GREAT RACE THIS.

Can a Thoroughbred Beat a Bicyclist Twenty Miles?

THE WORLD WANTS A TEST.

Is It True Our Thoroughbreds Are Merely Sprinters?

HERE IS A CUP FOR THE WINNER.

Wheelmen Have Never Beaten a Good Racehorse in Condition.

IT WOULD BE A WONDERFUL MATCH.

Is the American thoroughbred improving or deteriorating? For ten years the constant tendency of all racing associations in this country has been towards the shortening of their stake races. The two-mile, three-mile and four-mile races of the past have disappeared completely. It is most unusual now to see thoroughbreds in a contest of over a mile and a quarter, a distance that would have been considered a mere sprint in days gone by.

The American breeder, it is claimed, is breeding from sprinters for sprinters. It is said that there is no longer a demand for horses that can run four-mile heats, and that instead what is wanted is a horse that can beat other horses at distances shorter than a mile.

Many of the shrewdest and most experienced turfmen deny the truth of this statement. They say that the thoroughbred of to-day is as superior to the thoroughbred of ten or twenty or forty years ago as the man of to-day is superior to the men who dwelt in caves; that in recent years a revolution has been wrought in the whole system of breeding horses, and that the thoroughbred horse can now run faster and stay longer than at any period in his history since his ancestors were brought over to England from the deserts of Asia.

It is admitted on all sides that the thoroughbred was never speedier than he is to-day. The only question at issue is, in acquiring speed has he lost stamina?

The World suggests a practical test by which this question may be effectually answered.

The recent remarkable development of the bicycle, due to the adoption of the pneumatic tire, furnishes a splendid opportunity to try satisfactorily the endurance of the thoroughbred. Bicyclists can now cover a distance of twenty or twenty-five miles, almost as fast as the average passenger train. If a thoroughbred could beat a skilful bicyclist over a distance of, say twenty miles, it would prove beyond all dispute that our breed of horses has not degenerated. The best class of thoroughbreds can run a mile in about one minute and forty seconds. The fastest bicyclists cover a mile going a distance in a trifle less than two minutes and thirty seconds. If the races were left to a mile the horse would win without an effort. But at what average speed could a horse run twenty miles? The question is altogether one of endurance, not of speed.

The race would be more satisfactory to turfmen if an average thoroughbred could be secured to make the test, not a Domino or a Tammany, but a fair class selling plater who would more truly represent his race.

Now, can a thoroughbred horse beat a bicyclist? The attempt has never been made with a good racehorse in training. There have been contests in the past where hunters and half-breeds and untrained thoroughbreds have vainly tried to defeat the wheelman, but a fair class racehorse in good condition has never been pitted against him.

A great deal of interest was aroused in Germany last month over a bet between Horse-Dealer Wulff and Landowner Harxen that a horse could not compete with a first-class bicyclist. The horse-dealer took the ground that no kind of a horse could beat a bicyclist. A bet of 1,000 marks ($240) was made. The distance agreed upon was thirty-five and one-half kilometres, about twenty-two miles. Harxen rode his own horse, a thoroughbred hunter. Wulff secured the services of the best bicyclist in the North of Germany, Grundmann, the President of the Oldenburg Bicycle Club.

Grundmann won very easily, covering the distance in sixty-two minutes, and beating the horse three minutes. The cable despatch in The World describing the race does not tell whether it was run around a prepared track or over a country road. The time would indicate that the race was over a country track, as twenty-six miles has been traversed here in one hour, four miles further than Grundmann went and two minutes faster.

In the interest of honorable sport and for the purpose of discovering whether the American thoroughbred is improving or retrograding, something of immense importance to everybody who loves the horse, The World will give a hand some cup to the winner of such a race if it can be arranged.

EMMA EAMES IS HERE.

She Looks Remarkably Well and Chats of Recent Experiences.

La Bretagne, which came into port yesterday, had on board Julian Story, the artist, and his wife, Emma Eames, who is one of Mr. Abbey's leading singers for the Metropolitan Opera-House company. Mr. and Mrs. Story went to the St. James Hotel.

The beautiful singer looks remarkably well. "I have had a long rest," she said, "I have sung scarcely at all since Jan. 6, when I became ill while prima donna of the Royal Opera company at Madrid. I had taken part in two representations of 'Lohengrin' and the press was most enthusiastic, when I suffered a relapse. Three years ago I was very ill, and it was simply the old fatigue resuming its sway.

"I was present the first night of 'Die Walkure' in Paris. It was a great French ovation in honor of Wagner. Remember that only a few years ago the Paris mob hissed a Wagnerian production off the stage. That shows how things and people change, does it not?

"I shall appear in the 'Meistersinger,' in the 'Noces of Figaro,' and perhaps in 'Othello.'"

The Metropolitan Opera-House will be opened Nov. 27.

EMIL PAUR REACHES THE HUB.

Likes New York, and Delighted with Boston and His Reception.

(Special to The World.)

BOSTON, Oct. 1.—The new conductor of the Symphony Orchestra, Mr. Emil Paur, accompanied by Mrs. Paur and their two sons, arrived in Boston last night from New York. They were met at the Albany station by Mr. Kneisel, Mr. Schroeder and other members of the orchestra. Mr. Paur expressed himself as being delighted to reach Boston, his future home. He liked New York. He had seen Central Park and other objects of interest. He was sure he should soon find himself at home in Boston. He had been struck with the beauty of New England scenery, and it was much finer than he had anticipated. The party drove to the Thorndike, where they will stay until Mr. Paur finds a house that suits him. A huge basket of flowers from members of the Symphony Orchestra made Mrs. Paur feel instantly at home. Mr. Paur will conduct the Symphony rehearsal Friday afternoon, Oct. 13, his first appearance before an American audience.

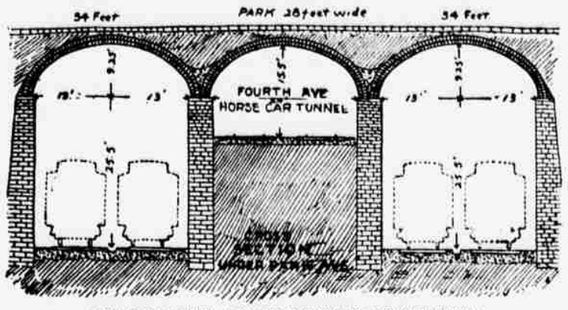
REAL RAPID TRANSIT.

The Ryan-McDonald-Schuyler Plan Favorably Considered.

VANDERBILT CO-OPERATION DESIRABLE, NOT INDISPENSABLE.

BIG BANKING HOUSES READY TO AID.

The World on Friday morning published an article and a map showing the complete and comparatively simple plans of Ryan & McDonald, the Baltimore contractors, and Engineer John Schuyler, of No. 63 William street, New York, for an underground rapid transit road

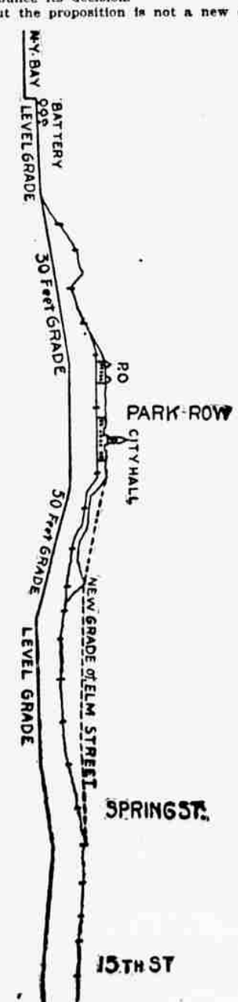


THE OLD TUNNEL AND THE PROPOSED NEW TUNNELS.

to Forty-second street, to be continued thence over the present railroad system of the New York Central and New York and Harlem River Railroad Companies. Surprise has been expressed that it has not been submitted to the Rapid Transit Commissioners.

The reason for the delay is that since the last meeting of the Rapid Transit Commission the plans have been submitted to the Vanderbilts, in their capacity as officers of the New York and Harlem Railroad Company, and the engineer and the contractors are now waiting for their reply. If they consent to take control of or aid the work the originators of the plan feel that they can then appear before the Commissioners with a business-like proposition which can leave nothing to be desired and will make rapid transit for New York an assured thing. Cornelius Vanderbilt, the President of the New York and Harlem Railroad Company, is out of town at present and it may, therefore, be some time before the company will announce its decision.

But the proposition is not a new one



THE PROPOSED ROUTE.

to the New York and Harlem Railroad Company, as Engineer Schuyler acknowledged yesterday. When The World reporter asked him whether it was not true that the railroad company's engineers had been in his office and examined his plans some months ago, and that the plans were now before the company, he admitted that it was true and that he hoped for a favorable reply. As long ago as February the whole subject was exhaustively examined by the chief engineer of the road, and after the last meeting of the Rapid Transit Commission full plans and specifications were sent to the Grand Central offices and submitted to Mr. Vanderbilt. The report made to the road by its engineers is said to have been most favorable.

Even should the Vanderbilts decide against lending their aid to the plan, the contractors will stick to it. Despite the troubled financial situation, Mr. Schuyler has been assured by several large banking-houses on Wall street that they stand ready to furnish the necessary capital. He was in consultation with them, and received these favorable assurances even before the plans were sent to the Vanderbilts, and he says that he can fall back on them at any time. But the co-operation of the New York Central and Hudson River and New York and Harlem Railroad Companies would greatly facilitate and cheapen the work and remove a number of minor difficulties.

As published in The World, the plan provides for a tunnel road of four tracks beginning at the Battery and running under City Hall Park into Elm street, up that thoroughfare, under Lafayette place, to Fourth avenue. At Fourth avenue and Thirty-fifth street the road is to enter the present Fourth avenue horse-car tunnel, which is to be commensurately extended and deepened. Then it is proposed to run under Forty-second street, under the Grand Central Station and through the Harlem yards as far as Fifty-fifth street before emerging from the tunnel and using the present roadbed.

So far as using the present roadbed of the New York and Harlem Railroad is concerned, Mr. Schuyler has already said that when New York City paid its share of the cost of the Fourth avenue improvement, it was stipulated that the two outside tracks of the present four-track road were to be open to the city for its rapid transit business whenever New York should need them. In that respect, therefore, it is not necessary to have the Vanderbilts co-operate. But the work of sinking under the Grand Central station would be made much easier, while the question of using the tunnel of the Fourth avenue horse-car line would be reduced to a very simple problem, if the New York and Harlem road should extend its aid. The horse-car tunnel belongs to that road exclusively. Its masonry is excellent. The tunnel runs under the exact centre of the street. It is twenty-four feet wide, sufficient for a double track. The only change which would be necessary in order to make it available for rapid transit would be to sink the present roadbed, which is about eighteen feet below the street, about ten feet deeper. If this tunnel could be used it would be necessary to build only one small tunnel on each side of it, each to accommodate one track. But if the Vanderbilts do not approve of the scheme, and decline to give up the horse-car tunnel, it will be necessary to build large tunnels on each side, each big enough for two tracks.

The Schuyler-Ryan-McDonald plan, since it was published in The World, has been favorably commented upon. While the Rapid Transit Commissioners refrained from committing themselves until it is before them officially, Mr. Steinway showed that it pleased him, as it naturally would, being, in a measure, a realization of what he has always advocated. He said that it seemed to him that, after all, practical engineers and capitalists were beginning to feel convinced that New York's hope for rapid transit lies in the underground system. There was one point, however, which Mr. Steinway felt doubtful about on Friday. He said that he feared that Elm street would not prove available for a tunnel, on account of the water and mud which underlie it. Engineer Schuyler said yesterday, however, that he had found that the condition of the street was not as bad as it was generally supposed, and that besides the tunnel there would be built watertight with armor and surrounded by water-tight caissons. These caissons will also be built where the road crosses Canal and Twenty-third streets, where two other bad spots will be encountered. The profile map, published with this article, shows the subterranean line of the road and how it is to adapt itself to the various grades of the territory through which it will pass.

DR. HOUGHTON'S FORTY-FIVE YEARS.

Anniversaries Celebrated at the Famous "Little Church Around the Corner."

The forty-fifth anniversary of the Church of the Transfiguration, better known as "The "Little Church Around the Corner," on Twenty-ninth street, near Fifth avenue, was celebrated yesterday. The day also closed forty-five years of indefatigable labor in the parish for Dr. George Houghton, the venerable pastor. The anniversaries celebrated were four—that of the first service, that of the introduction of the use exclusively of the offertory, the anniversary of the establishment of the daily eucharist and the anniversary of the introduction of a surpliced choir. It was forty-five years ago yesterday that Dr. Houghton read the first service and preached the first sermon for the church. It was thirty-eight years yesterday since Dr. Houghton substituted the use exclusively of the offertory. Thirteen years ago yesterday he established the celebration daily of the holy communion. Twelve years ago yesterday the rector was enabled to introduce, under the present organist and choirmaster, the surpliced choir which from year to year has enhanced the spirit and brightness and devoutness of the worship.

The services yesterday were at 7 and 10.30 A. M. and at 4. P. M. There were over 1,200 people present at each service. The offerings at the services were very generous. Many who were unable to be present sent contributions to the rector.

Dr. Houghton said that never had the Church of the Transfiguration gone out in its charities more abundantly than in the current year.

Holy communion was celebrated at 7 o'clock in the morning. At 10.30 A. M. Dr. Houghton preached his anniversary sermon, and at 4.30 P. M. the anniversary of the surpliced choir was observed with special music.

CASTAWAYS ARRESTED.

American Sportsmen Complain Against Some Canadian Officials.

(Special to The World.)

BUFFALO, N. Y., Oct. 1.—Early this week L. D. Davis, owner of the yacht Tallalusa, accompanied by H. R. Barhurst, Superintendent of the Union Works, Erie, Pa.; J. C. Sturgeon, a lawyer, of Erie, and a few other friends, set sail in the yacht on a fishing and shooting trip along the Canadian shore. Mr. Davis had secured a permit from G. B. Frick, the Game and Fish Warden of Port Dover. They were fishing off Long Point on Friday when the yacht caught fire and the party were obliged to abandon it, saving only their guns and fishing tackle and a portion of their clothing. They landed at Long Point and signalled for a tug to take them to Port Dover. When the tug arrived it was found to be manned by a special crew put aboard by the Collector of Dover, and President Harris, of the Long Point companies, and the Americans were arrested on a charge of violating the Game laws by bringing guns into Canada.

Chief Game Warden Stewart and Attorney Tisdale were sent for, and they held that the Americans had not violated any law and must be released.

A complaint has been sent to Toronto.

The Reason Why.

(From Judge.)

Mrs. Short—I've spent $5 to-day, and I've got nothing to show for it.

Mr. Short—You never do have.

Mrs. Short—Yes; but this time I bought hosiery.

TOUTS FOR DOCTORS.

They Drum for Patients on Board Incoming Ships and Steamers.

PHYSICIANS WHO CONTRACT TO CARE FOR CREWS EN BLOC.

QUEER BUSINESS AT QUARANTINE.

It will surprise many New Yorkers to learn that there are many physicians practising in this city who hire "runners" to solicit business from strangers coming here. The custom prevails chiefly among people coming in by sea. It is said that both physicians and runners make a good deal of money by it. The medical societies have not passed officially upon the question whether the hiring of runners is a breach of professional etiquette or ethics.

Dr. Talmage, at Quarantine, said yesterday: "There are runners for New York doctors who board incoming ships as regularly as Quarantine officers board them. I know of two who live down here. I don't know what they make, but I should not be surprised to learn that they receive as high as $4,000 or $5,000 a year in commissions. Some of them, I have heard, get as much as half the fees turned in to the medical man. I hear that the doctors make a very good thing of it, and I know of one who retired recently on a fortune of $75,000 or $100,000.

The method of operation is very simple. When a foreign ship comes into port, whose crew were shipped abroad for the voyage, the captain, or whoever hires them, is responsible for their medical care when sick. To meet this emergency there are what are called the wharf doctors. The wharf doctor for a certain fixed price guarantees to take medical charge of the crew while the ship is in port. If the sailors fall ill of ordinary diseases they treat them on board while the vessel lies at her dock or is anchored in the bay. If the sailor requires special attention, which cannot be given on shipboard, the wharf doctor sends him to a hospital and pays the charges. To what hospital, or what relations the doctors have with these hospitals, I am unable to say. Of course all this applies to diseases such as are not taken charge of by Quarantine authority.

"As to these wharf doctors, I do not know where they got their diplomas, or what manner of physicians they are. Some ten or twelve years ago, I believe, there was an investigation, with the result that several of the so-called medical men who were taking charge of the sick among the incoming crews were found to have no diplomas at all, or such as were equivalent to none. Since then I do not remember to have heard of the subject being stirred up."

It is by these wharf doctors that the runners are employed. The runners live either at Fort Wadsworth or some place convenient thereto. The moment a ship comes in they swarm out to her on tugs and rowboats like so many sailor boarding-house touts, and endeavor to strike a bargain with the captain. Those who have been long in the business of course have a wide acquaintance among sea-captains, and have their regular customers. With the captains who have no acquaintance among the runners it is usually a case of first come first served. This naturally makes competition very keen, and there are now and then some lively races. Efforts to underbid are as lively as are the efforts to get at the ear of the captain first. Not very long ago there was a sharp cut in medical rates owing to the introduction into the field of a new and very active runner who had the advantage of a long semi-amphibious life at the Narrows, and who, consequently, had a long list of acquaintances among sea captains. He not only began "getting there" first, but he knocked a heavy margin off existing rates. Ships that had been doctored at $15 a head for a stay of ordinary length in port found that they could get the same service under the new conditions for $10. That is about the existing state of the wharf-doctor market at present.

Still they make money. Such drugs as they have to serve out, or pretend to serve out, to poor Jack while he is in port, are not the highest-priced articles of the kind, and besides, there is always the chance of there being no sick sailors on board a ship to look after. In such case the wharf doctor simply pays his runner his commission and pockets what is left. In other words, it is a queer kind of insurance business, which it is very easy to see might, without much fear of annoying investigations, be conducted by very queer doctors.

LONG DELAYED WEDDINGS.

Remarkable Cases Cited in Rev. Dr. Collyer's Anniversary Sermon.

Rev. Dr. Robert Collyer, the venerable pastor of the Church of the Messiah, Thirty-fourth street and Park avenue, preached yesterday at the reopening of the services for the fall and winter season. In his remarks Dr. Collyer was full of anecdote and reminiscence. He has just completed the fourteenth year of his pastorate in the church, and he dwelt in an unconventional way on some of the incidents attending his long and pleasant connection with the parish, which he began after the occupancy of a pulpit in Chicago for twenty-one years. He said:

"It has been my good fortune to celebrate more than two hundred marriages since I have been in this city. One day a man of seventy bid me to his wedding. He told me he had fallen out with his sweetheart in Scotland forty or fifty years before and had come to America. Hearing that she was still alive he wrote to her. She replied, and he sent for her to come to him. She, a woman of seventy-two, was then on the sea on her way to meet her lover. He awaited her at the pier and the scene I shall never forget. They were married and went away happy.

"Another case, however, I think is the most remarkable of any within my experience. A couple had pledged their troth twenty-five years before in the presence of their friends and kinsfolk, but no regular marriage ceremony had been performed. In the mean time, they had raised up a family of children. As the time for the celebration of the twenty-fifth anniversary of the union of their lives approached the husband said to the wife, 'What shall I give you to commemorate our silver wedding?' To this she replied: 'There is only one gift I beg for. I want to go to New York and find some man to say the sacred words that were not said twenty-five years ago.' He consented. They came to me and I said the sacred words that good wife had so longed to hear. Then they departed to their distant home, 1,800 miles away."

A FULL STOMACH ought to cause you no discomfort whatever. If it does, though—if there's any trouble after eating—take Dr. Pierce's Pleasant Pellets. They're a perfect and convenient vest-pocket remedy. One of these tiny, sugar coated, anti-bilious granules at a dose regulates and corrects the entire system. Sick or Bilious Headaches, Constipation, Indigestion, Bilious Attacks, and all derangements of the liver, stomach, and bowels are prevented, relieved, and permanently cured.

They're the smallest, easiest to take, cheapest and best. They're *guaranteed* to give satisfaction, or money is returned.

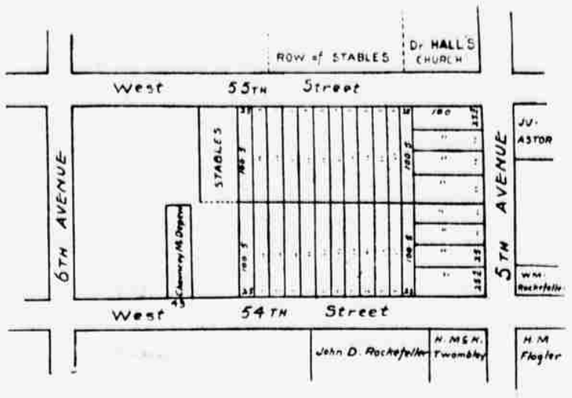
R is perfectly, permanently, positively cured by Dr. Sage's Catarrh Remedy. The proprietors of this medicine prove that by their offer. It's $500 cash for a case of Catarrh which they cannot cure.

Sold by all druggists, 50 cents.

ST. LUKE'S NOT SOLD.

Back Down of the Syndicate Which Had Bonded the Property.

It is now made public that the real purchaser of the St. Luke's Hospital property at Fifth avenue, Fifty-fourth and Fifty-fifth streets, is a foreign syndicate, organized by a well-known real estate speculator of this city. This speculator went abroad last year and succeeded in getting four or five foreigners interested in his scheme to purchase the hospital property. The price they agreed to pay for the property was $2,250,000, but the trustees of the hospital



ST. LUKE'S HOSPITAL PROPERTY.

refused to sell it for less than $2,400,000. Finally that price was agreed to. Negotiations were closed, and the contract was drawn up at the office of Evarts, Choate & Beaman. It was taken in the name of Charles A. Seymour, the broker in the transaction, so as to keep the real purchasers' names secret. The deed of the property was to be delivered after Aug. 1, 1894, and before Jan. 1, 1895. This covenant was made to allow for the completion of the new hospital building on its site in Morningside avenue, One Hundred and Thirteenth and One Hundred and Fourteenth streets. Fifty thousand dollars was paid down upon the signing of the contract, and various other payments were to be made in sums ranging from $100,000 to $1,000,000, within six months of the execution of this contract.

It is rumored now that the sale of the property, owing to the stringency of the money market and the withdrawal of the foreigners from the transaction and the nonpayment of the additional sums stipulated in the covenant, has fallen through, and the $50,000 deposited to bind the contract has been forfeited.

Real-estate experts have given their ideas as to the price paid by the purchasers, and all have been of the opinion that it was too high. The investors, it is said, have realized this, and sooner than lose more money in the scheme were willing to sacrifice the sum already invested and withdraw.

The price of $2,400,000 was at the rate of $30 per square foot. Mr. Collis P. Huntington paid $450,000 for the plot on the southeast corner of Fifth avenue and Fifty-seventh street, having a frontage of 75 feet on the avenue and 172 feet on the street, which is at the rate of $31.25 per square foot. Cornelius Vanderbilt paid $414,000, or $41 per square foot, for 100 feet square on the southwest corner of Fifth avenue and Fifty-eighth street, but this is without exception the most desirable dwelling site on all Fifth avenue, as it commands an unobstructed view of the Plaza and Central Park; besides this, Mr. Vanderbilt had to pay more than the market value to induce the owners to sell out to him, so the price he paid cannot be used as a criterion.

W. K. Vanderbilt purchased the northeast corner of Fifth avenue and Fifty-sixth street, 75 feet on the avenue and 175 feet on the street, containing 9,375 square feet, for $525,000.

The syndicate expected to realize at least $600,000 for the Fifty-fourth street corner and $500,000 for the Fifty-fifth street corner of the hospital property. Negotiations were in progress with the Union Club and the Harmonie Club, each for one corner, but the exalted ideas of the syndicate led them to withdraw. This frightened the syndicate.

MISS MERINGTON WROTE IT.

"Daphne" Awarded the National Conservatory of Music Prize.

Marguerite Merington has captured a $500 prize from the National Conservatory of Music of America for the best libretto submitted in two acts for a grand or comic opera. The award has not yet been officially announced, but Miss Merington showed last evening a congratulatory letter from Mrs. Jeanette Thurber, informing her that she had been the successful competitor.

The libretto entitled "Daphne" is adapted for a light pastoral drama. The scene is laid in Arcadia, and stage settings in harmony with the pretty sylvan story outlined by the playwright. The following bit is from the second act:

DAPHNE AND BONIFACE—DUO.

How fair the night!
In sea and sky the crescent moon how bright!
Did sea and sky
Perchance a silver sixpence break
For sweet love's sake?
Bid you and I
No vows dull make,
For well we knew
What empty things are words
When hearts are true!
Ah, sweet, how fair the night!

II.

How fair the night,
As sea to sky throws back that arch of light!
Did sky for sea
That silver covenant set on her breast
At love's behest?
For you and me
Were vain such quest.
Full well we know
Our faith unpledged can but more lasting grow.
Ah, love, how fair the night!

No music has yet been written for the libretto, but doubtless Miss Merrington or the conservatory will see that it does not go to waste.

WHAT ANDREWS WILL DO.

His Plans for Street-Cleaning if He Gets the Money He Asks For.

Street-Cleaning Commissioner Andrews told yesterday what he proposes to do if he gets all the money he has asked for for street-cleaning.

"In the first place," he said, "I shall employ the full number of sweepers allowed by law—1,653. At present I have less than one thousand. Then I shall introduce the Paris system of sweeping, which effectually does away with the double handling of material or leaving it in piles in the street to be blown about by the wind. The plant required will include 15,000 barrel receptacles, 120 two-horse platform trucks, 600 hand-sprinkers of a capacity of sixty gallons each and thirty disinfecting machines.

"The empty barrels will be scattered about the city, standing at the curb. The streets will first be sprinkled, then the sweeper will take one of the empty barrels, place it on a small hand-truck, and as fast as he sweeps up the dirt will deposit it in the barrel. When one barrel is full he will drop it and go on to the next.

"Then the platform trucks, each handled by two men and having a capacity for twenty barrels, will come along and the barrels and their contents will be hauled to the dump. After being emptied the barrels will be disinfected so that they will be returned to the streets clean and wholesome. The 120 trucks will be kept busy all the time taking away the filled receptacles and replacing them with empty ones."

The Commissioner will go to Europe in the spring to study the subject of street-cleaning in the large cities of the Old World, paying particular attention to the cremation of garbage.

JUSTIN M'CARTHY'S THANKS.

He Appreciates American Sympathy with the Home Rule Movement.

BOSTON, Mass., Oct. 1.—The following letter has been received by Thomas J. Gargan, Chairman, and Daniel P. Sullivan, Secretary of the State Committee of the Irish National Federation of Massachusetts, in response to the congratulatory letter recently forwarded to the Chairman of the Irish Parliamentary party:

"Sept. 16, 1893. Dear Sir: I thank you most cordially, on behalf of my party and myself, for your kind and cheering letter of congratulation on the passage of the Home Rule bill through the House of Commons. The final triumph of the bill will, I believe with you, be but a question of short duration. Time is with us; the democracy of Great Britain is with us; the greatest English statesman of centuries, Mr. Gladstone, is with us, and will, I trust, long be spared to work for usand with us. Under such conditions what have we to fear? Very truly yours,

"JUSTIN McCARTY.

"Messrs. Thomas T. Gargan and Daniel P. Sullivan."

Pastor Richardson's Choir on Strike.

(Special to The World.)

BALTIMORE, Oct. 1.—At the Monument Street M. E. Church this morning the organist was the solitary occupant of the choir loft. The choir had gone on strike, complaining that the pastor, Rev. Herbert C. Richardson, had treated them discourteously. After the sermon last Sunday the male quartet was about to sing "Nearer to Thee," according to programme, when the pastor calmly announced "Hymn No. 601." The quartet left the church in high dudgeon, and Mr. Richardson, when called upon for an explanation, simply said that "the spirit had moved him."

HAS A CLEAN BILL OF HEALTH.

Augusta Victoria Arrives Without a Suspicion of Cholera on Board.

The Hamburg-America steamship Augusta Victoria, which was detained at Southampton under suspicion of having cholera on board, arrived here yesterday with a clean bill of health. As told first in The World, the vessel reached Southampton Sept. 22, where one of her firemen was found sick, and was declared to be suffering from Asiatic cholera. No other suspicious cases occurred on the Augusta Victoria, however, and she was allowed to sail the following Sunday. Dr. G. W. Nash, Dr. Jenkins's representative at Hamburg, came over on the steamship.

The Augusta Victoria was boarded at her dock in Hoboken by a representative of The World. Dr. Nash said to him:

"The Augusta Victoria has an absolutely clean bill of health, and, aside from a slight accident to one of the crew, no one was in need of medical assistance. The fireman alleged to have Asiatic cholera was suffering simply from an attack of diarrhœa. On the Wednesday before sailing the vessel was examined by Dr. White, of the Marine Hospital, and Dr. Homann, private sanitary inspector of the Hamburg Board. All of the crew, with the exception of the fireman, were in the best of health, but as he was a suspicious case, the vessel, as a matter of precaution, was held. The next day Dr. White, Dr. Homann, Dr. Pralle, the ship's surgeon, and myself examined all the crew and found that there were no additional suspicious cases. Dr. White took the faeces of the fireman to Hamburg, where he made a bacteriological examination. The comma bacillus was found, which, under the Koch theory, indicates Asiatic cholera. When Dr. White discovered this accepted evidence of the infection's presence he declared that the man had cholera. I took the fireman to Hamburg, but he mended so rapidly that twenty-four hours later he was discharged.

"In my opinion the fireman had nothing more than an attack of diarrhœa. On the way across the Atlantic I examined the ship twice daily, but neither Dr. Pralle nor myself found any further illness."

MRS. LUCY STONE VERY ILL.

The Distinguished Woman Suffragist Believed to Be Dying.

(Special to The World.)

BOSTON, Oct. 1.—In the Woman's Journal yesterday, over the initials of Miss Alice Stone Blackwell, there appears the following:

"Mrs. Lucy Stone is seriously ill. In answer to many inquiries we state that she is much reduced in flesh and strength, but suffers no pain, and generally passes a comfortable night.

At her home last evening Mr. Blackwell, unwilling to talk at length about Mrs. Stone's condition, said his wife was seriously ill.

The cause of her illness was a stomach trouble, which made it impossible for her to digest her food easily. She had gradually become sick soon after her return from Chicago, some two months ago.

"We haven't given up hope of her recovery," said Mr. Blackwell, though of late she has been visibly failing, and we hope for the best. Her age, seventy-five years, is such that we can hardly look for much recuperative strength. She was seventy-five last month. She is perfectly calm, serene and courageous, and shows not the slightest uneasiness about her illness."

CLOSED SHOPS FOR THE REVIVAL.

Concord's Mayor Recommended It and Even the Saloons Shut Up.

(Special to The World.)

CONCORD, N. H., Oct. 1.—Rev. B. Fay Mills has been conducting revival meetings here. The feeling has become so intense that from three to five services a day are held.

By general agreement business houses and saloons were closed yesterday for the meeting between 10 o'clock and noon and the meeting between 3 o'clock and 5. This agreement was reached after a recommendation publicly proclaimed by Acting Mayor Stevens.

May Die from the Bite of a Lioness.

(Special to The World.)

ST. LOUIS, Oct. 1.—William Hooper, an employee of Hall's show, now exhibiting in this city, lies in the City Hospital in a dangerous condition, as the result of the bite of a lioness received Tuesday while he was feeding the animal. The lioness is a fierce beast, purchased in Cincinnati about a week ago. Her victim may not recover.

No Wonder It Burst.

(From Life.)

Mrs. Hoon—I have just been reading of a waterspout that burst in Kentucky last week.

Old Hoon—Burst? Course it did! A waterspout that would try to do business in Kentucky ought to expect to burst.

"It will all come out in the wash," if you use Pearline.

E. J. WOOLSEY TO WED.

Mrs. Kate de Roode, of Kentucky, Wins the Millionaire Clubman.

HE WAS FORMERLY THE HUSBAND OF MRS. E. M. PADELFORD.

THE BRIDE IS A WEALTHY WIDOW.

MRS. TRIMBLE
requests the pleasure of your company
at the marriage of her daughter,
KATE DE ROODE,
to
MR. EDWARD J. WOOLSEY,
at half-past seven o'clock,
on Monday evening, October ninth,
eighteen hundred and ninety-three
Covington, Kentucky.

These invitations are out. This marriage must be the last development of a very celebrated divorce case that produced a sensation in the most exclusive society of this city. On Feb. 8, 1893, the former Mrs. Edward J. Woolsey married Edward M. Padelford. Now Edward J. Woolsey weds again.

Mr. Woolsey's wedding to Mrs. de Roode will be celebrated at the beautiful residence of her mother, Mrs. Trimble, at Covington, Ky. Mrs. de Roode is a daughter of Judge William Trimble, a noted financier and law writer of Kentucky. She is a niece of the late Judge Robert Trimble, formerly a Justice of the Supreme Court of the United States. She is a very charming woman. For the last four years—the years of her widowhood—Mrs. de Roode has lived in London. Her cultivation and her wealth made her a favorite in the highest society there.

Edward J. Woolsey is a millionaire and a member of a very old family. He owns a vast amount of property in and around Astoria and has a beautiful country residence near there. He is a member of the Union, the Manhattan and the Lambs clubs in this city. Judge Ingraham, in the Supreme Court, granted the former Mrs. Woolsey an absolute divorce from him in November, 1892. There was no defense. Subsequently Mr. Woolsey sought to reopen the proceedings.

Frank K. Sturgis, President of the Stock Exchange, was one of Mrs. Woolsey's witnesses. He testified as to Mr. Woolsey's property. He said Mr. Woolsey owned 200 acres at Lenox, valued at $250,000; a farm of 100 acres at Woolsey's Point, on the shore of Bowery Bay, a house on Washington Square West, valued at $40,000; the house No. 1 Lexington avenue, where the Woolseys lived, worth $50,000, and much other property, on certain parcels of which Mr. Sturgis held mortgages.

In seeking to open the default Mr. Woolsey made counter-charges of infidelity against his wife. He named as co-respondents Mr. Harry Jones and Edward M. Padelford, of Baltimore. George H. Woolsey and Edward T. Woolsey, the sons, sided with their mother. After the divorce was granted they became reconciled to their father. They are students at Yale and passed their last vacation with him on his place near Flushing.

Mr. Woolsey dropped his counter-suit for divorce and his wife abandoned her suit for $7,000 a year alimony. Two weeks married Edward M. Padelford, whom Mr. Woolsey had named as one of the co-respondents, and they went to Europe. Mrs. Woolsey is the daughter of Harry A. Smythe, formerly Collector of the Port of New York. Edward M. Padelford is an enthusiastic yachtsman. He has an income of $35,000 a year, minus the amount he is compelled to pay his first wife as alimony. The first Mrs. Edward M. Padelford got a divorce from him three years before his second marriage. She is a Miss McFeeters, of Baltimore, a very beautiful woman.

Edward M. Padelford's brother, Arthur Padelford, was the first husband of Miss Bettina Ordway. The former Mrs. Arthur Padelford is now known on the stage as Bettina Gerard.

TOOK A NIGHT RIDE IN THE PARK.

Then Borson Lost His Senses and His Diamond Stud and Ring.

John J. Borson, whose father, John Borson, keeps a restaurant at No. 119 Third avenue, was drinking last Monday night in Charles Kingswell's saloon, Third avenue and Fifteenth street.

He met May Watson, who gave her address as No. 47 Nassau street, Brooklyn, and she accepted his invitation to take a ride through Central Park in his light wagon.

This was at 1 A. M. They had drinks along the way and after their return. Then Borson lost consciousness.

When he recovered his senses at 10 A. M. Tuesday his diamond stud, worth $600, and his diamond ring, worth $300, were gone, to say nothing of $2.37 in cash.

Borson says, moreover, that one of his wagon wheels was found off the axle. He remembers fighting with a bartender, a colored waiter and one of his own waiters, Frank Williams, after taking his last drink. He bears marks of the encounter.

Borson reported his loss at Police Headquarters, but says the detective assigned to work up the case is not taking the proper steps to arrest the guilty ones.

GIFT TO THE CATHEDRAL.

A $12,000 Ostensorium, Copied from That in the Cathedral at Lyons.

A costly ostensorium—the vessel in which the consecrated host is presented for the adoration of the people—arrived on the steamship La Bretagne yesterday, and will, in a few days, be added to the sacred plate in St. Patrick's Cathedral. It is the gift of the Cathedral Circle of the League of the Sacred Heart and cost about $12,000. It is made of silver, gilded, and is about five feet in height. The base consists of four animal figures, symbolic of vanquished evil. The shaft is ornamented with enamelled daisies, in a niche of which is a group representing the Nativity. The cross, rising out of the glory or eight rays of the ostensorium, is incrusted with jewels. Scattered about the piece are other precious stones.

This ostensorium is a copy of the one in the Cathedral at Lyons, France, which till now has been considered the finest in the world. The total weight of the piece is 10,500 grammes, or about twenty-three pounds. As soon as the piece can be put through the Custom-House it will be properly installed in the Cathedral.

Her Summer.

(From Puck.)

"What! engaged to three men?"

"Oh, yes! I've been having a threering circus at the beach."

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BOX 487

THE EVENING WORLD,

Pulitzer Building, New York.

AND SUCH AN ANGEL!

Mr. Willie Leonard, of Texas, Was the Casino's Recent Prize.

ONE OF HIS LATEST WHIMS WAS TO SING IN THE CHORUS.

HIS INCOME ABOUT $4,000 A MONTH.

It remains, of course, for The World to discover the identity of the "green angel" who last Thursday night disappeared from the chorus at the Casino.

An "angel," be it understood, is any one, young or old, who throws his money among theatrical people or who backs theatrical enterprises. The angel was called a "green angel" because he gave his name at the Casino as B. G. Green. The envelope containing his magnificent salary for last week waits for him. The chorus girls are distraught.

The Casino's "green angel" is Willie Leonard.

Willie Leonard is the son of an immensely rich Texan banker and landowner. His father died a few years ago and Willie was his only heir. The angel is not yet twenty years of age. He has $3,000 or $4,000 a month spending money. After he has spent that he can get as much more as he needs to carry him to the next month.

He has practically unlimited credit at the Seaboard Bank. The cashiers in the big hotels delight to honor his checks.

Mr. Leonard is a well-built youngster, with black hair and black eyes. His first mustache is sprouting. When he walked up Broadway yesterday the tiny ends of that mustache were well waxed. He was dressed in the extreme height of fashion. He carried himself with the confidence of one fully able to pay his way.

Willie has