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YOU ARE ANXIOUS TO SELL. OTHERS ARE JUST AS ANXIOUS TO BUY.

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PRICE ONE CENT. NEW YORK, FRIDAY, AUGUST 11, 1893. PRICE ONE CENT.

Ministers on the World's Fair Dances---Sunday World.

LAST EDITION

EIGHT PAGES.

COLLIDED IN THE FOG.

Steamboats Monmouth and Waterbury Crash in the Bay.

Great Damage Done and a Panic Ensued.

Ferry-Boats Run Into Each Other in the North and East Rivers.

The twin-screw iron steamboat Monmouth, plying between the Atlantic Highlands and Rector street in the interest of the Jersey Central Railroad Company, collided with the excursion boat Waterbury, loaded with fishermen, in the lower bay this morning during the dense fog and a panic ensued.

The fleet to which the Monmouth belongs carries the major portion of the residents of seaside resorts along the Jersey coast. The trains loaded over 500 people onto the Monmouth this morning, and she left her dock promptly at 8.26 o'clock.

The weather was clear and the sun shone brightly until the steamer had passed outside the Horseshoe and was proceeding up the lower bay. Then a thick bank of impenetrable fog shut in and it was difficult to see the length of the steamer's deck.

The Monmouth is built purely for passenger service and has three decks. The passengers as soon as the fog set in crowded to the forward decks and talked over the possibility of a collision.

So loud was the talk on the upper deck that Capt. Martin was compelled to order strict silence. It was well he did so, for no sooner had the voices ceased in conversation than the sonorous whistle of a steamer was heard through the mist.

First Officer Edward Pierce, who, with the second officer, James A. Jones, was stationed far out on the bow of the upper deck, sang out:

"Steamer dead ahead, sir."

Capt. Martin rang one bell to the engineer. The engines slowed down, and as the whistle of the approaching steamer came near the signal to stop both engines was given.

Three sharp whistles, the signal for "danger," were blown from the Monmouth, and an answering three toots came out of the mist dead ahead.

Capt. Martin gave the signal to reverse both engines at full speed Hardly had this been done when the steamboat Waterbury, loaded down with excursionists to the Fishing Banks, emerged from the fog bank, bearing down on the Monmouth, at what appeared to the passengers a frightful speed.

The white foam from her reversed paddle-wheels, however, proved that the engines of the Waterbury were also backing water.

As soon as it was seen that a collision was inevitable a wild scramble took place on the part of the passengers of both boats.

The Waterbury came nearer and nearer, until with a crash the two steamers came together. The sound of splintered wood and the cracking of window glass made a frightful sound.

Women screamed aloud in their terror and the men were not much better off.

First Officer Pierce and Second Officer Jones never turned from their posts, except to calm the affrighted passengers.

"Keep cool!" shouted Pierce; "there is no danger."

The frightened crowd paid no heed, and rushed pell-mell back into the cabin. Then, to make matters worse, half a dozen of the excursionists leaped from the Waterbury to the Monmouth, thus conveying to the passengers on the former the idea that their boat was sinking.

The Waterbury struck the Monmouth head on. Her bow swept the joiner work on the lower deck of the Monmouth off as clean as though it had been done with a knife.

The solid oak gunwale of the Monmouth crashed through the flimsy partition of the Waterbury and made kindling wood out of it. The flagstaff of the latter snapped and fell down in the panic stricken crowd. The whole lower part of the Waterbury's deck was smashed to pieces and the broken pieces of wood rained down on the seekers after fish.

When the two vessels got clear, it was seen that the Waterbury was the worst sufferer. Her joiner work around the bows and for a distance of twenty feet aft was a total wreck. The underpinning of the two upper decks had been knocked out, and they threatened to collapse at any moment.

On the Monmouth thirty feet of the partition which discloses the lower deck had been torn away, and the deck was strewn with pieces of broken glass and splintered wood.

Neither of the hulls was injured. The Waterbury made no effort to proceed, and, as no assistance was asked for, the Monmouth proceeded on her journey. Before the Waterbury faded from sight, however, a tug was seen to approach her.

The Monmouth had several narrow escapes from other collisions after the smash-up with the Waterbury. The end of a tow of dirt scows was barely cleared five minutes later, and a big red-hulled iron steamship was passed not thirty feet away.

Two fainting women caused considerable excitement, and there were bruises by the hundreds caused by the wild leap and scramble over camp-chairs.

There were many prominent New Yorkers on board the Monmouth on their way to the city from Long Branch, Asbury Park and other fashionable resorts along the Jersey coast.

Among them were Dr. John P. Nagle, Chief of the Bureau of Vital Statistics; School Commissioner Rudolph Guggenheimer; J. Hanson Rhodes, President of the Greenwich Savings Bank; Joseph J. O'Donoghue, nephew of the City Chamberlain; Dr. B. H. Goodwyllie, Dr. Kreg and Messrs. E. B. Farrell, E. B. Foote, E. H. Boardman and Washington E. Connor.

The heavy fog was responsible for several collisions along the river fronts this morning. They caused a good deal of excitement among passengers on the ferry-boats, but, so far as can be learned, only one man was hurt. He is Joseph C. Henry, a telegraph operator, living at Hasbrook Heights, N. J.

He was a passenger on the ferry-boat Pavonia, the old sidewheeler belonging to the Pavonia Ferry Company, which was coming into her slip at the foot of Chambers street.

The company's new screw ferry-boat, the McCullough, was lying in the slip. Owing to the fog the pilot of the Pavonia missed his bearings and the tide ran the vessel up against the McCullough.

The Pavonia carried a big load of passengers, and great excitement ensued as the vessels struck. Henry was standing in the crowd on the front of the boat, and a piece of timber struck him on the right arm, fracturing one of the bones. His face was scratched.

Policeman Randell, of the Leonard street station, took him up to Chambers Street Hospital, where his wounds were dressed.

A peculiar feature of the accident was that no entry was made of it on the book of the Chambers Street Hospital.

Another collision happened at the foot of Barclay street at 7.30 o'clock. The screw ferryboat Bergen, of the Hoboken Ferry Company, was going out and the side-wheeler Orange was coming in. The latter was well loaded with passengers. Few were on the Bergen.

Before the boats struck the fog horns were sounded and engines reversed, but not in time to avoid the accident. The boats struck head on, and the shock made every timber tremble. There was plenty of excitement here, too, but it subsided somewhat when the Orange backed out and let the Bergen pass.

The passengers were not landed at the proper slip, but further up the river. To add to the confusion, a blockade of trucks took place in front of the ferry-house, and all kinds of wagons got mixed up together in an apparently hopeless manner.

The station-master sent to the Church street police station for extra policemen. Through their efforts the blockade was lifted at 9.30.

The ferry-boat Central, of the New Jersey Central Railroad, left its slip foot of Liberty street at 8.30 A. M., fifteen minutes late.

In midstream the cattle boat Newark, loaded to the water's edge with steers and sheep, was seen in the fog coming prow on for the ferry-boat.

It was too late to do anything without fear of greater danger, and the boats came together with a crash.

For a moment the passengers on board, many of whom were ladies, became panic-stricken and rushed back into the cabins.

The Central was not injured, but the Newark did not fare so well. The entire side of the boat was smashed, as well as the iron posts.

It was only a miracle that the railing keeping in the cattle remained unbroken, or a wild stampede would have occurred.

The Central is the boat that ran into and sank the steamer Atlas, in the North River, and is one of the staunchest boats on the river.

The delay in running boats caused a blockade at the various ferries in Jersey City. At the Pennsylvania slips the rear of a line of trucks turned into Washington street, three blocks from the ferry, while in Exchange place the vehicles stood four deep.

A similar condition prevailed at the Hoboken ferry, the line of waiting trucks on the Hoboken side extending to Hudson street.

At the Pavonia street ferry of the Erie Railway the blockade was equally severe, and a lengthy line of horses and trucks patiently waited for safe passage across the river.

The ferryboat South Brooklyn, which belongs to the Thirty-ninth Street, South Brooklyn line, was in collision this morning with the schooner Amelia Norris in midstream off the foot of Whitehall street.

The South Brooklyn left Thirty-ninth street at 8 o'clock, bound for her slip at the foot of Whitehall street, this city. She carried about 600 passengers, many of whom were out on the decks.

At that hour the fog had just began to lift, but was still quite dense. The ferryboat had slowed down some, but was making good time.

After passing Governor's Island, and when in midstream the passengers on the forward deck suddenly saw the shape of a vessel in the fog directly ahead. The distance was short and the ferryboat was upon the vessel before the pilot could be stopped.

The pilot threw the wheel to starboard, and then the ferry-boat struck it was upon her side. She was scraped along the men's cabin and a part of her railing and some of her joinerwork were broken in. The schooner's bow was badly smashed, and she was towed to Erie Basin for repairs.

The pilot on board the ferry-boat said the schooner was at anchor, and had been anchored in midstream, contrary to law, since yesterday. The officers of the boat blame the people of the revenue cutter, whose duty it is to see that all vessels take proper achorages in the East River harbor.

On board the revenue cutter Chandler it was said that the schooner was not at anchor in the middle of the channel yesterday, as alleged. They could not see her this mornig on account of the fog.

EX-GOV. CAMPBELL PLEASED.

He Smiles and Commends the Nomination of Neal.

Ex-Gov. James E. Campbell, of Ohio, was seen at his office in the Equitable Building this morning and asked what he thought of the Democratic ticket nominated at Cincinnati yesterday, which is headed by Lawrence P. Neal, of Chillicothe, for Governor.

Mr. Neal is an old political foe of the ex-Governor, and ran against him unsuccessfully for the nomination in 1891.

Ex-Gov. Campbell smiled blandly when he read the nominations in this morning's "World," and then remarked, drily, that he thought that they were good ones. Mr. Neal had been simply a political opponent of his, he said, and there was no personal animosity between them.

"As a matter of fact," said Mr. Campbell, "I have not studied politics to may extent during the past four months, and the elections are now too far off to enthuse one way or the other at time. Later on I may have something to say."

ENTERITIS IN BELLEVUE.

No Cholera Symptoms Have Developed Says Dr. Farrington.

Andre Lampaski, a Russian farmer, and James Maroney, an iron worker of 17 North Moore street, are in Bellevue Hospital, suffering from gastro enteritis.

Both men were taken to Bellevue from the Chambers Street Hospital last night, and Dr. Farrington, who has them in charge, said he had found no cholerale symptoms in either of the men.

Lampaski's case, he said, may be the beginning of an attack of typhoid fever Maroney's case he was investigation inclined to believe is one of acute nephritis.

A YOUNG NEW YORKER KILLED.

Mr. Hambro Accidentally Shot While on His Scotland Estate.

LONDON, Aug. 11.—Mr. Hambro, twenty-one years old, a member of the firm of Hambro & Co., of Broad street, New York, accidentally shot and killed himself yesterday.

He had recently acquired an estate at Ardlamont, on Loch Fyne, County of Argyll, Scotland, and while climbing over a wall on the property he slipped and fell.

A gun that he was carrying was discharged, and its contents lodged in his body, causing his death in a short time.

Boston's Estimated Population.

BOSTON, Aug. 11.—The assessors estimate that Boston's population to-day is about 560,000. The census returns of 1890 gave the city a population of only 448,507.

NOT FOR MEDICINE.

What Dr. Cantwell Says of the Mercury in John Shann's Body.

Indications Inconsistent with the Defense's Theory.

The Accused Poisoner Wept in Court This Morning.

TRENTON, N. J., Aug. 11.—The trial of Mrs. Mattie Shann is increasing in interest, principally among the women of this city. At the opening of court this morning the room contained the usual crowd of spectators, but, unlike the preceding days, the majority of them were women.

It is evident that Mrs. Shann is the main attraction for them, as they take advantage of every chance awarded them to get a glimpse of her, even remaining after the close of the session to see her taken to her cell.

Mrs. Shann bears up exceedingly well under the ordeal, although no one would be surprised to see the trial temporarily postponed on account of her illness. The court-room is not the best ventilated place in the world, the only air coming from windows on either side, which, as a rule, are filled with spectators.

Mrs. Shann's usual attitude in court is with her fan hiding part of her face, and a gentle rocking to and fro with her eyes closed.

At times she will evince some interest in the testimony, but the greater part of the time she is dozing.

That her nerve is something wonderful is plainly evidenced by the manner in which she bears up while the doctors are testifying to the horrible hacking and mutilation the body of her son was compelled to undergo in order to satisfy the ends of justice.

To-day, however, she shed her first tears when Dr. Frank V. Cantwell told of disinterring the body and cutting therefrom the several parts analyzed by Prof. Cornwall.

As she watched the doctor a tear stole slowly down her long, angular nose, and as her daughter, Mrs. Mary Kelly, attempted to wipe it away she made a protest.

There was considerable more medical testimony at this morning's session than time from Dr. Frank V. Cantwell, the County Physician, who performed the post-mortem examination.

He testified to going to Princeton April 20 with the Coroner, and after meeting Dr. Bergen they went to the Shann house and saw Mrs. Shann. After examining the body and finding that the viscera had been removed he informed Mrs. Shann that he would have to take it to Trenton. She offered no objection, but asked that they await until the arrival of her counsel, which they did.

Dr. Cantwell then told of the post mortem. The body, he said, was terribly emaciated, the fat having entirely disappeared. All the organs of the body were gone, except one kidney, the bladder and the brain. He again performed a post mortem on the body in Rocky Hill Cemetery, after it had been disinterred, when he removed the parts analyzed by Prof. Cornwall. He could not tell how long the body had been cut before he saw it.

"It could have been done in ten minutes," said the doctor, "and it did not require an expert to do the cutting."

Assistant Prosecutor W. Holt Apgar asked Dr. Cantwell a hypothetical question upon the testimony of Dr. Bergen concerning the symptoms of John Shann and his treatment, and asked what his opinion was as to the cause of his death.

Mr. Beasley objected to this, on the ground that the question did not contain the fact that Dr. Bergen gave other medicines not included in the question.

This was overruled, and exceptions allowed. Mr Holt also made objections, as did also Mr. Vanderhaven. The Court overruled all the objections and allowed exceptions.

In answer to the question Dr. Cantwell said that, taking the symptoms, it was his opinion that John Shann died from toxic gastric inflammation or inflammation of the stomach, due to chronic poison.

"What do you mean by chronic?" asked the Court.

"Poison administered during a long period," was the reply.

Dr. Cantwell described the symptoms of chronic poison, and they were almost precisely the same as those of John Shann.

The quantity of mercury found in Shann's body, the witness declared, was not consistent with the mechanical administration of the drug. The dose of mercury might be from half a grain twice a day, down. From the amount administered to Shann by Dr. Bergen they would not likely find as much of it as the analysis did.

MEYER RESISTED ARREST.

A Gang of Tough Friends Threatened the Policeman.

Frank Meyer, a longshoreman, of 68 Leroy street, was sent to the Island for three months from the Jefferson Market Court to-day.

Policeman Gayne, of the Charles street station, had a rough experience in arresting Meyer yesterday afternoon.

Meyer came home drunk about 5 o'clock and began to beat his wife. Neighbors called in Gayne, and he undertook to arrest the liquor-crazed wife-beater. A struggle ensued, during which Meyer succeeded in getting Gayne's club, but before he could do any damage a brother policeman came to Gayne's assistance.

Between them they subdued the man, and started for the station, followed by a crowd. On the way a gang of loafers tried to interfere with the officers, but as the latter threatened to draw their pistols if necessary the gang subsided.

HELD FOR BEATING HIS SON.

Chernofsky Thought He Could Do as He Pleased with His Children.

Isaac Chernofsky, a peddler, was held in $300 bail at Essex Market Court to-day for beating his thirteen-year-old son, Joseph, with a machine strap.

The Children's Society was notified of the affair, and Agents Dietz and Stein found the boy black and blue and covered with welts from his head to his heels.

Chernofsky told Justice Ryan that, as he paid the rent for his family, he believed he had a right to do as he pleased with his children.

"Not in New York," replied the Justice. Mrs. Chernofsky and her daughter, who were in court, said that the prisoner gave his family only $2 per week for support.

$20 to Chicago and Return

via Pennsylvania Railroad. Personally conducted coach excursion, Saturday, Aug. 12. Only one night on the train.

DANFORTH PAYS UP.

State Treasurer Redeems His Note from the Madison Square.

Spot Cash to the Amount of $53,828.92 Paid for It.

Rumors that Big Politicians Came to His Assistance.

The biggest kind of surprise was caused in political as well as business circles generally, when it leaked out to-day that State Treasurer Danforth had taken up his note for $50,000 that had been lying in the Madison Square Bank.

State Comptroller Campbell, who is stopping at the Hoffman House, was the first one to admit the fact. Later on Mr. Judson, the Bank Examiner, confirmed it.

All advices that the note or notes were ever in existence has probably by this time been destroyed. It certainly will be impossible to tell, now that the money has been paid, whether or not there was anything irregular in the transaction.

Mr. Judson delayed making his statement until after 1 o'clock, when he sent out one of his assistant examiners, Mr. Charles B. Dickenson, to the reporters in waiting with a slip of paper upon which was written:

Mr. Danforth has settled his indebtedness to the bank, $53,828.92 in full, with interest.

How the note came to be paid is probably a secret known only to Senator David B. Hill, Lieut.-Gov. Sheehan, State Comptroller Campbell, Mr. Danforth himself and one or two others.

The four well-known politicians named are here in the city, and it is accepted as a fact that they came here or were called here to see what would be done with the note.

So much publicity had been given to the subject, and there had been so much adverse criticism, that it was decided that something should be done at once.

The appointment of receivers and the knowledge that such a valuable document as Mr. Danforth's note would fall into their hands to be spoken of and published again and again, probably hastened matters. While some of the politicians named will not admit it, it is nevertheless regarded as pretty certain that they all met some time last night or early this morning and decided upon taking up the note.

Mr. Judson, through his representative, Mr. Dickerson, says now that anybody who wants to pay money to the bank can do so, and take up their notes if they feel so disposed. He made the very opposite statement two days ago, when he said he would not allow as much as a sheet of blotting paper to be taken out of the bank building. How he came to change his mind is a question yet to be answered.

Mr. Dickenson, speaking for Mr. Judson, said that the State Bank Department will have to hand everything over to the receivers just as they received it. Now, if such is the case can they account for Mr. Danforth's note? Will the money itself be a sufficient explanation?

Mr. Dickerson added that the money was paid into the bank this morning in cash, bills of large denomination being used. Mr. Danforth himself did not put in an appearance, but somebody did go there for him, pay in the money and take away with him all evidence of the transaction.

State Comptroller Campbell, who was seen at the Hoffman House and asked the question point blank if he had come to town to consult with Senator Hill and Messrs. Sheehan and Danforth over the latter's note, shrugged his shoulders and said that the reporter asked too many leading questions.

He admitted that he had seen Lieut.-Gov. Sheehan, and he might have seen Senator Hill.

"Any how," he said, with a laugh, "it was a purely business transaction on the part of Mr. Danforth. He did no more than any other business man is doing every day, and his word would be perfectly good for such an amount. The money has all been paid, so what is the use of making so much fuss about it?"

"Are you willing to be quoted as authority for the statement that the note has been taken up?" asked the reporter.

"Certainly I am," was the reply. "Jim Danforth told me so himself. I saw him this morning."

Mr. Campbell was not inclined to go into particulars on the matter of the note, nor would he say whether any of the State's money had been deposited in the bank after Aug. 1.

So far as his department was concerned, all he had to do was to investigate the condition of the banks in which it was proposed to deposit state money. He did so through Bradstreet and others. He had done so in the case of the Madison Square Bank, and had at the time been satisfied that it was a sound institution.

He was surprised at the fact that it had got into difficulties, but was satisfied that it would soon be on its feet again.

He did not know, nor could he see how the question of Mr. Danforth's note could enter into politics.

At the bank itself the greatest reticence was observed concerning the matter. President Blaut arrived there early in the morning, but, although the money had been paid in, he refused to talk. He tried to escape through a rear entrance two hours later, but was stopped by an "Evening World" reporter.

"I decline positively," he said, "to give any information concerning Mr. Danforth's note or his relations with this bank. It would be decidedly unprofessional for me to do so. I will not say whether the note has been taken up or not.

"As to the condition of the bank itself, all I can say is that I think it will resume, and that, too, as speedily as possible. It is a matter, however, which lies altogether in the hands of the stockholders, as they are the parties interested.

"I am going downtown now to see if I can arrange for a meeting of the stockholders, and if I can do so there will be meeting at once. Beyond this I cannot say. I think enough money can be raised to meet all requirements."

Mr. Judson is not in a position as yet to state what the exact standing of the bank is, and, nothing is known beyond the first statement that there was an installment of the capital of about $60,000. This, however, is exclusive of the worthless paper carried along since the Cryder administration.

Mr. Dickenson, speaking for the Bank Examiner, said that the investigation now being conducted by the Bank department was only a partial one.

"Another and much more searching one," he added, "will have to be made before everything is fully understood. The Receivers will have considerable work to do before they take hold, and although there is talk of reorganization I don't see how anything possible can be done inside of five or six weeks."

The Bank Examiner was at the bank shortly after 9 o'clock this morning. He remained there until a very late hour last night trying to get everything in readiness to hand over to the receiver as soon as possible.

It is said a strong effort will be made to reorganize the bank. Several friends of the institution have come together and it is said that over $100,000 has been offered to help place the bank on its old footing.

Up to 2 o'clock neither Miles M. O'Brien nor Peter F. Meyer, the receivers appointed by Judge O'Brien yesterday, had put in an appearance at the bank.

A CLOWN'S ACT.

Uncle Sam's great financial play---"Heads you win; Tails I lose!"

TWO NEW CASES OF CHOLERA.

Symptoms Again Appear Among the Karamania's Passengers.

Young Boy and a Man Removed to Swinburne Island at Noon.

THE CHOLERA IN ITALY.

Sanitary Corps for Each Train Between Naples and Rome.

ROME, Aug. 11.—The Government has ordered that a physician and a sanitary corps accompany every train running between Naples and Rome.

All the hotels at Rome have been cleansed and otherwise put in condition to guard against an invasion of cholera.

Sig. Carioni, Director of Posts and Telegraphs, who was sent to Naples a few days ago on business, was attacked with cholera a few hours after his arrival and died on the following day.

Two new cases of cholera have developed among the passengrs of the Anchor line steamship Karmania, who are quarantined on Hoffman Island, as will be seen by the following bulletin, issued by Health Officer Jenkins at 12.45 to-day:

QUARANTINE, Aug. 11—12.45 P. M.—The bacteriological examination of cultures made from the two cases removed yesterday, Francisco Mola and Mariano Riberaci, resulted in finding the spirilla of Asiatic cholera in each case.

Both patients are in the same condition as when removed—no better, no worse.

Two cases were removed from Hoffman Island at noon to-day to the hospital at Swinburne Island, both showing choleraic symptoms.

The bulletin has been held back so that the names could be obtained. They are Antonio Lauriti, aged fifteen years; Antonio Carlone, aged fifty years.

The Massilia was given pratique at noon to-day.

WILLIAM F. JENKINS,
Health Officer of the Port.

NORMANNIA IN PORT.

Last Year's Unfortunate Plague Ship All Right This Time.

QUARANTINE, S. I., Aug. 11.—The Hamburg-American Packet Company's crack express steamer Normannia, Capt. Hebich, from Hamburg Aug. 3, Southampton Aug. 4, arrived at the bar at 2 o'clock this morning after a rather foggy and rough passage of six days, sixteen hours and twenty-five minutes.

She beat her own best time six days sixteen hours and forty-five minutes, from Southampton, by just twenty minutes.

The Normannia brings 112 first cabin 179 second cabin and 150 steerage passengers, and merchandise consigned to R. J. Cortis. She was released from Quarantine at 8.15 and went up to her dock in Hoboken, being entirely free from sickness.

The Normannia's arrival in port today calls to mind her unfortunate experience in Quarantine a year ago, which, fortunately, seems not likely to be repeated again this year.

She was the only first-class passenger ship, barring the Union liner Wyoming, to bring cholera to this port last year.

MASSILIA OUT OF QUARANTINE.

Passengers Cheer Lustily When Her Anchor Is Weighed.

QUARANTINE, Aug. 11.—Dr. Jenkins released the steamship Massilia, which arrived with 210 Italian emigrants from the cholera-infested port of Naples on Monday, at 12.15 this afternoon.

Tier was great rejoicing among the passengers who congregated on deck and sent up a lusty cheer of thanksgiving as the anchor was raised. The Massilia had been anchored about 200 yards below the Karmania, and when she steamed by the latter vessel her crew waved their caps and shouted their congratulations, and their voices could be distinctly heard on shore. The score or more of Italians who came down from New York this morning in hopes of being allowed to board the Massilia and go up on her to the city, crowded out across the "dead line" established by Dr. Jenkins at the entrance to the pier and watched the ship until she disappeared in the fog up the bay.

A large quantity of disinfecting material was put aboard the Massilia this morning, and Drs. Jenkins and Sanborn spent several hours inspecting the baggage. They found no sickness of any nature among the immigrants, and therefore the health authorities of New York need apprehend no danger from their landing.

Dr. Jenkins did not visit Hoffman and Swinburne Islands this morning, and the facts from which he made up his daily bulletin were transmitted over the private wire by Dr. Byron.

The Karamania's crew began making preparations as early to weigh anchor at 10 o'clock, but she had not left at 1 o'clock.

REVOLT IN CHEROKEE POLITICS.

Downing Party Overthrown by the Nationalists.

TALEQUAH, I. T., Aug. 11.—The election returns from the nine districts of the Cherokee Nation show a complete revolution in Cherokee politics. The Downing party, which has been in power for six years, met with defeat and the Nationals swept the nation, carrying eight out of the nine districts, electing sixteen Senators out of eighteen, and thirty-six members out of forty-four of the Lower House.

The people held the Downing administration responsible for not selling the six millions of Cherokee bonds received from the sale of the Cherokee Strip.

ALARM FOR A MISSING GIRL.

Julia Adler Left Home July 4 and the Police Notified To-Day.

Mrs. Mary Adler called at Police Headquarters this morning and had an alarm sent out for her sixteen-year-old daughter, Julia, who left her home on July 4 last. The mother says that the girl is supposed to have been induced to stay away from her home by a Mrs. Weiner, who lives on the top floor of 34 Norfolk street.

The girl is tall and stout, has dark hair and brown eyes, and wore a red dress, blue jacket and slippers.

THE POPE MUCH BETTER.

Had One of His Old Stomach Troubles Yesterday.

ROME, Aug. 11.—The Pope was suffering yesterday from another attack of his old stomach trouble.

His condition to-day shows much improvement.

Britannia Wins the Race for the Commodore's Cup, To-Day.

LONDON, Aug. 11.—The race for the Commodores cup under the auspices of the Royal Victoria Yacht Club, took place to-day, the start was made from Hyde and the Course was entirely around the Isle of Wight. The weather was sunshine and there was a fair westerly breeze. The Satanita, Calluna, and Britannia were the only three contestants, and the Britannia won.

Robbed Their Fellow-Boarders.

James Weingartner, aged twenty, and a woman, known to the police as Dora Suter, aged twenty-one, who claims to be his wife, were held for examination by Justice Ryan this afternoon in Market Court to-day. They are charged with robbing fellow-boarders at 157 West twenty-third street, Hoboken, and being caught in Washington market. A quantity of stolen clothing was found in their trunks.

He'd for Robbing a Newsboy.

In the Yorkville Court to-day Justice Burke held Max Eisenman, aged thirteen, of 221 East Sixty-ninth street, in $1,000 for examination on a charge of assaulting John C. Mollen, aged fourteen, a newsboy, of 33 East Thirty-ninth street, while he was asking for papers at Fourteenth street and Irving place last evening and robbing him of 50 cents. Eisenman denied the charge and said it was another boy who stole Mollen's money.

Only $18 to Chicago and Return via Picturesque Erie Lines.

Next special excursion train leaves New York, Chambers st., 9.10 A. M., Aug. 15; arrives Chicago 8.10 P. M. next day. Tickets good ten days, with privilege of returning via Niagara Falls. Similar excursions will be run on Aug. 21 and Sept. 5, 6 and 12.

LAST EDITION

EIGHT PAGES.

THE REPEAL BILL IN.

And a Fortnight's Debate Begun by Agreement in the House.

Mr. Bland Allowed to Introduce a Free Coinage Substitute.

Hopes that the Senate Will Have a Plan of Action by Monday.

CAPITOL, WASHINGTON, Aug. 11.—The House this morning was in a bustle of intense excitement. Members met in groups, talking over the situation.

Silver was on every man's tongue, and silver will be on every man's tongue for the next fortnight, as the conference to-day practically agreed to limit the debate to that period of time.

After the reading of the journal Mr. Wilson (Dem., W. Va.) offered for present consideration a bill to repeal the Silver Purchase part of the Sherman act.

This action was in accordance with the conference decision, reached this morning, that the repeal bill should be introduced in the House to-day; that an accompanying resolution should prescribe the method of proceedure, and that general debate should begin at once.

The agreement is that general debate on the Repeal bill is to be limited to eleven days. This will be followed by debate for three days under the five-minute rule, when voting will begin on the bill and various silver amendments.

This programme, if carried out, will bring the bill to a vote on Aug. 28.

The silver men's part of the programme, it is said, should be to offer, first, a substitute looking to free coinage at the present ratio. If this is defeated, then votes will be taken on amendments fixing the ratio at 17, 18, 19 and 20, in order, and finally, if these fail, upon the Bland-Allison act.

Mr. Bland introduced the substitute to-day, as agreed.

he House agreed to the conference programme, and at 1.05 Mr. Rayner (Dem., Md.) began the debate in support of the Wilson bill for the unconditional repeal of the silver purchase clause.

The brief proceedings in the Senate yesterday, coming after the action of the day before, indicates that the parties in the Senate are beginning to line up. There is a slight disaffection on the Republican side, on the part of a few silver men, but generally they have adopted the policy of annoying their opponents in the majority by insisting upon immediate disposition of the silver question, and therefore resisting every motion to adjourn and calling for the yeas and nays to put the Senators on record.

One of the Democratic leaders in financial matters said that they would keep up this line of action until the majority was obliged to proceed to business. He insisted that the Democrats could not charge the Republicans with partisan action, inasmuch as they were simply trying to give immediate effect to the President's suggestions, as contained in his message.

On the other hand, the Democratic Senators resent the attempt of the Republicans to control the business of the Senate and dictate the character of legislation that shall be attempted. They have resolved that they will not permit action until they have themselves agreed upon a line of policy.

Between now and Monday next it is hoped by the friends of the Administration in the Senate that some possible line of action may be agreed upon on the silver question.

Senator Gorman appears to hold the key to the situation. Not only is he Chairman of the Democratic caucus, but he is also Chairman of the "steering" committee which he himself appointed under the authority of the caucus.

This committee is composed of Senators Gorman, Chairman; Blackburn, of Kentucky; Cockrell, of Missouri; Walthall, of Mississippi; Ransom, of North Carolina; Vilas, of Wisconsin; Gray, of Delaware, and White, of Louisiana.

Messrs. Blackburn, Cockrell, Walthall and Ransom are avowed silver men. Messrs. Vilas, Gray and White are avowedly opposed to the free coinage of silver, and stand squarely upon the President's platform of unconditional repeal. But where Senator Gorman stands no one but himself can tell, for he has taken no one into his confidence.

THE PRESIDENT STARTS.

Secretary Lamont Coming to New York with Him.

WASHINGTON, Aug. 11.—President Cleveland left Washington at 7 o'clock this morning over the Pennsylvania Railroad, accompanied by Secretary Lamont.

Col. Lamont will leave him at New York and the President will go direct to Buzzard's Bay, Mass.

SATOLLI'S VISIT TO THIS CITY.

Archbishop Corrigan Refuses to Talk About Its Purpose.

Archbishop Corrigan has decided to maintain silence in regard to the visit of Mgr. Satolli, the Apostolic delegate, to this city next week. Mgr. Satolli will leave Washington on Monday and arrive here the same night. He will be the guest of Archbishop Corrigan, and it is hinted that the visit will be of much significance in its bearing on the affairs of the Roman Catholic Church.

Archbishop Corrigan refused to be interviewed in regard to the Delegate's visit when an "Evening World" reporter called at his residence to-day, and Father Connolly, the private secretary, who usually speaks for him on such occasions, was out.

It is believed, however, that the visit will have something to do with the restoration of Drs. Metlhyn and Burtsell and with the status Mgr. Corrigan's relations to the Vatican. It has been said that the restoration of the two priests was made against his wishes, but this was denied by Father Connolly in an interview published this morning.

It was said, moreover, that Archbishop Corrigan had expressly desired and approved the restoration of Drs. Metlhyn and Burtsell, and that the latter will stay where he is. The Archbishop's relations to the Vatican are understood, according to Father Connolly, to be harmonious and satisfactory.

Father Connolly said that he knew of nothing to prevent the existence of harmonious relations between Archbishop Corrigan and Mgr. Satolli.

On the other hand, it is said that Archbishop Corrigan has desired to examine the papers investing Mgr. Satolli with his powers of by the Vatican, and that for this purpose he has asked him to come to this city.

FOUR CUP-DEFENDERS IN IT.

The Great Yacht Race for the Goelet Cup Comes Off To-Day.

The Wind Fluky.—The Vigilant Seems to Be Doing Best.

NEWPORT, R. I., Aug. 11.—There never has been such excitement in this old town over a yachting event as there is about the Goelet Cup race today.

Although there are a number of schooners entered, no one seems to care a rap for their performance. The four cup-defenders—Vigilant, Colonia, Jubilee and Pilgrim—occupy all the attention.

It is a case of Boston versus New York, and the hotels and streets are simply overflowing with New Englanders from Boston and other points. New Yorkers are in the minority, but what few there are promptly cover the money put up by Bostonians on the result of the race.

The Pilgrim seems to be the favorite Boston boat, and the Vigilant stands high with the New York men.

Of the two of the big sloops the fine racing fettle. Archibald Rogers, of the Colonia, says that as his boat was rigged the same as the Vigilant, he has taken the precaution to put a new and heavier set of steel wire bowsprit shrouds on her. She is now in grand shape for a race.

Nat Herreshoff will sail the Vigilant to-day, and this fact has the effect of making her a favorite among the Eastern people, who, despite Capt. Hank Haff's ability to sail the Colonia, but every one knows that Herreshoff is an exceptionally good hemsman, and well acquainted in these waters.

Capt. Herreshoff will sail the Pilgrim and Capt. Barr the Jubilee. Gen. Paine, his son John, who designed the boat; Dr. Bryant and Henry Bryant, are on board the Jubilee. Edward Willard is on the Vigilant with Mr. Iselin, and Herman Livingston is with Mr. Rogers on the Colonia.

LATER.—The course chosen for the race is No. 5. It is thirty-eight miles long, and provides for the leaving of the Vineyard Sound and Block and Chickens lightships upon the port hand in turning.

At 11.25 the preparatory gun was fired.

At 11.35 the starting gun for sloops was fired. Almost directly what appeared to be the Jubilee, with all sail set, luffed up short across the line, then her sails filled again and she was off.

The Colonia and Pilgrim also followed closely, while the Vigilant did not cross until after the third gun (starter for schooners) was fired.

With the fort tack aboard, the sloops stood in towards Brenton's Point for about ten minutes, then took aboard the starboard tack, which will be a long one off shore.

As they started upon this tack the Jubilee was fully four minutes ahead of the Colonia in the wind which prevailed at the start, which was inclined to be fluky and not more than strong enough to keep their large spread of canvas fairly well filled.

The Vigilant, while starting late, did not stand in shore, but laid off upon the starboard tack, and by keeping on this for a longer time than the others upon the port, succeeded in working well up to the windward and soon held second place, with Colonia third and Pilgrim fourth.

By excellent sailing the Vigilant continued to force ahead, and soon appeared to have first position. The weather conditions did not appear to improve at all, and it settled down to little more than a drifting match, the breeze at the start having quite died away.

The Pilgrim, on the other hand, appeared to be sailing a race by herself, for she dropped the fleet, or they, rather, dropped her, and left her to continue to work along shore in short tacks. Her progress here was so slow that her crew were sent down to the lee rail, with the idea of giving her as much surface for the wind to work against as possible.

On the seaward the Vigilant appeared to outpoint the Jubilee, but because of distance and position no positive account of their work could be given.