EXTRA. The World. EVENING EDITION EXTRA.

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EXTRA.

VIGILANT ROMPS AHEAD.

The Peerless Yankee Sloop Gets the Better of the Start in To-Day's Race.

YACHTS DANCING TO A PIPING BREEZE.

Thrashing to Windward Through Foaming Seas and a Whistling Easterly Wind.

VALKYRIE SLOW GETTING READY.

The Regatta Committee Compelled to to Delay the Starting Signal to Wait for Her.

The third race between Vigilant and Valkyrie for the America's Cup was begun at 12.27 P. M. to-day.

Vigilant crossed the line first at 12.27, followed by Valkyrie at 12.27.05.

The start was delayed by Valkyrie's slowness in getting up to the lightship. She did not set her sails until the time for the preparatory signal.

The wind was strong and the seas heavy. The course was to the eastward.

FROM "EVENING WORLD" TUG.

Details of the Race as Reported from the Edward M. Timmins.

ON "THE EVENING WORLD" TUG, EDWARD M. TIMMINS, Oct. 13.—With the wind blowing a point north of east, and at ten knots per hour, the cup defender Vigilant and the Dunraven cutter Valkyrie got away from Bay Ridge this morning for the third and very likely the last race of the series for the America's Cup.

There was a crowd on the Atlantic Yacht Club wharf to see them off, and the yachting craze had evidently taken a tight grip on most of those in it. Their talk was decidedly nautical, and they studied the sky, what little there was to be seen, with a sort of anxiety depicted on their faces that might be expected of the commander of an ocean racer with a cyclone heading right aboard and a thousand passengers depending for salvation on his seamanship.

The talk was of tacks and of runs, and of reaches and of all sorts of sails, some of them unknown to the genuine old tars, and so deep, indeed, had the craze taken root that every mother's son on the wharf at the slightest provocation would jerk his starboard signal boom up to his forepeak and salute with all the formality and stiffness of a midshipman on an English man-o'-war.

Very early the outlook was decidedly stormy, the air was raw, moist and heavy. The wind had banked the fog up against the Highlands so that nothing could be seen of the Jersey coast.

There were indications at 7 o'clock that the hurricane hurrying up the coast was driving along so fast that it might arrive in time to make to-day's race not only exciting but decidedly dangerous.

By 9 o'clock, however, the sky to the east had cleared considerably, and rifts and streaks of light breaking through the heavy dun-colored, low-hanging clouds made the day seem less gloomy.

It was 7.45 when Vigilant, in tow of the tug Commander, left Bay Ridge. On board besides the general party was Dr. Barton Hopkins, who slept last night at the Atlantic Yacht Club house. Mr. Kerr is representing Lord Dunraven on board the Yankee to-day.

Valkyrie left Bay Ridge at 8.05 A. M. in tow of the tug Pulver. She had on board besides the Earl Designer Watson, Sailmaker Ratsey, Lord Wolverton and Suydam Palmer, owner of Marguerite. Archibald Rogers, representing the Regatta Committee, sailed again with Lord Dunraven.

By 9.10 the wind had freshened to about twelve knots in the Narrows, and was coming stronger and steadier every minute, and giving warning to the commanders of the contesting yachts to be ready to reef mainsails.

It was evident that Lord Dunraven was to get his much desired half gale of wind, with perhaps more before the race was finished.

The Nourmahal, with a new nose, freshly painted, was anchored off Owl's Head, waiting for the May to get under way. The flagship was anchored off Bay Ridge. She had steam up, however, and black smoke was pouring from her cream colored stack. She got under way at 9.20 o'clock.

W. K. Vanderbilt's Valiant was then waiting off Stapleton to join the procession of private yachts and excursion boats. The sun came out for a minute just as the May, heading a procession of pleasure craft, pointed her nose into the Narrows.

The White Star steamship Brittannic, lying off Quarantine, saluted both yachts as they passed, and paid the same compliment to "The Evening World" tug.

There was lots of wind off the Hook, a twenty-knot breeze as least, as the yachts passed out. Some fishing schooners, going out in spite of the storm signals, ordered up by the Weather Bureau, were keeling over to starboard under double reefed sails, and the crew of each was busy taking in headsails, leaving only canvas enough up forward to steady the boats.

The schooner yacht Yampa went out beyond the Hook in tow. The Luckenbach tugs followed the May down to the Lightship.

The white caps were not all on the excursion steamers to-day. In the lower bay and as far out to sea as the eye could range a nasty cross sea was hiding the green of the water under a coverlet of foam. Away off to the southeast a bank of steam-colored clouds began creeping above the horizon at 9.45, and they seemed to be bringing more wind.

The few vessels following in the wake of the races were pitching about like so many corks. The excursionists were evidently in for a little experience that would detract somewhat from the pleasure of witnessing a fine race.

An English bark coming under sail ran up signals reading "Good luck to you," as she passed to windward of Valkyrie. Both yachts had reached the vicinity of the Lightship at 10.30, still in tow. They had run up small jibs and mainsails and were hove to waiting for the May, which was just then coming up to the red hulk that marked one end of the starting and finishing line. Both yachts had lowered their mainsails while passing the Hook and put reefs in them.

AT NAVESINK HIGHLANDS.

An "Evening World" Reporter's View Through a Telescope.

HIGHLANDS OF NAVESINK, N. J., Oct. 13.—Although there were no sign at 10.30 A. M. of the big storm reported to be working its way up along the coast from Florida at the rate of thirty miles an hour, according to Weather Prophet Smith, a cracking breeze was coming in from the East, blowing at least twenty-five miles an hour, and the Jersey weather sharps confidently predicted that there would be more of it later on. As it was the half gale had kicked up a bumpy sea outside the Hook, and the curlink white caps were tumbling over each other in every direction leaving streaks of foam upon the dark blue surface of the sea.

The heavy mist which settled over the bay and harbor early in the morning had been blown inland and although it was rather misty on the horizon to eastward the starting point at the Lightship was clearly visible from the Highlands, and a good glass could easily cover the course to eastward for five or six miles. The indications were that the weather would be clearer later on, for the dark clouds were lifting and the sun was beginning to break through the growing rifts in the heavy banks of mist that were floating away to westward.

The heavy surf which was pounding on the beach and the wind clouds of spray high in the air showed that the sea was making things very lively off shore for both big boats and small.

Not many small boats were to be seen. The excursion fleet was the smallest that has accompanied the yachts on any previous race.

Vigilant came around the hook in tow of the Commander at 9.30, and shortly afterwards reached the lightship, where she hove to with jib and mainsail up, but she soon took in her sails.

Valkyrie followed about fifteen minutes later in tow of the White Star tug Pulver. She had also set her mainsail and intermediate jib.

Both yachts were pitching heavily in the lumpy seas, and Vigilant especially so, for she threw out big white billows from her bows every time she struck a roller.

The wind was evidently increasing in force out to shore, and club topsails will not be in it to-day.

The flagship May passed down to the lightship about 10.45. She was flying the signal B, which indicated that the course would be fifteen miles to windward and return. About the same time word came from Sandy Hook that the northeast signals had been ordered up.

Vigilant, while lying in the wind of the lightship, set her jibs, and also her working topsail and foresteysail.

The flagship May at 11.05 set the compass course signals, which read that the course would be due east.

This indicated that the race would be started promptly on time.

At 11.12 Valkyrie was still in two about half a mile from the lightship. She had her mainsail only set, while Vigilant had cast off the tow, the Commander, and was tacking about the starting line. The May had come to anchor just off the lightship, and at 11.15 she ran up the red ball, which was the preparatory signal for the yachts to make ready to get across the line.

There were only about a dozen or so excursion steamers at the lightship, among them the Richard Peck, Monmouth and St. John.

Valkyrie at that time was still a long distance from the lightship, and it looked as if she would hardly reach it in time for the start.

At 11.21 the May hauled down her preparatory signal, and it looked as if the comte on the judges' boat had decided to delay the start until Valkyrie came up.

Vigilant was then half a mile to the so'-ward of the starting point, and was standing westward. She came about and reached in for the lightship.

Valkyrie cast off the Pulver and was then making for the starting point with mainsail and jib. The May then had out signals which read that the time of starting the race had been postponed.

At 11.25 Valkyrie had set foresteysail and working topsail, and was approaching the starting line. Vigilant had tacked about and was off to the eastward again.

Valkyrie reached the group of excursion boats about the May at 11.35. She came down at a galloping pace after casting off her tow.

Vigilant was then about half a mile to windward. The judges' boat was still flying signals, which, according to the code book, signified: "Race is postponed till later."

BRAVING WIND AND SEA.

Excursion Craft Ignore Predictions of Heavy Weather.

Weather Observer Smith's warning of the approach of the West Indian hurricane had little, if any, perceptible effect this morning on the ardor of those intending to witness to-day's contest if the crowds that left on the excursion steamboats for Sandy Hook Lightship is to be taken into consideration. It was noticed, however, that many ladies fearing that the heavy weather predicted might give them a touch of seasickness remained at home. Their places were filled by enthusiastic "dry-land sailors," to whom a heavy sea offered no terrors. Many of these did not attend any of the previous races, and were consequently anxious to see the last struggle of the series.

There was a big crowd at the Battery as early as 7 o'clock, waiting for the excursion steamers that would convey them to the scene of the race.

At 9 o'clock the steamboats Gen. Slocum and Grand Republic reached the dock and cleared a half hour later with their usual quota of passengers.

The big fleet of the Iron Steamboat Company was in active service, and the rush at the Company's ticket office was just as big as on former race days. Their last boat was filled and sent away a few moments before 10 o'clock.

A few minutes later the speedy Mount Hope, of the Fall River line, passed down the bay loaded with passengers. Although she has been the last usually to leave her slip, yet she is almost invariably one of the first to reach the Lightship.

Another fast craft that cleared with a large passenger list was the Richard Peck, of the New Haven line. She was closely followed by the big three-decked steamer William C. Egerton, which pulled out of pier 18 North River with several hundred sightseers shortly after 9 o'clock.

The Cape May steamer Republic, which has proved to be a favorite boat during the races, also passed down with a cargo of human freight on board.

With flags flying and moving swiftly ahead, the staunch and speedy Sandy Hook steamer St. John, picked her way through the sea of small and large craft, and hurried down the bay about 9.30 o'clock. The vessel has been daily under charter of the New York Yacht Club, and was loaded with a select party.

Big crowds were also on the steamboats John Sylvester, City of Lawrence, Al Foster, Havana, Olivette and Waterbury, which passed down the bay shortly before 10 o'clock. Steam yachts, schooners and sloops also joined in the procession, and the indications were that at least 25,000 people would see the race.

LUCANIA'S SKIPPER TO WED.

Capt. Horatio McKay Will Marry Miss Elizabeth Swan.

The Sailor First Met His Sweetheart at Sea.

Love will find a way, even for seafaring men, and the ship's company on board the Cunard steamship Lucania are in an exceedingly jovial humor to-day for Capt. Horatio McKay, their gallant commander, is down on Long Island visiting the interesting young person who will have sway over them all, the captain included, in a short time.

CAPT. McKAY.

The lady is Mrs. Elizabeth Swan, the daughter of Edward J. Swan, a wealthy resident of Oyster Bay, L. I. She is twenty-five years old, and a lady of many accomplishments. She is a brunette, tall, slender and graceful.

Miss Swan was a passenger on Capt. McKay's ship, the Umbria, three years ago. The captain, who is one of the most agreeable of that guild of agreeable men, was particularly agreeable to Miss Swan, and he has found time to run down to Oyster Bay nearly every time his ship has been in this port since that auspicious voyage of 1890.

When he hasn't, Miss Sivan, with some of her friends, visited the Cunard pier, at the foot of Clarkson street, just to take a look at the ship.

Capt. McKay and Miss Sivan are going to be married. All of the officers of the Lucania say so, and when Capt. Watson, the General Superintendent of the Cunard pier, was approached on the subject this morning, he beamed all over with smiles and chuckled:

"Yes, it's all true, and Capt. McKay is a lucky dog."

Then, with a good deal of sympathy in his voice, Capt. Watson said:

"Sea captains don't get much of a chance to go a-courting. I found it so. I first met my wife on board ship. I was in command of a Pacific Mail steamship between San Francisco and Panama, and my wife was a passenger. That was thirty-eight years ago. Two of my officers found their wives the same way."

Nobody was able to tell when the McKay-Swan wedding would take place, but all were awaiting, with some impatience and a great deal of pleasurable anticipation, the happy event.

Capt. Horatio McKay is a veteran of the sea. He has been a seaman ever since he was twelve years old, and he is fifty-two now. He was born at Aberdeen, in the north of Scotland. He is the Commodore of the Cunard fleet. He was the commander of the Umbria when in December last she broke her shaft 750 miles out to sea, and his feat in bringing her safely into port won the plaudits of the whole world.

He is a tall, handsome man, as straight as an arrow, and the beau ideal of his profession.

SUICIDE OF A SERVANT.

Melancholy Led Anna Schmogner to Turn on the Gas.

Anna Schmogner, twenty-five years old, a servant in the employ of Nathan Jacobsen, of 156 West One Hundred and Fifth street, was found dead in her bed at Mr. Jacobsen's house this morning at 8.50.

She had stopped up the keyhole and closed the windows tightly and turned on the gas.

The girl had been melancholy for some days past, but beyond this there is no known cause for her suicide. She has a sister, Mrs. Irma Nogi, living at 186 Avenue B.

A letter was found in the suicide's room from John Meselko, Perth Amboy, in which he invited the sisters to a ball to be given on Oct. 16 in Perth Amboy. There was also an envelope found addressed to her sister in Avenue B, but there was no letter found anywhere written by the dead girl.

WILL FIGHT AGAIN.

Senate Repealers Have Not Unconditionally Surrendered.

Struggle to Be Resumed at To-Day's New Session.

Pathetic Features of This Morning's Adjournment Incident.

WASHINGTON, Oct. 13.—The adjournment of the Senate at 1.30 this morning, after a forty-two hour session, is said upon the authority of a Senator, whose avenues of information have heretofore been unapproachable, to have been the result of a conference held during the late hours of the night, during which the Harris amendment was considered as a basis for a compromise.

The silver men look upon the action of the Chairman of the Finance Committee as a surrender of the field, but the repeal men assert with equal vigor that the adjournment was only made necessary by reason of the inability to get a quorum, a condition of affairs that grew out of what they held to be the dilatory tactics of the silver men.

The battle will be renewed to-day (Friday) when the new legislative day, with its morning hour, will begin at 11 o'clock.

"House bill No. 1," for the repeal of the silver purchasing section of the act of July 14, 1890 (known as the Sherman law) as amended in the Committee of Finance of the Senate by the adoption in that Committee of the Voorhees substitute, now resumes its place as the "unfinished business" be the ordinary daily routine of the Senate chamber.

It will continue to occupy that position unless displaced by other pressing measures until some conclusion is reached on the question by compromise or otherwise. It is in the power of the Senate at any time, by taking up another bill after the "unfinished business" is laid before the Senate, to shelve the Silver bill.

This can be done without even the formality of a vote by tacitly taking up another bill for consideration without inserting the saving clause that House bill No. 1 shall be "temporarily laid aside." It is not likely, however, that the vigilant friends of repeal will permit the measure to be shelved by indirection in this way.

A formal vote to proceed to the consideration of some other measure would bring about a clearly defined test of strength between the friends and opponents of repeal, and this is just what the silver men in their six long weeks of labored discussion have deliberately and of purpose avoided by all the resources of parliamentary ingenuity, in which they have shown themselves such consummate masters.

There was a stage in the proceedings when it seemed likely that a motion to take up from the presiding officer's table the House bill repealing the Federal Election laws might be sprung upon the Senate as a method of getting rid of the repeal bill, and might relieve the support of the silver men, in addition to the strong contingent of Democrats who naturally would be committed to its support. This period, however, seems to have passed.

The silver men being challenged to a test of endurance have met that challenge and proved themselves able to outtalk and out-sit their opponents. They therefore need not approach their enemy in future by parallels, as heretofore, but can now venture into the open with the certainty of a safe retreat behind them in the shape of another dreary desert of talk.

In dispassionately viewing the situation on-lookers will not fail to notice that not one of the silver men who has spoken thus far has closed his speech. Mr. Stewart has the floor to continue his "remarks on this new and interesting subject," as Mr. Hill, in the hour of adjournment, this morning. Messrs. Teller, Martin, Kyle, Peffer, Wolcott and Dubois each indicated before temporarily yielding the floor that he would probably desire to resume his remarks at some future and more convenient time. Mr. Allen, at the close of his fifteen hours' speech, said something about embracing the opportunity to add a few words another day.

The precautions thus taken were adopted with the delicate purpose of avoiding the effect of an old Senate rule that no Senator should speak more than once on the same subject.

It is a mooted question whether this rule is still in force, but the silver men have acted on the assumption that it might be invoked and have shielded themselves against it by leaving their speeches nominally incompleted.

In addition to the Senators who can take the floor to continue their remarks they have in reserve Senator Jones, of Nevada, who has not yet spoken at all on this matter, and Senator Morgan, of Alabama, who has been their reserve guard.

Mr. Morgan has thrown in a few preliminary remarks, but has indicated that these were purely preliminary, and that he had seven chapters to follow in which he would discuss the question in its historical, constitutional, economical and sociological aspects. From this survey of the field and of the resources of the anti-repealers the inference is derived that a compromise of some kind is the only possible outcome.

Mr. Faulkner has another proposition which contemplates the maintenance by the United States of a total circulation of $890,000,000 in silver (an amount about equal to that maintained by France). This proposed measure has met with considerable favor.

Mr. Harris offered a compromise last night; Mr. Morgan, Mr. Jones, of Nevada, and Mr. Butler, of South Carolina, have each suggested some middle ground, and Mr. White, of California, has intimated that he had a proposition in view, but he has not yet formulated it in words.

The closing scenes of last night were almost pathetic, although a vein of jocularity was infused into them by Mr. Hill and Mr. Stewart.

When Mr. Voorhees, who had been sitting with his head resting in his hands for some time previously, plainly showing the effect of his thirty-eight hours' continuous leadership, in forlorn hope, and his fifty-four hours of wakeful vigil, finally said that "without comment or criticism," having endeavored to do his full duty, he now moved to adjourn, even the most aggressive of his opponents yielded him the tribute of respect and sympathy.

It had been whispered around the Senate for more than an hour previously that the break would come in one or two more roll calls. When Mr. Hoar, Mr. Cullom, Mr. Allison and other prominent Republicans who had not only responded to every roll call, but had most of the time sat in the front seats on the Republican side and listened to Mr. Stewart's time-killing remarks, got up and left the chamber, it was evident the end had come.

Mr. Gorman and Mr. Voorhees withdrew to the rear of Senator Coke, and standing in the gangway had a brief counsel of war. Then Mr. Voorhees moved back to his place, and Mr. Gallinger sounded the "suave qui pent" signal for the repealers.

The crowds in the galleries kept their seats almost to the last. The press gallery was thronged with correspondents.

RUSH TO SELL STOCK.

Investors Disheartened by the Senate's Dilatory Tactics.

London Also a Bear on News from the Capitol.

Over $5,000,000 Reading Gold Bonds to Be Sold at Auction.

Wall street, no less than the business community, was sorely disappointed with the news from Washington in regard to last night's proceedings in the Senate. The friends of unconditional repeal of the Sherman law lost heart, and the feeling was most depressed.

Those who recently ventured in the market and invested their money on the improvement in the financial situation and the belief that the country would soon be relieved of the silver bugbear, came to Wall street this morning with the intention of reducing their holdings.

As soon as the market opened there was a rush to sell, and prices melted away rapidly. Naturally enough the industrial shares, which led the recent upward movement, suffered most.

The decline in them brought out offerings on "stop" orders. London was also a seller, and it is feared that the effect of the news from the Capitol will be bad throughout Europe. The following shows the losses from last night:

	Closing last night.	Lowest this morng.	Decline.
Distillers'	23¾	20½	3¼
Manhattan	123	120	3
Chicago Gas	68	65¾	2¼
Amer. Sugar	92⅝	90⅛	2½
Gen. Electric	45½	43½	2
Rock Island	64¼	62¾	1½
Missouri Pacific	23⅝	22	1⅝
Burlington & Quincy	81⅝	80	1⅝
St. Paul	59¾	58¼	1½
Western Union	93¼	90¾	2½
National Cordage	28¾	25	3¾
Louisville & Nashville	45⅞	44⅜	1½
Union Pacific	18	16¾	1¼
Reading	17⅝	16¾	¾

The Speyer syndicate has instructed Adrian H. Muller & Son to sell at auction on Wednesday, Oct. 18, for account of whom it may concern, $5,000,000 Philadelphia & Reading Railroad Company collateral trust 5 per cent. gold bonds, due Jan. 1, 1932, and $1,000,000 Philadelphia & Reading Railroad Company 3 per cent. Preference income mortgage bonds due Jan. 1, 1958.

It is reported that the receivers of the Company are trying to raise the $2,500,000 advanced by Speyer & Co. to the road in order to prevent the sacrifice of these securities held as collateral.

The condition of the National banks in New York City on Oct. 3, the date of the last call, shows the reserve held to have been 25.17 per cent., as against 25.20 per cent. on July 12. The gold and gold Treasury certificates and gold Clearing-House certificates aggregated $69,000,000, as against nominally gold and gold certificates of $50,000,000 on July 12. The gold coin increased $20,000,000.

The imports of dry goods at the port of New York for the week were $1,279,018, and the amount marketed, $1,481,245.

SOLD BOGUS MORTGAGES.

Nugent Admits His Guilt and Says He Gambled the Money Away.

Simon D. Ferguson, twenty-eight years old, of Bath Beach, who carries on business as a mortgage and loan broker, with an office in the Domestic Building, Broadway and Fourteenth street, was arraigned in the Tombs Police Court today on the charge of grand larceny. He was held in $1,000 bail for examination on Oct. 18.

The charge was made by Mrs. Josephine C. Melville, wife of Jerome B. Melville, also a mortgage and loan broker, at 39 East Fourteenth street, and living at 307 Columbia avenue.

Ferguson was introduced to the Melville by a broker named Nugent. He said Ferguson was an honest man, but was pressed for money and wanted to sell some chattel mortgages. Mrs. Melville bought forty-three, for which she paid $4,300.

Upon investigation she found all the mortgages were fraudulent and reported the matter to the police. Ferguson was arrested last night. He admitted his guilt, and said he had lost the money playing poker and the races.

SAYS HE'S FROM NEW YORK.

Robert J. Simpson a Would-Be Suicide in Boston.

BOSTON, Oct. 13.—Robert J. Simpson, who, the police say, gave his address as corner of "Vermith" and Eighth streets, New York City, took a dose of creosote yesterday and was later found lying in the street in a precarious condition.

Hard work by physicians saved his life. He pleaded to be allowed to die saying he had nothing to live for and nothing to hope for.

Later he said he was thirty years old and had a wife and children in New York. He is at the City Hospital.

There is no "Vermith" street in New York, and no Robert J. Simpson in the Directory.

DISMISSAL OF POSTAL CLERKS CONFIRMED.

FORT WAYNE, Ind., Oct. 13.—Postmaster Rockhill has received official notice from Washington that his dismissal of four clerks was in accordance with Civil Service rules. The works are by Superintendent Leonard, Chief Wright and Assistant Superintendent Hoke in their place. Later Clerk Sodamanek, of the Mail Department, and Clerk Hamilton, of the Office, were appointed to the Civil Service Board for "protection," alleging in their petition that they were dismissed for political reasons. A Civil Service inspector was sent here to investigate.

Weather Forecast.

Local forecast for the thirty-six hours ending at 8 P. M. on Saturday: For Southeastern New York, including Long Island, also Connecticut and Northern New Jersey: Threatening, followed by cooler Saturday night or Sunday; easterly winds, increasing in force.

The following record shows the changes in the temperature during the corresponding period, as recorded by the thermometer at Perry's Pharmacy: 3 A. M. 58; 6 A. M. 59; 9 A. M. 62; 12 M. 70.

Business Ups and Downs.

CONNELLSVILLE, Pa., Oct. 13.—J. S. McCalch, proprietor of the Hungarian Bank here, has made an assignment. Monday places the liabilities at $150,000; assets $125,000.

NEWCASTLE, Pa., Oct. 13.—Notice of a 10 per cent reduction has been posted at the wire nail mill. The mill was started a few weeks ago at a reduced scale.

PITTSBURG, Pa., Oct. 13.—The Elgin Thomson steel works at Braddock will resume work in all departments Monday morning. The wages of all employes excepting those governed by the scale have been readjusted.

COLORADO SPRINGS, Col., Oct. 13.—The trouble between the Colorado Midland despatchers and trainmen and the management has been settled by an agreement, the terms of which have not been made public.

Only $17 to the World's Fair.

Through cars to Chicago, in charge of an attendant, via West Shore Railroad, 10 A. M., Saturday, Oct. 14. See full particulars and additional excursions under "Excursions."

ANOTHER CYCLONE.

A Southern Weather Fury Headed This Way.

Worse Than the One That Wrecked the Savannah.

Tremendous Downpour of Rain Comes with It.

The Signal Service Bureau ordered storm signals as far north as Delaware Breakwater this morning, and information signals as far north as Eastport, Me.

Observer Smith said the storm is moving a little west of north, and that it will probably be central in this vicinity some time to-morrow. He predicts a furious gale, and says it will be accompanied by heavy rains, which will start to-night. After the storm the forecast is for colder weather.

The storm that is coming from the South is a production of the West Indies, and is a regular sub-tropcal hurricane that meteorologists always look for in October.

At 8 o'clock this morning the information received at the local weather bureau was that the hurricane is central off the coast of Georgia and Carolina, and is bowling along at the rate of between thirty and forty miles an hour.

Mr. Smith said that it is now more furious than the gale which wrecked the steamship City of Savannah. There is only one storm, however, so there is no danger of colliding winds to form a cyclone.

The greatest velocity of wind was recorded at Wilmington, N. C., where it was toying with telegraph poles and Carolina groves at the rate of 34 miles an hour. At Norfolk it was blowing 20 miles an hour; Philadelphia, 16 miles an hour, and 12 miles an hour here, showing that the hurricane's advance guard is rapidly coming North.

The accompanying downfall of rain is tremendous, it having been 3.98 inches at Savannah for the twenty-four hours ending at 8 o'clock.

At Mobile the temperature was 78 degrees and at Montgomery 55 degrees, which are not unusual records for this time of year. Mr. Smith said the mercury would probably take a sudden drop after the storm passes and that the same order of things will take place when the storm reaches New York.

If the storm continues in the direction it is going now, the forecaster said, it would be central close to the coast when it gets here. Hurricanes from the South are as uncertain as South American Governments, however, and the one now on its way North may devote most of its fury far out at sea or away inland.

The local weather bureau has for several days been warning outgoing vessels, and the captains of all passenger steamships should be on the lookout.

The Savannah line has only the City of Augusta and City of Birmingham now. The former left here Oct. 11, and is due at Savannah to-night. She has about 700 cabin passengers on board. Her owners think she can weather any gale.

The City of Birmingham is from Savannah, and is due here to-night. She has probably been north of the storm all the way.

The Clyde line has out the Iroquois, Cherokee and Seminole. The Iroquois should be between Charleston and Jacksonville now, and the Cherokee should reach Charleston at 6 o'clock to-night. They are both from New York. The Seminole left Jacksonville at 6 o'clock yesterday morning, and was to call at Charleston at 8 o'clock this morning. She will then leave for New York, and will be in the wake of the hurricane.

It is believed that fishing-boats have been sufficiently warned and will not be caught napping as they were by the last gale from the south.

THE SOUTHERN STORM WANING.

Loses Its Cyclonic Force as It Comes Northward.

AUGUSTA, Ga., Oct. 12.—A high wind prevailed all last night, accompanied with heavy rain.

Some few of the Western Union wires are down, but it is hoped that they will be repaired by noon to-day.

The storm does not appear to be as serious as was the August cyclone.

CHARLESTON, S. C., Oct. 13, 10.30 A. M.—The wind is decreasing and there is no rain.

HUMAN VULTURES AT WORK.

Robbing Survivors of the Gulf Storm—Measures for Relief.

NEW ORLEANS, La., Oct. 13.—The Citizens' Relief Committee has decided to mass the fund raised for the relief of the storm sufferers into one grand general fund. Funds and clothing will continue to be distributed, but the committee in charge will apply the bulk of the funds to the work of re-establishing the destitute people.

Their cabins will be rebuilt or they will be furnished the material to do the work themselves. Their luggers and and other fishing craft will be raised and made seaworthy and refined and supplies will be provided. This will require a large sum and the Committee has issued an appeal to the people for more subscriptions.

Peter Fitzpatrick, who has just returned from Cheniere Caminada, says that on Monday night seventy-five bodies were picked up on the seashore thirty miles away, while forty corpses were found at the other end of Grand Island.

The majority of the survivors are children who have lost their parents and relatives. Many scoundrels, mostly from New Orleans, flocked to the afflicted section and have stolen the furniture picked up along the shore, robbed the dead and stole from the living as well as taking rations given out to deserving people.

Mansfield Mine Horror Verdict.

CRYSTAL FALLS, Mich., Oct. 13.—The investigation of Mansfield Mine disaster, which cost the lives of twenty-seven men on the night of Sept. 28, was brought to a close last night. The jury returned a verdict of criminal neglect on the part of the Mansfield Iron Manufacturing Company, and individually censured W. S. Calhoun, of Chicago, the President and General Manager of the operating Company.

Local News in Brief.

Minnie Markham, aged twenty-six years, of Louisville, Ky., was found ill at 9.45 o'clock this morning on the Providence line steamboat Connecticut, lying at pier 29 North River. She was attended by a Chambers Street Hospital physician and left the boat.

Early to-day a fire occurred in the one-story frame stable of Frederick Fuller, on Avenue A, between Seventy-seventh and Seventy-eighth streets. The damage was $100.

Some unknown person sent out a false alarm of fire from the box corner of Canal and Hudson streets at 5.15 A. M. to-day. This is the second false alarm from the neighborhood within a week.

A SUIT FOR LOSS OF LOVE.

Monroe Asks Money from De War for the Loss of Mrs. Monroe.

Each of the Divided Pair Accuses the Other.

An action was begun this morning before Chief Justice Sedgwick and a jury, in the Superior Court, by Harry Monroe, a photographer, of 62 East One Hundred and Twentieth street, against William H. De War for the alienation of his wife's affections. He places the damages at $15,000.

The defendant is ex-captain of Company I of the Eighth Regiment. He is at present First Assistant Sanitary Inspector of the Board of Education, and was formerly manager of the New York Trade School.

Monroe, who is represented by Lawyer A. W. Berkins, alleges that in May, 1890, while living with his wife, Mary F. Monroe, the ex-captain wilfully contrived to injure him, deprived him of his wife's comfort and assistance, enticed her away from his home, which caused her to live apart from him and harbored her against his consent and opposition, and that she was under the influence of the defendant.

Lawyers Abraham Levy and K. Henry Rosenberg, for the defense, make a general denial of the allegations. They claim that the plaintiff did not live happily with his wife, and that a large portion of the trouble originated from religious scruples, he being a Protestant and she a Catholic.

They further contend that Monroe was unduly intimate with a Mrs. Coddington and Jennie White, of 7 East Eighth street. The defense alleges that for fully a year previous to the alleged alienation the plaintiff had been going out nightly with women.

James Brown, a brother of Mrs. Monroe, says in his affidavit that he followed his brother-in-law for a number of nights and saw him go out, arm in arm, with Jennie White. He also saw him kiss her upon the doorstep.

Monroe was formerly a sergeant in the Eighth Regiment, under Capt. De War. The latter, through his influence, had Monroe expelled from the regiment for using profane language towards him. Mrs. Monroe was in the habit of attending the drills at the armory, and in that way became acquainted with De War.

In June last Monroe had De War arrested on a charge of assault. When the case came up in the Special Sessions, he was honorably discharged.

SCRIBNER'S MOVES UPTOWN.

The Old Publishing House Will Go to Fifth Avenue.

The great publishing house of Charles Scribner's Sons is to have a new home. The firm has purchased, for $400,000, the Glenham Hotel property, on the east side of Fifth avenue, sixty-two feet above Twenty-first street, and will erect thereon a six or seven-story fire-proof structure of stone and iron. Ernest Flagg will be its architect. The property has a frontage of 56.4 feet. It was formerly a part of the Cutting estate, and has been owned since last August by Henry O. Havemeyer.

The Scribners have been for years at 743 Broadway, in the centre of what had been the publishing district, taking in Astor place, Lafayette place and the neighborhood. All trades have a district all their own. Everybody knows the location of the "leather swamp," that Madison lane is now by more than two hundred diamond stores; Wall street the financial centre, and the neighborhood of Barclay street the lamp and chinaware district.

The publishers are rapidly taking their quarters for the next generation to Fifth avenue, and the Scribners will have for neighbors the Judge Publishing Company, Anson D. F. Randolph, the Methodist Book Concern, Frank Leslie and a score of other publishing houses. The piano trade has a dozen or more representative concerns there, too. The new Scribner home will cost about $250,000.

BYRNES CALLS ON NICOLL.

The Superintendent Declines to Speak About His Mission.

Supt. Byrnes called upon District-Attorney Nicoll this morning. He remained in the District-Attorney's private room for about one hour.

The nature of Mr. Byrnes's mission could not be learned.

The Superintendent, when spoken to, said that he was not at liberty to disclose anything.

THREE BURGLARS REMANDED.

They Broke Into a Factory and Stole Brass Goods.

Three burglars arraigned by Detectives Clarker and Browne, of the Prince street station, in the Jefferson Market Court to-day, were remanded until to-morrow. The burglars are George Wagner, aged twenty-five, of Varick street; William Doran, aged twenty-four, of 195 West Houston street, and William Toole, aged twenty, of 53 Watts street.

They are charged with stealing from the factory of Wm. H. Prise, at 8 Watts street, $200 worth of brass lamps, trimmings and fixtures. Wagner confessed.

WANT A RECEIVER NAMED.

Allegations that the Duluth, Mesaba and Northern Is Insolvent.

DULUTH, Minn., Oct. 13.—Action was begun yesterday against the Duluth, Mesaba and Northern Railway Company, in which it was alleged that the road is insolvent and unable to pay its debts; that it defaulted its last payment of interest on bonds, and has illegally favored some of its creditors by paying them in full.

The plaintiffs, Morris, Shipley & Co., contractors, of Faribault, ask that a receiver be appointed.

Wire News in Brief.

Isaac Ray, a liveryman, was found murdered by tramps at Pemberton, Ohio, yesterday.

An attempt was made Wednesday night to lynch Tom Kendricks, a negro desperado, who is now in jail at Savannah, Ga. About midnight a mob of men broke into the jail. Yesterday morning Kendricks was found in his cell, still alive, but shot through the head and with his ankle badly hurt.

Chris Hutchman, a desperate robber, is in the Mast St. Louis, Ill., jail. About a year ago Hutchman and another robber tortured Farmer Matthew Bentz of Pike County, in a horrible manner, forcing him to disclose the hiding place of $1,200, which they made way with.

James Beane Mackey, who at noon on Aug. 28 walked into the Builders' Exchange bank in Cincinnati and stole a package from the safe containing $1,700, was yesterday sentenced in the Criminal Court to seven years in the penitentiary.

President Van Horne and other officials of the Canadian Pacific road were notified yesterday to appear in the Federal Court at Tacoma Nov. 16. The case against them is for alleged violations of the Interstate Commerce law.

Don't Cough.

Nobody who thinks in a business-like way would endure a cough when BIKER'S EXPECTORANT can be had for 50 cents a bottle. 22d st. and 6th ave. or any druggist.

EXTRA.

SIX DEAD TAKEN OUT.

Crash of Excursion Trains on the Michigan Central.

Total Killed and Injured Said to Reach a Hundred.

Wreck Takes Place at Jackson—Trains from the East.

JACKSON, Mich., Oct. 13.—Two excursion trains on the Michigan Central Railroad collided at the station here this morning. It is reported that 100 passengers are killed or wounded.

Six bodies have already been taken out of the wreck.

DETROIT, Mich., Oct. 13.—The Michigan Central trains in collision at Jackson were from the East, and are said to have started from Detroit.

It was probably a rear-collision.

The number of dead and injured is now placed at 150.

INSANE MAN OVERBOARD.

Escaped from Bellevue and Plunged Into the River.

Captured and Brought to Shore by a Sailor.

Edward McLoughlin, forty-five years old, an Englishman, and driver by occupation, imprisoned in Ward 35 of Bellevue Hospital as an insane patient, escaped from the institution about 7.20 this morning and running to the river at the foot of East Twenty-seventh street, sprang in. He then attempted to swim to a ship anchored in the river, but his liberty was of brief duration.

Bart Segrains, a sailor of the crew of the ship New Hampshire, lying at the foot of Twenty-eighth street, was a witness to McLoughlin's plunge in the river. He doffed his surplus garments and went after the escaper, and captured and brought him to shore after a struggle.

On land McLoughlin was turned over to Patrolman Jefferson Morrell, of the Bellevue squad, and after a change of clothes the prisoner was locked up in the hospital prison.

McLoughlin's address is 1340 Second avenue.

MRS. HAWSON AND THE BABY.

She Is Indignant Over the Rumor of Foul Play.

BAYSHORE, L. I., Oct. 13.—Mrs. Hawson, who recently came to this village to reside, is indignant over the comments made regarding the death of Reymond Seymour, an infant two months old, in her cottage on Monday night. It was reported that the body of the infant was buried in an unusual way in the Bay Shore cemetery. She says that the child had been placed in her care by its mother, Mrs. C. A. Seymour, and that there is not any reason for the talk about a scandal.

Mrs. Hawson and another woman went to the cemetery when the infant was buried. The woman who was with her is said to have been the mother of the child. Mrs. Hawson professes to be a music teacher, and it is understood that themother of the dead baby is connected