SPORTING EXTRA.

The EVENING EDITION World.

SPORTING EXTRA.

PRICE ONE CENT. NEW YORK, THURSDAY, JANUARY 12, 1893. PRICE ONE CENT.

WORLD WANT ADS.---SPECIAL RATES FOR TWO AND THREE TIMES.

EXTRA.

SNOWY RUNNERS.

Owners at Guttenburg insisted on Racing in the Blinding Storm.

SIR WALTER RALEIGH WON.

So Did Happy Maid, Gladiator and Azrael — Track Fairly Good.

GUTTENBURG RACE TRACK, Jan. 12.—Racing in the face of a driving northeast snowstorm can hardly be called sport, neither is it calculated to improve the breed of horses to any appreciable extent.

Nevertheless, the Guttenburg management announced that racing would go on, snow or shine, and the merry game proceeded.

It was hard, of course, for the management to give up the shining dollars of the pool-room people, but surprising as the fact may seem, they really manifested a desire to postpone racing.

Manager Carr declares that the Association left it to the horse owners as to whether they would race or not.

The owners wished to race, so the Italian army was put to work, and though the snow fell fast they succeeded in getting the track in fairly presentable shape.

The management feared that the snow would turn to rain and freeze.

In that event racing would surely have to be postponed.

Pool-rooms did a thriving business this morning by laying odds that there would be no racing at Guttenburg.

The programme to-day was a very fair one, and had the weather been clear the sport would have been enjoyable.

The scratches were very few.

Merriment was a hot favorite in the opening event, a dash of six and a half furlongs.

Rocket was strongly played also, but the others were only hooded at.

Culpepper received considerable support 1, 2, 3.

Happy Maid, an outsider, won in a rattling finish by a head from the favorite.

Rocket was third.

The favorite and second choice raced their heads off in the first six furlongs, and when Happy Maid challenged they had nothing left to finish with.

"Monkey Charley" rode Bon Voyage in the second race, and for the first time in his career was a 3 to 5 chance.

This surprised him so that he forgot how to ride, and he could not do better than third.

Gladiator won very easily, and Frank L. just slipped into the place.

The sure-thing players got 3 to 5 against him for third place. As he had nothing to beat but Lord of the Harem and Jessie Faustus, it was easy money to win.

Running Bird was the third favorite to go down and the talent began to wish that the races had been postponed after all.

Sir Walter Raleigh, second choice, got away in front and he way he ran away from his field made the backers of the favorites very weary. He won under a double pull.

Running Bird just secured the place by a head from Allan Bane, an outsider.

FIRST RACE.

Purse $400, for beaten horses; six and a half furlongs.

Starters.	Weights.	Jockeys.	Strt.	Hlf.	Fin.
Happy Maid	105	A. Taylor	2	1½	1
Merriment	112	Houston	2	1½	2½
Rocket	112	Holland	5	2½	3
Lulie H. g.	99	Taylor	4	4	4
Culpepper	104	Hoffman	1	3	5
Marcellus	118	Clare	6	6	6

Post Betting—Merriment, even and 1 to 4; Rocket, 8 to 5 and 4 to 5; Culpepper, 8 and 3; Happy Maid, 8 and 2; Marcellus, 20 and 6; Lulie H. gelding, 20 and 6.

Merriment and Rocket raced head and head into the stretch, with Happy Maid close up.

In the stretch Happy Maid went up to the leaders, and in a rattling finish Happy Maid won by a head from Merriment, who beat Rocket a head for the place. Time—1:23¾.

Mutuels paid: Straight, $7.60; place, $4.00. Merriment paid $2.05.

SECOND RACE.

Purse $400; selling allowances; five furlongs.

Starters.	Weights.	Jockeys.	Strt.	Hlf.	Fin.
Gladiator	107	J. Barrett	2	1½	1½
Frank L.	100	Golliher	3	3½	2
Bon Voyage	108	Verplanck	1	2½	3½
Lord of the Harem	101	Hoar	4	4	4
Jessie Faustus	111	Frey	5	5	5

Post Betting—Bon Voyage, 3 to 5 and out; Gladiator, 7 to 5 and 1 to 2; Frank L., 12 and 4; Lord of the Harem, 20 and 6; Jessie Faustus, 30 and 10.

Gladiator went to the front in the first furlong and led to the finish, winning handily by three parts of a length from Frank L., who was a neck in front of Bon Voyage. Time—1:04.

Mutuels paid: Straight, $11.40; place, $4.30. Frank L. paid $11.25.

THIRD RACE.

Purse $400; selling allowances; one mile.

Starters.	Wgts.	Jockeys.	Strt.	Hlf.	Fin.
Sir Walter Raleigh	94	Taylor	1	1½	1½
Running Bird	102	J. Barrett	2	4	2½
Allan Bane	108	Hamer	5	2½	3½
Fancy Golf	106	Snedeker	3	5	4
Reporter	112	Penna	4	3½	5

Post Betting—Running Bird, 4 to 5 and out; Sir Walter Raleigh, 11 to 5 and 4 to 5; Reporter, 4 to 1 and even; Allan Bane, 12 to 1 and 3 to 1; Fancy Golf, 15 to 1 and 4 to 1.

When the flag fell, Sir Walter Raleigh was three lengths in front of the others.

Young Hamer took advantage of the start and increased his lead to eight lengths going down the backstretch.

Running Bird and Allan Bane set sail for him in the turn, but Sir Walter Raleigh was never in trouble and won, pulled up by four lengths from Running Bird, who beat Allan Bane a head. Time—1:45¾.

Mutuels paid: Straight, $11.40; place, $3.05. Running Bird paid $2.40.

FOURTH RACE.

Purse $500; handicap; five furlongs.

Starters.	Weights.	Jockeys.	Strt.	Hlf.	Fin.
Azrael	105	Griffin	4	2½	1½
Panway	92	H. Jones	1	1	2
Clotho	100	N. Hill	3	3½	3½
Uncertainty	103	Medlone	5	4	4
Zenobia	104	T. Flynn	2	5h	5

P. S.: Betting—Azrael, 7 to 10 and out; Uncertainty, 4 to 1 and 2 to 5; Zenobia, 5 to 1 and 6 to 5; Clotho, 3 to 1 and 6 to 5; Panway, 6 to 1 and 5 to 2.

Clotho and Azrael raced together into the stretch, with Zenobia and Uncertainty next. Azrael then drew out, and, leading the rest of the way, won by a head rather handily from Panway, who came fast in the final furlong. Clotho was third, four lengths away. Time—1:02¾.

Mutuels paid: Straight, $3.15; place, $2.05. Panway paid $2.50.

FIFTH RACE.

Purse $400; for beaten horses; six furlongs.

Starters.	Weights.	Jockeys.	Strt.	Hlf.	Fin.
Bullfinch	104	Snedeker	8	2	1½
Excellenza filly	95	Griffin	2	4	2½
Alarmer	100	Cunningham	4	6	3½
Early Dawn	104	J. Barrett	3	3½	4
Big Man	104	T. Flynn	6	2½	5
Van Dyke	100	Collier	7	1½	6
Annie W.	100	N. Hill	9	8	7
Gonzales	104	Tramor	5	5	8
Shotover	100	H. Jones	1	9	9

Post Betting—Bullfinch, 6 to 5 and 1 to 2; Excellenza filly, 2 to 1 and 4 to 5; Gonzales, 8 and 3; Van Dyke, 10 and 4; Big Man, 10 and 4; Shotover, 20 and 8; Annie W., 20 and 8; Alarmer, 25 and 8; Early Dawn, 30 and 10.

Van Dyke, Big Man and Early Dawn ran closely bunched to the head of the stretch. There Bullfinch and Excellenza filly closed on the leaders. This pair drew away from the others and in a pretty finish Bullfinch won by a length from Excellenza filly, who beat Alarmer a length. Time—1:18¾.

Mutuels paid: Straight, $3.80; place, $2.45. Excellenza filly paid $3.60.

SIXTH RACE.

Purse $400; selling allowances; seven furlongs.

Starters.	Weights.	Jockeys.	Start.	Half.	Fin.
Void	118	Flynn	2	2½	1½
Addie B.	95	N. Hill	6	1½	2
Extra	102	W. French	5	3½	3½
J. McLaughlin	90	Tramor	3	6	4
Fancy	95	Clarke	4	5	5
Brunette	106	Snedeker	3	7	6
Cynosure	114	Griffin	1	4	7

Post Betting—Void, 7 to 5 and out; Cynosure, 7 to 2 and 6 to 5; J. McLaughlin, 8 and 2.

Addie B., 10 and 3 to 1; Extra, 20 and 8 to 1; Brunette, 30 and 6 to 1; Fancy gelding, 100 and 20 to 1.

Addie B., Void and Extra were the peacemakers to the stretch.

Then Void drew out and won under a pull by half a length from Addie, who was a head in front of Extra. Time—1:35.

RACING IN SOUTH JERSEY.

Very Slow Time Made on Account of the Storm.

GLOUCESTER RACE TRACK, N. J., Jan. 12.—Results of to-day's races were as follows:

First Race—Seven and a half furlongs.—Won by Lonely, 3 to 1, and 4 to 5; Samaritan second, 4 to 5 place; Vendetta third. Time—1:30¼.

Second Race—Three-quarters of a mile.—Won by Owen Golden, 6 to 5, and 1 to 2; Bob Arthur second, 8 to 5 place; Tradesman third. Time—1:18½.

Third Race—Five-eighths of a mile.—Won by Honest Tom, 4 to 1 and 7 to 5; Censor second, 1 to 2 place; Grand Prix third. Time 1:04½.

Fourth Race—Three-quarters of a mile.—Won by Minnora, 3 to 1 and even; Deer Lodge second, even place; Foxhill third. Time—1:19¼.

Fifth Race—Three-quarters of a mile.—Won by Veronia, 7 to 5 and 3 to 5; Pete second, 3 to 5 place; Joe Jeo third. Time—1:19¼.

GLOUCESTER ENTRIES.

GLOUCESTER RACE TRACK, Jan. 12.—Following are the entries and probable starters for to-morrow (Friday):

First Race—Five-eighths of a mile; maidens; selling.—Montlee, Waldo, Nelson G., 104 each; Sarosia, 101; Gone On, 99; Lady Worster, Lorraine, 96 lb. each.

Second Race—Three-quarters of a mile; selling.—Matins, 106; Procula, 101; War Paint, Misery, 98 each; Sly Eden, 95 lb.

Third Race—Selling, one mile.—Argenta, 112; Brown Cloak, 108; Ned, Pelham, 104 each; Pietwar, 98 lb.

Fourth Race—Selling, five-eighths of a mile.—Swamp Fox, 110; Maid of Blarney, 105; Clovergale, Wyoming, 100 each; Arapahoe, 96; Silence, 94 lb.

Fifth Race—Six and a quarter furlongs; selling.—Fernwood, Flormor, 106 each; Mabel, 101; Queen d'Or, 98; Lacigarne, 94 lb.

Sixth Race—Four and one-half furlongs; selling.—Sierra Nevada, Mine Alone, A. B. Fox, Rustic, J. J. Healy, Jim Fagin, McCarthy, Wrestler, F. J. H., Pontoiser, Jupiter, 108 each; Verbena, Miss Clay, 103 lb. each.

FOR A GREATER NEW YORK.

Commission to Present a Bill to Allow a Popular Vote.

The Municipal Consolidation Inquiry Commission met to-day at 214 Broadway. Seven of the twelve Commissioners were present, as follows: Andrew H. Green, President; J. S. T. Strathahan, Vice-President; Martin Schenck, Frederic W. Devo, John L. Hamilton, Edward F. Linton and Calvert Vaux.

Before the meeting was called to order Secretary Henschel presented President Andrew H. Green with an edition de luxe of the speeches made by Mr. Green to the Commission in favor of the proposed consolidation.

Communications favoring the scheme of a Greater New York were received and referred to the secretary for reply and action. On motion of Mr. Strathahan the secretary was instructed to transmit to the Legislature a petition for consolidation.

President Green then presented the draft of a bill providing for the submission of the question to a vote of the people of the whole territory which will be affected by the consolidation at the next general election. The bill provides that if the majority vote is in favor of consolidation the Commission has the power to prepare such files as are necessary to bring the affairs of the greater New York under one municipal government.

Commissioner Devo moved to appoint a commission, consisting of Andrew H. Green, J. S. T. Strathahan and Edward F. Linton, with authority to revise and amend the bill so as to insure its passage, and with further power to introduce the bill at such a time and in such a manner as the Committee shall see fit.

The bill also provides for the appropriation of $25,000, to be used in carrying on the work of the commission and to enable it to proceed with the preparation of a charter which will uphold the principle of home rule in the several cities taken in, as far as possible.

The meeting adjourned subject to call of the Chair.

BASEBALL CLUB MEETING.

Election of a President Expected to Be Postponed To-Day.

The directors of the New York Amusement Company, the corporation name of the New York Baseball Club, are in session this afternoon in room 55 of the Fuller Building, Jersey City.

The following are present: John B. Day, President; E. B. Talcott, who represents Mr. Spalding; F. B. Robinson, J. E. Sullivan, C. B. Dillingham, James P. Hyde and Alfred W. Kiddie, counsel for the Association.

The plan to issue $50,000 worth of bonds to cover last years shortage of $32,000 and provide funds for the coming season, it is expected will be adopted.

The election of a President and one director, together with other routine business, had not been taken up at 4.30 and will probably be laid over until the next regular meeting next month.

FRENCH CABINET COMPLETED.

(BY ASSOCIATED PRESS.)

PARIS, Jan. 12.—Vice-Admiral Rieunier has accepted the office of Minister of Marine, formerly occupied by M. Burdeau. This completes the Cabinet.

Vice-Admiral Rieunier has been in naval command at Toulon.

J. E. Simmons Re-Elected.

J. Edward Simmons has been re-elected President of the Fourth National Bank.

FERRIES IN TROUBLE.

Navigation to Staten Island Almost Blockaded.

Efforts to Be Made to Keep a Channel Open To-Night.

Harbor, Bay and Rivers Filled with Ice Floes.

There is trouble for all the ferry lines again to-day, and unless the ice in the bay and both rivers is carried out to sea by the easterly wind which Farmer Dunn promises for to-night, the prospect of out-of-town residents reaching their places of business to-morrow is very dubious.

Staten Island Ferry officials say that boats will be run to-night at as frequent intervals as possible.

The ice field extending across the bay from Liberty Island was partially broken up at 4 o'clock, and a passage broken through this morning was still open at that hour, so that the ferry-boat Wiman was enabled to get through on the return passage at that hour.

The Company's officials declare that the boats will be kept running as long as there is any traffic, without regard to the time table, to which it would be impossible to conform in view of the ice blockade.

The encouraging view taken by the Company of the situation is not shown by others, presumably as competent of judging, the condition of things and of the probabilities of continuing navigation.

The opinion of boatmen and Staten Islanders who have depended upon the ferry for transportation to and from their homes for many years is not calculated to encourage the belief that the ferry-boats will be able to navigate the bay from South Ferry to St. Georges to-night.

The Wiman was three hours making the first trip, leaving St. George at 11.30 A. M. and arriving at South Ferry at 2.30 P. M.

The Staten Island ferry was completely crippled by the ice collected on the Staten Island shore this morning.

The ice floes drifted about the St. George landing and were driven into the ferry slip. There the big masses became jammed in and the low temperature welded them into a compact mass. The solid ice field extended out into the bay off towards Constable Hook and became immovable.

Staten Islanders on their way to New York this morning came to the ferry-house and expressed their feeling against the blockade. The crowds grew larger and larger with each succeeding train over the Rapid Transit. The boats became crowded, people standing on the outer deck in the cold blast, as it was impossible for all to get into the cabins.

The Northfield crowded on all steam, and after backing a number of times and forging ahead, cut a channel through and got to the foot of Whitehall street in this city.

The Erastus Wiman also made a stubborn fight to bring her passengers over. After much delay she was successful, but did not attempt to go back, as it was impossible to get into her slip at St. George. She tied up at the foot of Whitehall street and was still there at 12 o'clock.

Along line of trucks and teams stretched up Whitehall street from the ferry entrance, the drivers cracking their whips and cursing at the delay in delivering their merchandise on Staten Island. Many had been waiting there for several hours.

Foot passengers also passed into the ferry-house, waited for a boat and after half an hour became impatient. After an hour they expressed their impatience in strong terms, and finally gave up all hope of getting over to the island and passed out.

Staten Island Ice Bound.

A passenger on the Westfield, which left St. George at 8.40 o'clock this morning and did not reach this city until 12.40 o'clock this afternoon, told an interesting story of the passengers' experience.

The Westfield had proceeded through the ice up the bay as far as Liberty Island, when it became caught in the ice.

The boat then started towards the Island, but succeeded in backing away. Then the boat became fast in the ice, with the ferry-boats Middletown and Southfield in a like predicament a few yards away.

The Middletown finally got up alongside the Westfield and received her passengers. For two hours the Southfield tried to cut her way through the ice, and finally succeeded in getting up to her dock.

The Middletown started out from the slip at Whitehall street at noon to see if she could make a landing at St. George. Most of the bay was free of ice, but a solid shield extended around the Staten Island shore.

She tried to break the ice and force her way through, but found the task too great. She cut into it a little way, but got back fast. She managed to back out into clear water and after a number of trials gave up the fight and came back to this city. As she came into her slip her rudder was seen to be smashed to pieces and hanging by a chain.

The South Ferry boats between the Battery and Hoboken made an effort to run on schedule time, but the Ferry Superintendent would give no encouragement that it would be kept up during the day.

All along the North River the ferry lines struggled to give their patrons a reasonably fair service. It was, however, a hopeless task. Where one boat dodged the ice floes and made the trip across nearly on schedule time, the next would be caught in the crush and have to fight her way, taking from twenty minutes to an hour to cross the river.

On the East River the state of things was no better.

The Thirty-ninth street (Brooklyn) ferry gave up the struggle yesterday and did not resume traffic this morning.

The Fulton and Wall street lines did the best they could, which was not satisfactory to the patrons.

It was down the bay that the most unusual state of affairs existed. Newark Bay was completely covered over, and all navigation blocked between Elizabethport and New York.

Staten Island Sound, between Elizabethport and Staten Island, was a sheet of hard ice, and it is not unlikely that before night people can cross from shore to shore on the ice.

In the lower bay around Sandy Hook there was an immense quantity of drift ice. The Horseshoe was solidly frozen over.

The steamship Gallia, which anchored off Sandy Hook Tuesday night, was frozen fast. A tug worked all last night, but was unable to free the steamship from her ice-bound berth.

Tug owners were in clover. The powerful little craft were in great demand for breaking the way for larger vessels, and a number were engaged by the different ferry lines to keep the ice moving.

The usual rate of $10 an hour was raised by the tug captain to $20, and the supply was not equal to the demand.

It would be a difficult task to persuade the average citizen that since Jan. 1 only thirteen inches of snow has fallen in New York. But that is what Farmer Dunn said this morning, and he is paid for knowing about such things.

Here are the official figures, taken from the records of the United States Weather Bureau: Jan. 4, flurry; Jan. 5, 5 inches; Jan. 6, 6 inches; Jan. 8, flurry; Jan. 9, 6-10 of an inch; Jan. 10, 1-10 inches; Jan. 12, 4-10 of an inch up to noon.

What Farmer Dunn Says.

There is every probability, according to Mr. Dunn, that snow will fall until late to-night and another inch may be added to the white mantle now turnpiked over the city.

It is growing warmer in all the States east of the Mississippi, and colder in the upper Mississippi Valley. It is snowing all over the lake region and as far south as Georgia.

The snow belt is moving into New England. The winds along the coast are shifting to the northeast, and will probably be high before midnight.

Bostonians shivered this morning in the prevailing east wind, with the mercury at 10 degrees. At Albany it was at zero, Buffalo 6, and at Chicago 4.

The coldest spot in the United States to-day is Northfield, Vt., where it was 20 below zero. The coldest weather in Canada was 26 below zero at Rockcliff.

Key West, Fla., had it fair and pleasant at 64 degrees.

To-day's forecast for this region was snow and warmer.

It will please the residents of New York and vicinity to-day to learn that the present spell of weather and the consequent inconvenience to which they are being put is all due to a temporary cessation of the influence exerted over the weather by irrigation in the West. At least that is Farmer Dunn's theory.

Since 1886, he says, when the scheme of irrigating the arid wastes of the Southwest was successfully carried out, the Winters have been remarkably mild.

Brennan in Despair.

Street-Cleaning Commissioner Brennan said this morning that matters are going from bad to worse. The entire garbage fleet is now ice-bound, and in addition to having the marine force tied up and garbage accumulating at the rate of 6,000 loads a day in consequence, there is more work for him on account of the prevailing snowstorm.

Mr. Brennan hoped to get some scows to Hart's or Rikers Island to-day and had several ready loaded to proceed this morning, but the condition of East River made it impossible.

Only six scows got to sea yesterday, but that afforded no more relief. Mr. Brennan said, than removing one load of ashes out of sight in a block.

To-night a large force of men will be put to work to clear the streets of snow.

Postmaster Van Cott gives notice that on account of the difficulties of mail-wagon transportation in the present condition of the streets and of the obstruction of ferry service by ice it will be necessary to dispatch outgoing mails to-day thirty minutes in advance of the usual time.

SKATING ON ALL THE LAKES.

Workmen Kept Busy Sweeping the Snow Off the Ice.

The skating on all the lakes and ponds in Central Park, and in the parks above the Harlem River, was reported as good to-day.

A force of workmen was kept busy sweeping the snow off the ice.

Skaters in Brooklyn are also favored by the Park Commissioners, who have had the ice kept in excellent condition ever since the Prospect Park lake was thrown open to the gliders on steel.

Both His Hands Frozen.

Charles Beesch, a homeless man, forty-four years old, went to the Bedlow street police station to-day with both hands frozen. He was sent to Gouverneur Hospital.

PILOT BOAT ICE-BOUND.

Relief Sent from Sandy Hook Life Station.

SANDY HOOK, Jan. 12.—Life-Saving Station No. 3, at Seabright, reported this morning a three-masted schooner and a pilot boat fast in the ice off Seabright.

The schooner later got clear and sailed off.

The pilot-boat proved to be the James Gordon Bennett, No. 6. The crew were taken off and are now at the life-saving station.

"L" Traffic Way Behind.

Traffic on the "L" roads was again impeded this morning. Ninth avenue trains were especially irregular. The first express was sixteen minutes late at Barclay street. During the early morning several trains nearly became stalled on the up grade between Fifty-third and Fifty-fifth streets, and had to have assistance in getting up the grade.

Ice Stops Fishing and Oystering.

SEABRIGHT, N. J., Jan. 12.—This is the severest Winter experienced in many Winters by the boatmen and baymen along the Jersey coast. The ocean is frozen for a distance of several hundred yards from the shore, and the bays are frozen solid. This has put a stop to fishing and oystering. The fishermen are spearing through the ice for eels. Ice boating will be the pastime for some days.

Tug Argus Has a Hard Time.

FIRE ISLAND, Jan. 12.—The Red Star tug Argus, with a three-masted schooner and an iron tank vessel in tow, was off here Monday, but turned back and anchored on account of the heavy gale and sea then prevailing. She started again Tuesday afternoon, getting as far as Point Lookout, where she again anchored. She started west again last night about 11.30 o'clock, and must have been successful, as she is not in sight this morning.

Is This Annexation Temperature?

(BY ASSOCIATED PRESS.)

OTTAWA, Jan. 12.—The cold weather in this section is unabated in intensity. At Mattawah this morning the thermometer registered 39 below zero; at Pembroke, 40 below; at Ironside, 32 below; at Maniwaki, 34 below; at Kazubagua, 35 below, and at North Wakefield, 34 below.

Ice Destroys Buoy Lamps.

SANDY HOOK, Jan. 12.—The ice has broken three of the electric buoy lamps in Gedney's Channel and has prevented the repair of others out of order. The ice is about as heavy as yesterday and the weather is thick and foggy.

Hands and Feet Frozen.

ELIZABETH, N. J., Jan. 12.—Thomas Tyndall, seventy-nine years of age, who is known as "Hermit Tyndall," is at the City Hospital in a precarious condition. He was found yesterday in an outhouse on Col. John Sears's farm with both hands and feet frozen. It is thought that his lower limbs will have to be amputated.

Delaware River Frozen Solid.

CAMDEN, N. J., Jan. 12.—The Delaware River is frozen over solid from Cooper's Point to this city. A large number of freight boats are fast in the ice. There are 150 loaded freight cars bound for Philadelphia stalled at this place, being unable to get across the river.

Late Steamship Arrivals.

Steamer Diamant, Capt. Kelterer, from Hamburg Dec. 28, in ballast to Gustave Herer, arrived at Sandy Hook at 9 A. M.

Steamer Algonquin, Capt. Legge, from Belize Dec. 20, Kingston Dec. 24, Greytown Dec. 28, Savannah via Nassau Jan. 4, Montego Bay Jan. 5, St. Ann's Bay Jan. 5, with merchandise and passengers to James Rankine, arrived at bar at 9.45 A. M.

Steamer Dresden, Capt. Krohnfer, from Bremen Dec. 31, with merchandise and passengers to A. Schumacher & Co.

WATER MAIN ALEAK.

Break in Brooklyn's Service Near Millburn Pumping Station.

A leak in Brooklyn's 48-inch water main, between Rockville Centre and the Millburn pumping station, was discovered this afternoon. Its exact location has not yet been ascertained nor the extent of the leak.

Commissioner of Works Adams said this afternoon that if it was what is known as a "joint leak" it could probably be repaired in twenty-four hours. If a section pipe has broken it may take a little longer.

Meantime Mr. Adams says, the pumps will be kept working up to their full capacity, and a scarcity of water is not feared.

THREE DIVORCE CASES.

Two Women Are Freed, Another Obtains a Default.

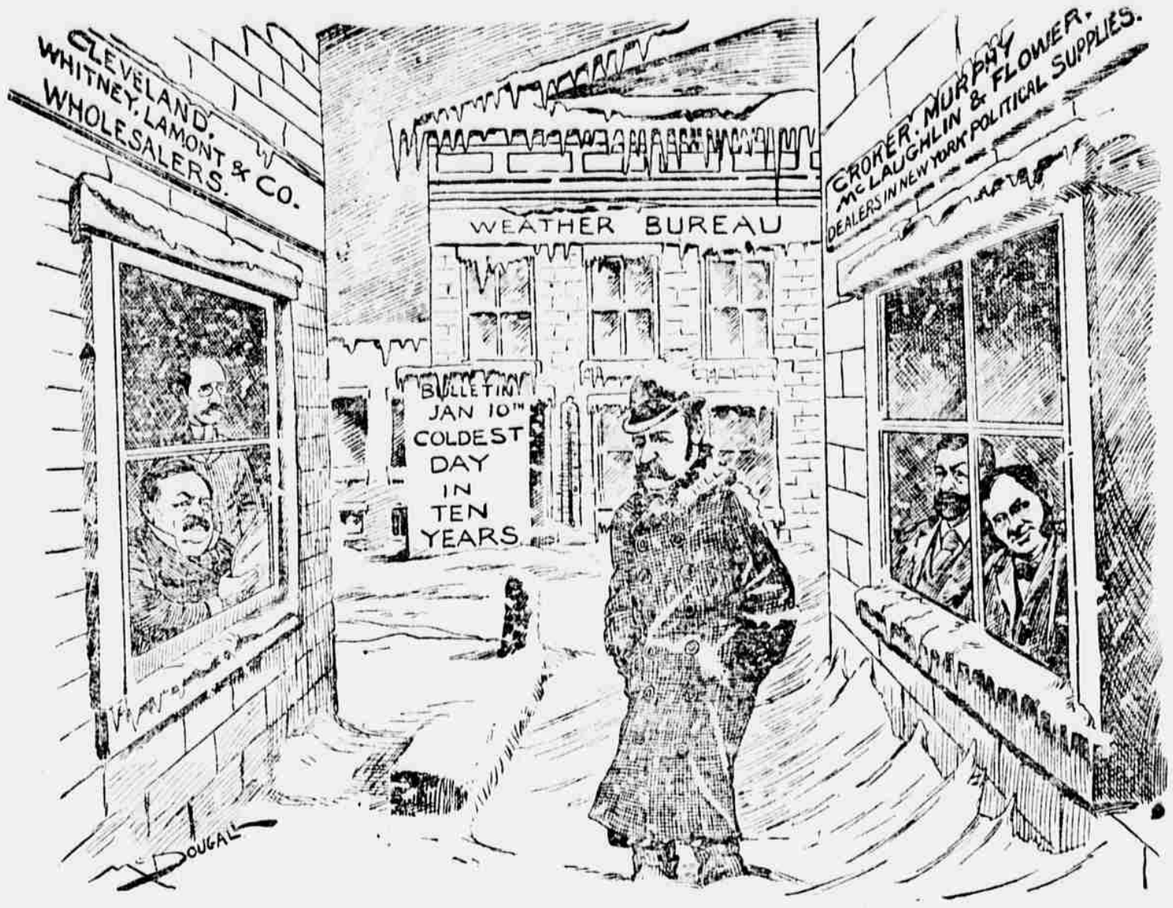
Mrs. Mary Kaiser, against whom judgment was recently taken by default at her husband in divorce proceedings in the Common Pleas Court, was to-day allowed to defend the suit. She showed that her husband had been living with her all through the proceedings and had told her that the suit was a mere formality.

Judge Dugro, of the Superior court, to-day granted a decree of separation to Mary Briggs from her husband, who must pay her $3 a week alimony.

The same judge dissolved the marriage of Elizabeth Schultheis and George Schultheis. The custody of their child is awarded to the wife, who also gets $70 and deed of Schultheis's property in Germany in lieu of alimony.

"Y. & S." Stick Licorice.

The ounce of prevention. No calory domination.*,*



From this Morning's World.

HAS IT COME TO THIS?

M'KANE FREES HIS MIND.

Makes a Spicy Speech to the Kings County Supervisors.

The Board of Supervisors of Kings County for 1893 met at 3 o'clock this afternoon in the Court-House. Nearly all were present. Supervisor McKeown called the meeting to order.

John Y. McKane, of Gravesend, was nominated for President, pro tem., of the Board by Supervisor French, and republican Supervisor Lockwood seconded the nomination. Mr. McKane was unanimously elected. As he took the chair he was presented with an elegant basket of flowers.

Mr. McKane then, after thanking his colleagues for the honor conferred upon him, paid his respects to Supervisor at Large Kinkel and the Grand Jury as follows:

"We authorize an expenditure of $10,000 to be used in connection with such celebration and dedicatory services of the Soldiers' Monument at the entrance of the Park.

"Supervisor-at-Large Kinkel favored it. A committee at once proceeded to have the Court-House and Hall of Records decorated. It secured carriages for all the members and had four large stands built by contract.

"The Supervisor-at-Large rode at the head of the procession, together with the counsel of the Board, in one of the carriages secured by the Committee. When we marched two abreast the Supervisor-at-Large and myself were together.

"The people applauded, and I believe a great many enjoyed the celebration.

"I believe I was not supposed at that time that I was to be branded as a thief for doing the same thing that he did.

"If kinked in his veto messages had declared that in his opinion the original resolution of the expenditure of the money was contrary to law instead of devoting his at still up what he calls exorbitant prices for 300 feet of plank lumber, the matter would have been referred to the counsel and all unnecessary trouble and scandal averted.

"I want to call your attention to another matter.

"We should be more careful in selecting the Grand Juries. We should see that honest men are put on the list, and also see that disappointed contractors and cranks are kept off.

"A man who cries 'Thief' to every man he meets is, to say the least, not a safe man.

"Now, if it was wrong for us to make this appropriation, all other appropriations of a similar character for years past must have been also wrong.

"If this whole business was as fraudulent as the complaint against us charges, why is not the Supervisor-at-Large sued as well as the others?"

THE HOMESTEAD POISONING.

Trial of Beatty, Dempsey and Davidson Begun To-Day.

(BY ASSOCIATED PRESS.)

PITTSBURG, Jan. 12.—The trial of Hugh Dempsey, District Master Workman of the Knights of Labor; J. M. Davidson and Robert Beatty, charged with poisoning non-union workmen at the Homestead Steel Mill during last August, began here to-day in a crowded courtroom.

Beatty is accused of having arranged with Davidson and Dempsey, at the mills to administer the poison, which, it is alleged, Dempsey undertook. The serious charge of having procured and disbursed the money used in the furtherance of the scheme is also put upon Dempsey.

The first witness on was that of Dempsey.

Attorney Rose opened for the prosecution, describing the poisoning of the dining-rooms and decks of the mill in July, 1892. He promised to show that Davidson and Cook said they would get rid of the stand with their stories of the poisoning, which would be corroborated by other witnesses.

The Decision.

Patrons of the "Admiral" cigarette will decide as to the ultimate results of cowardly methods adopted to prevent dealers selling them. *,*

BYRNES'S BOMB HURLED.

Formal Charges Preferred Against Williams and McAvoy.

Supt. Byrnes to-day preferred charges against Inspectors Williams and McAvoy and Capts. Westervelt, Stephenson and Doherty.

The charges are in the hands of President Martin, of the Board of Police Commissioners.

President Martin and Commrs. Sheehan and McClave held a conference at Headquarters this afternoon, in which these charges were discussed.

The President said that the charges were in his hands, and that he had not as yet approved them and would not until he should see the Superintendent to-morrow.

It is expected that the matter will come up at to-morrow's meeting.

NIGHT OF REST FOR BLAINE.

And His Condition This Morning Was Much Improved.

(BY ASSOCIATED PRESS.)

WASHINGTON, Jan. 12.—Last night was one of rest and quiet for the members of the family of Mr. Blaine, and he is reported to be much improved this morning.

It was about six last night until after 7 this morning that a person crossed the threshold of the mansion. When the physicians left the patient at 9 o'clock they informed the family that they would not return unless an unfavorable change took place in his condition.

During the night the exterior of the house gave evidence that the sick man was holding the slight improvement noted in his condition yesterday.

Doctors Johnston and Hyatt made their regular afternoon call at 2.30 o'clock and remained about half an hour. Dr. Johnston left the house feeling well satisfied with the condition of the patient and told a reporter that Mr. Blaine was doing quite well to-day.

COAL COMBINE CONDEMNED.

Knights Ask the Legislature to Annul Railroad Franchises.

(BY ASSOCIATED PRESS.)

ALBANY, Jan. 12.—At the Congress of local and district assemblies of the Knights of Labor to-day a resolution was adopted condemning the combination entered into by railroads handling coal.

The Legislature and it the resolution is asked to annul the franchises of the following railroads: New York Central and Hudson River, Delaware and Hudson, Lehigh Valley, West Shore, Erie, Lake Erie and Western, New York, Ontario and Western, Delaware, Lackawanna and Western and the Ulster and Delaware railroad.

Other resolutions adopted favored the literal canal appropriations, asked the Legislature to annul the charter of Pacific Telegraph Company and the Western Union Telegraph Company because of exorbitant rates.

Fought Officer and Matron.

Carrie Baker, of 3, West Third street, was committed to the Tombs for three months by Justice Hogan at Jefferson Market Court to-day, charged with assaulting Officer Mullaney last night. When arrested last night she assaulted Policeman Mullaney with a hat-pin and afterwards, at the Mercer street station-house, nearly choked a matron to death.

Another Typhus Case.

Charles Carter, sixty-six years old, of 166 Second street, went to the Oak street station-house this afternoon.

A inspector of the Health Board pronounced his complaint to be typhus and he was removed to the Riverside Hospital.

He had stopped recently at the lodging-house 34 Bayard street.

"NEVERWEAR," a liquid waterproof and preservative for shoe soles, 25c. and 50c. Sold everywhere. Health Preservative Co., 90 Church st., N. Y. *,*

EXTRA.

TALK OF THE TURF.

Ed Corrigan Defeated Again by the Coney Island Jockey Club.

VAN S. GOES VERY LAME.

Trainer Brien Gives His Opinion of Selling Races as a Whole.

Ed Corrigan has been defeated again by the Coney Island Jockey Club. His suit to recover the money won by Huron in the Futurity of 1891 and to compel the Coney Island Jockey Club to recognize the colt as a starter, was yesterday dismissed by Judge Dugro in the Special Term of the Superior Court. It was a foregone conclusion that such a finding would be the result of a trial in the lower court, but Counsellor Hummel is anxious to have the case taken before the Court of Appeals, and for this reason the formality of a trial was gone through with yesterday. The case seems to hinge on the veracity of Messrs. Corrigan and Carter, the latter being the agent of Gen. Jackson, the breeder of Huron. Mr. Carter declares that Mr. Corrigan bought Huron without his engagements. Mr. Corrigan asserts that he did, and there is the case in a nutshell. The matter might have been settled amicably out of court had not the Coney Island Club acted in so high-handed and arbitrary a manner. The case will be taken to the Court of Appeals and if Corrigan is beaten there that ends the matter. Then no doubt his second suit to compel the Jockey Club to accept his entries will be commenced and carried through the same process.

* * *

The victory of Stonington in the five-furlong dash yesterday upset some very nice calculations. Stonington was a 60 to 1 chance. His owner, E. J. McElmeel, did not believe the old horse had a chance. At least, he asserted so, notwithstanding the fact that the horse had been working well. This was what caused the bookies to lay such a fancy price. Mr. McElmeel bet on Polydora. So did other smart people. The money went on with great confidence, notwithstanding the fact that she was up against Berwyn, one of the fastest sprinters at the track. Just before the horses went to the post a telegram was received by the owners of Berwyn stating that some game was on, for Polydora was being played as though the race was over. Judge Burke was promptly informed, and he warned Penny to do his best. Whatever the game might have been, it was spoiled by Stonington's winning and dumping all hands into the sea.

* * *

Some one asked Trainer Bill Brien yesterday why he scratched Mohican when he looked to have such an excellent chance to win. Bill is a great talker and the reader will have to imagine they hear his soft persuasive voice as he replied: "My boy, it doesn't pay to win a selling race here with an 8 to 5 chance. In illustration of this let me relate a little story. Old Doctor Tubbs, of Tennessee, had a colored slave named Steve, who was the biggest kind of a thief, but who possessed a happy faculty of being able to do out of any scrape he got into. One day the doctor killed a fat turkey gobler and hung him up for Christmas. On Christmas Eve the turkey was gone and the doctor caught Steve with the grease on his lips and the feathers sticking to his teeth, and taxed him with the th ft. Steve hung his head. Said the Doctor: 'Steve, I'm going to give you the allfirdest licking you ever got.'

"'Massa,' replied Steve, 'before you do, let me make one calculation and then you can lick me as much as you want to. Wasn't that your turkey?' Receiving a nod in the affirmative Steve again inquired: 'Ain't I your nigger?' Another nod was vouchsafed by the doctor. 'Well,' said Steve, slightly and deliberately, 'what you lose in turkey don't you make up in nigger?' The logic of this calculation was too much for the old doctor, and Steve escaped his promised licking. Now, said Trainer Brien, the moral of this is that what you win out of the bookmakers now in selling races you have to give back to the Association. The only one that gets anything is the horse. He gets a hard race."

* * *

Turfmen and others are looking forward with pleasure to a lecture on "An Evening in our own sunny South," to be delivered by Dr. Stephen Hasbrouck at the New York Jockey Club-House on Saturday evening at 8.

* * *

It may be as well to repeat the very pertinent query which appeared in this column a few days ago: "What happened to Jack Rose at the head of the stretch in his last race?" His performance yesterday and his two previous races were widely different, and it is hard for one to figure on them.

* * *

The ferries running to the track were not on time yesterday, owing to the ice in the harbor. Many people did not get to the track in time for the first race. They may be comforted by the knowledge that they didn't lose much.

* * *

Golden and Piedmont fell in the first race at Gloucester yesterday. Graham, the rider of Piedmont, had his head badly cut and his collar-bone broken. Madge L. also fell in the third race.

* * *

Swamp Fox was a real good thing in the opening race