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THE WORLD.

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PRICE ONE CENT. NEW YORK, TUESDAY, MAY 12, 1891. PRICE ONE CENT.

LAST EDITION.

IT IS A LAW.

Gov. Hill Has Signed the Tunnel Lighting and Ventilation Bill.

Successful Termination of "The Evening World's" Fight in Behalf of the People.

Board of Railroad Commisioners Empowered to Make Tunnels Safe.

Text of the Measure Which Railroad Magnates Must Obey.

The bill, whose object is to make the Fourth Avenue Tunnel safe, has been signed by the Governor and is now a law. It is a piece of legislation wholly in the interest of the people and one that should have been enacted ten years ago. It gives the State Board of Railroad Commissioners power to order the New York Central Railroad Company to make such changes in the construction of the Fourth avenue tunnel and the running of trains through it as the Commissioners may deem best for the protection of the travelling public.

ASSEMBLYMAN SULZER.

The securing of this law is the culmination of the hardest fight that THE EVENING WORLD has yet made in the interests of the people. The opposition of so gigantic a corporation as is the New York Central Railroad Company looked almost insurmountable, but it was beaten down and the bill was passed.

The horror of Feb. 20 last, in which six lives were lost, brought about an investigation showing that the way trains were run through the tunnel was absolutely unsafe, and that daily the lives of thousands of people entering and going from the Grand Central Depot were risked. It showed that at times in certain parts of the tunnel engineers could not see their own smoke-stacks, that signal lights were invisible and that the block system did not work properly. It was also apparent that to make the tunnel safe lighting and ventilation was necessary. It was shown clearly that had there been light in the tunnel the accident would not have occurred, for the engineer of the colliding train was not aware that there was any obstruction on the track until his engine was on top of it. He had passed by the light signals without seeing them and over the gong signal without hearing it.

THE EVENING WORLD, which was investigating the matter on its own account, found that nine years before a similar horror had occurred, within a hundred feet of the spot at which happened the collision of Feb. 20; that lives had then been lost, and that a Coroner's jury and a Grand Jury had then pronounced the tunnel unsafe and laid the blame on the New York Central Railroad Company, whose officers were held responsible.

The Grand Jury at that time, in the presentment, directed that the railroad company should light and ventilate the tunnel, in order to guard against future mishaps. But the New York Central paid no attention to this mandate, and ran its trains in the same reckless way until the second accident occurred, when public opinion was so aroused that the Company's officers were condescending enough to explain that the tunnel could be neither ventilated nor lighted.

THE EVENING WORLD doubted this. There were other and longer tunnels ventilated and lighted and made safe. All the available engineers in New York City and in other cities convenient were interviewed, and the consensus of opinion was that the lighting and ventilating of the tunnel was only a matter of expense. A representative of THE EVENING WORLD was sent through the Hoosac Tunnel, which is twice as long as the Fourth Avenue Tunnel, and is thoroughly ventilated and lighted, and his report, together with illustrations, were printed in THE EVENING WORLD. The diagrams and plans of the St. Louis Tunnel, which is also ventilated, were obtained and printed for the benefit of the New York Central Railroad Company. This corporation, however, still persisted that the Fourth Avenue Tunnel was a very good tunnel indeed, and safe enough in spite of the opinions of the experts, and said that it would do nothing except by direction of the Legislature.

It was then that THE EVENING WORLD determined to introduce a bill by which this arbitrary company would be compelled to do that for the safety of the people which it ought to have done ten years ago without compulsion, and which was so apparently necessary.

Assemblyman William Sulzer, a young but able legislator, agreed to introduce the bill prepared by THE EVENING WORLD. He was selected because of his well-known integrity, earnestness of purpose and forensic ability. His whole career in the Assembly had shown that he was a man who always acted for the best interests of the people. The bill was introduced by Mr. Sulzer in the Assembly, and after the first reading ordered before the Committee on Railroads.

Prior to the introduction of Mr. Sulzer's bill a bill for lighting tunnels had been introduced by Assemblyman Walter Byrne, another earnest legislator. This, however, was not such as would accomplish the end desired, and Mr. Byrne, whose bill was on the third reading, consented to accept the full provisions of Mr. Sulzer's bill as an amendment to his own and worked hard to secure its passage.

In the mean time another tunnel bill was prepared under the direction of the New York Central Railroad Company, containing sufficient to delay legislation on the Sulzer-Byrne bill. This it also proposed to introduce in the Senate in order to block legislation there, but before it had an opportunity to do this a bill containing the full provisions of the Sulzer-Byrne bill was introduced in the Senate by Senator Ahearn. The New York Central's bill was championed in the Assembly by Assemblyman Husted and in the Senate by Senator Coggeshall.

In the mean time the agitation by THE EVENING WORLD of the danger of the tunnel began to have its effect. The New York Central Railroad was getting the reputation of being unsafe, and the Sulzer-Byrne bill was passed in a slightly amended form. Its provisions are as follows:

AN ACT

To confer upon the Board of Railroad Commissioners of the State of New York authority to compel the lighting and ventilation of all tunnels within this State which are used by steam railroads.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The Board of Railroad Commissioners of the State of New York are hereby authorized, empowered and given full and complete authority to require and compel all tunnels used or to be used by railroads operated by steam in this State to be properly ventilated, in such manner and by such means and mechanical appliances as said Board of Railroad Commissioners, or a majority of the same, may direct.

Sec. 2. The Board of Railroad Commissioners of this State are also hereby authorized, empowered and given full and complete authority to require and compel all tunnels used, or to be used by railroads operated by steam in this State, to be properly lighted by electricity or otherwise, or by such means or in such manner as said Board of Railroad Commissioners, or a majority of the same, may direct.

Sec. 3. Whenever said Board of Railroad Commissioners of this State, or a majority thereof, shall cause to be personally served upon any railroad corporation controlling any tunnel, or part of a tunnel, in this State for the purpose of operating a railroad or moving, hauling or propelling cars therein by steam by delivering a copy personally to the president, general manager or any director of said corporation of a notice or order, signed by a majority of said Board of Railroad Commissioners, stating and specifying the structures to be erected, the manner, means, mechanical appliances and apparatus to be used in lighting or ventilating any tunnel or tunnels used by said corporation for the purpose of moving, hauling or propelling cars by steam therein as aforesaid, said corporation shall, within thirty days from and after the service of said notice or order as aforesaid, cause said tunnel or tunnels so used by it as aforesaid to be lighted or ventilated, or both, in the manner and by the means and use of the mechanical apparatus and appliances specified and pointed out in said notice or order.

Sec. 4. After the expiration of thirty days from the service of said order or notice specified in the preceding section, as therein directed, if said corporation shall not have fully complied with the provisions and requirements of said notice or order as aforesaid and as therein directed and required, said Board of Railroad Commissioners, or a majority of said Board, may apply to the Supreme Court of this State for a writ of mandamus to compel said corporation or corporations so neglecting or refusing to obey and comply with the provisions of said order or notice to comply with and obey the provisions and requirements of said notice or order, and said court shall have full power and authority to hear and determine said matter, and, after giving the corporation or corporations proceeded against an opportunity to be heard in its or their defense, to compel said corporation or corporations so proceeded against to obey said order or notice, and forthwith comply with and carry out the provisions and requirements therein contained.

Sec. 5. Every corporation violating any of the provisions of this act shall be guilty of a misdemeanor, and may be indicted therefor, and may be compelled to appear and plead to an indictment therefor in the person of its president, secretary, treasurer or any director thereof, and a bench warrant may issue out of any competent court to compel such attendance and pleading, and, upon conviction thereof, punished by a fine of $1,000, and an additional fine of $500 a day for each and every day or part of a day after thirty days from the due service of said notice or order that said corporation shall refuse or neglect to obey and carry out the requirements and provisions of the same, and duly sentenced to pay the same.

Sec. 6. It shall be the duty of the District-Attorney prosecuting any corporation for a violation of any of the provisions of this act, that shall be convicted thereof and sentenced to pay a fine therefor, to cause a judgment-roll to be made up, consisting of the indictment orders and sentence of the court and a formal judgment, to be prepared by him, which judgment shall be duly signed by the clerk of the county in which said trial took place; said judgment-roll shall be filed by said County Clerk and said judgment shall be duly recorded in the book of judgments in said county and duly entered and docketed by said County Clerk in said county the same as if said judgment had been obtained in a civil action, and said judgment so duly entered and docketed shall become and be a lien upon all of the real estate of said corporation against which the same is obtained, and the collection thereof may be enforced by a execution to be issued and signed by the District-Attorney of the county where the trial of said indictment took place, in the same manner and to the same extent as executions are collected in civil action.

Sec. 7. In cities in this State having a population of 1,000,000 inhabitants or over, where tunnels are or may hereafter be operated or controlled by any railroad corporation such portions of any mechanical or other devices or appliances as may be required under the provisions of this act to be constructed on or above the surface of any street, avenues or other places under which such tunnels may be built, shall be subject as to form, material and construction, to the approval of the local authorities of such cities, except that in the city of New York such approval shall be by a majority vote of the Mayor, the Comptroller, the Commissioner of Public Works and the President of the Department of Public Parks of said city.

Sec. 8. This act shall take effect immediately.

It now remains for the Railroad Commissioners to give such orders as will make the Fourth Avenue Tunnel safe. The experiments in electric lighting that have been made are a step in the right direction, but it is only a beginning. That the State Board of Railroad Commissioners is thoroughly satisfied of the unsafety of the tunnel is apparent from its report made after the investigation following the disaster of Feb. 20.

"The Board is satisfied," says the report, "that the present system of signalling is insufficient to secure safety. Indeed the wonder is that no serious accident has happened before. It is difficult enough to distinguish distance and home signals in the centre tunnel, where there are a number of openings, under the most favorable conditions of weather. In the side tunnels the dangers and difficulties are increased many times.

"As regards the ventilation of the tunnel, a plan both feasible and desirable is to entirely close the openings between the centre and side tunnels and construct ventilating towers at certain points from the side tunnels in such a manner as to produce a strong draught through the side tunnels, ridding them of smoke and steam."

The Board at this investigation was somewhat uncertain as to the feasibility of using electric lights, and it is to be hoped that it will satisfy itself thoroughly on this point and give the necessary instructions for the lighting of the tunnel as well as for its ventilation.

All that now remains is to put into effect these recommendations and to give the people carried by the New York Central trains as safe traffic as possible.

AGAINST THE SOFT COAL SMOKE NUISANCE.

Another argument in favor of ventilating the Park Avenue Tunnel was presented to the Board of Aldermen to-day in the form of a numerously signed petition from residents, property owners and householders in Park avenue.

The petitioners ask that an ordinance be enacted requiring the railroad corporations using the tunnel to substitute some other fuel than that used in their locomotives, or to provide some other adequate means to prevent the nuisance occasioned by the "constant volumes of black coal smoke and flakes of soot" arising through the tunnel openings.

The petition was referred to the Railroad Committee.

CITY NEWS TERSELY TOLD.

To-Day's Record of Minor Happenings About Town.

Broker George H. Price Killed.

The body of the man who was run over and killed by a Rapid Transit freight train at Tompkinsville, on Saturday night, has been identified at the Stapleton morgue as that of George H. Price, aged seventy years, who resided at the Palmer House this city, and was at one time a well known New York broker. Geo. H. Bailey of 53 William street, took charge of it.

Poolsellers Look Out!

District-Attorney Nicoll has applied to the Board of City Record for 500 blank indictments for "pool-selling," which would seem to indicate that the prosecution of the pool-room keepers and poolsellers is to be pushed with great vigor.

Child's Hospital at Essex Market.

Comptroller Myers will present to the Sinking Fund Commissioners the petition of W. Hildreth Field and several physicians that the Eastern Dispensary rooms in Essex Market building be assigned for an Infants' Hospital for St. Joan's Guild.

Sent Up for Manslaughter.

For killing Charles Healy, at 530 West 28th street John Anderson was to-day sentenced to nine years and two months in State Prison, and William J. Lloyd to seven years and six months.

Run Over on Chambers Street.

Mrs. Johanna Doyle, of No. 31 Roosevelt street, was run over by a horse and wagon on Chambers street to-day, and was badly hurt.

Two More City Marshals Named.

Mayor Grant to-day appointed John J. Jones, of the Eleventh Assembly District, and Richard Flynn, of the Ninth District, City Marshals, their terms of office to expire May 1, 1897.

Charged With Stealing $481.

Albert J. Stonehouse, a carpenter, was remanded at Essex Market this morning to give the police a chance to investigate the charge that he stole $481 from Mrs. Ellen Musgrave's house at No. 67 Monroe street, where he was employed at odd jobs yesterday.

To Make an Aqueduct Park.

The Aqueduct Commissioners have decided to fence the plot on which stands the gatehouse, between Tenth and Convent avenues and One Hundred and Thirty-fourth and One Hundred and Thirty-fifth streets, and to lay out walks, converting the place into a public park.

Had the Temerity to Tackle a Cop.

Thomas Jourdan, of 150 Cherry street, who attempted to knock out a policeman yesterday, was a pitiable spectacle when arraigned at Essex Market this morning. He was remanded to get over the effects of his clubbing.

North River Bank at Auction.

By order of Receiver Higgins the North River Bank Building was to-day sold by auction. Brent Good bought it for $95,000.

Suspected of Arson.

Fire was found in two different places in Solomon Greiser's furniture-repairing shop at 222 Johnson street, Brooklyn, at 7.15 o'clock this morning, and Greiser was arrested on suspicion of arson.

Run Over by a Fire Truck.

While running to a fire at 560 President street, at 11 o'clock this morning, Fire Truck No. 8 ran over five-year-old Louis Rickman, of 159 Suydam street, and the boy was internally injured.

Sailed for Europe.

Mr. H. A. Bonn, of Arstein & Bonn, the dry-goods merchants, sails for Europe to-day on the Steamship Havel.

She Was Kate Sadek.

The woman who was found unconscious in front of 19 East Fifty-fourth street last night and taken to St. Luke's Hospital, was this morning identified as Kate Sadek, of 119 East Eighty-second street.

PARIS AND LONDON PANICKY.

The financial condition abroad is becoming more serious, and to-day, according to cable advices, the Paris Bourse was in a state of panic, and the foreign department of the London Stock Exchange was scarcely any better.

The cause for this is the steady depreciation in Portuguese bonds, which to-day sold as low as 33. Spanish securities are also heavy, while the French 3 per cents have declined from 92f. 85c. to 92f. 25c. British consols were also a shade easier at 95 for money and 95⅛ for the account.

Our market opened lower on these developments, prices falling ½ to ⅞ at the start. This was succeeded by a rally of ¼ to ⅜ per cent., but by midday the whole list was weak again, the loss at the time named being equal to ¼ a 1⅜, as compared with the top figures of the morning. London sold St. Paul and Atchison, and Berlin parted with some of its Northern Pacific preferred.

THE PORCH FLOOR GAVE WAY.

[SPECIAL TO THE EVENING WORLD.]

COLORADO SPRINGS, May 12.—An accident occurred at the Antlier House last night during the President's reception.

A part of the porch of the building gave way beneath the enormous crowd of people and a number of them were precipitated to the basement below. Several were injured but none seriously.

The President had finished speaking from the balcony, and the crowd had pressed forward towards the parlor where he and Mrs. Harrison were receiving.

Games Scheduled for To-Day.

LEAGUE.	ASSOCIATION.
New York at Pittsburg.	Louisville at Philadelph'a
Brooklyn at Cincinnati.	St. Louis at Baltimore.
Boston at Chicago.	Columbus at Boston.
Philad'lph'a at Cleveland.	Cinc'nati at Washington.

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

TURK VISITORS FOR FRENCHY.

Lots of Information About the Accused Ripper's Life in Brooklyn.

Police Now Ready for the Inquest on Carrie Brown's Murder.

Inspector Byrnes says all the evidence will be ready this evening in regard to the East River Hotel murder of April 23 and that the inquest into the cruel butchery of old Carrie Brown will go on at 10.30 to-morrow morning, as fixed by Coroner Schultze.

AN EVENING WORLD reporter discovered facts this morning tending to show that at least one link in the police chain of evidence has not been completed.

This is the fixing upon Frenchy, or Ameer Ben Ali, the ownership of the knife found beside old Carrie Brown's mutilated body, and it is apparent that the police themselves are not satisfied with the identification of the knife as Frenchy's, by prisoners in the Queens County Jail at Long Island City.

The reporter called upon Mrs. Jenalli, the Irish-American wife of Frenchy's friend, with whom he formerly lived, at her neat apartments on Columbia street, near Seabring, South Brooklyn.

Jenalli, whose English name is John Allen, is a fruit vender and was absent attending to his business. Neither was Bozieb Ben Ali, another Turkish friend of Frenchy, who also lives with Jenalli, at home, but Mrs. Jenalli was seen.

From her it was learned that the New York police were not only cognizant of the whereabouts of Frenchy's Brooklyn friends, although they profess to have been unable to locate them, but had also visited them.

"It was last week Wednesday (before any one but the police and Frenchy knew where his friends lived)," said Mrs. Jenalli, "that two men called here and asked if Mr. 'Nally' lived here.

"My husband was here and I asked them in and what they wanted. They didn't say who they were or show any badge or anything, but now I know that they must have been detectives.

"One was an undersized, stout-built man and the other was tall. One of them unrolled a paper and took out a knife and handed it to me and asked if I had ever seen it before.

"It was something like a caseknife and had the blade ground down towards a point. There were knicks in it, but it didn't have any blood on it.

"The handle was wood and looked brown and dirty.

"I looked at it carefully and said I had never seen it or one like it. Then they told my husband to look at it. He did so and said he never saw it or one like it.

"'Isn't that a fruit knife?' asked one of the men. 'Mebbe so, mebbe not. I never see one like it,' my husband said.

"All this time I didn't know what they were trying to get at nor when they said, 'Isn't that Frenchy's knife?' I didn't, for I knew no 'Frenchy.'

"'Didn't a man named Frenchy once live with you?' they asked.

"'Indeed no,' says I, for I never heard of such a man, and then I hadn't heard that Ameer Ben Ali was ever called Frenchy, or that he was locked up. The men around here sometimes called him 'Frank,' but I never heard him called Frenchy."

"Did you ever see Frenchy have a knife?" asked the reporter.

"Never, sir. What would he want of a knife? My husband never saw him have one, either, he says, and he himself only has a little penknife to cut fruit with."

Mrs. Jenalli also said that Ameer Ben Ali had been in this country about two and a half years, she thought, and was not married. He had only lived around New York and Brooklyn about a year.

About seven weeks ago he first came to live with the Jenalls and stayed there until four weeks ago last Saturday night (April 18), when he went out as usual and they, of course, expected him to return, as he left all his clothing and effects behind him and said nothing about not returning.

Five or six days later he was arrested, but Mr. and Mrs. Jenalli knew nothing about it or where he was until nearly four weeks after he had left them.

So far as he had told the Jenallis he had done longshoremen's work along the East River front in New York, Mrs. Jenalli thought. He was always cheerful, and sometimes he sang, Mrs. Jenalli said, although she didn't care particularly about Arabian music.

"He had only one failing—he would drink occasionally," continued Mrs. Jenalli, "but it made him so sick that his spree were few and far between.

"Before he came to live with us he was in the fruit business with George Frank, a Turk who lives on York street, but he quit with him because Frank had him arrested for stealing money.

"Frank couldn't prove it though, and so he dropped the case."

Bozieb and Jenalli went with Lawyer Abraham Levy, of Levy, Friend & House, to the Tombs and had a long talk with Frenchy, Jenalli, who speaks considerable English, acting as interpreter.

Jenalli is a Mahometan and has high moral ideas, but in spite of Jenalli's severe reproaches to Ameer Ben Ali that he should ever have sone to disreputable resorts Frenchy was glad to see his friends.

Sheikh Bozieb, with dignity comporting his age, stood quietly by and listened to the conversation in stoical silence after he had greeted Ameer Ben Ali.

Seven Warrants for Union Bakers.

Charles Gorman, a baker, of 742 Kowenhoven street, Long Island City, to-day applied for warrants for the arrest of seven members of Bakers' Union No. 84. Gorman alleges that the Union issued a circular calling him a thief and embezzler, and charging that he was expelled from the Union for embezzling money belonging to that body.

The Quotations.

	Open.	High.	Low
Amer. Sugar Ref	86	87⅛	85⅞
American Cotton Oil	29	29	24¾
American Cotton Oil pfd	47	47	47
Atch., Top. & Santa Fe	31⅞	32⅛	31⅛
Brooklyn Rapid Transit	74	74	74
Chesapeake & Ohio 1st pref	47½	47½	47
Chicago Gas	60	61	59⅞
Chic., Bur. & Quincy	86⅞	87⅛	86⅞
Chicago & Northwest	108⅞	108⅞	108⅞
Chic., Mil. & St. Paul	62⅞	63⅛	61⅞
Chic., Rock Is. & Pac	76⅞	76⅞	75⅞
Cleve., Cin., Chic. & St. Louis	65½	65½	65
Consolidated Gas	98⅛	98⅛	98⅛
Del., Lack & West	136⅞	136⅞	136
Denver & Rio Grande pfd	57⅞	57⅞	57⅞
Dist. & Cattle Feed	45	45	45
Lake Shore	109⅞	109⅞	109⅞
Long Island	92⅞	92⅞	92⅞
Louisville & Nashville	77⅞	77⅞	77⅞
Louis., New Alb. & Chi	26⅛	26⅛	25⅞
Manhattan Consol	104⅞	104⅞	104⅞
Missouri Pacific	69	69	68
Mobile & Ohio	41⅞	41⅞	41
Missouri, Kansas & Tex. pref	24	24	24
Nat. Cordage	97⅞	98	96⅞
N. Cordage pref	106	106	106
Nat. Lead	18⅞	18⅞	18⅞
New Jersey Central	116⅞	116⅞	116
New York Central	101⅞	101⅞	101⅞
N. Y. & New England	36	36⅛	35⅞
N. Y., Lake Erie & Western	23	20	20
N. Y. Sus., & West pref	11	11	11
Norfolk & West. pref	53⅞	53⅞	53⅞
Northern Pacific	25⅞	25⅞	25
Northern Pacific pref	68⅞	68⅞	67⅞
North American	16	16	15⅞
Ontario & West	16⅞	16⅞	16⅞
Oregon Improvement	20	20	20
Oregon Short Line	26	26	25
Pacific Mail	37	37	37
Rich. & West. Point Ter	17	17⅛	16⅞
Rio Grande W. pref	70⅞	70⅞	70⅞
Silver Certificates	96	97	95⅞
Southern Pacific	30⅞	30⅞	30
Texas Pacific	14	14	14
Tenn. Coal & Iron	33⅞	33⅞	33⅞
Union Pacific	47	47⅞	46⅞
Wabash	19⅞	19⅞	19⅞
Wabash pref	29⅞	29⅞	29⅞
Western Union Tele	80⅞	80⅞	80⅞
Wheeling & Lake Erie	25⅞	26⅞	25⅞
Wheeling & Lake Erie, 1st	76⅞	76⅞	76

A full account of Wall street affairs will be found in THE EVENING WORLD'S 5 o'clock special issue.

ALL good doctors recommend MOERLEIN'S CINCINNATI LAGER for keeping the purse open.

BUCKI'S BOYCOTT.

Eighty Lumber Yards in the Combine Against the Unions.

Dealers' Action Encouraged by Letters from Other Cities.

Unions Assert that a General Building Tie-Up Is Not Feared.

It was announced this morning by Chairman Decker, of the Lumber Trade Association's Executive Committee, which has its headquarters at 18 Broadway, that eighty lumber-yards belonging to members of the Association have already complied with the terms of the agreement formulated for the concerted attack of the employers upon the labor unions and have locked out their union employees.

Mr. Decker's associates on the Executive Committee, in whose charge all the details of the struggle are placed, are John T. Steeres, W. G. Schuyler, C. L. Bucki and T. S. Loomis. They assert that the lumber handlers locked out yesterday numbered as many as 2,500, and that the union men in many other yards would be rendered idle to-day.

These statements are contradicted by the Walking Delegates, who do not estimate the number already locked out at more than three hundred, and say that many of them were not members of the unions.

Lumber is undoubtedly being delivered by some dealers to some builders. At the Mechanics and Traders' Exchange, 14 Vesey street, an EVENING WORLD reporter was told by several builders that they anticipated no trouble whatever in getting lumber to carry out their contracts. President Chandler, of the Building Materials Exchange, 63 Liberty street, said the members of that body would not be inconvenienced.

There are printed in Trow's New York Business Directory the names of 205 lumber dealers—firms and individuals. It is the avowed intention of the Lumber Dealers' Association to induce every one of these yards, if possible, to lock out its men and refuse to deliver any lumber until the power of the union is shattered. If the attempt is successful, it will result in a practical closing up of all building operations in the city and its vicinity, and the consequent enforced idleness of probably 150,000 men in all branches of the building industry.

MEASURES FOR AN EMPLOYERS' FEDERATION.

It was reported this morning that a conference has been held by a Committee from the Lumber Trade Association at the office of the Cornell foundry in Centre street. The object of this conference was said to be the formation of a federation of all employers' organizations allied with the building trades, to fight as a unit the Federation of Labor and the unions.

Another conference was reported to have been arranged with the Building Materials Exchange and the Boss Carpenters' Association.

DO NOT FEAR THE LOCKOUT.

The Board of Walking Delegates met at noon. Delegate Haggerty was not present.

Reports were to the effect that the bosses' attempts to federate to enforce a general lockout were ineffective thus far. It was stated that several large lumber yards were open for business as usual, and were able to supply all demands.

Five sub-committees were said to be on tours of inspection of the lumber yards. The assertion was repeated and emphasized that the number of men locked out already would not exceed 3'0.

Vigorous denials were made that any lumber handlers had left the union to go back to work. Especially was it disputed that forty-two union men had gone back to Bucki's yard.

Fifteen drivers were reported to have quit at the yard of Edward Steeres, East One Hundred and Twentieth street.

NO FREE IRON SHOPS YET.

None of the iron manufacturers' shops was opened as a free shop yesterday. A circular to manufacturers in the trade was distributed as follows:

"We notify you to hold firm, as we have been informed that our men are willing to come back on the old terms. The other bosses in the building line give us great credit for the determined stand we have taken in the matter, and they are sorry that they did not take the same stand when their men took eight hours.

"We have received private information that the moulders are wavering, and are willing to go back on the old terms. We have met the Committee of the Knights of Labor and Moulders' Union No. 25, and our Committee declines to treat with them.

"We intend to open our shops in a few days for the men that are willing to come back, and the places of those who are not willing will be filled from other sources."

This purports to be signed by J. M. Cornell, Chairman; John Cooper, Secretary; Mr. Elies, Mr. Lyons and Mr. W. H. McCord.

Secretary Cooper said that the shops would be opened on Thursday.

CONTRACTOR DURYEE PROPHESIES.

Joseph W. Duryee, whose yards are at East Thirty-fifth street and First avenue, is a heavy lumber contractor. Mr. Duryee said to an EVENING WORLD reporter:

"I have been a member of the Lumber Dealers' Association for several years. I have no reason to complain of my men. I give them what they ask, and everything moves smoothly as far as myself and my employees are concerned.

"I was the last to agree to the plan of making all the yards union yards. I saw no use in it, and felt that it would do us no good.

"A committee from the Association has been after me again to sign the boycott agreement. I had about made up my mind not to sign the agreement, because the question at issue is of very little importance to me. But this movement, I have learned, means more than a mere expression of sympathy with Bucki.

"It means that manufacturers and dealers in the building trades are tired of being hampered every Spring and Summer by labor union strikes in all branches of the trade. This thing must come to an end some time and this is as good a time as any.

"If the Union does not raise the boycott on the Bucki yard soon, there will be a general movement to stop all building operations of every description, and, by so doing, break up the unions altogether. I have never seen men of capital so unanimous as in their determination to be rid of union rule.

"In New York and its vicinity there are altogether about one hundred firms of lumber dealers which have signed the agreement.

"The dealers can deliver lumber to the cabinet makers up to next Monday, and as all the yards will be closed tight at that time unless the Bucki boycott is declared off the cabinet makers will suffer too."

FIRMS IN THE GREAT COMBINE.

Following is a list of lumber dealers who are claimed to have signed the boycott agreement:

John S. Loomis,	Rope & Co.,
Geo. Karr & Co.,	Beers & Resseguie,
Eben Peck,	Willson, Adams & Co.,
Dunbar Box & Lumb. Co.,	W. F. Youngs & Bro.,
C. F. Hodadon,	O. B. Dowd,
E. River Mill & Lumb. Co.,	Breen & Taylor,
T. G. Paterson,	Est. of A. W. Budlong,
F. W. Starr,	Jas. W. Colwell's Sons,
Halsted Bros.,	R. J. & W. H. McCracken,
Chas. E. Rogers & Co.,	John McClave,
Chas. Forbes,	Chas. Hoffberth,
Benedict, Milroy & Fowler	E. W. McClave & Co.,
J. R. H. Thompson,	H. E. Stevens & Co.,
Kenyon & Newton,	South Brooklyn Saw Mill Company,
Crane & Clark,	Happ & Johnson Lumber Company,
Estate of John F. Carr,	C. L. Bucki & Co.,
Dannat & Pell,	Wm. Gibson,
G. L. Schuyler & Co.,	D. J. Carroll,
T. H. Simonson & Son,	G. L. Van Emburg,
Ross & Snyder,	Jas. A. Woolf,
Sylvester Ross,	A. D. Knapp,
J. T. E. Litchfield & Co.,	Geo. Watson,
Cross, Austin & Co.,	American Lumber Co.,
D. C. Newell & Sons,	I. T. Williams & Sons,
John Neely,	J. W. Duryee,
Hardy, Voorhes & Co.,	E. H. Ogden & Co.,
R. G. Phelps & Co.,	John Egan,
A. T. Decker & Co.,	Hobby & Doody,
Johnson Bros.,	W. R. Adams & Co.,
A. B. Johnson & Co.,	J. C. Orr & Co.,
Watson & Pittinger,	F. B. Whitney & Co.,
G. Ross & Sons,	Jos. A. Cross & Co.,
J. H. Havens & Son,	Abraham Steers,
C. W. Wilson,	Bay Ridge Mfg. Co.
Goodwin & Polly,	W. H. Colwell & Son,
Norton & Christman,	Church E. Gates & Co.
Bell Bros.,	Simpson Tolan,
Ogden & Co.,	
Vanderbeek & Sons,	

ALL QUIET IN THE YARDS.

A tour of the yards where the fight is being waged by the dealers against the labor unions revealed nothing very startling this morning.

The Association's committees are actively at work canvassing for the names of all those dealers who have as yet failed to sign the agreement.

Charles L. Bucki, whose yard in Hoboken was tied up by the Lumber-Handlers' Union because he would not pay union wages, and from which incident started the present dealer's boycott, said this morning:

"We now have the names of ninety-seven per cent. of firms engaged in the lumber business already signed. Those firms that have as yet failed to sign will do so before the week is over."

Mr. Bucki, who is a member of the executive committee of the Association, and is in a position to see what is going on in the present trouble, also said that forty-two men who are now working for him formerly belonged to the union, but have withdrawn. He also has, he said, thirty originally non-union men at work in his yards.

He further stated that the Union men employed by Willson, Adams & Co., Dannat & Pell, T. H. Simonson & Co., E. H. Ogden & Cor, J. C. Orr & Co., and Bell Bros. had also withdrawn from the Union.

The men working for Charles Forbes, he asserted, are all non-union men.

HOW MANY ARE LOCKED OUT?

At present it is difficult to make an accurate estimate of how many men are out of work in consequence of the boycott.

While the dealers say they are not delivering lumber on new orders, they have in most instances kept their men at work about the yards, straightening up and sorting out lumber, so that they need not discharge the men, many of whom are old and faithful employees, until they deem it absolutely necessary.

Builders have in many cases been forewarned, and made arrangements accordingly, so that they have considerable lumber on hand.

ENCOURAGEMENT FROM OTHER CITIES.

Wholesale dealers in other sections of the country are greatly interested in this fight, and special meetings have been held by the lumber men in Buffalo, Tonawanda, Norfolk, Va., and Baltimore, to express their sympathy.

The Lumber Dealers' Association of Albany has pledged itself not to furnish lumber to any builder or contractor who may seek that market as a temporary source of supply.

The Executive Committee of the Lumber Dealers' Association will meet this afternoon at 18 Broadway to receive reports.

It is not expected that the effect of the lumber dealer's action will be fully felt until the builders and carpenters get out of lumber, and are obliged to stop work on their buildings.

THE EIGHT-HOUR STRIKE.

The International Moulders' Union has pledged itself to support all strikes in the building trades for shorter hours.

Striking foundrymen's ranks have been increased by the going out of 35 men employed at the shops of Davis Bros., Rutledge street, Brooklyn; of 15 men at Toppe's shop, Ninety-first street and First avenue; of 40 men at Fisher's Greenpoint shop, and of 60 men at the Hecla Iron Works, in North Eleventh street, Williamsburg.

CONFIDENT HOUSESMITHS AND FRAMERS.

The Executive Committee of the striking housesmiths met as usual to-day at Clarendon Hall. Reports did not indicate that any decided change in the aspect of the strike had taken place.

At to-day's meeting of the striking framers the reports were deemed very encouraging by the men. They voted to levy five cents an hour strike money assessment upon every member who returned to work. Up to date $5,700 has been paid out to striking framers.

FOREIGN NEWS OF THE DAY.

Portugal's Dynamite Scare and Grave Financial Crisis.

[BY CABLE TO THE PRESS NEWS ASSOCIATION.]

LISBON, May 12.—Excitement over the financial crisis in Portugal continues.

The announcement by the Minister of Finance that a further supply of silver coin would be put in circulation on Friday, is followed by another, that the Bank of Portugal will issue notes of the value of one milreis and of 500 reis.

A bomb was exploded last evening at 11 o'clock on the window-sill of the residence of the Minister of the Interior in this city. The window-frame was blown to atoms and the stone wall around it badly damaged.

No one was injured, but the explosion caused a panic among the members of the Committee on Finance, which was holding a meeting at the time.

Troops were summoned at once and the building was placed under a strong guard. Later the police arrested two women on suspicion of complicity in the affair. Excitement has been greatly heightened by the incident.

Influenza Epidemic in London—Many Prominent People Stricken.

[BY CABLE TO THE PRESS NEWS ASSOCIATION.]

LONDON, May 12.—Mr. Gladstone, who was attacked on Sunday with influenza, passed a good night last night, but his physician reports that he is in a high fever to-day. No apprehension is felt, however, as to his condition.

There is no abatement of the violence and rapid spread of the influenza epidemic in this city.

Nearly all officials in the customs offices are ill, and about sixty members of Parliament are to-day reported among prominent sufferers from the malady.

There is an alarming outbreak of influenza on the man-of-war Thunderer, now at Gibraltar, a large number of both officers and men having been attacked.

Forty members of the Salvation Army in this city are sufferers from the disease.

It is rumored that the Queen has been attacked with influenza, but the rumor is as yet unconfirmed.

READ M. QUAD'S SKETCHES
— IN —
The Evening World.

NOTHING LIKE PERSONAL SUPERVISION.

THE PRESIDENT—Oh, dear! It seems as though I cannot leave Mr. Tracy and Mr. Blaine and the rest of them for a few days only without having them get things all tangled up. I wish I were at home now to straighten out this Itata row.

THE SECRETARY OF AGRICULTURE—Yes, and I hain't heard nothin' yet about that report of the peach crop failure this year. I guess things ain't agoin' jest right in my Department.

BABY McKEE—Me too.

LAST EDITION.

VOTES AGAINST DR. BRIGGS.

The Presbytery Refuses to Adopt the Exonerating Report.

Heated Debates in the Heresy Proceedings at the Scotch Church.

Only one part of the programme agreed upon for the meeting this morning of the New York Presbytery, which is to try for heresy Rev. Dr. Charles A. Briggs, Professor of Biblical Theology at the Union Theological Seminary, was carried out.

The agreement was to meet at 10 o'clock, and to proceed at once to the consideration of the committee reports on Dr. Briggs's case.

The meeting was promptly called to order by Moderator Shearer at that hour, and the report which was considered "at once" referred to finances, not to Dr. Briggs.