

Homes for everybody are to be found in the world's real-estate columns. Total number of Houses, Rooms and Apartments and Real Estate for sale advertisements in yesterday's World 2,587 Same day last year 1,939 A NET GAIN OF 648 Or 34 per cent.

The BROOKLYN EVENING WORLD. World.

Unprecedented showing made in the growth of the number of advertisements printed in THE WORLD in one year. The total number of paid advertisements printed in THE WORLD yesterday was 6,711 Same day last year 5,200 NET GAIN 1,442 Or over 28 per cent.

PRICE ONE CENT.

NEW YORK, MONDAY, MARCH 28, 1892.

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BROOKLYN EDITION OF THE EVENING WORLD--ONE CENT.

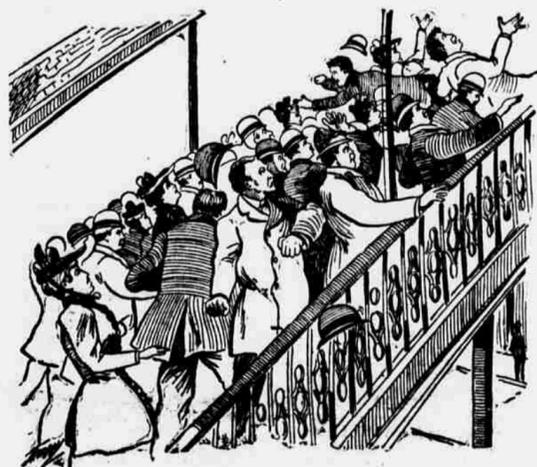
LAST EDITION. FILTH IN "L" CARS.

Patrons of Brooklyn Roads Have All Their Senses Offended.

Further Arrangement of Careless and Neglectful Officials.

Irregular Train Service and Total Disregard of Passengers' Convenience.

Among the complaints heard concerning the Brooklyn Elevated roads, is one that trains frequently round the curves at a dangerous rate of speed, ignoring decrease of momentum commanded by the signs. There



is ground for the complaint. As a rule, the engineers do not wait until they are entirely around the curves before increasing the speed so that, by the time the rear car gets on the curve it is going at full speed.

There seems to be no regulation made for the trains to run by. On the contrary the running time is uncertain and spasmodic. Trains run fast and slow by turns.

Between the Vanderbilt avenue and Navy street stations a burst of speed is generally put on for a short distance, and then the train will be made to slow up with a suddenness that often throws passengers off their seats.

It is not very often that the Brooklyn "L" trains show too much speed. The prevailing slowness with which they generally run is the cause of an end of murmuring.

This is especially the case on the Ridgewood and Fifth avenue lines. The trains are not only slow, but they are not frequent enough. Ten and fifteen minutes intervals between trains are common on the Fifth avenue line, while a passenger waiting for a Ridgewood train at Navy street will frequently see two and sometimes three East New York trains pass to one on the Ridgewood line.

Passengers who take the Fulton Ferry to and from New York are the principal sufferers from the L road's irregular train service. The Ridgewood line is the only one of the Union system that runs to the ferry. Those who live in the East New York district suffer most inconvenience from this arrangement.

There are two ways for these people to reach the ferry, either of which necessitates a change of cars. East New York trains can be taken to Navy street, and a change made there for a Ridgewood train, or by a Broadway train car to Myrtle avenue and a Ridgewood train from there to the ferry.

Beside the bother of making the changes, both the Broadway and Ridgewood trains are uncertain at the best, and the passenger has to assure himself that he will reach his destination in any reasonable time.

Often times passengers are put to the necessity of making changes when there is no need for it. The Broadway and Gates avenue station is the scene of much of the useless transferring. The Broadway and East New York lines converge here and use the same track to the terminus. In coming back passengers are allowed to get on board either the train. If they wish to take a train to the bridge and there is no bridge train there, it is all the same, they are hustled into a Broadway train and carried as far as Gates avenue, and then transferred to the train they originally intended to take.

There is apparently no necessity for this procedure. Although no time is really lost there is the trouble of changing cars, the old inform or weary people do not care about moving about more than is necessary. If there were signs on the engines people might be able to tell which train to take in the first place without guessing at it.

The worry, inconvenience and confusion caused by the Union Company's complicated transfer arrangements are great. The Company has, in the last few days been doing some retooling along the East New York and Ridgewood lines. The work has been done in a desultory sort of way, but nevertheless an improvement on the old condition is visible. Stations and car-windings have been cleaned, a few platforms swept and occasionally a comparatively clean car is put on.

While on the subject of clean cars, the suggestion is pertinent that the Company look after some of the rolling stock used on the Fifth avenue branch. There are coaches on

that line which are fit only for stock cars. The original color of the seats has long been indistinguishable from dirt. They look as if they had fallen in a mud puddle and had never been cleaned. They are black, worn and greasy. Other parts of the cars are just as bad.

Two cars were noticed last week in which the glass ventilators had been broken. Portions of the glass which had not fallen entirely away from the ventilator, hung in a threatening manner in the frame, ready at any minute to drop on the head of some passenger.

There is probably less travel on the Fifth avenue line than on the others, yet that is hardly a reason why some of the station platforms should be so poorly lighted as they are. Neither the Union street nor the St. Mark's avenue station is sufficiently lighted, and a man might push another off or himself step off the edge in the darkness without any one being any the wiser.

As an evidence of how the "L" stations are neglected, the fact might be cited that at a good many stations along the Fifth avenue and East New York lines bill-posters had been at work tearing down old bills and putting up fresh ones. Wherever they had been at work the platforms were littered with paper scraps.

This was a week ago, and yet at some of the stations the scraps are still there. It is evident that these platforms had not swept for a week, and they looked as if it had been a month.

It is not known exactly how the accident occurred, but the men were probably engaged in lowering themselves just an engine No. 226, drawing a southbound train, passed.

They probably swung too far out and were struck by the engine or else the engine struck a projection on the scaffold.

Pearl street is narrow at this point, and the elevated tracks are not much over two feet from the outer edge of the scaffold, so it would be an easy matter for the latter to swing out sufficiently far to come in contact with the engine.

The force of the collision broke the railing of the scaffold and caused it to tip towards, throwing the unfortunate painters to the sidewalk below, a distance of about thirty feet.

Duden fell to the bottom of a flight of stairs leading to the basement. He struck on the back of his head. Both men were married and lived in Brooklyn.

Duden lived at Gold and Sand streets and was thirty-eight years old. His body was taken to the Morgue. Labigan is twenty-eight years old and lives at 880 Madison street.

Engineer Babcock was running the locomotive which struck the scaffold, hurling one man to his death.

Neither case was typhus. Dirty stairways prevail along the Fifth avenue line, also the whole line has in fact a generally abandoned and neglected appearance.

The Evening World will print letters from Brooklyn citizens who have complaints to make against the "L" road nuisances.

One of Dr. Edson's inspectors examined him to-day, and found that he was suffering from scarlet fever. He has been removed to the hospital.

Robbins Jacobs, eighteen, of 295 East Eighth street, was found sick at his home yesterday. As he had a high fever, Dr. Taylor, of Bellevue, reported him as suspicious of typhoid fever to the Health Department. The Inspector said that Jacobs had no contagious disease. He was taken to Bellevue.

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SHAVED OFF BY AN "L" TRAIN.

Two Men Working on a Scaffold Meet Disaster.

One Death as the Result of a Remarkable Collision.

August Duden and M. B. Labigan, two painters, while at work on the front of a building at No. 295 Pearl street this morning, were knocked from a scaffold on which they were working by a passing train on the Third Avenue "L" road.

Duden was picked up unconscious and taken to the chamber street Hospital, where he died shortly afterwards.

He had received a compound fracture of the skull as a result of this fall. Labigan was painfully, but not seriously, hurt, having injured his knee-cap.

The accident occurred a few minutes before 11 o'clock. The men had been at work all morning. They had begun at the top of the building and lowered themselves gradually until they had reached the story which is almost directly opposite where the centre of a passing train would be.

It is not known exactly how the accident occurred, but the men were probably engaged in lowering themselves just an engine No. 226, drawing a southbound train, passed.

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EXTRA COTTO EXECUTED.

Five Shocks Applied in the Sing Sing Prison Death Chair.

Death Almost Instantaneous and Comparatively Painless.

Witnesses Found the Spectacle Less Revolting Than a Hanging.

Story of the Murder of Frankelosa, of Which Cotto Was Convicted.

It was the action of the hot current on the wire in the electrocution.

The eyes were now like two dark lines, and a longitudinal crease that looked like a cut appeared over the bridge of the nose, almost connecting the black streaks made by the eyelashes.

"HE IS DEAD." The physicians once more listened for heart beats, Dr. Irvine first and then Dr. Abbott.

But to make assurance surer two more shocks were given.

After the first contact Cotto gave no sign of life, and he suffered only for an instant.

Cotto's appearance was entirely changed after death. From being long his face through muscular contraction had become wide.

The right side of it was drawn up, and the dead man seemed to be smiling.

There were water blisters on his forehead, neck and right leg, all caused by the water which dripped from the electrode sponges, and which conducted the electricity.

His flesh felt as soft and warm as that immediately after natural death. The only difference was its bluish color.

FACTS DISCLOSED BY THE AUTOPSY. An autopsy was made immediately after the body was examined by the physicians.

The organs were in good condition. The blood in the cranium was almost black.

The voltage of the five currents was between 1,900 and 1,084 volts. The following table shows when the shocks were given and their duration:

First - 10.45.20 to 10.45.27. Second - 10.45.32 to 10.45.37. Third - 10.46.02 to 10.46.07. Fourth - 10.47.42 to 10.47.47. Fifth - 10.48.02 to 10.48.13.

It was the opinion of all present that death by electricity is more humane than that by hanging. Inspector Williams, who was among the first of the witnesses to emerge after the execution, said:

"I am satisfied. Electrical execution is better, more humane and less revolting than hanging. The man never knew what hurt him. The first shock killed him, and there was no burning that I could see."

Drs. John P. Wilson, S. F. Horton and Spencer joined in expressing the opinion that this form of killing was more merciful than hanging. None of them had ever seen an electrical execution before and neither of them was all shocked by the scene.

Dr. J. E. Walker said that if he had to choose the manner of his death, he would say death by electricity. "If we must kill people," he added, "I think this is the quickest, least painful and most humane method."

COTTO'S BROTHER NOT ALLOWED TO SEE THE BODY. Dominick Cotto, the dead man's brother, was in the Warden's room when the witnesses came up.

"I want to see the body," he said, in broken English. His request was not granted.

WAITING FOR THE WORD. Physicians with a Bottle of Whiskey Sent to Cotto's Cell.

SING SING, March 28.—(Special to the Evening World.) Prisoner Cotto was taken to the condemned cell building a moment ago. After a whispered consultation with the Warden, Dr. Wilson and Irvine were sent downstairs with the keeper.

It is understood that Cotto is weakening, if he has not already collapsed. The physicians took a big bottle of whiskey along with them. Dr. A. M. Warden, his doctor Williams, the electrical experts, and, in fact, all the invited witnesses except the newspaper men have gone to the execution chamber. The object of the visit is unknown.



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"I want to see the body," he said, in broken English. His request was not granted.

There was great bustle attendant on the arrival of the witnesses.

The lack resources of Sing Sing were taxed to their utmost by this unusual traffic.

Carriages arrived every few minutes at the Prison gates, landing the professional men who had been summoned to attend the execution.

Elliott Brown, the Warden's son, received himself into a reception committee, and escorted the invited guests into the Warden's office, where each witness registered his name for record.

WITNESSES OF THE EXECUTION. The witnesses present at the execution were Dr. R. T. Irvine, Prison Physician; Dr. Frank Abbott, Jr., New York; Rev. Father Serafino Di Sanctis, Brooklyn; Rev. Father John Milo, of St. Augustine's Church, Sing Sing; an Evening World reporter, Dr. John S. Johnson, Brooklyn; Dr. J. E. Johnson, Arkport, N. Y.; Police Inspector Alexander Williams, New York; Dr. John P. Wilson, Poughkeepsie; Leo Fenick, Brooklyn; A. Curtis Bond, New York; W. J. Jenks, Nyack; E. W. Hammer, Newark; B. C. Stuart, H. C. Terry, Charles E. Russell, L. R. Little, W. J. Chamberlin, E. P. Cohen, F. G. Patchen, J. Frank Clark, New York; Dr. F. Horton, Peekskill; E. A. Brown, Purchasing Agent, Sing Sing Prison; Electrician E. F. Davis, New York; Dr. John H. Billing, New York; P. J. Doyle, Warden of Raymond Street Jail, Brooklyn, and Dr. David E. Callaghan, Brooklyn.

The autopsy, it was announced, would be

clear and beautiful over Sing Sing, and each train brought into the village one or more of the men who were to witness the execution of Jeremiah Cotto. Among the early arrivals was Inspector Alexander Williams, of New York.

This execution was not to be conducted by Drs. Carlos F. Macdonald, of New York, and Samuel B. Ward, of Albany, who have had that responsibility in the former electrocutions. They were not present to-day. Warden Brown officiated today with Dr. R. T. Irvine, the prison physician, and Dr. Frank Abbott, Jr., of the Loomis Laboratory, New York, in charge of the medical part of the work.

IT HAVING BEEN SETTLED BY COTTO HIMSELF that his body should be buried here, a keeper and two convicts climbed the bluff opposite the prison this morning and the prisoners scooped out another in the long prison row of unmarked graves. It was close to the graves of Wood, Jugo, Slocum and Lopp apart from the prison cemetery and on the very edge of the desolate bluff. The prison cattle browse in this place and their hoofs have trampled away the last sign of the place where these other murderers lie.

COTTO WAS THE SEVENTH MAN to meet his death in the electrical chair at Sing Sing, and only two of these, Charles McElvaine and Harris Smiler, had friends to claim their bodies. The others were buried in plain, wooden coffins, covered with quick lime so

that the bodies would be consumed in a few hours, and buried in the bleak and barren place.

THE DEATH-BURIAL NOW EXECUTED. The death of Cotto left the death-house without an occupant for the first time since it was built, two years ago. McElvaine was the first man to be confined there. The cells will be vacant only a few days, for Henry M. Paunling, who killed his mistress, Mrs. Emily Taylor, in Harlem, must be sentenced to death during this week, in accordance with the decision of the Court of Appeals.

All of these things were discussed by the curious villagers who passed along the hill road to a point of vantage opposite the prison and grouped there to watch for the little signal flag that the Warden runs up to the peak over the prison's office building at the moment when the physicians say that the law has administered death to the victim in the chair.

COTTO'S LAST MEAL A LIGHT ONE. As a convict Cotto had his breakfast. He took a hearty eater, but his appetite has been very poor for the past few days, and this morning he partook sparingly of toast and gulped down his bowl of coffee with little relish.

Shortly before breakfast was served the two Italian priests, Fathers Milo and Di Sanctis, were admitted to Cotto's cell and administered holy communion. They did not leave him till the end.

ONLY ONE ARMED GUARD OUTSIDE. The doors of the prison were closed this morning to all visitors except the invited witnesses of the execution, but a single guard, armed with a Winchester repeating rifle, was left that was needed, pacing up and down the terrace before the prison, to keep intruders at a respectful distance.

JUST BEFORE THE SUMMONS. The Sacrament of Holy Communion Administered to the Condemned.

(SPECIAL TO THE EVENING WORLD.) Sing Sing, March 28.—The morning dawned

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