depew smiled.

"Now, see here," said he; "the newspaper men who have railroad news for their specialty paid me a visit every day, were constantly asking questions about the tunnel; what we were doing; how we were doing it; what success we were having in lighting experiments, and all that. I thought the best way to inform them all and get rid of the whole subject was to give them an object lesson in the tunnel itself, so I sent the invitations to all the newspaper offices."

H. C. Platt, the local manager, was found in his office. He said:

"I have no jurisdiction over the tunnel. I have only the management of the movement of trains through the tunnel. I had never seen the lights till I took a ride through the rock tunnel to-day. Mr. Toucey might inform you, though I think Mr. Webb, through his private secretary, Mr. Leonard, is in supervision of these experiments."

In further conversation Manager Platt said that John Adams, General Superintendent of the Fitchburg Railroad, had been in to see him in the morning. Talk drifted to the Hoosac Tunnel, on the Fitchburg road, and Mr. Platt quoted Supt. Adams as saying:

"We have had first-rate success with our electric-lighting system. We use sixteen candle-power lights forty feet apart on each wall of the tunnel, and there is no glare, only a mild, even light. Our engineers can see the track far ahead in the four-and-one-half-mile tunnel."

THE COMPANY'S OWN EXPERIMENTS.

A WORLD reporter also saw Supt. Frank Martin, who had charge of the work of stringing the lights in the tunnel for the Edison Electric Illuminating Company. He said: "On Tuesday afternoon just prior to the time Mr. Depew took the newspaper men through the tunnel I was requested by the operating department of the railroad to reverse the reflectors on the lights so that they would throw the reflection southward instead of northward, the direction in which the trains go. I did so, and the reflectors have remained in that position since. I did not inquire as to the reason for the change because the lights were no longer in our charge. We ceased to have control over them after they were put up. The Company is making the experiment and we carry out any order it gives regarding the lights."

FIFTY, NOT FORTY, CANDLE POWER.

A visit was made to the office of the Edison Electrical Illuminating Company, 432 Fifth avenue, and W. R. Hadley, the superintendent of the wiring department, was asked this question:

"Is it advisable to attempt to light a railway tunnel with incandescent lights of forty-candle power, as you are doing in the New York Central Tunnel?"

Mr. Hadley knitted his brows in a perplexed way for a moment and then replied:

"We are only servants. We are doing nothing in this experiment of our own motion. We do as we are directed to do by the New York Central. Perhaps it would be unbecoming, certainly it would be unwise, from a purely business standpoint for us to criticise, had we any criticisms to make."

"The tunnel is now lighted from Eighty-sixth to Ninety-sixth street by the use of 40 candle-power lights, 120 feet apart on each wall. Is that correct?"

"No; we have no 40-candle lights. Those in the tunnel are 50-candle power, and are located from 210 to 220 feet apart on each side, alternating so that the light on one side is 105 to 110 feet away from the next one on the other side."

"Why did you put on reflectors? Isn't it common sense that reflectors will heighten the glare of the lights?"

"Really, I cannot be interviewed on that subject. As I have told you, we do nothing except by the orders of the railroad company."

"Why were those screens, painted green on the convex backs, reversed from the south to the north sides of the lights, so that instead of acting as screens and protectors of the eyes of the engineer they became tantalizing reflectors, throwing a blinding glare into his eyes?"

"You must not ask me. I cannot answer. Mr. Webb, of the New York Central, has had the matter of the lighting experiments in hand."

VISITING THE TUNNEL.

A reporter, accompanied by an artist, visited the tunnel yesterday and made a personal investigation of the electric-lighting experiment. They entered the tunnel at Eighty-sixth street, where the lights begin. They extend from this point to the end at a distance from each other of 220 feet. Each lamp was provided with a reflector which concentrated the power of the light in any one direction. The investigators were at once struck by the peculiar effect produced by these reflectors, which, all except three, are on the north side of the lights, throwing the reflection towards the engine instead in the direction it is going. The side of the tunnel in which the lights are is used for outbound trains. The engineer thus faces the glare such as it may be and is blinded by it.

"The engineers are kicking about it," said a man who works in the tunnel to the reporter. "They say the lights with the reflectors reversed are worse than no lights. Before the lights were put in they could see a little distance ahead on a clear day. Now they can't see at all with the lights glaring in their eyes. It dims the vision."

"Did the engineers kick before the reflectors were reversed?"

"I heard no complaint then."

THE LIGHTS MAKE A CHANGE.

The lights make a wonderful change in the tunnel. The entire stretch of the track is plainly visible as far as it is lighted up from the platform at the Eighty-sixth street station. The lights with the reflectors on the wrong side have the appearance of balls of fire in the darkness, and when approached they confuse the sight, while with the reflectors south of the lamps a strong stream of clear light is thrown ahead. The contrast is very striking.

A reporter went also to the round-house at One Hundred and Fifty-first street to obtain the opinions of the engineers who run through the tunnel. They did not hesitate to express their views openly and plainly. One man, who runs a "local" and goes through the tunnel several times a day, said:

"The lights as at present arranged are useless. They are too far apart and don't serve the purpose for which they are intended. They should show the track; they give a glare instead, because the reflectors are on the wrong side. The first day the lights were all right. Why the reflectors are reversed I don't know."

"Has the Company's attention been called to the effect of the change?"

"The engineers are not consulted about the matter."

Another engineer said: "The lights have been rendered practically useless for a test by the reversal of the reflectors. However I don't believe that the tunnel can be satisfactorily lighted without being ventilated."

A gray-headed knight of the throttle who has been in the employ of the road for twenty-five years agreed with the first speaker. "If they want to make a fair test they ought to give us a fair light," he said.

GALENA'S FALSE COMPASS.

To-day's Evidence in the Naval Court on the Gay Head Wrecks.

Ensign H. A. Field resumed his testimony this morning before the Naval Court of Inquiry at the Navy-Yard, relative to the loss of the corvette Galena and the tug Nina at Gay Head, Mass., March 13 last.

A code of signals had been agreed upon by the commanders of the ship and the tug. Lieut.-Commander Bicknell had declined to allow the navigator of the tow to remain on board the tug.

The Galena's compass was known to be faulty and unreliable.

The course was changed by the witness's direction the day of the disaster. Steering was by the Nina's compass. The tug answered her helm badly, because of the strain of the hawser. The inquiry is not yet concluded.

UNION SQUARE'S FLORAL SALE.

Opening of the New Flower Market This Morning.

A Novel and Beautiful Scene—It Promises to Become a Popular Feature.

Union square, along the Fourth avenue side, presented a novel and beautiful scene in the early hours of the morning. After many months of patient pleading the Market Florists had obtained the much coveted permission to display their pure and pretty wares for sale here, and this morning was signalized by the opening of the new market.

At 2.30 o'clock, the hour of opening business as laid down in the unwritten law of custom in this line of trade, twelve florists' wagons were drawn up against the curb near the corner of Fourth avenue and the plaza.

Alderman John Morris, who, as chairman of a committee appointed for the purpose, has done much toward securing from the Park Department the right to the Market Florists' Association of holding their market here, called the hour, and in a trice the rear wall of each wagon was opened, a door swinging on hinges at the top being raised and fastened so that it did service as an awning.

Then the florists removed from the crated shelves of their wagon stores beautiful plants in pots. Most of them were in bloom, and their bright colors pleased the eye, while the perfumes of many of them filled the air with sweetness.

The plants were quickly arranged on the board sidewalk, the colors being deftly arranged for harmony and the best effects by the skilful florists.

Then from Fifteenth to Seventeenth streets the sidewalk was one mass of bloom. There were great clusters of azaleas, blushing carnations and blue ageratum; modest but deliciously scented violets, honest pansies, staunch daisies, sweet mignonette, French marigolds and other small flowers; bright hued geraniums, regal pelargoniums, house roses, wall flowers, hydrangeas and pure callas; rose geraniums, Japanese aspera and delicate Chinese flowering maples; imperishable ivy and frail trailing vines; genesta, spirea, cineraria and salvia.

There were a dozen men there with their money in their hands, each eager to be the first purchaser in the new market.

Herman Claasen, of Front and Fulton streets, secured that honor, and George MacCollum, of New Durham, N. J., was the florist who made the sale. Mr. Claasen proudly carrying away a fine scarlet geranium.

Roundsman McAbinney, of the Park squad, was in charge of the police arrangements, but there was nothing to do.

Hardly had the day begun to break before men, women and children began to flock to the new Floral Market despite the lowering clouds that soon began to sprinkle. The exclamations of delight at this royal view of nature's beauties were pleasing to the ear.

One florist exclaimed: "This is what we have been working for. We will get more retail trade here in a day than at the old market in ten."

Guilbund, the East New Durham florist, said: "I was the first man to open a wagon at the old market, Canal and West streets. That was twenty-six years ago. The town has gone up further since then, and here's the place. We got no retail trade there. Nobody would come so far and to such a place—right close to the bad-smelling dumps. But for the rent we'd do a good retail trade here in a morning. In a week you'll see a hundred wagons here and business for all of them."

Among the florists appearing at the new market this morning were H. C. Steinhoff, A. C. Schroeder, Newton; Alexander Lumistown, Richmond Hill; J. Reid, Weavertown Road, N. J.; A. Pierson, West Hoboken, and D. Lilley, Laurel Hill. All were enthusiastic over the change.

At 7 o'clock the market was over and most of the florists drove home in empty wagons. The flower market pays a revenue to the city of about $400 a year, at the rate of 25 cents a foot. The market is from 3 to 7 o'clock, and Daniel E. Dowling was on hand this morning, to collect the quarters. The market season is from April 10 to July 5, usually.

SUING FOR AN "OOLAH" DATE.

Novel Suit in Brooklyn Against Actor Francis Wilson.

A novel theatrical suit came before Justice Cullen, in the Brooklyn Supreme Court, this morning. Knowles & Morris, managers of the Amphion Academy, sought an injunction restraining Francis Wilson, the actor, and his manager, Mr. Canby, from refusing to name a date during the theatrical season of 1891 when they will give "The Oolah" at the Amphion.

In the complaint Mr. Knowles swears that "Francis Wilson is and was an actor of high reputation and extraordinary abilities." On Sept. 3, 1889, he says, the parties entered into a contract whereby Wilson was to appear at the Amphion during the week beginning March 10, 1891.

On Dec. 31, 1889, Canby wrote a letter to them asking to be released from the contract, and agreeing to play some other week, the date to be fixed subsequently.

In consideration of this agreement Wilson was released and another attraction was put in at the theatre the week of March 10.

Knowles & Morris also swear that their theatrical season ends June 1, and it is necessary to have the date fixed now, so as to give them time to advertise the play.

They demand that Wilson and Canby be enjoined and restrained from refusing to name a date when they will play at the Amphion.

Wholesale Poisoning by Sugar in the Scotch Village of Crieff.

(BY CABLE TO THE PRESS NEWS ASSOCIATION.)

PERTH, Scotland, April 11.—Great consternation has been caused at Crieff by the poisoning of a large number of residents, which has been traced to sugar bought at a local vender's.

Over fifty persons are known to be ill. Several deaths have occurred already and others are expected.

The police are making a thorough investigation of the matter.

Argentine Financial Situation Again Becoming Uneasy.

(BY CABLE TO THE PRESS NEWS ASSOCIATION.)

BUENOS AYRES, April 11.—The financial situation is again becoming uneasy and disturbed, as the banks decline to aid the new companies or to become safety for those already organized.

Condensed Cablegrams.

Five hundred pentients, headed by two Bishops, have sailed from Marseilles for a pilgrimage to the Holy Land.

The French Mediterranean fleet has been ordered to rendezvous off Cagliari and salute King Humbert of Italy on his visit to Sardinia.

The Umbria, from New York April 4, reached Queenstown at 2.50 this morning.

The savings bank at Chieri, nine miles from Turin, has suspended and great destitution will follow.

A panic was caused at a travelling circus in Audlem, Cheshire, through a trained lion attacking an elephant. Several people were injured.

Ground to Pieces by Express Train.

(SPECIAL TO THE EVENING WORLD.)

HARRISON, N. J., April 11.—Bartholomew Lyons, a track walker was cut into pieces by an express on the D., L. and W. Railroad at Sandford's Crossing this morning.

NOT A BRICK TRUST, THEY SAY.

Purposes of the Jersey Combine Defined by an Incorporator.

The Organization as Outgrowth of Last Year's Brick Boycott.

There is much excitement to-day in labor circles, as well as in the building materials trade, over the formation of what is regarded as a gigantic brick trust, or combine of brick manufacturers.

The combination grows out of the big brick boycott of last Fall, and is composed of nearly all the manufacturers of the old association. It has been incorporated under New Jersey laws, and its certificate is now on file in the Hudson County Clerk's office in Jersey City.

The new combine is known as "The Associated Brick Companies of New York and New Jersey and of the City of New York." The capital stock is $20,000, divided into 200 shares.

The incorporators are: Urian Washburn, James G. Scott, Horatio N. Wood and George H. Smith, of Haverstraw; Edwin Brockaway, of Fishkill Landing; Frank Suderly, of Coeymans, N. Y.; George Washburn, of Saugerties; George A. Kerr, of Kingston; Samuel D. Coykendall, of Rondout; Nicholas Mehrdorf, of Hackensack; Patrick King, of Verplanck's, and William F. Fisher, of South River, N. J.

Samuel D. Coykendall, one of the incorporators and one of the largest brick manufacturers in this section, denied to an EVENING WORLD reporter that the new association was a combine to put up the price of brick.

"At present," said Mr. Coykendall, "the Association really amounts to nothing more than the making permanent of the old Association, formed last Fall, to protect ourselves against the boycott.

"The old association was virtually of no account, but now we have a permanent organization that will hold monthly meetings to protect ourselves against unlawful and unjust exactions; to reform abuses in the trade; to collect and disseminate information of value to brick interests; settle differences among ourselves; protect each other in matters of mutual interests and promote friendly intercourse in the trade, the same as any large organization.

"The association will not manufacture brick as an association, but the members will continue their individual yards.

"No stiff-rent scheme in this regard has ever been intended, and the association capital stock is merely nominal, each member paying $100 for a share.

"The price of brick is and will continue to be controlled entirely by the market, and the demand will regulate the output.

"Fully two-thirds of the manufacturers in this section have signed with us, and this includes practically all the members of the old association. Our headquarters will be in Jersey City, but as yet we have elected no officers."

"What about the charge that the Association is organized to put down the Knights of Labor?" asked the reporter.

"I can only repeat that we are organized for our own protection. If the Knights force another boycott upon us, as they did last Fall, we shall now be in shape to protect ourselves. Then we were not. That is all."

"BIG SIX" DECLARES WAR.

Senators Who Defeated the State Printing Bill Marked.

Typographical Union No. 6 has declared war on the Republican State Senators who, by their efforts, secured the defeat of the bill passed by the Assembly for the establishment of a State Printing Office.

The Senators who will feel the weight of "Big Six's" political influence should they again appeal to their constituencies for re-election next Fall, are Birkett, of Brooklyn; Fassett, of Elmira, and Laughlin, of Erie.

Against these three the efforts of the printers will be concentrated in accordance with a resolution passed by No. 6 at its last meeting.

For years the printers have striven for the establishment of a State Printing Office at Albany similar to the Government Printing Office at Washington and similar institutions in Kansas, California and Nevada.

A bill for such an office was approved by the State Conventions of the K. of L., the American Federation of Labor and the State Workingmen's Assembly. It was passed by the Assembly and sent to the Senate, where it was killed by an adverse report of the Finance Committee.

A committee will be appointed at the next meeting of Typographical Union No. 6 to correspond with all Labor organizations throughout the State to join them in their campaign against the objectionable Senators.

STOLE $1,000 FOR HIS LARKS.

Bookkeeper Kuhn Arrested Upon His Return from Europe.

When the steamship Britannic, of the White Star line, was made fast at her dock this morning she was boarded by Detectives Heard and Sheridan, of Inspector Byrnes's staff, who placed under arrest Otto Kuhn, one of the passengers.

Kuhn was a bookkeeper for Henry Herge, the wholesale confectioner at 14 Harrison street. Last February he asked his employer if he could be spared for a few months to take a flying trip to Europe.

He received consent, and sailed Feb. 25. Mr. Herge soon discovered that money was missing, and an investigation of Kuhn's books, it is alleged, revealed a shortage of about $1,000.

Inspector Byrnes was notified, and learning that Kuhn was returning on the Britannic, Detectives Heard and Sheridan were there to meet him when he arrived.

Kuhn admitted that he had stolen the $1,000 and squandered it in gambling houses and high living. He is twenty-seven years old, married and lives at 406 West Forty-seventh street. At Jefferson Market he was held for examination on a charge of grand larceny.

HYDE & BEHMAN APPEAL.

Don't Want to Pay Musgrove $5,000.

Lawyer Benedict to-day moved in the Brooklyn City Court to reopen the judgment taken by default in the suit of Duncan M. Musgrove against Hyde & Behman, the theatre managers.

Musgrove, who is a drummer, visited the defendants' playhouse and applauded one of the singers so frequently that he was put out. He brought suit for $5,000 damages and got judgment by default.

APPEAL OF THE CONGO STATE.

Explorer Stanley Asks the United States to Ratify Its Treaty.

Our Government Urged to Act in Suppressing the Slave Trade.

Explorer Henry M. Stanley made public this morning an appeal for an extra session of the United States Senate to ratify the treaty between this Government and the Congo Free State, of which he is the Governor, and also what is known as the Act of Brussels, adopted by the Anti-Slavery Conference held last year.

The act confers upon the Congo Free State the power to extirpate the slave trade, which, Mr. Stanley says, is now being carried on by an armed force of 12,000 men, and the treaty recognizes the right of the Congo Free State to act as an independent power.

The Senate rejected the Act of Brussels and adjourned without having ratified the treaty, which was concluded June 24 last.

"The importance of this," writes the explorer, "lies in the fact that both the act of the Conference and the treaty must be ratified by the contracting parties before July 2 next; otherwise the famous Anti-Slavery Conference of 1890 will have become an utter failure.

"As the United States Government was the first to recognize the Congo State, and as the American representatives signed the act of the Conference which was to extirpate slavery from its last stronghold, it will strike every one that it would be most deplorable if the United States were to withdraw its adhesion.

"It is impossible that a Republican administration can let this opportunity pass away to express by its acts consistent adhesion to the principles of the Republican party. If the second of July arrives without the exchange of the ratification having been effected, the Republican party will, unconsciously perhaps, have earned for itself the uneviable notoriety throughout the world of having abandoned its principles.

"There is yet time to call a special session of the Senate for this purpose, or perhaps the President and the Secretary of State may be able to avert this appalling catastrophe to Africa."

The act and treaty have both been agreed to by the seventeen other European and American powers represented at the Anti-Slavery Conference.

Mr. Stanley adds that "it is expected that the Congo State will proceed at once to exercise its full powers, and declare war against the 12,000 slave-traders and continue until they have utterly ceased their murderous trade, or it will be said that the Congo State has proved to be a failure.

"To supply the means for the enterprise the Powers at the conference empowered the Congo State to impose import duties. As soon as the ratifications between the Powers had been effected this privilege—exercised by every State in the world—was to be exercised by the Congo State."

All that is required now to carry out this worthy purpose is the consent of this Republic.

Until now an armed force has been maintained to repel the invasion of the slave-traders at the expense of the King of the Belgians and his Government and the small sum collected as taxes on exports and post traders. This sum, $725,000 annually, is not sufficient to carry on the battle against slavery.

It requires money, which could be raised if the Government was properly organized to collect revenue.

Mr. Stanley and his wife, her mother, Mrs. G. H. R. Tennant; Ernest Kendth, the courier, and Selah Ben Osman, the Zanzibar boy, are at the Plaza Hotel, where they are resting prior to their departure for England next Wednesday.

HELD UP A LA DICK TURPIN.

With a Pistol at His Head Mr. O'Melia Gave Up His Money.

The Brooklyn police to-day are investigating a story of an alleged highway robbery which was reported at 2 o'clock this morning when Charles O'Melia, of 338 Franklin avenue, went to the Thirteenth Precinct Police Station with his face covered with blood.

To the Sergeant on duty he said that he had been the victim of a most brutal assault.

"While standing on the corner of Gwinnett street and Harrison avenue at 1.30 o'clock," he said, "a stranger came along and spoke to me.

"When about half way down the block the man turned upon me and struck me a stinging blow in the face, knocking me down and drawing blood.

"When I attempted to get up he thrust a revolver in my face, and said that if I made a noise he would shoot me. After going through my pockets and robbing me of my gold watch and chain and $14 in money, he ran away."

O'Melia described his assailant as twenty-eight years old, 5 feet 5 inches tall, and said he was dressed in dark clothing. Detective Brady was sent out to investigate the case.

QUEENIE DREW DENIES IT.

She Says She Was Never Married to Carlyle Harris.

Carlyle W. Harris, the young medical student who has been confined in the Tombs the last ten days on a charge of murder in the first degree in having caused the death of his wife, Helen Potts, the beautiful student at a fashionable school for girls in this city, has also been charged in a letter to the dead girl's mother, Mrs. George W. Potts, of Asbury Park, with having secretly married another girl after his secret wedding to her daughter.

The name mentioned as that of Harris's second wife was Miss Queenie Drew, a handsome girl, said to be a daughter of a wealthy Kansas cattle raiser, and who lived last Winter in the Grand Union Hotel in this city with her mother and brother.

Miss Drew has recently appeared in Harrigan's Company in a subordinate part, and left the theatre about a month ago, according to Manager Herrigan, because one of the stuffy men made a remark which she didn't like and for which he was dismissed.

C. Philip Smith, a china decorator in the Knickerbocker Building, in West Fourteenth street, who claims to be "just like a brother" to Miss Drew, this morning denied for her that she ever married Carlyle Harris.

Mr. Smith made this denial emphatic after a brief visit to 135 East Sixteenth street, but he would not admit that Miss Drew was living there.

He said Miss Drew told him to say that she had met Harris last Summer at Asbury Park, but hasn't seen him since.

Killed Two Men for $200.

(SPECIAL TO THE EVENING WORLD.)

EAGLE PASS, Tex., April 11.—News is just received of a double murder and robbery which took place near Lerno, on the Mexican Central, last Tuesday. Two men were shot and killed by masked men while driving an express wagon to connect with a local train. Only $200 in money was secured by the robbers.

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HIS DEATH DELAYED AGAIN.

Another Appeal Taken in Murderer McIlvaine's Case.

Charles McIlvaine, the murderer of Christian Luca, the Brooklyn grocer, will not be executed during the week beginning April 20, as the sentence under which he is now confined in Sing Sing prison provides.

Lawyer A. C. Astarita, who has recently come into the case as his counsel, has secured a stay pending an appeal to the United States Supreme Court on Judge Lacombe's denial of his application for a writ of habeas corpus.

The application for the writ was based on the ground that the condemned man had already entered upon and expiated in part the punishment affixed by existing law to his offense, and that it would be a violation of his constitutional rights to compel him to undergo this part of his punishment a second time.

It was further claimed that the law under which the sentence was passed was unconstitutional and void and in antagonism with the laws and Constitution of the United States.

The appeal taken from Judge Lacome's decision operates as a stay until the question can be argued before the Supreme Court at Washington.

The citation which was issued by Judge Lacome to Warden Brush, of Sing Sing prison, has not yet been served on him, but this step will be taken early this week, Lawyer Astarita says. He also says that the appeal will probably be argued within the next ten days.

McIlvaine's crime was committed nearly two years ago, on Aug. 22, 1889, and he was tried, convicted and sentenced in September last. Application was made the last week to Gov. Hill for a commutation of his sentence.

County Judge Moore, District-Attorney Ridgway, of Brooklyn, has written to the Governor in opposition to this application, stating that the sentence is most atrocious one; that McIlvaine was legally and justly convicted and that there was no reason why Executive clemency should be extended.

It is stated that the same proceedings before the United States Courts will be taken in the case of Nicola Trezza, also convicted of murder in the Brooklyn courts, by his counsel, ex-Judge A. H. Dailey.

Trezza has been sentenced to be executed at Sing Sing Prison by electricity during the same week designated in McIlvaine's sentence.

OTHER STATES' CRIMINALS.

Assistant District Attorney John D. Lindsay, is the author of a bill, which has been introduced in the State Senate by Mr. Ives, which will radically amend the code of Criminal Procedure with reference to the arrest and commitment of fugitive criminals from other States.

The amendments provide that a warrant may issue on the sworn information of any police official, based on telegraphic information from the Governor of any State; and they also authorize the remanding of the prisoner for a reasonable time to await the arrival of evidence.

All the evidence that is required to hold the prisoner is that he is charged with crime in another State and that he is a fugitive from justice.

The present law requires proof of guilt, so that the accused person has practically to be tried in this State for crime committed in another.

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