

Weather Indications—Fair, Warmer.
19,375 ADVTs.
OF HOUSES, ROOMS, APARTMENTS AND
BOARDERS APPEARED IN THE WORLD
LAST MONTH. A GAIN OF 3,730 OVER
OCTOBER, 1892.

PRICE ONE CENT.
LAST MONTH THE
WORLD published 91,996 Advt., a gain
of 8,512 Over October, 1892, and more than ever before appeared in
any one month in any newspaper, including THE WORLD.

LAST EDITION CASTILHO DELAYED

Steamer Bearing Brazil's Agent Fouled a Buoy in the Channel.

The vessel forced to put back for
repairs to her propeller.

Prospects for a Naval Battle Off Sandy Hook.

Antonio A. de Castilho, Consul-General from Brazil to New York, who is expected to return to Pernambuco, presumably on an important mission with regard to the formation of a navy for President Peixoto's Government, will be delayed one day, or possibly more, by an accident to the steamer Wordsworth.

The Wordsworth, as stated in "The Evening World" yesterday, left her dock in Brooklyn at 3.30 yesterday, with Castilho and twelve other passengers on board.

At 5.45 she ran over the black buoy in the main ship channel and fouled her propeller.

She returned this morning and another steamer, the ship's agents, Burk & Jevons, were notified and sent from one of their agents, Mr. Martin Superintendent, Capt. Denning, on board.

It is believed a portion of the morning chain of the buoy is entangled in the screw. Pilot Phillip had just left the ship when the accident occurred.

Since Consul Castilho left so quietly on the Wordsworth it is reported that he has been purchased by representatives of Peixoto, and that Castilho, who is a close friend of the Brazilian President, is effecting the purchase.

It is argued that Peixoto will endeavor to get vessels near at hand without attracting attention. The Wordsworth has been purchased so she can be fitted out for war. It is believed that she is ready to join in the attack when El Cid arrives, or, if necessary, follow up the Republic, which is being fitted out to send this warship north to waylay El Cid.

It is known that Castilho had been in frequent communication with Flint & Co. before he went on board the Wordsworth. He is believed to have been in the effort to get the vessel to depart secretly, given color to the report that the Wordsworth is to become a vessel of war.

Busk & Jevons to-day denied that the Wordsworth is to be sold, but then it was also denied that El Cid had been purchased, and such denials, even at the expense of truth, are considered honorable in warfare.

The agents also contradicted a report that they are on board the Wordsworth for Peixoto's Government.

They admitted that arms and weapons might be smuggled on board without their knowledge.

The most interesting phase of the Brazilian trouble to New Yorkers is the possibility of a naval conflict off Sandy Hook. Melo is believed to be in this city, it is said, who keep themselves posted on the transformation of El Cid. They, in turn, notify him as the work progresses.

Now it is hinted that the rebel Admiral will send a message to Peixoto or some other warship, to intercept El Cid as soon as she gets beyond the three-mile limit. It is believed that El Cid is prepared for this battle and will take place at New York's very gate.

Some color is given to this report by the statement that Melo's agents in this city are negotiating for the purchase of several large boats. These, it is said, are to be utilized as rams to assist the Republic in preventing the Brazilian fleet as soon as the vessels pass the prescribed limit.

Following upon this comes the statement that Messrs. Flint & Co. may purchase such an armament by sending El Cid and other newly purchased vessels to Brazil under the protection of the American flag.

Having been purchased by an American firm, the formal transfer to the Brazilian Government may be purposely delayed until the vessels are safely within the harbor of Rio de Janeiro.

As the propeller of the Wordsworth is an American corporation, the vessels would be entitled to fly the American flag until they are officially made the property of Brazil. For Melo to fire on these vessels would be nothing less than piracy, and in this event Uncle Sam would be forced to exercise his rights as a nation. In such an event matters would be decidedly unpleasant for the rebel Admiral.

Meanwhile, pending any definite information regarding Flint & Co.'s intentions, the prospect of a naval conflict off Sandy Hook at this stage of the South American revolution may be considered doubtful.

P. Lassoe, who was associated with Flint & Co. in perfecting the Destroyer, is believed to be in the hands of the Ericsson estate, said this morning that he would use every legal means possible to prevent the Destroyer from going to Brazil under the option held by Charles H. Flint & Co.

Mr. Lassoe called this morning on his counsel, Louis H. Kopke, of the Brazilian Embassy, and instructed him to look up the law with a view of getting out an injunction against any further proceedings looking to the sale of the Destroyer.

"I shall not allow the Destroyer to go on such a fool's errand if I can help it," he said.

"There is no reason why the tests required by Flint & Co. are not conducted here. It is not fair that the vessel should be taken to sea in my mind she could not be taken to sea."

"The Destroyer can only carry enough coal to run her twenty-four hours at speed. She will not be able to make it and is not seaworthy for a voyage out of sight. She would go to the bottom long before she reached her destination."

"Of course, she would have to be towed down. The chances of her being able to reach Brazil are not reasonable to suppose that Admiral Melo would be ignorant of her arrival, and would soon settle her case."

"Where would we come in for our money then? We are to be paid by Melo's agents here who keep him informed of all that goes on here inside."

"Besides, there are three men living who are capable of handling the Destroyer."

"They are Capt. G. A. Converse, who is in charge of the torpedo station; Mr. H. Jacques, manager of the Ordnance Department of the Bethlehem Iron and Steel Works, and myself. I know pretty sure neither of us would go in her. Her complicated machinery could not be managed by a novice."

"Although there are numerous rumors as to the transactions of Charles H.

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LAST EDITION EXPLOSION AND DEATH.

Boiler Blows Up in the Dry Dock Horse- Car Stables.

TWO MEN REPORTED KILLED.
Several Others Said to Have
Been Injured in the
Wreck.

HORSES BURIED IN THE RUINS.

Fire Follows the Explosion—
Scene of Wild Excitement.

An explosion just after 1 o'clock this afternoon wrecked part of the building in which were the car-stables and repair shop of the Dry Dock, East Broadway and Battery Street Railway.

The building was on East Fourteenth street, next door to the corner of Avenue B.

A boiler in the basement of the building blew up, entirely wrecking the structure.

It is reported that at least two men were killed by the explosion.

The men are supposed to be the engineer and a fireman, who were in the basement at the time.

A number of horses stabled above the engine-room were killed in the wreck of the building.

The driver of a horse-car which was in front of the building, was said to have been killed by a large piece of the boiler which was blown through the wall of the building.

The horse-car was demolished.

These buildings are tenement-houses and are fully occupied.

A man who happened to be passing at the time sent in two alarms of fire, and the first policeman to reach the scene supplemented this with a call for ambulances.

The boiler that blew up was used to generate steam for the machine which was used in grinding corn for the horses.

The shock of the explosion tore out window lights, frames and all, in buildings directly opposite the stables.

The shock of the explosion created a panic among the tenants, who ran into the street screaming and crying.

There were fourteen or fifteen men at work grooming and feeding horses in the stable when the boiler exploded.

THANKS TO MR. CLEVELAND.

Chamber of Commerce Appreciates Passage of Silver Repeal.

Refused to Indorse the North River Bridge Bill.

At the regular monthly meeting of the Chamber of Commerce, this afternoon,

President J. Edward Simmons, of the Fourth National Bank, objected to the

CRANK IN THE COURT-HOUSE.

He Assaults Janitor Feeney's Daughter in the Corridor.

KILLED ON A PROPELLER.

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EVENING EDITION
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Manhattan Bank Sharps Held Without Bail.

Dr. Selden "Crowe" Again in the Law's Clutches.

THE VESSEL WAS BOUND FROM MATANZAS TO HAVANA.

EXPLOSION AT SEA.

MR. SAGE WILL AID M'LEOD, VOTING TO ADJOURN.

Elaborate Plans for the New Road Into the City.

HOUSE PASSES A RESOLUTION FIXING TO-MORROW FOR THE TIME.

LOUIS ARNHEIM'S FUNERAL.

Services To-Morrow at the Resi- dence and in the Temple.

He Was Wealthy and Well Known About Town.

TO EXCHANGE BONDS FOR STOCK.

CORDAGE COMPANY HOLDERS AGREE TO A PLAN.

SCHOOL MEDAL LOST.

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Flint & Co. in the purchase of ships for President Peixoto, at Flint & Co.'s office nothing more definitive could be learned today.

On Mr. Flint's desk, however, lay this forenoon one of the Krupp manufacturing Company's catalogues. Inquiry, following this hint, revealed the fact that Flint & Co. have received estimates from all the large manufacturers in this country and Europe. There is little reason to doubt that not half has been told of the extent of the purchases made contemplated by Flint & Co. for Brazil.

Concerning the alleged violation of the neutrality laws a crew he obtained from here to man El Cid, Flint & Co. are but little troubled. It was said here this morning that section 5,282 of the United States Revised Statutes, which seems to cover the case in point, would not interfere with the shipping of a crew on board El Cid.

Following is the law:

"Every person who, within the territory or jurisdiction of the United States or enters himself or hires or retains another person to enlist or go beyond the limits or jurisdiction of the United States with the intent to be enlisted or to serve on board any foreign private, state, colony, district or vessel, or as a marine or seaman on board of any vessel of war, letter of marque, or privateer shall be deemed guilty of high misdemeanor and shall be fined not more than \$1,000 and imprisoned not more than three years.

The United States have not, as it was said at Flint & Co.'s, taken official notice of the difficulty between President Peixoto and Admiral Melo.

So far as the United States were concerned Brazil was still a neutral power and Melo merely a privateer.

It was learned from D. B. Dearborn, of 22 Beaver street, that the reported purchase of the Britannia by Flint & Co. positively took place. Dearborn says the case was consummated yesterday afternoon, but refuses to give the figures of the transaction.

The Destroyer had not arrived at Erie Basin at 2 o'clock to-day, but President Peixoto, of the Ericsson account, and the Defense Company, thought that she would arrive from Newport before her night.

In a dispatch from Baltimore to-day William H. Flint, President of the Columbia Iron Works, says that in so far as the cruiser Montgomery is concerned there is no foundation for the statement that negotiations are in progress for her sale to the Brazilian Government.

Shortly before 11 o'clock this morning El Cid arrived at the Morgan Iron works on the Hudson River, having been towed there from Erie Basin.

Dr. C. W. Selden, of 217 West Fortyninth street, who on Jan. 24 was charged with having caused the death of Miss Margaret Foster Creswell by a criminal operation, is again in the hands of the police. He escaped responsibility for Miss Creswell's death because the evidence was not strong enough to hold him. Now the police believe they have enough evidence to land him in Sing Sing on the charge of being implicated in a forgery, by which the bank of the Manhattan Company has been robbed of over \$8,000.

The men who, with his assistance, are said to have worked out the forgery—there were five in the gang altogether—were this morning taken to the Tombs Police Court. Three of them are well known to the criminal courts, having been in the hands of the law for some time. They are admitted to the Tombs Police Court. They are admitted to the Tombs Police Court. They are admitted to the Tombs Police Court.

News was received here to-day that the steamship City of Alexandria, of the New York and Cuba Mail Steamship Company, was burned to the water's edge off Colman yesterday morning while on the way from Matanzas to Havana.

The steamship was a total loss, but her Commander, Capt. K. A. Hoffman, who lives at 300 Lewis avenue, Brooklyn, and twenty-eight of her crew succeeded in reaching Havana. A dispatch to Colman yesterday morning from James E. Ward & Co., of 113 Wall street, the New York agents, from the second officer, William Field, says that he and all the rest of the ship's company, except the purser, J. Bowen, and the stewardess, Mrs. Carter, were saved. The purser, J. Bowen, and the stewardess, Mrs. Carter, were rescued, but it is hoped that they were rescued.

The City of Alexandria was fitted to carry six first-class passengers. The first dispatch sent out stated that sixty lives were lost.

John P. Brush, alias Jansen, fifty-two years old, an accomplished linguist and scholar, who long has enjoyed eminence in the city for his proficiency in languages, his prospective mother-in-law, out of \$10,000.

James S. Buchanan, another lawyer, long since out of practice by reason of the fact that he "served time" for a year in the State Prison.

Joseph N. Hayes, the "dupe of the party," recently employed as a clerk in the office of Coffin & Stanton, brokers, 32 Wall street.

The fifth man was Dr. C. W. Selden, or Dr. Selden, who is called himself.

Three first named recognized each other's ability when they met in Sing Sing prison, and long afterwards, when they were out of the State Prison, they decided to put some of the schemes hatched in prison into practice.

They were in the hands of the law, secured employment through the influence of a relative as a bookkeeper in the office of Coffin & Stanton, brokers, 32 Wall street.

One of the members of the Club was a Mr. Satterthwaite, and by some means obtained one of his signatures. He induced Garrett to get two blank checks belonging to the bank, and one of which he filled out for \$375, and forwarded to the Club member's signature to it. Instead of dividing the spoils with Garrett, the fraud was discovered, Garrett was discharged from the bank, and the other two were evaded through the influence of a relative as a bookkeeper in the office of Coffin & Stanton, brokers, 32 Wall street.

Brush then evolved the scheme to rob the bank of the Manhattan Company, second floor, at the corner of Stanton street, and the bank, and all was necessary to obtain some of their signatures. He eagerly jumped at the scheme, and by the aid of a lawyer named Coffin, he obtained the assistance of the boy Hayes.

Money was spent upon the boy. He was taken to drink and dragged into the streets. He was taken to drink and dragged into the streets. He was taken to drink and dragged into the streets.

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But None of Them Will Fall Outside the Fence.

President McLeod, of the New York and New England Railroad, is back in the city again. He is talking very freely about his plans for bringing his road into New York.

He says that there will be no delay in constructing the branch from the main line near Brewster to New York, and that some arrangement will undoubtedly be made with the Manhattan Railway Company to bring passengers right into New York.

The terminal depot, he says, will be in every way as fine and attractive as the Grand Central, and will be right in the heart of the city.

He will not say definitely, however, whether this depot will be located north or south of the Harlem River. In fact, the decision upon this point will depend largely upon the success of future negotiations with the Elevated Railway Company.

At any rate, he says, there will be a reduction in passenger rates between New York and Boston and other points as a result of the opening of the road. The big freight depot, which the Company proposed to build at the corner of the north of the Harlem River in a probability for a considerable tract of land near the elevated station, will be a great benefit to the city.

There is some talk of independent tracks down Second avenue for the purpose of bringing passengers into town in that case the Rapid Transit Company, which has already secured the right of way for the new line. The question of east-side rapid transit may thus be made an important factor in the New England scheme proposed by Mr. McLeod.

It is stated already, however, none of these projects has yet been submitted to the Elevated Railway Company by the city officials, and it is believed for the purpose of securing the necessary right of way will not be opened for some time to come.

If it is possible the new passenger depot will be located at the corner of Second avenue. Mr. McLeod goes so far as to state that desiring for its construction has already been secured by the Company.

The directors have passed all the business arrangements in the hands of Mr. McLeod, and he is authorized to go ahead and carry out the scheme in his own way.

Russell Sage is credited with being a powerful backer of the New England scheme. It is said that he will use all his influence towards bringing about the opening of the Elevated Railway and the Manhattan Railway Company.

In this respect he appears to be somewhat of a rival of the city officials, who are also working for the purpose of securing the necessary right of way will not be opened for some time to come.

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