WANTS NO MORE OF IT

One Young Lady Who Will Teach Chinamen in Sunday-School No More.

Miss Hattie Lloyd Resigns from Dr. Deems's School.

She Is Satisfied that Men Are the Proper Teachers for Celestials.

When the Chinese Sunday-school connected with the Church of the Strangers meets on the second Sunday in September to fight out the trouble between Supt. Krug and his alleged ex-heathen pupils there will be an empty chair on the side of the table opposite one of the most devout Celestials.

The place has been declared vacant by Miss Hattie Lloyd, of 142 Greene street, who for over a year has been a teacher of would-be Mongolian Christians. Miss Lloyd has become convinced by her mother's good advice, or possibly maternal authority, that she was mistaken when she believed it was her duty to instruct a Chinaman in the intricacies of civilization.

She believes that men are better fitted for such work, and in order that men may have the opportunity she has resigned her position as a teacher.

Mrs. Lloyd was seen by an EVENING WORLD reporter yesterday, and confirmed the statement that Miss Hattie had surrendered her class of one to whoever wants him.

"I don't believe in girls teaching Chinese," said Mrs. Lloyd. "I didn't want Hattie to teach in the first place, but she thought it her duty, and I gave in. Before the Summer vacation Hattie was sick for several weeks and had not been at school. She intended returning when the school is reopened on the second Sunday of September, but we have been reading what THE EVENING WORLD has proved to be the character of the Chinese and have concluded that she shall not go back.

"That is all I want to say about it. The Chinese may be all right, but as long as they bear the reputation they now do, I think they should be taught by men. I have had no experience with them myself, and perhaps should not judge them harshly; but I don't think they are the right kind of people for girls to associate with."

Miss Lloyd was one of the brightest young lady teachers in the Church of the Strangers Chinese Sunday-school. She always discouraged the efforts made by the Chinese to become social lions with their teachers and would not attend picnics and other affairs where Chinamen are treated by their teachers as particular friends.

A number of church people stated to an EVENING WORLD reporter yesterday that many of the Chinese Sunday-schools will make a change in the method of teaching when they are reorganized, as usual, in September.

Elder McKee, who recently visited the various schools of New York and Brooklyn, in behalf of the Presbytery, says that from what he has seen on his tour of investigation he is decidedly opposed to the system of employing young girls to teach Chinamen.

"I think men are more desirable. In my church," said the Elder, "men are employed to teach Germans who do not understand a word of English. Again, go into our Italian missions. There you will find men teaching those ignorant men—certainly no quicker to learn than the Chinese, who are renowned for their perspicacity. In regard to intermarriages, I will say, while I have never considered the matter, that I believe such affairs to be most unadvisable. I do not think, however, that girls when they undertake such duties are actuated by anything but religious fervor and self-sacrifice."

Dr. Edward Braislin, pastor of the Washington Avenue Baptist Church, Brooklyn, said in reference to Dr. Lewis's proposition to replace young girls by middle-aged women and men, that he would be happy to see such a change.

"As far as the danger of intermarriage is concerned," added Dr. Braislin, "I have not seen any cases in my own experience, yet I think in all probability they arise from that proximity and intimacy formed during the period when the Chinaman is the recipient of the young woman's teaching. She feels sympathy, which carries her away. The idea of self-sacrifice is paramount. It is not healthful love.

"The reason we have many young ladies as teachers in our large Chinese Sunday-school is because they are the ones who proffer their services. It is difficult to find teachers at all, and those who generally volunteer are young women who feel the greatest interest in the work and are willing to sacrifice themselves for the good of humanity. I think in our school, however, less than 50 per cent. are young ladies. The greater portion are middle-aged women and many married ones.

"As far as regards the one-teacher, one-pupil system, I think it arises from the custom in China of each pupil having a master. The Chinese here look for it and expect it. Another reason is that it is a necessity. Few Americans understand Chinese, and the others find it much easier and better to occupy the half or three-quarters of an hour of tuition on one pupil. By this they can accomplish something; otherwise they would fail of success.

"Where a Chinaman understands the English language thoroughly, as in the case of Dr. Thoms, a teacher in our school, he is able to teach a large class, at least eight or his fellow-countrymen. As many of the Chinese come to our schools simply to learn the language, not the doctrines of Christianity, I am free to say that the two teachings should be divided. Night schools should be established, and there they should learn the language. After this they should come to receive religious instruction."

Dr. Dixon, of the Hanson Place Baptist Church, thought that the matter of teaching should be placed in the hands of elderly persons.

"Young girls should not be placed in a position to be mortified suddenly by a profession of love from a pupil for whom they have felt merely a Christian interest," said Dr. Dixon. "I should not care to see it in my church."

NORTON'S POINT AGAIN SOLD.

Millionaire Ziegler Clears $210,000 in the Transaction.

William Ziegler, of Brooklyn, has disposed of Norton's Point, Coney Island, to the New York and Sea Beach Railway Company, and it is the intention of the purchasers to transform this historic spot into the most modernized of seashore resorts.

The selling price is said to have been $400,000, and that figure represents to Mr. Ziegler a profit of $210,000, he having bought the Point from the town of Gravesend two years ago for $190,000.

Forty years ago Norton's Point was the liveliest of shore resorts, and it so remained until a dozen or fifteen years ago, when the public transferred its affections to the neighboring resorts of West Brighton and Manhattan Beach.

It was in the days of the power of "Mike" Norton, the famous politician and sport, that the Point became best known, and it was after him the place was named.

Norton, with Michael and James Murray, leased the hotel and grounds in 1871 and boomed things. Prior to then it was called Point Comfort.

Mr. Ziegler, who has turned over the property so handsomely, is the millionaire of Brooklyn who made such a vigorous fight against the purchase at an extravagant price of a small system of water-works by the city.

Henry E. Abbey Still With Us.

Henry E. Abbey, the operatic manager, did not sail to-day on the Kaiser Wilhelm II., as it was reported he would.

EDISON'S TERRIBLE ACCIDENT.

The Wizard Depressed by the Collapse in His Mining Village.

Four Men Killed and Twelve Are Badly Injured.

[SPECIAL TO THE EVENING WORLD.]

OGDENSBURG, N. J., Aug. 13.—Thomas A. Edison is very much depressed over the fatal accident yesterday at his pet enterprise, the New Jersey and Pennsylvania Concentrating Works, at Edison, formerly called Ogden, three-quarters of a mile from this village.

It is definitely known this morning that four men were killed and twelve badly injured. The collapsing of the new storehouse was no fault of Mr. Edison's Company, however. The building was being put up by contract, and the collapse was probably due to the haste of the men erecting it.

Mr. Edison has ordered a rigid investigation into the cause of the fatal accident, and the responsibility will be placed where it belongs.

Since Mr. Edison became interested in the abandoned iron ore mines in the mountains of Sussex County he has spent much of his time there, and he was on the grounds yesterday when the accident occurred looking after the details at the works.

The Company was adding an immense storehouse to the plant for the bricks compressed from the iron concentrates. In raising one of the sections or bents, one of the guy ropes broke, letting the heavy section fall against those already in position, and the whole structure fell to the ground.

There were about twenty men working on the building. They were hurled to the ground, and many of them were buried in the debris.

It was about 2 o'clock in the afternoon when the building collapsed, and in a few minutes the entire population of the village of Edison, numbering about three hundred persons, were at the scene of the accident.

Mr. Edison himself directed the work of rescue. Medical assistance was asked from Dover, fifteen miles away, but it took several hours for the physicians to arrive.

The first victim taken out was an Italian workman. The man was dead, and his body was terribly mangled. Soon after three others were removed in a dying condition. The work of recovering the victims went on rapidly, and by night twelve men had been taken from the ruins. The search was continued at night by lantern light.

The known dead are Charles McConnell, of Hopatcong, N. J., and an Italian laborer, whose name and residence are unknown. Among the injured are a man named Pierce, of Dover; William Rork and Ezra Larch. The other injured persons are Italians, known only by numbers.

A special train early this morning carried the injured to St. Joseph's Hospital, in Paterson.

The office of the New Jersey and Pennsylvania Ore Concentrating Company is at 44 Broad street. The Company was organized two years ago by Mr. Edison, and a plant was erected on the site of the abandoned mines in Ogden, where the Edison magnetic ore separator was put to work.

These mines were worked more than one hundred years ago, and during the Revolution the ore was carted to Pompton Plains and made into war material. The mines have been abandoned more than once and were thought to have been worked out.

Edison's invention of the magnetic ore separator made their working again possible, and it is said that the enterprise is immensely profitable.

The ore, as taken from the mines, is run through enormous crushing-machines and then into the separator, where immense magnets extract the metal, which is in such small quantities that but for this process it would be unprofitable to attempt to secure it.

RIVAL RIVER PILOTS AT WAR.

One's Attempt to Run Down the Other's Boat Leads to Shooting.

[BY ASSOCIATED PRESS.]

PEORIA, Ill., Aug. 13.—The passengers of the steamers City of Peoria and the Borealis Rex were thrown into a terrible state of excitement yesterday by a fight between the pilots of the respective boats, in which Winchester rifles were used.

On the trip up the river both boats were heavily loaded with passengers. After leaving the dock at Spring Bay the Rex attempted to pass the City of Peoria, but was run into the willows. Another attempt was made near Chillicothe, and the City of Peoria being the heavier boat, turned as it to run the Rex down.

The passengers became frightened, and the pilot of the Rex fired twice with a Winchester rifle at the Peoria's pilot, who escaped by dropping to the floor. Capt. York, of the Peoria, ran to the pilot-house and changed the boat's course just in time to avoid cutting the Rex in two.

There has been bad blood between the men for some time. River men are much excited over the shooting, and say the war will not end until one of the boats is sunk or somebody is killed.

OFF FOR EUROPE TO-DAY.

The Umbria and La Bourgogne Sail To-Day with Full Cabins.

The Cunard steamship Umbria, which sailed for Liverpool this morning, carried a full cabin list. Among those on board were Rev. Dr. W. H. Benjamin, Edward Cooper, Lieut. Curry, R. N.; Mr. and Mrs. W. Gellibrand, Judge Albert H. Horton, Chief Justice of Kansas; Capt. and Mrs. A. Leonard, Major L. Calvin Williams and G. S. Duncan.

On La Bourgogne, that sailed for Havre were Vincente G. Quesada, Argentine Minister to the United States; President Stuyvesant Fish, of the Illinois Central Railroad; Mrs. and Miss Fish, A. P. Baldwin, Rev. Mother Columba and eight Sisters of Mercy and Lucien Bouquet.

SENATOR DOLPH'S SON ELOPES.

He and a Seattle Girl Go to Portland to Be Married.

[BY ASSOCIATED PRESS.]

TACOMA, Wash., Aug. 13.—Chester Dolph, a son of United States Senator Dolph, of Oregon, passed through here yesterday with Miss Armstrong, of Seattle, en route to Portland, where the couple will be married. The parents of the young lady objected to the marriage on account of the youthfulness of both parties. Dolph is twenty-four and Miss Armstrong eighteen.

C. A. Dolph, a brother of the Senator, said last night that he knew nothing of the affair and that he did not know why they should elope, as both are of age.

Glen Island's Beauties.

Never has this popular resort been shown to a better advantage than at present. The warm weather, tempered by evening showers, has made the flowers and plants look their best. Mr. Starin has spent thousands of dollars in flowers, and it may be said no private place can exhibit such an abundance and variety as is shown here this season. A few words may be said about the menagerie which contains some of the finest specimens of animals and perhaps the largest number of any zoological garden in the United States. This year an island has been allotted for their display and use. Lovers of fish should visit the aquarium, where some rare specimens are shown. The new steamer Wm. C. Egerton is now running regularly; this is the largest and handsomest excursion steamer afloat.

Railway Telegraphers' Affairs.

[BY ASSOCIATED PRESS.]

SCRANTON, Pa., Aug. 13.—Representatives of the Order of Railroad Telegraphers are in the city, and it is thought their mission here is to confer with Grand Master Halstead as to the differences that exist between the Delaware, Lackawanna and Western Railroad and its telegraphers.

THE NEW VIADUCT.

A Big Steel Structure Creeping Across Upper New York.

Now Nearing Its Junction with the New Harlem Bridge.

A Great Engineering Feat That Is Costing the City $2,000,000.

It is more than a year since work was begun by the Department of Public Works on the great steel viaduct which is to run from Washington Heights at One Hundred and Fifty-fifth street eastward to connect with the proposed new Macomb's Dam Bridge, and it will probably be two years more before the viaduct, bridge and the long elaborate approaches of steel and masonry across the swamp-lands east of the Harlem to Jerome and Ogden avenues are completed.

CROSSING THE "L" ROAD.

The viaduct itself, however, will be completed inside of a few months. It is a magnificent engineering feat, and it is being accomplished in the face of great difficulties. When the entire system is completed it will be 4,073 feet, or four-fifths of a mile long and will be one of the greatest works of its kind in the world. It will cost nearly $2,000,000.

When the work of erecting the viaduct proper was begun a year ago it received a serious setback by the tumbling down of the abutment at the junction of One Hundred and Fifty-fifth street, Edgecomb avenue and St. Nicholas place. The contractor threw up the job and retired in disgust, and it was some time before the work was resumed.

The Department of Public Works is supervising the work, which is now being down by the Union Bridge Company and the Passaic Rolling Mill Company, of Paterson, N. J. The former has the contract for the viaduct and the latter is building the bridge and approaches. Alfred P. Boller is the consulting engineer of the entire system.

BUILDING THE FLOOR.

Although the work is yet in its infancy, so to speak, a fair idea of the magnitude of the undertaking may be gained by a view from the bluff at One Hundred and Fifty-fifth street. The viaduct proper springs from a fine abutment of domolitic limestone planted against the bluff on Washington Heights. The abutment stands sixty-five feet high. It is sixty feet broad and is set off with granite trimmings.

The viaduct has already been run across the Eighth avenue "L" structure and is now moving well along towards the proposed bridge. It is a strong steel structure in spite of its somewhat frail appearance. It is supported by tall and slender steel columns like those of the Elevated roads. The viaduct is sixty feet wide, and it will be divided for its entire distance of 1,602 feet, or over one-third of a mile, into a fine driveway and two broad sidewalks.

The viaduct has a down grade of four and three-quarters feet in each 100. The floor is of buckle plates. Over these will be laid a granite paving for the roadway, and asphalt for the sidewalk.

ONE OF THE SPANS.

Where the structure crosses the "L" road it broadens into a plaza 150 feet wide, north and south. This plaza is intended for the use of carriages and cabs in waiting for passengers by trains on the "L" and New York and Northern roads below, and stairways at this point will connect with the "L" station and Eighth avenue.

The columns of the structure rest in monoliths of Portland cement laid upon piling, and the spans are forty-three feet long.

The viaduct is really a continuation, or rather an upper story, of One Hundred and Fifty-fifth street, from Washington Heights to the massive granite pier, which will serve as an approach to the new bridge across the Harlem.

Heretofore the boulevards and important residence district of Washington Heights have been practically inaccessible from the lowlands in the vicinity of one Hundred and Fifty-fifth street and Eighth avenue except by a detour of nearly a mile to the south of One Hundred and Fifty-fifth street or to Washington Bridge on the north. True, the enterprising proprietors of beer gardens have erected stairs so that pedestrians can scale the bluff, but the task is so laborious that few persons care to undertake it.

The new viaduct will bring Washington Heights and the city east of the Harlem into direct and easy communication and greatly increase the attractiveness of the western boulevards and avenues as pleasure drives.

The old Macomb's Dam Bridge was closed to the public long ago and work on the new bridge and approaches is rapidly being pushed forward. The bridge itself will be 400 feet long from bulkhead to bulkhead and will extend 351 feet beyond the New York Central railroad tracks.

The eastern approaches will be 1,740 feet long. Over viaduct, bridge and approaches the same details will be carried out as to the roadway, the driveway being forty feet wide for its entire length, with sidewalks ten feet wide on each side.

THEATRICAL GOSSIP ABROAD.

Sullivan's New Opera—Patti's Fresh Triumph in Wales.

[BY ASSOCIATED PRESS.]

LONDON, Aug. 13.—Sir Arthur Sullivan has finished, with the exception of the overture and a couple of songs, the score of the new opera upon which he has been engaged for some time and which is intended for production in D'Oyly Carte's Savoy Theatre. The opera is so far advanced towards completion that it will go into rehearsal on Monday.

Sir Arthur will himself supervise the rehearsals. This latest effort of the famous composer is a more serious work than "The Yeoman," but has occasional comedy scenes. The music is a compromise between that of "Ivanhoe" and the usual Savoy jingle. Sir Arthur will lead the orchestra at the first performance.

Mme. Patti gave a charity concert at Neath, a town of Wales near Swansea, on Thursday last. The Mayor of the town and the Municipal Council escorted the singer in her triumphal progress through the town amid loud acclamations from the people who thronged the route along which the diva passed.

A publisher of Dickens's novels in this city says that the sale of these works in 1891 was four times as large as in the last year of the great novelist's life.

The Somerby estate, in Lincolnshire, the birthplace of Tennyson, is about to be offered for sale. A movement is mooted looking to the purchase of the place for the nation.

Maid Marian in Lord Tennyson's pastoral play "The Foresters, Robin Hood and Maid Marian," is not the only new character in which Miss Ada Rehan will appear in London when the Daly company again visits this country. Rumor has it that it is Mr. Daly's intention to add "The Tempest" to the repertoire of his company, and that Miss Rehan will be cast for Miranda. Another novelty to be presented will be a new play which has been adapted from the German by Jerome K. Jerome.

Miss Lottie Collins, who is under engagement to visit America, will return from her visit to the United States by Christmas. It has been stated that she would play then in pantomime, but this is not true, as the directors of the Tivoli, Pavilion and Royal music halls have secured her services for three years.

DEATH REVEALS A WEDDING.

Van Sant Was Supposed to Be Single Till He Was Found Dead.

[BY ASSOCIATED PRESS.]

PHILADELPHIA, Aug. 13.—The body of Munroe Van Sant, thirty-seven years old, the son of Abram L. Van Sant, a retired and wealthy fruit dealer, has been found in an apartment at his father's house, 1619 Wallace street.

The elder Van Sant has been absent at Saratoga for some time with his daughter, leaving the house unoccupied save for the presence of the son, who slept there. The young man has been in poor health for a year past, since he fell a victim to the grip. On Saturday last he was seen to enter the house, and as he had been missing ever since, an investigation was made.

No marks of violence were evident on the body, and it is supposed that young Van Sant in his weak condition was overcome by the heat. He has always been supposed to be a single man, but is now claimed as the husband of a young woman who was known as Miss Mary L. Montoyo, of this city. The couple are said have been married for eight years, but the announcement of their relation was delayed owing to the advanced age of the senior Van Sant.

HIS BODY WILL BE CREMATED.

The Funeral of Percy Rockwell Will Be Held To-Morrow.

The body of Percy Rockwell, the well-known baker and confectioner, who died yesterday, will be cremated to-morrow at Fresh Pond. The funeral will be held from the Hot 1 Metropole to-morrow.

Much regret was expressed to-day in political and business circles over the death of Mr. Rockwell. He was still a young man, and although only thirty-one years old had already amassed a fortune of $200,000 and built up a business that would have made him a millionaire had he lived.

Mr. Rockwell was born in this city. He began life in the employ of his uncle, John White, a baker, in Catharine street. Later Mr. Rockwell went into business for himself at Ninth street and Third avenue.

From a small retail store this grew to a wholesale business, and six years ago he erected a large bakery on East Seventy-fifth street, covering three lots and running through to Seventy-sixth street. This bakery turns out 15,000 loaves of bread a day.

Last Winter Mr. Rockwell aspired to be the Tammany leader of the Fourteenth Assembly District. He attempted to wrest the leadership from John Reilly, but failed after having spent considerable money in the attempt.

Mr. Rockwell then moved out of the district to the Hotel Metropole, where he died.

FAMINE ON THE RIO GRANDE.

Many Families Living on Cactus Plant and Mesquite Beans.

[BY ASSOCIATED PRESS.]

HAVANA, Tex., Aug. 13.—The suffering among the laboring class of the Mexican population on both sides of the Rio Grande is appalling. Many families have been living for days on cactus plant and mesquite beans, and a number of children have died of fever. The Relief Committee issues four pounds of corn to each person a week—merely enough to keep the life in their bodies.

A good rainfall has within the last week swollen the river so that it is in many places over its banks, but the rain comes too late to be available for this year's crops. Clothing, too, is badly needed. In some cases whole families go about nearly nude, and when cold northers come the suffering will be greater.

SLAIN FOR THEIR TRADING-BOAT.

Somers's Body Has Been Found, but His Wife's Is Missing.

[BY ASSOCIATED PRESS.]

MEMPHIS, Aug. 13.—It has just been discovered that C. I. Somers and his wife, who left Columbus, Ky., Aug. 1, in a trading boat, were murdered at some point on the river, on Aug. 30 the boat stopped at Daniels Landing with no one on board but Felix Ettington. Inquiries were made for the Somers's family, and he said they had sold out to him. To other persons he denied ever having seen Somers or his wife.

Ettington's actions were so suspicious that he was arrested and locked up on a charge of murder. Search was made for the bodies of his victims, and that of somers was found in the river near Tiptonville, Tenn. The body of Mrs. Somers has not yet been found.

$1,000,000 on the Kaiser Wilhelm II.

The steamship Kaiser Wilhelm II., which sailed to-day for Bremen and Southampton, carried $1,000,000 in gold, consigned to L. von Hoffman & Co.

POTTER IS JUBILANT NOW.

Steel Made By the New Hands Passes Official Inspection.

Homestead Men Expecting a Promised Exodus from the Mills.

[BY ASSOCIATED PRESS.]

HOMESTEAD, Aug. 13.—Supt. Potter claims he has met the challenge of the old hands, that when any material made by the non-union men was accepted it would be time to concede the great steel works could be operated without them.

He says that twelve carloads of plates and channels have been accepted after inspection by the parties to whom they were consigned and also that the official inspection of six and a half tons of beams rolled through the 40-inch rolls was favorable on all but one beam, as good an average as made by the old beam-mill crew.

"We have at last commenced business commercially," he said, "and from now on the plant will be in operation just as though there had been no strike or lockout."

The Advisory Committee, when notified, was loath to accept these statements as true, and contended that the shipments were purely of scrap and spoiled steel.

The locked-out men have been singularly inactive for a week, and are apparently playing a waiting game, for there are no outward signs of weakening. They affect to believe that the firm cannot long stand the strain, and on this base hopes of ultimate victory.

Hugh O'Donnell and Burgess John McLuckie have gone to Boston to continue the canvass for financial aid. It is understood that fear of the finishers in the Pittsburg mills repudiating the Amalgamated scale, and thus prolonging the strike in Western Pennsylvania mills, has much to do in the hastening of the leaders elsewhere for aid.

The old hands are hoping that the statement made by caterer Rayburn on leaving the mill, that at least 250 of the non-union men would quit work after receiving their pay to-night may turn out to be true, and they are prepared to give all those who march out a friendly greeting.

The decision of the Council of the Federation of Labor not to declare a boycott against Carnegie material has caused some disappointment among the old hands, which is not relieved by the Council's declaration that this material, manufactured by inexperienced non-unionists, will be of a sort to boycott itself.

Refuse to Recognize the Amalgamated.

[BY ASSOCIATED PRESS.]

STEUBENVILLE, O., Aug. 13.—The Jefferson Iron Works in this city are shut down in all departments as a result of the management refusing to recognize the Amalgamated Association.

RATE WAR DOWN SOUTH.

Memphis Roads Apply the Knife to the Delight of Scalpers.

[BY ASSOCIATED PRESS.]

MEMPHIS, Tenn., Aug. 13.—The greatest rate war ever known among Southern railroads has been inaugurated. The Memphis Passenger Association has virtually collapsed, and in the future it will be a cut-throat game for business among the trunk lines. The Chesapeake and Ohio yesterday announced that beginning Tuesday, Aug. 15, it will sell round-trip tickets from Paducah, Ky., to Old Point Comfort and return for $10. The regular Summer round trip excursion rate is $38.40.

When the Louisville and Nashville, and Memphis and Charleston roads learned of this, they, too, decided to join in the fight and after Aug. 15 all three roads will put on cheap tickets to Eastern points. As soon as the Memphis route managers heard of the cut they ordered their agents to go further than other roads, and next Tuesday will sell $20 round trip tickets to Norfolk and Richmond, Va., Savannah, Ga., and Washington, D. C., good for thirty days.

The Illinois Central, Mobile and Ohio, East Tennessee, Virginia and Georgia and the Queen and Crescent systems are expected to join in the fight. Ticket scalpers expect to reap a harvest.

Music in the Parks.

Cappa's Seventh Regiment Band will give the regular Saturday afternoon concert on the Mall, Central Park, at 4 o'clock this afternoon. The programme is interesting, including selections from "Cavalleria Rusticana," a piccolo solo and "The Darkies' Jubilee."

Leibold's Twelfth Regiment Band will play in St. Mary's Park at 4 P. M.

ST. CHARLES UNSWEETENED EVAPORATED CREAM

STERILIZED.

"The increase of mortality is due very largely to the hot weather. Dr. Cyrus Edson said that many of the deaths from diarrhœal troubles are the result of the fermentation of milk. As soon as milk begins to ferment it becomes to some extent a poison with effects something like arsenic. With the use of STERILIZED MILK there would be less danger." Philadelphia Ledger, July 14, 1892.

The ST. CHARLES CREAM is STERILIZED. Send for pamphlet and circular to DELAFIELD, McGOVERN & CO., 71 Hudson st., New York.

PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE, Room 209, Stewart Building, No. 280 Broadway, NEW YORK, JULY 28, 1892.

TO CONTRACTORS.

Bids or proposals for doing the work and furnishing the materials called for in the proposed form of contract now on file in the office of the Aqueduct Commissioners, for building the new Croton Dam across Croton River, near Croton Falls, in the town of Cortlandt, Westchester County, New York will be received at this office until WEDNESDAY, the 24th day of August, 1892, at 3 o'clock P. M., at which place and hour they will be publicly opened by the Aqueduct Commissioners, and the award of the contract for doing said work and furnishing said materials will be made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contract and the specifications thereof, and bids or proposals, and proper envelopes for their inclosure, and form of bonds, and also the plans of said work and all other information, can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

By order of the Aqueduct Commissioners.

JAMES C. DUANE, President.
J. C. LULLEY, Secretary.

HELP WANTED—MALE.

AGENT—Wanted, a competent man to act as general agent at New York for new specialty manufacturing company; liberal commission and guarantee; must be acquainted with jobbing and retail trade; give references and experience; also wanted, good general agent for other large cities. Potomac Novelty Co., Alexandria, Va.

MISCELLANEOUS.

HIGHEST CASH PRICES paid for all kinds of old gold and silver. 108 Bowery, near Grand st.

INSTRUCTION.

STENOGRAPHY and typewriting lessons at $16 Broadway, N. Y. Terms $1 per week. Call or write.

FOR SALE.

BICYCLE FOR SALE—New Mail, ball bearings; perfect in all respects. For terms communicate J. C. N., box 199 World.

FIRED ON BY YANKEE MARINES.

The Polar Bear Mistaken for a British Seal Poacher.

Her Engineer Wounded by a Volley from the Yorktown's Guard.

[BY ASSOCIATED PRESS.]

PORT TOWNSEND, Wash., Aug. 13.—News has just been received per steamer Bertha, from Ounalaska, stating that a detachment of marines from the United States steamship Yorktown fired several volleys of rifle balls into the pilot-house of the steamer Polar Bear, seriously wounding the chief engineer.

The Polar Bear is used as a tender for the canneries at Bristol Bay and was returning to Astoria after last season's work. While passing through False Pass on Aug. 1 she ran ashore.

A crowd of men armed with long-range rifles appeared from behind the bluffs and, without warning, fired on the steamer. She got away finally, however, and left for Ounalaska and reported the affair to the captain of the United States steamer Adams, who said the commander of the Yorktown had left a detachment of marines at False Pass with instructions to allow no vessels to pass by, and it was probable that the marines mistook the Polar Bear for a British poaching steamer. The affair has created intense excitement at Ounalaska.

To Insure Pure Food

THE purest, lightest, sweetest, and therefore most appetizing and wholesome bread, biscuit, rolls, muffins, cakes, crusts, etc., are assured with the use of the Royal Baking Powder.

The New York State Analyst says: "The Royal Baking Powder is superior to any other which I have examined. It is unequaled for purity, strength and wholesomeness."

$100 FOR AN IDEA

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A. UP THE AMERICAN RHINE. The magnificent new three-deck steamer, TOLCHESTER, Capt. James Lynch, will make regular Sunday morning excursions to NEWBURG, landing at Yonkers, Nyack, Tarrytown and West Point; leaving Bridge Dock, Brooklyn, 8.30 A. M.; West 129th st., N. R., 9.15; West 22d st., 9.25; Manhattanville, 129th st., 10.00. Tickets, 75 cents. Dewey's 47th Regiment Band in choice concerts. Thirty-first trip and Excursion, 50 cents.

FORT LEE PARK. Grand Round Excursion, 25c. Sunday, Aug. 14. HOTEL NOW OPEN. FOR PARK PRICES Steamers leave 130th st. (landing at 34th st., N. R., 10 minutes later), *9, *11, 11 A. M., 12 M., 1, 2, 3, *4, 5:30, *7, 8:30, 9, 10 and 11 P. M. Leave Fort Lee *7, *8, 10, 11 A. M., 12 M., *1, 2, *3, *4:30, *6, *7:15, 8:30 and 10 P. M. * Indicates all intermediate landings are made. Steamers and PLEASANT VALLEY GROVE TO LEET. Daily Time, 13th st., 10, 2, 4, 6, 8 and 10 P. M.

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Long Island Railroad's GREAT EXCURSION ROUTES TO THE SEA.

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LEAVE FOOT EAST 34TH ST. 6.20, 8.40, 10.10, 11.10 A. M., 12.40, 1.40, *2.50, *3.50, *4.50, *5.50, and half hourly thereafter from 6.10 to 9.40 P. M. ADDITIONAL TRAINS on Saturdays, 2.10, 3.10, 4.10, 5.10 P. M.; Sundays, 8.40, 10.10, 11.10 A. M., 12.10, *1.20, 1.40, *2.20, 2.40, *3.20, 3.40, *4.20, and half hourly from 4.40 to 9.40 P. M.

WHITEHALL ST., terminus of all elevated roads and street-car lines, hourly from 7.10 A. M. to 1.10 P. M., and half-hourly from 1.40 to 9.10 P. M. ADDITIONAL TRAIN Saturdays, 12.40 P. M.; Sundays hourly from 9.10 A. M. to 9.10 P. M.

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LONG BEACH, L. I. LEAVE FOOT EAST 34TH ST., N. Y., 6.40, 7.50, 10.50 A. M.; 1.20, 4.20, 5.20, 5.50, 6.50, 10 P. M. Sundays, 8.40, 10.20 A. M.; 12.50, 1.50, 2.50, 3.53, 4.53, 7.00, 7.50 P. M.

SHELTER ISLAND, GREENPORT, SAG HARBOR AND THE HAMPTONS. FAST TRAINS BOTH WEEK DAYS AND SUNDAYS. See Time Tables.

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WEEK DAY TIME TABLES. For CONEY ISLAND—From West 23d street, N. R., 9.00, 10.00, 11.00 A. M., 12.00 M., 1.00, 1.45, 2.30, 3.15, 4.10, 5.00, 6.00, 7.00, 8.00, 9.00 P. M. From Pier (new) No. 1, N. R. (near Battery place station, Elevated roads), 9.30, 10.30, 11.30 A. M., 12.30, 1.30, 2.15, 3.00, 3.45, 4.40, 5.30, 6.30, 7.30, 8.30, 9.30 P. M. RETURNING FROM CONEY ISLAND—10.40, 11.40 A. M., 12.40, 1.40, 2.40, 3.25, 4.10, 5.00, 5.45, 6.40, 7.40, 8.40, 9.40, 10.40 P. M.

For BELDEN POINT—From Bridge Dock, Brooklyn: 9.00, 11.00 A. M., 1.00, 3.00, 5.00, 7.00 P. M. From Slatts', F. R., 9.25, 11.25, A. M., 1.25, 3.25, 5.25, 7.25 P. M. From 120th st., E. R., 9.50, 11.50 A. M., 1.50, 3.50, 5.50, 7.50 P. M. RETURNING FROM BELDEN POINT at 11.00 A. M., 1.00, 3.00, 5.00, 7.00 and 9.00 P. M.

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