Report Answers To-Day
Every one of last Sunday's "Wants" should be reported on to-day. The blank in the opposite corner tells how, and there are
Watches in World Wants.

FAIR
WEATHER INDICATIONS.

The EVENING EDITION World.

I WANT THAT WATCH
I HAVE RECEIVED.....ANSWERS TO MY "WANT" PUBLISHED SUNDAY, DECEMBER 25, UNDER THE HEADING OF.....
NAME.....
ADDRESS.....

PRICE ONE CENT. NEW YORK, THURSDAY, DECEMBER 29, 1892. PRICE ONE CENT.

A PEEP INTO '93---COLORED SUPPLEMENT---SUNDAY'S WORLD.

EXTRA.
2 O'CLOCK.

NEWS FROM THE UMBRIA.

She Was Seen Sunday, Disabled, but Not in Need of Assistance.

WEST OF THE GRAND BANKS.

She Was Lying To in a Fresh Gale Evidently Repairing Her Machinery.

REPORTED BY THE GALILEO.

Belief that She Will Limp Into Port Within a Day or Two More.

News was received this morning which brings great cheer to the hearts of all who have awaited tidings of the Cunard steamship Umbria, which is now five days overdue from Liverpool and Queenstown.

The steamship Galileo from Hull, which arrived this morning, reports having sighted the Umbria Christmas day in latitude 42.50, longitude 58.05. The Umbria displayed three red signals, but did not make any signal for assistance.

As shown on the map of steamship lanes, printed herewith, the position of the Umbria was at that time well to the westward of the Newfoundland Banks.

It was 5 o'clock in the afternoon when the Galileo sighted the Umbria. The latter was apparently disabled, and the Galileo bore down close to her.

The three red signals displayed by the Cunarder indicated that the ship was then unmanageable, but did not require assistance.

A very heavy sea was running at the time, but the Umbria lay apparently quite easy upon the water. A fresh gale was blowing from the northwest.

Capt. Jones, of the Galileo, was of the opinion that the Umbria's machinery had been disabled in some manner, and the ship was being laid to while repairs were being made by the engineers on board.

The Galileo's captain had no fears for the Umbria's safety. The next day he passed two big steamships bound eastward, which, he said, would surely sight the disabled vessel, and, if she needed it, render her assistance.

The Hamburg-American Packet Company's steamship Moravia, from Hamburg, which came into Quarantine late last night, reported having passed the Umbria about 10 o'clock in the forenoon of Dec. 21 in latitude 49 and longitude 38.65, about 1,140 miles from Roche's Point.

The chief officer of the Moravia was on the bridge at the time.

The chief officer called Capt. Muckler to the bridge and the two officers agreed that it was the Umbria.

This was about four hundred and fifty miles east o ISt. Johns, Newfoundland.

Vernon H. Brown, the American agent of the Cunard Company, was at his office early this morning, greatly encouraged by the news brought in by the Moravia.

A despatch from the Queenstown office when the Umbria sailed Dec. 18, said that there were 375 passengers on board, 130 first cabin, 125 second cabin, and the balance in the steerage. The officers and crew number 250 men.

Umbria's Passenger List.

The names of the first and second cabin passengers were cabled from London last night. They are as follows:

FIRST CABIN.

Harvey Ainlz, F. Dale, E. Bateman, R. Beechinor, Arthur Blackburn, C. Blackburn, J. Brakers, William Burns, Ira Burley, Robert Butcher, J. Campbell, S. Christian, Percival Chubb & family, G. Cobleng, W. Cooper, W. Craven and family, T. Crimmins & daughter, John Crowley, Cornelius Crowley, James Drew, Thomas Dudley, W. Farnsworth, Mrs. Dr. Ford, Gelkard Fraser, Robert George and wife, J. Golding, William Grady, H. Gumpf, James Harden and family, W. Hardy, Harry Harper, W. Haughton, Charles Harvey, Julien Herford, Oliver Herford, Thomas Hill and wife, John Hill, G. Hughes, B. James and wife, W. Jasper, William Johnson, A. Kawakams, Percy Keene, Lindsay Kearne, Gen. J. W. Kearny and wife, John Kent, N. Knagenhjelm, H. Leeds, Curt Loewel, J. Crawford Lyon, D. Manwell, C. Mapp, W. Mills, James McCalden and family, Edward McVickar, Mrs. H. McVicker, J. Henry Mitchell and wife, Ernest Morgenstern, N. Joseph Moss, Rudolph Newman, S. Oppenheimer, William Owen, A. Peyri, T. Pitcairn, Edward Popp, J. Potter, wife and daughter, R. Raney, J. Renwick, Elias Richards and wife, Rev. P. Scherer, F. Scomilinsky, J. Shaw, M. Atsusata Shosaka, H. Snobolin, F. Spencer, T. Sopwith, Simon Sterne, Robert Stott, Cyril Sykes, H. Sykes, D. Tatman, F. Thurston and wife, A. Tolman, John Totty and wife, James Turner, E. Unbehend, J. Wardlow, B. Watkins, A. Wheatfield, Frank Marshal White, R. Whiteside, John Williams, A. Witt, Mrs. S. Cranston, Mrs. S. Kurtz, Mrs. A. Nixdorf and daughter, Mrs. A. Riley, Dr. Ellis, Dr. Kurtz, M. Sourielle and wife, Miss H. Barnes, Miss E. Dartrey, Miss A. Dowdney.

SECOND CABIN.

R. Anderson and daughter, A. Aptommas and wife, J. Arnold, S. Aplesworth, A. Balch, C. Barber, J. Bebot, O. Brown, J. Calhoun, A. Carden and wife, Charles Carter, A. Chirman, A. Celthard, J. Connelly, H. Cox, J. Davidson, J. Dronsfield, A. Dronsfield and child, F. Frank Fez and wife, Paul Gerstel, Edward Gilmour, E. Green, four sons and three daughters, Thomas Savile, H. Shaw, C. Sorenson, J. Stamper and wife, R. Stamper and son, W. Stead and wife, J. Thompson, wife and two daughters, Isaac Waite, William Wannop, J. Williamson, Charles Wilkinson, George Wilson, Mrs. S. Barnes, three daughters and two sons, Mrs. J. Clagg, Mrs. H. Edgely, Mrs. L. Green, Mrs. A. Hale, Mrs. M. Hill, Mrs. M. Hitchcock, Mrs. A. Mackamess and daughter and son, A. Hanwell, E. Hartby and daughter, Albert Hill, William Molywell, F. Hood, M. Hugnes and daughter, R. Jelley, W. Kelley, C. Kirkhoff, Malcuin Liddell, J. Longsden, D. McGrath, J. Meagher, C. Merriwether, Daniel Miller, John Morris, Henry North, J. Peplow, F. Phillips, Thomas Pond and wife and daughter, E. Rachatte, George Roberts and wife, Otto Rune, Mrs. E. McIntyre, Mrs. A. Meredith and son, Mrs. W. Miller, Mrs. Harriet Richter and daughter, Mrs. S. Ripon, Mrs. J. Ryan, Mrs. J. Shober and three sons, Mrs. C. Turner and daughter, Miss E. Bannister, Miss Cartwright, Miss M. Darby, Miss J. Donovan, Miss E. Graham, Miss Anna Larsson, Miss A. Larsson, Miss Annie McDermott, Miss Nellie Mitchell, Miss Grace Mallard, Miss Annie Pitman, Miss F. Taylor.

HAS SHE HIT A DERELICT?

Speculation in London on Possible Accidents to the Umbria.

[BY ASSOCIATED PRESS.]

LONDON, Dec. 29.—Anxiety for the safety of the Cunard liner Umbria increases day by day. The Company has no information to give beyond that contained in the newspapers, but the officials profess perfect confidence in the seaworthiness of the steamship and the seamanship of Capt. McKay, her commander. The long delay in the arrival out of the ship, however, causes apprehension that cannot be allayed by conjectural statements. A disarrangement of the machinery, a broken shaft, or a lost propeller, it is said, would be sufficient reason for the delay.

The sail area of the Umbria is very small, and progress under canvas would necessarily be slow; it would be much slower if a dragging screw had to be hauled through the water. With her long freeboard the vessel would be bound to make more or less leeway, and with the northwest winds prevailing at this time of the year her drift would be to the southward and out of the lane routes of transatlantic navigation.

That the ship could be handled under canvas is not questioned, but the fears for her safety are based on other reasons. There are several derelicts afloat in the North Atlantic route, and one or two of them have been reported by incoming vessels as being dangerous obstructions to navigation.

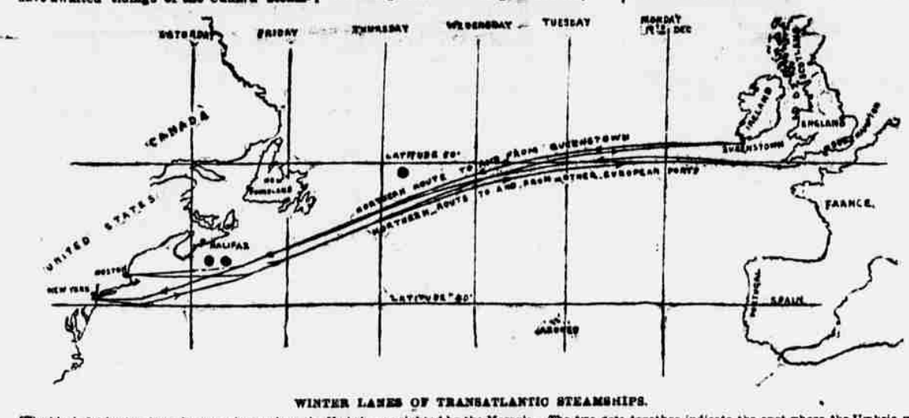
To seafaring men who know the dangers presented by this class of wreck almost the first thought is, when a steamship is long overdue, that she has struck a derelict floating just awash. To collide with such an obstacle is like striking a rock, and the consequences of such a mishap are likely to prove very serious.

The fact that the Umbria was spoken Dec. 21 in latitude 49 north, longitude 38.65 west, by the Hamburg American line steamship Moravia was cabled here from New York last night, but this afforded no relief to those who have friends aboard. They argue that as the Umbria was then about half way across the ocean she was in the worst possible position to become crippled.

True, she might, in case of accident, have borne away for the Azores and made a fair wind of what had been a head one, but the anxious ones say had Capt. McKay followed this course the Umbria should have been reported from the Azores ere this. It may be that, having been blown far out of her course, she has attempted to make Bermuda.

The underwriters at Lloyds look upon the Umbria as an extra hazardous risk. Yesterday reinsurance was effected upon her at the rate of 12 guineas premium, which is rather a high rate, but this morning 20 guineas were demanded. Some reinsurance was effected at this latter rate, and this in itself is a good indication of the anxiety felt in business circles.

Old steamship men, discussing among themselves the probability of the Umbria having struck a derelict, say that even if such was the case her watertight compartments would keep her afloat, unless, perhaps, she struck in such a manner as to tear her side out near the engine-room. This might be done by striking the floating and waterlogged wreck a glancing blow and catching an anchor-fluke in her plates.



WINTER LANES OF TRANSATLANTIC STEAMSHIPS.

[The black dot in the above diagram shows where the Umbria was sighted by the Moravia. The two dots together indicate the spot where the Umbria was seen by the Galileo.]

GILSEY HOUSE'S SENSATION.

Three Versions of Dr. Steele's Alleged Domestic Broil.

The sensational airing of the alleged domestic broil of Dr. Theophilus Steele and his young wife continues to be a topic of conversation at the Gilsey House where they are stopping with the two children of Mrs. Steele by her former husband.

There are three versions of the affair. The first is told by guests of the hotel, who say last Tuesday night they heard shrieks in the rooms occupied by Dr. and Mrs. Steele, and that when admission was demanded and the door opened they saw the doctor holding his wife by the wrists.

She was quite hysterical with fear and excitement, while the children were in the corridor in their night-clothes sobbing bitterly.

The children's former nurse, Norah, who was summoned from the St. Albans Hotel in East Thirty-first street, where she is now engaged as nurse in another family, tells this story:

"Mrs. Steele was the widow of Mr. Caldwell, who died in Philadelphia two years ago.

"Mrs. Caldwell and her two boys and I were living at the St. Albans, where Mrs. Caldwell took sick about six weeks ago. The hotel physician was Dr. Theophilus Steele. He was called in to treat Mrs. Caldwell, and when she recovered her health she became Mrs. Theophilus Steele. The couple have since been living at the Gilsey House.

"Tuesday night, when I came into Mrs. Steele's room, I found her lying on the bed exhausted, with a lot of strangers around her. She begged me not to leave her, as she was afraid of her husband, who had flourished a revolver about her head.

"She said that the difficulty arose on account of her wanting to go to Florida alone with the two children. She told me that Dr. Steele had been taken to another room, where he was being watched in order to prevent his molesting her."

The third version is that of Dr. Steele, who is a tall, handsome man of more than fifty, well preserved and with hair just turning gray. He denied that there had been a rumpus, but said that his wife was a very sick and nervous woman, and that he had been compelled to hold her to prevent her jumping out of the window.

Mrs. Steele is twenty-nine years old and very beautiful.

HER CAPTAIN BURIED IN A GALE.

The Steamship Galileo's Commander Dies at Sea.

The steamship Galileo, which arrived this morning from Hull, Dec. 11, reports a rough passage, with a continuation of gales and high head seas and frequent snow squalls.

Capt. Coleman was taken sick Dec. 16 and died three days later from valvular disease of the heart. He was buried at sea Dec. 20 during a northwest gale. He was forty-two years old and a native of Bristol.

The vessel was brought in by Capt. Jones. Three prize St. Bernard dogs for Col. Ruppert were on board.

MISSISSIPPI LOW AND FROZEN.

Ice Below St. Louis and Traffic on the River Suspended.

[BY ASSOCIATED PRESS.]

ST. LOUIS, Dec. 29.—The Mississippi is shallower than it has been since 1880, but is frozen up tight opposite the city, with the exception of one place, where the tug Reliance is pushing around in rapidly narrowing limits.

The ferry-boat is on the east shore and will be compelled to stay there until the ice breaks up. All business along the river is, in consequence, at a standstill.

South of the city the river from the United States Arsenal to Carondelet is frozen solid with ice.

Nothing succeeds in removing coughs and colds like Dr. Bull's Cough Syrup. *.*

NO MORE ARE DEAD.

Long Island City's Dynamite Victims Accounted For.

Mayor Gleason Will Initiate a Searching Investigation.

Glass in Every House for Five Blocks Around Was Broken.

No names are added this morning to the list of persons who lost their lives by the explosion of a hundred pounds of dynamite at the mouth of the shaft of the New York and Long Island Tunnel Company in a vacant lot on Fourth street, between Jackson and Vernon avenues, Long Island City. The list of dead, as corrected, follows:

The Dead.

CREIGHTON, MARY, cook in Hopkins's restaurant. Instantly killed.

HOPKINS, JOHN, twenty-two years old, keeper of restaurant No. 25 Jackson avenue. Died in St. John's Hospital.

LAONARDO, NICOLA, brother to Mrs. Rocco. Died in St. John's Hospital.

O'BRIEN, HENRY, grocer. Died in police station.

ROCCO, MRS. PETER, wife of Barber Rocco. Instantly killed.

The Wounded in Hospital.

Three sufferers still lie in St. John's Hospital. They are:

EDWARD DELANEY, nineteen years old, of 29 Jackson avenue, whose fractured skull and terrible lacerated wounds of the head and shoulders may cause his death.

MARY GREADY, seventeen years old, of 27 Jackson avenue, who is suffering from innumerable cuts about her face and body, which will disfigure her for life, if she recovers, as the doctors say she probably will.

DANIEL MAHEN, nineteen years old, of 27 Jackson avenue, who, although one eye is gone and his face literally cut to pieces by flying glass, will, it is thought, also recover.

Of the other thirty-one reported victims who are more or less injured, and are being nursed at their homes, Peter McEntee is the most seriously hurt. McEntee was foreman of the work at the tunnel shaft, and so far as can be learned was the person directly responsible for the disaster. He is a good deal cut and bruised, and the doctors think internally injured.

McEntee is under arrest at his boarding-house at 82 Fourth street.

Thousands of Broken Windows.

For a distance of five blocks in every direction from the scene of the explosion an army of glaziers is reaping a harvest to-day. Fully a thousand windows, big and little will have to come under the manipulation of the craft, and the bitter cold weather makes it necessary to get the work done as speedily as possible.

This morning the residents of the locality had hardly recovered from the dazed state into which they had been thrown by the terrific concussion attendant on the explosion.

Tenants and property-owners are just beginning to realize their losses, and the feeling against the tunnel company is very bitter. Besides those who have lost friends and relatives, or had their dear ones maimed and bruised by the terrible rain of glass and falling timbers which followed the explosion, there are at least twenty families homeless. Many have lost their entire stock of household goods, and are dependent upon the charity of friends until they can recover from their losses.

In twenty other households the services of physicians are required to patch up the cut and bruised victims.

To Fix the Responsibility.

Mayor Patrick Gleason grows more and more indignant as the investigation towards placing the responsibility for the casualty proceeds. He is determined to place the blame where it belongs, no matter who is responsible. The Mayor said this morning that he could take no definite action until the Coroner's jury had first passed on the matter, and then he would place the case in the hands of the Corporation Counsel, with instructions to proceed vigorously.

The Coroner's jury will be impanelled some time to-day.

IMPERILED 200 LIVES.

An Aged Tailor Accused of Setting Fire to His Shop.

Fire Marshal Lewis, of Brooklyn, appeared in the Lee Avenue Court, Williamsburg, this morning as complainant against Solomon Sulskeimer, sixty-four years old, of Broadway and Hewes street, who is alleged to have set his tailor shop, at that place, on fire.

"I consider this the most diabolical attempt to commit arson and destroy life by wholesale that has been made since my connection with the Fire Department," said Mr. Lewis.

The Fire Marshal brought several witnesses to prove that Sulskeimer had tried to set fire to his shop. The shop is in a large factory building, in which structure more than 200 men and girls were at work.

Marshal Lewis showed a piece of fuse, which was found burning in the place. He explained that when the fuse had burned a distance of 15 feet it set fire to a broom, the smoke from which attracted attention before the spark had reached a pile of inflammable material to which the fuse led.

Sulskeimer pleaded not guilty and waived examination. He was held to await the action of the Grand Jury.

When arrested, Sulskeimer had an insurance policy for $1,000 in his pocket.

TO LEAD THE COMANCHES, TOO.

Dry Dollar Sullivan to Succeed Harry Miner as President.

Theatrical Manager Harry C. Miner, who recently retired as Tammany Leader of the Third District, announced to-day that he would also resign as President of the Comanche Club, the Tammany Organization of the District.

Assemblyman Timothy "Dry Dollar" Sullivan, who succeeded Mr. Miner as leader will also be his successor as the head of the Comanches.

The change will be made at the meeting of the club on next Wednesday night. Mr. Miner will then take a trip to California, to be gone three months.

He Was a Walking Arsenal.

John Taylor, of 1691 Atlantic avenue, Brooklyn, was arrested in that city this morning charged with breaking a window in Fred Meyer's store, 1744 Fulton street, and stealing five revolvers.

Where Is Little Tina?

The Brooklyn police were notified this morning that Tina Nolan, eleven years old, had disappeared from home, 738 Bedford avenue, on Dec. 7 and has not since been seen.

Others Say: "Just as Good as Evans," indicating that Evans's Ale and Stout are best. *.*

AGAIN A PARIS BOMB.

It Explodes and Smashes Things in the Prefecture of Police.

Attributed to Anarchists—Fortunately Nobody Is Hurt.

Expressions of French Socialists—Threats from Francois's Friends.

[BY ASSOCIATED PRESS.]

PARIS, Dec. 29.—An explosion at half-past 1 o'clock this morning in the hall leading to the offices between the ground floor and the first story of the Prefecture of Police has caused a sensation.

The authorities are not decided as to whether the explosion was the work of Anarchists, or merely an accident caused by a leakage of gas. An investigation is being held. The explosion caused no fatality, but windows were smashed and woodwork damaged, and a portion of the ceiling brought down.

The police are inclined to attribute the affair to Anarchists, although not decided on that point. They think that the explosion had something to do with the recent extradition and approaching trial of Francois, the Anarchist, accused of connection with the Cafe Very explosion.

An Anarchist is reported as saying: "Ah, you thought we were crushed, but we have enough dynamite left to blow up all the capitalists. The police have been running after Francois as if he was the only man capable of setting light to a bomb, but you will find out differently.

"We will show the bourgeoisie that if we remain quiet for a certain length of time we are not disarmed. So long as human beings die from hunger by the side of those who die from indigestion the former will avenge themselves by every means in their power."

The Anarchist society known as the V. D. R., or "Vengeurs de Ravachol," has been holding several meetings since Francois was brought over from London, and it is supposed that his case is occupying their attention.

An Italian Anarchist passing through Paris is reported as saying that the Anarchists would not attack private houses, "since it is rarely the victim aimed at that is touched, and innocent victims are the consequence. We will attack public offices to destroy the records, and terrify the instruments of bourgeois rule, and the banks to destroy capital, and in that way we will strike a blow at the bourgeois society of to-day, from which it will find it difficult to recover."

Citizen Guesde, one of the militant chiefs of extreme Socialism, who took a leading part in the recent meeting which resolved upon an appeal to the army and a demonstration at the Palais Bourbon, has taken occasion to repudiate sympathy with bomb methods, while advocating what he calls the Social Revolution.

There is at present, however, not the slightest evidence that the explosion, this morning, was caused by an Anarchist bomb, although some of the Anarchists would apparently like to have it understood that such was the cause.

Francois is said to be as defiant in the French prison as he is in London. He has been followed here by his alleged wife, a pretty woman, already under police surveillance, and said to be as devoted to the Anarchist cause as Francois himself.

Francois is said to have told the Judge d'Instruction that if he has to go to the scaffold he will go singing like Ravachol. The authorities are satisfied that Francois has been the leading spirit of the Anarchists since the execution of Ravachol, and no effort will be spared to bring him to the guillotine.

IMPROVEMENT OF THE ROADS.

"The World's" Plan Indorsed by the National League.

The organized effort for the improvement of the roads in the territory of "Greater New York" is to receive substantial, practical aid from THE WORLD, and the scheme advanced by THE WORLD has received the hearty sanction of members of the Executive Committee of the National League of Good Roads, which met yesterday at 45 Broadway.

Among those present were Senator C. F. Manderson, of Nebraska, President pro tem. of the United States Senate; Gen. Roy Stone, G. Waldo Smith, William C. Lane, of Chicago; Dr. Chauncey B. Ripley, of New Jersey, and A. T. Gillender.

The idea of THE WORLD'S Educational Road-Exploring Wagon was first suggested by some one in attendance at the reception given by THE WORLD Dec. 10 in the Pulitzer Building to many well-known horsemen and makers of fine carriages and road wagons.

The Educational Road-Exploring Wagon will make excursions into all the highways and by-ways of New York, Jersey City, Brooklyn, Long Island City, Hoboken and the neighboring territory within a radius of fifty miles, reporting the exact condition of each and telling exactly who is responsible for their good or bad condition.

The wagon carries writers and artists, and their travels will be fully described, with explanations of how the roads could be improved.

ILL HEALTH CAUSED SUICIDE.

Henry Fisher Hanged Himself to a Tree in His Yard.

Henry Fisher, of 177 Franklin street, Jersey City Heights, got out of bed early this morning and told his wife that he did not feel well and that he would go downstairs for awhile.

Mrs. Fisher fell asleep, and on awakening after daylight was surprised that her husband was not in the house.

She made a search and found his dead body hanging from a limb of a tree at the rear of the house.

He had been despondent for some time on account of ill-health.

His Wound Proves Fatal.

Christopher Schoerenbaum, who shot himself in the lodging-house at 192 Bowery Dec. 2, died in St. Vincent's Hospital last night. His home was in Hoboken, N. J.

"The Admiral"
CIGARETTES are unquestionably the very finest grade ever introduced, irrespective of price. *.*

IT MAY BE COCKRAN.

Possible Effect of Cleveland's Anti-Murphy Utterance.

Tammany Politicians Adhere to a Non-Committal Policy.

Belief that Mr. Murphy's Friends Will Push Him for Senator.

The official declaration through THE WORLD of Mr. Cleveland against the candidacy of Edward Murphy, jr., for Senator, is still the talk among the leaders, big and little, of the local Democratic organization.

While there is a great deal of quiet discussion going on, no one is inclined to talk for publication or to put himself on record as criticising Mr. Cleveland's opinions, although it seems impossible to find a politician of the Tammany order who will admit that there is any Senatorial possibility in the field at present other than Mr. Murphy.

They are, one and all, Murphy men, and, whenever they can be induced to express their opinions, all talk as if they believed he was in the field to stay.

As the President-elect has given no pledges, and there is very little prospect, judging from the position which he has taken with reference to promises of appointments, that Tammany will come in for any very large share of recognition in the coming administration, the disposition is not to give up a good thing when it is within reach, but to make sure of it without delay.

The fact that Mr. Murphy has secured a sufficient number of voluntary pledges in his support to give him an overwhelming majority in the Democratic caucus is generally taken as an indication that his friends are not going to give him up at this late day, yet it is easy to see that the open stand which Mr. Cleveland has taken with regard to his candidacy has caused some feeling of wavering in the Murphy ranks.

This has been brought out more distinctly by the revival of the suggestion that Congressman W. Bourke Cockran would be a good man to substitute in the place of Mr. Murphy, in case public feeling should make it advisable for the leaders to show some regard for Mr. Cleveland's preferences.

Mr. Cockran, as one of the Big Four in Tammany Hall, would naturally prove acceptable to the members of that organization, if the obligations of the leaders to Mr. Murphy, who is supposed to have received direct pledges of support from them, could be cancelled.

Moreover, Mr. Cockran is understood to be in every way acceptable to Mr. Cleveland.

A distinct boom has been started for Mr. Cockran within the past twenty-four hours, and from present indications it is still growing. It is stated on good authority that, while the Tammany leaders are not yet ready to show their hands or let it appear in any way that they may be willing to switch off from Mr. Murphy, they are discussing with seriousness the advisability of the substitution.

The fact that they would be losing nothing by the change, but on the contrary would gain in more ways than one, is having a great deal of influence among those who believe in strengthening the organization by every possible means, and in letting no opportunity to do so escape.

Mr. Cockran is still in Washington, and according to advises refuses to mix at all in the row which has been stirred up in this State. His friends say that he is one of the warmest personal friends Mr. Murphy has, and that rather than interfere with Mr. Murphy's wishes or be the means of defeating his ambition and the intentions of his friends, Mr. Cockran would sacrifice the entire organization. In other words, he will never stand in Mr. Murphy's way to the senatorship, no matter what inducement might be offered to him.

Neither Mayor Grant nor Commissioner Gilroy would open their lips this morning in regard to the probability of Mr. Cockran as a Senatorial candidate, and Comptroller Myers said he knew nothing about the matter one way or another, as he never was consulted in such things.

Nobody can get more out of Mr. Croker in regard to the subject than this: "All I care to remark is that I cannot say too much that is good about Mr. Murphy."

Commissioner Brennan says he is in favor of Murphy because the organization is for him.

FIRE HORSES ESCAPE FAMINE.

It's Whispered They Were Never Stinted in Their Rations.

With the further transfer of $6,330 which Fire Commissioner Purroy obtained yesterday from the Department's funds comes the revoking of Chief Bonner's order to reduce the fire horses' fare, and to-day the noble animals are receiving their usual allowance of six quarts of oats, including hay and soft feed.

None of the horses grew thin during the reduction of their fare, and it is whispered that most of them received their regular allowance of feed all along.

This might have been expected, as the love of firemen for their horses has a parallel only in the proverbial affection of the Arab for his steed.

Said a fireman to an EVENING WORLD reporter this morning.

"That's all guff about the horses being starved. They got their full rations right along. If we gave 'em all they wanted, though, it would throw 'em off their feed and then they couldn't eat at all.

"It ain't food they lack; it's regular exercise, sometimes they stand in their stalls two or three days before they get a run."

BROKER RUTZKY SUSPENDS.

Was Long of Northern Pacific and Short of Rising Stocks.

The suspension of N. E. Rutzky was announced at the Consolidated Exchange this morning.

He is said to have been "long" of Northern Pacific, which has declined sharply in the last few days, and short of other stocks which have gone up.

Montana Legislature May Split.

[BY ASSOCIATED PRESS.]

HELENA, Mont., Dec. 29.—It now seems a foregone conclusion that the State Legislature will split into two bodies, as it did two years ago, and that two Senatorial claimants will go down to Washington. One will have credentials signed by the Governor, Secretary of State and Speaker of the Republican House; the other's voucher will be signed by the President of the Senate and the Speaker of the Democratic House.

Feet Always Dry.
Use NEVERSWEAT, a liquid waterproof and preservative for shoe soles. 25 and 50c. Sold everywhere. *.*

BLAZE IN PALMER'S THEATRE.

Mystery About the Fire Which Is Being Investigated.

Daniel Dinneen, a Collector, Arrested and Discharged.

There is considerable mystery about a fire which threatened to destroy Palmer's Theatre building, Thirtieth street and Broadway, at 2.10 o'clock this morning.

Theodore Johnson, night watchman in the building, smelled smoke while standing in the main aisle of the theatre a few minutes after 2 o'clock. He saw no indications of a fire on the main floor, but on opening the door leading down to the basement his breath was nearly taken away with a draught of heavy black smoke.

In the southeast corner of the basement directly under the stage he saw the faint flickering of flames and at once retreated and sent in an alarm to Fire Patrol No. 3, in Thirtieth street, near Sixth avenue.

When the firemen arrived nothing could be seen from the Broadway side, but through the windows of Thomas & Eckerson's real estate office, on the Thirtieth street side, shadows cast by the flames were plain upon the wall and smoke issued from the rear room.

As the firemen came rattling up, Policeman Ryan, who was on post, saw a man open the door of the real estate office and throw a bundle of burning paper into the street. The officer entered and put the man under arrest.

The prisoner prisoner proved to be Daniel Dinneen, collector for the firm. At the station house he said that he was passing, saw the fire, unlocked the door and entered. He discovered that the fire was burning in a closet in the northeast corner, and seeing a lot of waste paper just beginning to blaze he grabbed it up and threw it into the street.

A charge of intoxication was entered on the blotter, and he was locked up over night. In Jefferson Market Police Court this morning Dinneen was arraigned before Justice White in the private office and discharged.

Several of the firemen were admitted through the main entrance of the theatre by Watchman Johnson, and a number of others fought the blaze, which had just begun to assume threatening proportions in the real estate office.

The private hose, with which the building is equipped, was utilized in the basement and in a few minutes the blaze was extinguished.

A large hole had been burned through the floor of the closet and a quantity of stored scenery and properties under the stage was badly charred, but the stage proper was not damaged.

How the fire originated is a mystery. There was no fire in that part of the building when the blaze occurred. There was a work bench with a small quantity of rubbish in the basement, but far removed even from the steam pipes.

The rafters seemed more charred on the under side after the floor had been torn away by the firemen, but on the first floor the mopboards were covered with smudge and the floor was burned through in several places within a space of nine square feet.

Messrs. Thomas and Eckerson speak highly of Young Dinneen and declare that they had never known him to drink and had implicit faith in his honesty. They found the safe locked this morning and its contents safe.

The basement was stored with thousands of dollars worth of material that would have burned like tinder had the fire got a little better start. The flames had just begun to lick the supports and rafters of the stage floor when water was turned on.

The damage to the theatre will not exceed $200. Thomas & Eckerson estimate their loss at about $50.

The Fire Marshal and the police are making an investigation.

OTHER FIRES OF THE NIGHT.

A Fireman Hurt by Glass from a Smashed Window.

Shortly after midnight this morning fire broke out in John Stamm's cigar store, on the ground floor of the five-story tenement 340 East Eleventh street. When the firemen came they couldn't get the door open, so they had to smash the plate-glass windows.

Fireman Henry Hauck, of Engine 25, had his left hand severely cut and went to Bellevue Hospital.

The fire did about $500 damage and scared the tenants. It started from unknown cause.

There was a fire in the lithographing establishment at 56 Ann street, which caused $1,500 damage.

Slight fires also occurred during the night at 131 West Twenty-fifth street, at 240 West Sixty-first street, and in a watchman's shanty corner of Broadway and Houston street.

MRS. LANGTRY SINKS AGAIN.

She Has a Relapse and Is in Imminent Danger of Death.

[BY ASSOCIATED PRESS.]

LONDON, Dec. 29.—Mrs. Lillie Langtry is reported to be worse, and she is now in imminent danger of a fatal result of her illness.

SET A FIRE THIRTY MILES AWAY.

Crossed Wires in Binghamton Cause a $25,000 Blaze in Greene.

[BY ASSOCIATED PRESS.]

UTICA, Dec. 29.—The $25,000 fire in Greene, Chenango County, on Christmas morning was caused by the crossing of an electric light wire with a telephone wire in Binghamton, thirty miles away.

The heavy current of the electric light wire is said to have burned out the switch boards on the telephone line between Binghamton and Greene and also in some towns north of Greene.

The telephone wire ran into the building where the fire started, in Greene.

WITH A STAB IN THE HEART.

A Swedish Sailor Ends His Debauch by Suicide.

George Thompson, a Swedish sailor, fifty-five years old, committed suicide early this morning by stabbing himself in the heart.

He had been staying in Albert Nelson's immigrant boarding-house, at 8 Carlisle street, for some time. For the past two or three weeks he had been drinking heavily.

He came in late last night drunk, and about 3.30 this morning stabbed himself with a sailor's jackknife. An ambulance was called, but he died before it arrived.

Mouquin Restaurant and Wine Co.,
149 Fulton and 20 Ann st. and 458 4th ave, for wines and cheese. Open New Year's, Monday, Jan. 2. Ask for catalogues. *.*

EXTRA.
2 O'CLOCK.

FOUR WERE KILLED.

In a Collision of Street Car and Locomotive in Chicago.

Terrific Crash at a Grade Crossing—Railway Men Arrested.

Frosted Windows Hid the Engine from the Street-Car Passengers.

[BY ASSOCIATED PRESS.]

CHICAGO, Dec. 29.—Four persons were killed and twice that number were injured this morning by the collision of a street car and a locomotive at Forty-seventh street and Stewart avenue.

The street-car was crowded and was crossing the Fort Wayne Railway tracks when a Fort Wayne train crushed into it so suddenly that the occupants had no time to escape.

The engineer of the train and the watchmen at the crossing, of which there were two—one on the tracks and the other in the signal tower—are under arrest. The list of victims follows:

THE DYAD.

GEORGE BLAHA, Fifteth and Loomis street, died in a saloon near the scene just after the accident.

Unknown man, found under the tender of the engine.

Unknown man, found near the body of the first victim under the tender of the engine.

Unknown woman died in a patrol wagon on the way to Mercy Hospital, supposed to be Mrs. Carson, as a card bearing that name was found in her pocket.

THE INJURED.

MINNIE KUHLEA, 4726 Prover street, scalp and other injuries.

PATRICK O'NEIL, 937 Forty-seventh street, right leg broken.

HENRY GRUBER, 447 Good street; scalp wounds and internal injuries.

HELEN CONWAY, 4445 Dearborn street; internally injured; taken to Mercy Hospital.

JOHN BERSKER, 4340 Fiftieth street, injuries on head and body.

WILLIAM EICKEN, Thirty-sixth street and Ashland avenue, left leg broken.

J. J. COSTELLO, 4238 Wentworth avenue, severe bodily injuries.

THOMAS BIORDAN, Forty-second and State streets, leg broken.

The accident happened when the street car traffic was at its heaviest and the cars were crowded to the doorways with people standing and sitting.

The engine which did the mischief came backing down the tracks towards the crossing at a rate of about fifteen miles an hour, the railway people say.

For some reason the occupants of the engine cab did not see the car approaching the crossing, and on account of the heavy coating of frost on the windows of the car the passengers did not see the engine.

CHIEF INSPECTORSHIP FIGHT.

The Battle Between Conlin and Williams Opens in Court.

The fight between Inspectors Peter V. Conlin and Alexander S. Williams for the Chief Inspectorship of Police was this morning transferred from the big white building in Mulberry street to Supreme Court, Chambers, before Justice Lawrence.

Through Lawyer Charles W. Dayton, his counsel, Inspector Conlin made application for a writ of special mandamus compelling the Board of Police Commissioners to recognize him as Chief Inspector from Oct. 1 last, the time of Inspector Henry V. Steers's retirement.

Lawyer Dayton was opposed by Assistant Corporation Counsel Dean, who appeared for the Police Commissioners, and Col. George Bliss, counsel for Inspector Williams, who on Tuesday served the Board with an order, returnable to-day, to show cause why a writ of mandamus should not be issued compelling them to recognize Inspector Williams as Chief Inspector.

Neither of the Inspectors nor either of the Police Commissioners was in court.

Argument was heard and decision reserved.

JUDGE BARTON BATES DEAD.

Son of Gen. Edward Bates, Lincoln's Attorney-General.

[BY ASSOCIATED PRESS.]

ST. LOUIS, Dec. 29.—Judge Barton Bates, ex-Judge of the Supreme Court of Missouri and one of the most prominent men in Missouri, died yesterday at his home in St. Charles County of a complication of diseases incident to old age. He had been ill several months.

Judge Bates was the eldest son of Gen. Edward Bates, of this city, who was Attorney-General in President Lincoln's Cabinet, and at the time of his death lacked only a few days of being sixty-nine years of age.

RAPID TRANSIT FRANCHISE.

It Was Put Up at Auction at Noon To-Day.

The franchise for the underground rapid transit system was offered for sale at the Court-House at noon to-day.

About one hundred and fifty people attended the sale.

Among them was one of the members of the Rapid Transit Commission.

No bid had been accepted up to the time of going to press.

Lizzie A. Gould Missing.

Capt. Pickett, of the East Eighty-eighth street station, sent out a general alarm early to-day directing the police to look for Mrs. Lizzie A. Gould, who has been missing a couple of days. She is thirty-five years and was dressed in black.

"Y. & S." Stick Liquorice, will arrest a cough. Ask Supt. Byron. *.*