THE RACING AT SARATOGA.

Henry Young Captures the Free Handicap at the Springs.

The Mile and a Sixteenth Event Goes to Rey del Mar.

SARATOGA RACE TRACK, Aug. 28.—The track to-day was very soft and deep from the heavy shower of last night and the attendance was very light on account of the threatening weather.

FIRST RACE.

Purse $500; for beaten two-year-olds; five furlongs.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
Sprinta colt	110	Scott	10-1	3-1
Paxton	110	Ballard	10-1	4-1
Major General	100	Blake	4-1	6-5
Hymn	100	H. Taylor	4-1	even
Lonsdale	100	Noble	15-1	8-1
Pansy c t	100	A. Moore	30-1	8-1
Sappho	97	W. Dunn	15-1	5-1
Phiopena	102	Thorpe	even	1-2
Maid of Elkridge	97	R. Doggett	10-1	3-1

Philopena got off in front, and led all the way, winning by a length from Major General. Sprinta colt was third. Time—1.05 1-2.

SECOND RACE.

Purse $500; for beaten horses; four and a half furlongs.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
Kirsch	112	Blake	4-5	2-1
Winstler	112	A. Moore	3-1	5-2
Silent	112	A. Hain	100-1	30-1
Priscilla	107	J. Davis	6-1	2-1
Carmen	105	Thorpe	6-1	8-5
Miss Bess	98	Ballard	5-2	4-5
Blue Garter	84	H. Taylor	30-1	10-1
Western Star	80	Clay	12-1	4-1

Carmen delayed the start for some time, but finally got away in the lead, and held it to the lower turn, where Kirsch showed in front and won by two lengths from Carmen, who was half a length in front of Western Star, third. Silent ran away before the flag dropped, and was withdrawn. Time—0.53 1-2.

THIRD RACE.

Purse $500; for beaten three-year-olds; four and a half furlongs.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
Postmaster	106	Blake	10-1	—1
Isle O	104	Cassin	3-1	even
Jake Johnson	103	H. Taylor	4-1	even
Dutch Oven	101	Thorpe	4-5	3-5
Wang	100	Ballard	10-1	2-1
Mallet	100	J. Davis	20-1	8-1
Julia	92	R. Doggett	10-1	3-1

Dutch Oven and Jake Johnson led to the last furlong, when Jake Johnson dropped back and Isle O. took second place, Dutch Oven won by two lengths from Isle O., second, a neck in front of Jake Johnson, third. Time—0.57 1-2.

FOURTH RACE.

Free handicap; purse $600; seven furlongs.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
Judge Morrow	112	Blaylock	2-1	2-5
Hot	105	Morris	7-1	3-1
Henry Young	105	Blake	4-1	6-5
Lady Colonia	99	Thorpe	4-1	even
Major Joe	99	R. Doggett	40-1	8-1
Nick	94	Ballard	6-1	2-1
Kalmont	90	H. Taylor	15-1	8-1
St. Anthony	90	W. Dunn	100-1	40-1

Nick was first away, but La Colonia soon went to the front and held it to the stretch, where Henry Young came very fast and won easily by four lengths, with La Colonia second and Judge Morrow third. Time—1.31.

FIFTH RACE.

Purse $500; one and one-sixteenth miles.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
Gettysburg	116	Morris	even	out
Rey del Mar	111	Thorpe	out	out
Lotion	106	Ballard	10-1	3-1
Plenty	106	J. Dunn	30-1	6-1

This race was between Gettysburg and Rey Del Mar all the way, the latter finally winning by a neck. Gettysburg was second, five lengths in front of Lotion, third. Time—1.55 1-2.

SIXTH RACE.

Purse $500; hurdle; one and one-quarter miles.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
Return	142	Fines	3-2	4-5
Sherwood	136	G. Cook	7-1	2-1
Lijero	136	M. Lynch	3-1	4-5
Southerner	136	Green	1-4	even

Sherwood was off in the lead but Return went to the front at the second hurdle. Lijero and Southerner took the last hurdle together, when Southerner went to the front, and won by ten lengths from Lijero, second, four lengths in front of Return, third. Time—2.27 1-2.

A MYSTERIOUS ROBBERY.

Coats and Trousers Valued at $2,300 Said to Have Been Stolen.

Detectives Kortright and Harris, of Brooklyn, Seventeenth Precinct, accompanied by Messrs. Goldberg and Solomon, clothing manufacturers, of Sackman street, Brooklyn, are busily employed trying to find out who stole $2,300 worth of trousers and coats from the store of the latter early on Saturday morning.

Goldberg & Solomon employ thirty or forty hands making coats and trousers for the Standard Clothing Company, of Boston. The workshop is situated on Sackman street and Eastern Parkway.

At 2.30 o'clock Saturday morning a truck loaded with two big packing cases was driven from in front of the store by three men, along Sackman street, in the direction of Belmont avenue.

Some of the neighbors saw the truck and wondered what was the matter, especially when one of the men lashed the horse up as if to get him out of the moonlight and under the shadow of the Eastern Park baseball fence, near Powell street.

The empty truck was found there at 5 o'clock, and Mr. Goldberg reported the robbery at the Seventeenth Precinct station, while later in the day Mr. Solomon did the same in New York.

Up to this time the densest mystery surrounds the robbery.

$16,000 Failure at Camden.

CAMDEN, N. J., Aug. 28.—Cottrell & Wolfender, hosiery manufacturers, failed to-day. The tightness of the money market was given as the cause. Their liabilities are $16,000, assets not yet known. They gave out a statement in which they sell they would pay dollar for dollar. The firm had another mill at Hamilton which recently closed.

Wedding in the City Court.

Blanche N. Spencer, aged twenty, of Washington, was married this afternoon by Justice McGown, of the City Court, to Edward Carlos Poey, of 12 West Twenty-ninth street, in the presence of Isabelle P. Spencer and Moses Levi. Poey is a native of Cuba. His bride is somewhat taller than he and a handsome brunette.

Sneak Thief Held for Trial.

Fred Herrman, a professional sneak thief and pickpocket, was held for trial in the Tombs Court this morning for stealing a piece of silk valued at $50 from the store of Van Buren & Co., silk importers, at 43 Mercer street, on Saturday last. He entered the store and asked for some samples. While the clerk was getting them he seized the piece of silk and ran off.

Driver John Daley Dead.

John Daley, twenty-five years old, a driver in the employ of the city, died at the Harlem Hospital this morning from injuries received by being run over by a street-cleaning cart. The Coroner issued a permit to remove the body to his late residence, at 265 Pleasant avenue.

Overcome by the Heat.

August Geyner, a homeless man thirty years old, was prostrated by the heat this afternoon at One Hundred and Third street and Amsterdam avenue. He was taken to Manhattan Hospital.

Fires in Other Places.

Miller Bros.' paper mills at Glen Miller, Ont., was destroyed by fire to-day. Loss $100,000; insurance small.

At an early hour this morning the Baltimore and Ohio freight depot at McKeesport, Pa., a large iron structure, was completely wrecked and its contents destroyed by fire.

ONLY $17 to the World's Fair via the WEST SHORE RAILROAD Tuesday, Aug. 29, 1893. 10.00 A.M. See full particulars under "Excursions." *

SIXTEEN ARE DEAD.

(Continued from First Page.)

eyes, waited anxiously her turn for admittance. She would not tell her name, but to a sympathizer said she had been married but three weeks and was looking for her husband, who, with some friends, had gone on a fishing excursion on Saturday and had not come home since. She was afraid he might have been on one of the ill-fated trains.

Carefully, yet with ill-concealed horror, she scanned the mutilated forms. At last, with a murmured prayer of thanks, and with a brighter countenance, she turned from the gruesome sight, convinced that her young husband's body was not there.

The body of Joseph M. Phelan was taken away this morning by his brother, Edward Phelan. J. Mortimer Dittman's body was taken to 147 West Fifty-first street. Mrs. Maggie Dietzel's body was also taken away this morning. It was sent to her home, 122 East One Hundred and Fourteenth street.

When John C. Dyckhoff, jr., came to the Morgue this morning and looked at his father's body, he fainted. He didn't look at his mother's face, but identified her clothing. He also identified Mrs. Theodore Graeben's body. The Dyckhoffs and the Graebens were together in a party. The bodies of Mr. and Mrs. Dyckhoff were removed to New York.

Max Pechnitz, of 248 Second avenue, whose son was injured in the accident and is now in St. John's Hospital, went to Newtown this afternoon and made arrangements with Undertaker Skelton for the burial of Max Stein, who was with his son at the time of the accident.

The body of Alexander Grillett was claimed this morning by his brother, and arrangements were made for its shipment to Philadelphia.

Shortly before 1 o'clock Henry Lippman, an auditor in the New York Post-office, and a brother of Mrs. Weinstein, with his father, Abraham Lippman, of 215 Fifth street, of New York, called at the Morgue and made arrangements for the removal of the bodies of Mrs. Weinstein and her son Sidney.

The elder Lippman was very much affected when he saw his daughter's body and became hysterical.

Mrs. Daniel Walsh, of 140 Bedford avenue, Brooklyn, also called at the morgue this afternoon in search of her husband, who has been missing since 5 o'clock Saturday afternoon. He was not among the dead at the morgue, and she left for St. John's Hospital to see if he was among the injured there.

Coroner Brandon this morning received this telegram from J. E. Haff, private secretary to Supt. Blood, of the Long Island road: "Please wire me date and place set for inquest."

Coroner Brandon replied that the inquest would be held Wednesday evening.

Coroner Brandon said this morning that he had three eyewitnesses to the accident, whom he would subpœna for the inquest. He declined to say whom he believed to be responsible for the accident, but added:

"I can say that the arrangements which the Long Island Railroad Company have for running trains during a fog are, in my opinion, not the best. I know that on the same morning, shortly after the wreck, a freight train ran directly over a red lantern which was placed in the middle of the track in the Long Island City yard. This goes to show that, whether the signal was right or wrong at the scene of the accident, the crew had not been disciplined through the fog which prevailed. In my opinion the engineer of the second train should have been kept posted about the train ahead of him."

A CONFLICT OF AUTHORITY.

There seems to be a conflict of authority somewhere which may interfere with a thorough investigation of the disaster. Coroner Brandon, of Newtown, in whose district the accident took place, intends holding an inquest on Wednesday evening. He has not thought it necessary to order the arrest of Robert J. Knott, the signal man in the tower where the accident occurred, nor has he ordered the arrest of Engineer Conkrite, who was in the cab of the Rockaway Beach train, which crashed into the Manhattan Beach train, although it is admitted that the responsibility of the accident lies between these two.

Coroner Meiners, of Long Island City, declares that he will hold an inquest on the bodies of the three victims who died in St. John's Hospital. He admitted this morning that he did not know what to do; that he was all mixed up over the affair.

All he knew was that he would hold his inquest at Long Island City on the same night that Coroner Brandon holds his investigation at Newtown. How he proposed to have the same witnesses testifying in two places at once was another matter which he could not explain.

Later Coroner Meiners went to Newtown to consult with Coroner Brandon.

Mayor Sanford, of Long Island City, will also, it is said, take a hand in whatever investigation is going on, although nothing definite has been stated as to his intentions in the matter.

The Long Island Railroad officials began their investigation this morning. Late last night Supt. Blood issued instructions to the crews of both trains to be on hand at his office at 9 o'clock this morning, and all of them responded. The signal man, it is said, was there, too.

Before the investigation began the Superintendent was in consultation for nearly an hour with Lawyer W. J. Kelly, one of the Company's counsel, who had brought a stenographer along to take notes of everything.

The Superintendent said he would have no statement to make concerning the accident until after he had got through with his investigation. It might be one hour and it might not be until to-morrow.

One by one all the men were brought in and questioned at great length both by his Superintendent and the lawyer, and at the same time were cautioned against speaking to outsiders.

STORIES OF THE WRECK.

One of the witnesses summoned before the Superintendent was the signal man in the tower at Penny Bridge. He told an "Evening World" reporter that he knew nothing whatever of the accident until half an hour after it occurred. This seems extraordinary, in view of the fact that his tower was only two signal blocks away from the scene.

He admits having seen the Manhattan Beach train go by his tower, and remarked at the time that there were no lights attached to the rear car. The train, he says, stopped in his block. The conductor went back to see what was the matter. He then backed up.

The signal man could not say, however, whether the last two cars of the train were uncoupled at the time the Rockaway train dashed into it, or whether the cars, having been uncoupled, the conductor of the Manhattan Beach train had time to couple them again and star. when the crash came.

Dr. Gideon Knapp, the well-known horseman, who was a passenger on the Manhattan Beach train, in company with Col. Buck and the latter's son Henry, tells a vivid story of the disaster.

"Col. Buck and I were sitting in the rear seat of the last coach when the accident occurred," said Dr. Knapp.

"A short distance before reaching the place of the accident, our train stopped. It stood still six or seven minutes, then started ahead slowly and then stopped again. It started up again and got up to a speed of about ten miles an hour. We had just rounded a curve when suddenly a headlight loomed up behind us several hundred yards away.

"The locomotive seemed to be on another track. It was coming at a terrific speed, and the headlight grew alarmingly in size. Feeling instinctively that there was to be a collision I jumped to my feet, and calling to Col. Buck rushed out on the rear platform. I told Col. Buck to jump from the left and I would take the right. I saw him jump, and then I followed. The approaching engine was almost on us then.

"Before I landed the crash came. I rolled over when I fell, but got up all right. By this time the engine had crashed through the rear coaches. The coaches were toppling over into the ditch.

"I hurried round to the other side side saw Col. Buck. He was dead. The screaming of injured people, hissing of escaping steam and the smell of burning flesh made the situation a horrible one.

"As soon as possible we got to work removing the dead and injured. There was a long wait before physicians came. Some lives might have been saved if they had arrived sooner.

"Col. Buck was probably struck by some heavy object as he leaped. There were only a few bruises on his head and body. Col. Buck's son was not seriously injured. He was not informed of his father's death until late yesterday.

THE CREWS SUSPENDED.

Supt. Blood, of the Long Island Railroad, announced at Jackson Park station that he had suspended the crews of both trains pending the investigation, and that he had told each member of the crew he was to be.

Engineer Conkrite, of the Rockaway train, was cross-examined for over two hours. His testimony was to the effect that the signals showed the track to be clear, and the blame lay between the signalmen in the towers.

Robert Pierce, fireman of the Rockaway train, admitted to an "Evening World" reporter that he as well as the engineer expected to be discharged.

He said the signals were perfectly plain, the danger signal being up on the Rockaway train, announcing that the track was clear, while it was down for the Manhattan Beach train.

He claimed the fault of the collision was with the signalmen for giving the conflicting signals.

THE TOWNERS STATION HORROR.

A Telegraph Operator and a Train Dispatcher Arrested for It.

Telegraph Operator Wakeman at Towners Station and Assistant Train Dispatcher John Dunn at White Plains were placed under arrest today, charged with being responsible for the collision on the New York and Harlem road Saturday in which five persons lost their lives.

The track is almost cleared of wreckage, and it is expected that trains will be running over it this afternoon.

STRUCK BY AN ENGINE.

Livenmosha's Skull Fractured and Several Ribs Broken.

John Livenmosha, forty years old, of 857 Morris avenue, while crossing the Harlem River Railroad track at One Hundred and Forty-ninth street at 7.35 this morning was struck by engine 1027, and his skull was fractured and several ribs broken.

He was taken to the Harlem Hospital. William Dorg, the engineer, who lives in Tremont, was not arrested.

Col. Buck's Family Return.

Col. Buck's widow and children returned to-day from Newport to their home at West Fifty-first street. They have to mourn not only the death of Col Buck but the serious injury of the son, Harry Buck, who was also hurt in the wreck in which his father lost his life. Harry's injuries were dressed at the wreck, and he was then taken home.

The funeral of Col. Buck will take place Wednesday morning.

Two Killed on the Rail.

HELENA, Mont., Aug. 28.—John Daugherty and Peter Hammill, while crossing the railroad track at Anaconda yesterday, in a buggy, were struck by an one train. Daugherty was instantly killed, and Hammill died later.

Killed Another Man.

LONG ISLAND CITY, Aug. 28.—At 10.30 o'clock this morning an unknown Italian was run over and killed by a Rockaway Beach train at the Hillsville crossing. The body of the Italian lay in the yards of the Long Island Railroad until nearly noon, when the Coroner ordered it removed to Conroy's morgue.

LURCH WANTED HIS HAT.

Refused to Pay for a Meal, Broke a Window and Tried to Shoot.

Joseph Lurch, a bartender twenty-eight years old, of 340 East Forty-ninth street, was held in the Yorkville Court this morning charged with carrying concealed weapons. Lurch went into Baumel's restaurant at 952 Second avenue last night, and after eating a hearty meal refused to pay for it. Lurch was drunk.

When the restaurant-keeper urged payment Lurch grew violent and smashing one of the window glasses rushed from the place, leaving his hat.

An hour afterward he returned and demanded his property. It was not to be found. Lurch then attempted to draw a revolver, but was prevented by Roundsman Walling, who happened along at that moment and arrested him.

HIS LIFE TO SAVE A HORSE.

Marco Tanahauer, a Driver, Drowned in a Pond in Brooklyn.

Marco Tanahauer, twenty-three years old, of 329 Bergen street, Brooklyn, was drowned in a pond at Seventh avenue and Fifty-first street, Brooklyn, this afternoon.

Tanahauer was a driver in the employ of Contractor Charles Hart. He was trying to dump a load of dirt into the pond, but the horse backed too far. Tanahauer attempted to extricate the horse, but got tangled up in the harness and was drowned.

The horse was saved and the man's body recovered.

VESSELS SUNK OR MISSING.

More Marine Disasters Reported from the British Provinces.

HALIFAX, N. S., Aug. 28.—The Lunenburg brig Seattle has been towed into Lockport dismasted. When on the edge of the Gulf Stream a gale struck her, and one man was swept overboard.

The schooner Minnie M., which left Mahnedlon the morning of the storm has not since been heard of. The 600 Frenchmen from the schooner Ernest Prince run into the Grand Banks and sunk by the steamer Collingham, of London.

The crew were rescued and landed at Ferryland, N. F. Two French fishing vessels were lost in the great gale.

Ludwig Raeske's Sudden Death.

The death of Ludwig Raeske, a member, was announced on the floor of the Consolidated Exchange this morning. Mr. Raeske died suddenly Saturday at the Navesink Highlands. He was fifty years old and a member of the firm of Charles Graef & Co., champagnes, 32 Beaver street.

Stabbed in a Gambling Den.

LEXINGTON, Ky., Aug. 28.—Early this morning Matthew Kelly and John Welsh quarrelled while throwing dice and Welsh stabbed Kelly over the heart. He will probably die. The affray took place in Tom Hafferty's gambling establishment.

Barber Stabbed with Shears.

Jacob Jacobson, twenty-five years old, of 136 Division street, was held for trial at general sessions by Justice Cowles in the Market Court to-day. Jacobson is charged with assaulting Louis Stern a barber, with a pair of shears, inflicting four wounds on his left arm.

No Pen Can Describe

Mrs. J. Fenton.

The suffering I endured ten years from Dyspepsia. I tried almost every medicine and got most easy for hope of ever being any better. But Hood's Sarsaparilla gave me relief very soon, and by its use I am now free from all symptoms of dyspepsia, and advise every one to take Hood's Sarsaparilla.—Mrs. Jennie Fenton, 67 Francis st., Pittsburg, Pa.

Hood's Sarsaparilla Cures

HOOD'S PILLS act easily, yet promptly.

SILVER BILL PUTS UP STOCKS.

The Voting in Congress Has a Good Effect on Wall Street.

Early Depression Dissipated by the Reports from Washington.

The stock market opened this morning with a fair degree of steadiness, but the buying power was soon exhausted, and a general decline ensued. Burlington & Quincy fell off 2 to 76 1-2, General Electric 1 to 38 1-2, Louisville & Nashville 2 to 52 1-2, St. Paul 1 1-4 to 55 5-8, Rock Island 3-4 to 73, Sugar 12 to 76 3-4 and Western Union 1-2 to 77 3-4.

The steamship Campania brought $61,000 gold, mostly American coin, consigned to the following: New York Produce Exchange Bank, $25,000; First National Bank of Chicago, $1,925; Bank of Toronto, Montreal, $25,000 English coin; J. & W. Seligman & Co., $40,500; L. Von Hoffman & Co., $100,000; Heidelbach, Ickelheimer & Co., $93,000; G. H. McFadden & Bros., $9,000; Bank of British North America, $40,000 English coin; L. Von Hoffman & Co., $94,000 English coin; Redkier, Wood & Co., $9,000 bars; Landenburg, Thalman & Co., $51,000; Arnhold Bros., $40,000; Speyer & Co., $50,000 foreign coin; Dominion Bank, Toronto, $60,000 English coin; Chase National Bank, $25,000; Lazard Freres, $95,000 English coin.

The steamship La Bourgogne brought gold valued at 4,000,000 francs, consigned to American Express Company, United States Express Company, Wells, Fargo & Co. and Heidelbach, Ickelheimer & Co.

The steamship New York brought £30,000 gold, consigned to Ralli Brothers, of this city.

Speculation at the Stock Exchange came almost to a standstill after 11 o'clock. Sales were few and far between and the fluctuations were merely fractional.

The tone of the market, however, was firmer, and after 1 o'clock a general advance ensued on advices from Washington that the House was voting on the silver measures.

N. Y. Central, General Electric and Burlington commanded 1-32 for use. Lake Shore, Western Union and Northern Pacific preferred lost that.

Money call was 4 to 5 per cent.

The premium on currency was 1-4 a 1-2 per cent., and only a limited inquiry prevailed. It is expected that the premium will disappear altogether in a few days, as the money which has been hoarded is gradually finding its way back into the active channels of circulation. Spot gold is nominally 1-4 a 1-2 premium, but there are practically no bids for gold to arrive.

The Treasury's 8 a.m. debit balance at the Clearing-House of $73,151 was liquidated as follows: $50,000 in gold coin, $2,000 in Treasury notes and $1,123 in United States notes.

The Clearing-House Loan Committee did not issue or cancel any loan certificates today.

Hoskier, Wood & Co. will ship 75,000 ounces of silver by the Havel to-morrow.

Foreign exchange is steady at 4.82 1-4 a 4.82 1-2 for bankers' sixty-day bills and 4.84 1-2 a 4.84 3-4 for demand. Posted rates are 4.82 1-2 for long and 4.87 1-2 for short.

Gross earnings of the Omaha road for July were $356,392, a decrease of $170,479.

The following is the July statement of the St. Paul road:

Gross earnings	$2,593,554	Dec. $293,239
Op. expenses	1,857,029	Dec. 99,163
Net earnings	736,314	Dec. 150,066

On the advices from Washington relative to the votes by the House on the Bland motion there was a distinctly better feeling in stock circles. Prices advanced all along the line and the dealings were attended with more animation. The improvement from the lowest was equal to 1 to 3 points.

The voting in the House on the silver question, which means defeat of free coinage, so far as the lower branch of Congress is concerned, had a marked influence in Wall street this afternoon. It induced free buying for the long account and was followed by more or less extensive covering of shorts.

The advance in prices from the lowest was equal to 1-2 a 3 1-4 per cent., and the dealings were quite lively at intervals. The bears attempted to check the upward movement, but despite their efforts the market closed strong at about the top figures of the day.

Long Island broke three points to 91, owing to the disaster on the road.

Money on call lent down to 2 a 3 per cent., a few times loans were reported at 4 per cent. for 60 days without any commission.

Zimmermann & Forshay will ship 55,000 ounces of silver and 112,000 Mexican dollars and Handy & Harman 50,000 ounces of silver by the Havel to-morrow. J. & W. Seligman & Co. will ship 100,000 ounces of silver and 100,000 Mexican dollars on the steamship Teutonic, sailing on Wednesday.

The offerings of silver to the Treasury were 405,000 ounces at prices ranging from 70 to 75; all declined and 75,375 tendered.

The sales of stocks were 128,264 shares, in the unlisted department 29,315 shares of Sugar and 3,527 of Lead were traded in.

The Closing Quotations.

	Open.	High.	Low.	Clos.
American Tob	90	90	90	90
American Sugar Ref	77	80	76½	76½
Amer. Sugar Ref. pref	77½	77½	77½	77½
Amer. Cotton Oil	29½	29½	29½	29½
Amer. Cotton Oil pref	80½	81	80½	81
Am. Spirits & Chic	5½	6	5½	6
Am. Spirits & N. Y.	15½	16½	15½	16½
Baltimore & Ohio	65½	69½	65½	69½
Canada Southern	44½	45	44	45
Central Pacific	34	34	34	34
Chesapeake & Ohio	15½	15½	15½	15½
Chicago Gas	51½	52½	51	52½
Chic. Bur. & Quincy	76½	76¾	75	76¾
Chicago & Northwest	96½	97	96½	97
Chic. Mil. & St. P.	71½	71½	71	71½
Chic. R. I. & Pac.	71½	71½	71½	71½
Chic., Rock Is. & Pac.	73½	73½	73½	73½
Chic. & Eastern Ill.	52	52	52	52
Chic. & Erie	56	56	56	56
C. C. C. & I.	35	35	35	35
C. & A. Rock Island	96	96	96	96
C. & A. Peoria & Peo.	6	6	6	6
C. St. Paul & Minn.	19	19	19	19
Consolidated Gas	119	120	119	120
Del. Lack. & West.	135	135	134	135
Del. & Hudson	112½	113	111	111
Den. & Rio Grd pref	27½	27½	27½	27½
Den. & Rio Grd West	20	21½	20	21½
Edison Gen. Electric	40½	38½	38½	38½
Great Northern pref	100	100	100	100
Green Bay & Ill.	18	18	18	18
Illinois Central	14	14	14	14
L. E. & West	14	14	14	14
L. E. & West pref	50½	51½	50½	51½
Lake Erie & West	91	91	91	91
Lake Shore	126½	126½	125½	125½
Long Island	91	91	90½	91
Louis. & Nashv	52½	52½	52½	52½
Manhattan Consol	114½	114½	114½	114½
Michigan Central	84	84	84	84
Minn. & St. L.	22	22	22	22
Minn. & St. L. pref	22½	22½	22½	22½
Missouri Pacific	21½	22½	21½	22½
Mo., Kan. & Tex. pref	16	16	16	16
N. Y. Central	104½	105	104½	105
N. Y. Chic. & St. L.	25½	26½	25½	26½
N. Y. Lake Erie	13½	13½	12½	13½
N. Y. Lake Erie pref	62½	63½	62½	63½
N. Y. Lake Erie & West	16	16½	16	16½
N. Y. Lake Erie & West pref	51½	52½	51½	52½
N. Y. Chicago & St. L.	7	7	7	7
N. Y. Chicago & St. L. pref	90	90	90½	90
N. Y. Gas, Light, Heat & Power	95	95	95	95
New York Central	97½	97½	96½	97½
N. Y. Susq. & West	12½	12½	10	12½
N. Y. Susq. & West pref	25	25	20	25
N. Y. & West	12½	12½	12½	12½
N. Y. & West pref	31	31	30½	31
Northern Pacific	9½	9½	9½	9½
Northern Pacific pref	26½	26½	26½	26½
Norfolk & Western	15	15	14	15
Norfolk & West pref	13½	13½	13½	13½
Oregon Improvement	8	8	8	8
Oregon Trans. Line & L. N.	9	9	9	9
Pacific Mail	19	19	19	19
Pullman Palace Car	147	147	147	147
Reading	15	15½	14½	15½
Rich. & W. P. Ter.	7	7	7	7
Rich. & West Ter. pref	19½	19½	19½	19½
St. L. & S. F.	7	7	7	7
St. L. & S. F. pref	75	75	75	75
St. L. Alton & T. H.	100	100	100	100
St. L. Alton & T. H. pref	142	142	142	142
St. L. Southwestern	7½	8	7½	8
St. L. Southwestern pref	20	20	19½	20
Southern Pacific	19½	20	19½	20
Texas Pacific	5½	5½	5½	5½
Texas Coal & Iron	12½	12½	12½	12½
Tol. A. A. & N. M.	7½	7½	7½	7½
Union Pacific	18½	19½	18½	19½
United States Express	45½	45½	45½	45½
United States Rubber	29½	29	29½	29
U. S. Rubber pref	50	50	50	50
Wabash	7	7	6½	6½
Wabash pref	14½	14½	14	14½
West Union Tel	78½	79½	77½	79
Wheel. & Lake Erie	12½	12½	12½	12½
W. & Lake Erie pref	41½	41½	41	41

THAT CYCLONE IS COMING.

Farmer Dunn's Substitute Expects It To-Night.

It Was Over the Carolinas This Morning and Coming North Rapidly.

According to Weather Inspector J. W. Smith, who is in charge of the New York Weather Bureau during Farmer Dunn's vacation, the chances are about even that we will have another cyclonic storm late this afternoon or to-night.

The big storm which yesterday was hovering around Southern Florida was this morning central over the Carolinas, with the lowest barometric pressure, 29.36, at Charlotte, N. C.

During the last twelve hours the force of the storm has increased, and it is moving northward with a velocity slightly lower than that of the recent cyclone which played such havoc at sea last week.

There is, according to Mr. Smith, a "valley" of low pressure through the midland section, and this may have the effect of attracting the storm for enough inland so that we may escape its full force.

If, however, it comes out north of Cape Hatteras, as is frequently the case with such storms, it will sweep the Middle Atlantic States with a force only equalled by the cyclone of last week.

Heavy rains have fallen throughout the storm area, 3.74 inches having been registered at Augusta, Ga., and 2.58 at Charlotte, N. C. Moderate falls are reported throughout part of New England and western New York. At Albany the fall was 1.36 inches.

There is a cool wave overspreading the eastern slope of the northern portion of the Rocky Mountains, but it will do New Yorkers little good.

The temperature here at 12 o'clock today was 80 degrees, and the humidity which makes it so sticky is shown by Mr. Smith's little registering instruments to be 81 per cent.

The wind was blowing steadily at noon at the rate of seven miles an hour.

The people of Huron, S. D., are shivering to-day with the thermometer within 2 degrees of freezing point, and at Moorehead, Minn., it is only 2 degrees higher.

Storm signals for easterly gales have been up all along the New England coast.

BOUGHT ALL THEIR "EXTRAS."

"Deacon" Richardson Sought to Prevent Sabbath-Breaking.

Patrick Farley, eighteen years old, and John Reilly, aged twenty-six, both of 216 Hudson avenue, having been arrested on the complaint of "Deacon" Richardson for desecration of the Sabbath, were arraigned before Justice Haggerty, in the Adams Street Police Court, Brooklyn, this morning, and discharged with a reprimand.

Last evening the two prisoners passed "Deacon" Richardson's house, 86 South Oxford street, crying "Extra!" The "Deacon" came out and remonstrated with the news men for breaking the Sabbath. He then purchased their entire stock, but allowed them to keep the papers.

A half hour after the two men reappeared with a half dozen others, all shouting "Extra!" in front of the good "Deacon's" house.

The "Deacon" was both astonished and angry at the betrayal of confidence and caused the arrest of the two men. The others escaped.

Mr. Richardson did not appear against the prisoners this morning, and as Justice Haggerty heard the story there was a merry twinkle in his eye when he discharged the prisoners.

WENT DOWN WITH ALL ON BOARD

Unknown Schooner Sunk in Collision with the Glengairn.

Capt. Applebe, of the lumber schooner Henry Chansen, jr., which has just arrived in port from Apalachicola, Fla., brought Capt. H. A. Harrson and sixteen of his crew from the Norwegian bark Glengairn, which was sunk in a collision with an unknown three-masted schooner forty miles east of Barnegat, N. J., last Friday night, bringing the first tidings of this disaster. The schooner is supposed to have gone down with all on board. The two vessels came together in a dense fog. The Glengairn struck the schooner amidships, and she sank almost immediately.

The Glengairn had a big hole knocked in her bow below the water-line, but kept afloat for several hours. The crew took to the boats and escaped, and were afterwards picked up by the Chansen.

After the collision the two vessels drifted apart, and in a few seconds the schooner had disappeared from view in the thick fog. She seemed to be sinking rapidly. It is thought that she was loaded with coal, for she sat very low in the water. Wild cries and shouts were heard on the schooner, and men were seen scrambling into the rigging.

The shipwrecked crew of the Glengairn were picked up by the Chansen about 4 P. M. the following day.

Mining Stocks.

The following are the closing quotations of mining stocks at the Consolidated Exchange to-day:

	Bid.	Asked.		Bid.	Asked.
Am. Flag	.01	—	Iron Sil	.10	.40
Alice	.20	—	La Grande	.03	.05
Adams C.	.25	—	L. Con.	.10	—
A M. & Sto	.25	—	Lit. Chief	.16	—
Bodie	.10	.45	Mexican	.45	—
Bulwer	.10	.15	Moulton	.20	—
Breese	—	.50	Ontario	6.00	—
Belmont	.14	—	Ophir	.50	—
Cal. & H.	.50	1.00	Or. & Mex.	—	.08
Chrysolite	.15	—	Plymouth	.10	—
Con. Cen.	—	.50	Ph. R. Co.	.27	—
C. C. & Va.	1.15	—	Rob. Con.	—	.50
Comstock	—	—	Savage	.20	—
Stock	.05	.10	Sierra N.	.30	—
Bonds	—	10.00	Standard	1.10	—
Scrip	10.00	—	Standard	.08	—
Dunkin	—	.50	Santiago	—	.50
Dead. Ter.	1.00	—	San Sab.	—	.10
Eureka C.	.50	—	Sil. Cord.	.10	—
El Cristo	.05	—	Sun Hopes	.20	—
F. DeSmet	.15	—	S. M. Co.	—	—
Gould & C.	.20	—	of L. V.	.05	—
Hale & Nor.	.45	—	Shoshone	—	.05
Homestake	8.50	—	Tioga	—	.50
Iron Sil	2.00	—	Un. Con.	.25	—
Kingston	—	—	Ward Con.	.15	—
J. Pemb.	.18	—	Ye. Jacket	.10	—

Save Time on whatever you wash or clean, by using *Pearline*. Save your labor; let *Pearline* take away the dirt. It does it without harm and without trouble—without wearing out what is washed—without tiring out the woman who washes; *it does away with the Rub