Weather Indications—Fair, Warmer.
Any Man or Woman
Who desires a situation can put a
20-WORD ADVERTISEMENT
In The World, Daily or Sunday,
FOR 10 CENTS.

The World.
EVENING EDITION
"All the News That's Fit to Print."

Weather Indications—Fair, Warmer.
Last Sunday The World Published
5,487 ADVERTISEMENTS,
AGAINST
5,184 for the corresponding
week last year.

PRICE ONE CENT. NEW YORK, TUESDAY, NOVEMBER 21, 1893. PRICE ONE CENT.

Any Man or Woman Who Desires a Situation can put in The World, Daily or Sunday, a 20-Word Advt. for 10 Cents.

LAST EDITION

SANK WITH THE TUG.

Two Lives Lost Through a Fireman's Carelessness.

Attached the Hose to a Tank and then Went to Sleep.

He Was One Victim, the Owner's Son the Other.

The carelessness of one man caused the sinking of the tugboat Charles R. Stone in the North River, near pier A, shortly before 2 o'clock this morning, and the death from drowning of himself and another of the crew. A half dozen men escaped the same fate, after a hard struggle with the water, which was rushing upon them. The dead are:

WILLIAM FLETCHER, thirty years old, fireman of the tug, lived in Jersey City.

HENRY ROGERS, nineteen years old, son of Robert Rogers, of 64 Barrow street, owner of the tug.

The boat had been in use all day, and about 9 o'clock last night made fast to the dock, between the Steamboat Squad's station and the Iron Steamboat Company's pier. The day crew went off about that time and the night crew took charge.

This crew consisted of Peter Cherry, the captain; Bernard McEntee, the engineer; Hugh McFarlane and William Fletcher, firemen; Peter Taylor, deck hand; Frank Murphy, cook. Young Rogers and his friend, William Entemonte, were also on board.

About midnight all the crew with the exception of Fletcher turned into their bunks and went to sleep. They had been entertaining some friends for a few hours before. He had been detailed to remain up on watch all night and fill the tanks with water. Young Rogers and his friend were asleep in the cabin, while the others slept below.

Fletcher, who had only been employed on the boat three days, took the hose and attached it to the big fire hydrant on the pier and turned on the water. He filled one of the tanks, then attached the hose to another. What he did after that is not known. The theory is that he forgot about the water having been turned on, and becoming drowsy went downstairs to sleep.

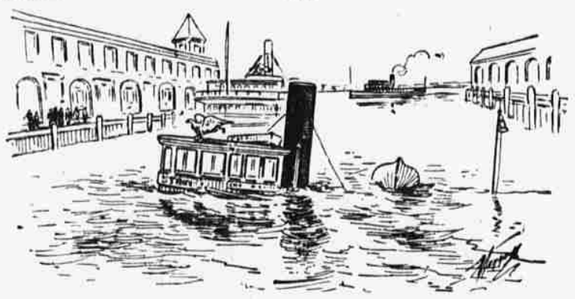
At 1.40 o'clock Engineer McEntee was awakened by the roar of the rushing water, and springing out, he yelled that the tug was sinking. His cries aroused the other sleepers who tumbled out and fought their way upstairs.

The boat at that time was two-thirds full of water, and the deck was then almost on a level with the river.

Rogers is President of a stock company bearing his name, and which owns half a dozen tugs. Some of the latter, including the L. Pulver, E. C. Evarts and William E. Ferguson, were fastened close by and the police patrol boat was also at her dock.

Sergt. Ivory was asleep in his bunk at the time, but was aroused by the commotion. Hastily gathering his crew about him he rushed on deck. He was just in time to see the tug go down. About two feet of her pilot-house, a little of the bow and the smokestack, remained above the surface. The tug's rowboats was floating near by, bottom up.

At first it was thought that all had been saved by climbing on the other tugs, but it was soon discovered that young Rogers and Fletcher were missing.



THE SUNKEN TUGBOAT.

Rogers's father was summoned by telegraph, and on his arrival a diver was employed to go down after the bodies. Capt. Rogers, who is himself a diver, was going down first, but did not care to see his son's body.

A few hours later they were found. The body of young Rogers was discovered in the cabin; the fireman was found downstairs. Both had evidently been asleep when the water overpowered them.

The hose pipe attached to the fire hydrant, with the other end at the tank and the water still turned on, told the story of the sinking.

The bodies of both men were taken on board the tug Emperor, which, with the Champion, also belonging to the same fleet, arrived on the scene soon after the accident.

They remained there all the morning covered with a piece of tarpaulin until the Coroner arrived and gave a permit for their removal.

The body of young Rogers was taken to his home; Fletcher's remains will be taken to the Morgue, unless some relative appears to claim them.

RAID ON OPIUM JOINTS.

Placid-Faced Chinamen Caught Hitting the Pipe.

Dragged from Filthy Quarters to Appear in the Police Court.

Placid-featured, heavy-eyed Chinese filled the prisoners' benches in the Tombs Police Court this morning. There were fourteen of them, and they were all in trouble because of their connection with the seductive habit of opium smoking.

Detectives O'Rourke and Mitchell, of the Sixth Precinct, took seven policemen last night and raided two joints. At 61 Pell street they arrested Lee Hon, a fat Chinese, charged with being the proprietor, and seven inmates. The joint is situated in a damp basement, and is in a filthy condition, being a hotbed of vermin and dirt.

In another dirty apartment at 6 Dovers street the policemen arrested Ah Sing, the alleged proprietor of the place, and four inmates, all of whom were in bunks, either smoking or sleeping off the effects of the fumes of the drug.

Ah Sam, of 18 Doyer street, was arrested for selling opium. Detective Mitchell looked through the window and saw him make a sale.

A large quantity of smoking paraphernalia was seized by the police at both joints and produced in court as evidence.

Ah Sam, Lee Hot and Ah Sing were each held for trial in $500 bail.

Then the dozen pig-tailed customers of the joints were lined up before the Justice, at whom they discharged a volley of bland smiles. But His Honor was impervious to their wiles and fined them $5 each.

DIRECTUM BREAKS LOOSE.

The Great Trotter Runs Wild at Fleetwood Park.

FLEETWOOD PARK, Nov. 21.—Directum, the king of stallions, the great trotter matched to race Alix here this afternoon for $5,000, got away from his groom this morning and almost created a panic at the track.

Directum has a bad habit of rearing when approached, and while being led on the track got loose and went flying over the fields.

He was surrounded, but broke through the ring of men, and was only captured after a long chase.

A WIDE STORM AREA.

Chicago Gets Its First Instalment of Snow for the Season.

(By Associated Press.)

CHICAGO, Nov. 21.—Despatches received here show that a storm is raging to-day from the Gulf to the British possessions, and from the Rockies to the Alleghanies.

In Chicago a heavy, wet snow, the first fall of the season, swept down upon the city.

East of here it was sleeting hard, rendering telegraphic communication exceedingly precarious.

THOUGHT THE DEAD SLEPT.

Henry Stock Sat Lifeless with a Bullet Wound in His Head.

His Wife Would Not Let Him Be Disturbed.

The police of the West Thirtieth street station this morning reported to Headquarters that Henry Stock, sixty-four, living at 849 Seventh avenue, had committed suicide.

The family did not report the matter until told by the undertaker that they must do so. Then they said they had not thought it necessary to tell the police.

Henry Stock, who was sixty-four years old, lived with his wife and six children. He was in comfortable circumstances, but had been a sufferer from melancholia for more than ten years. His eldest son, Henry Stock, jr., is a teacher in the evening schools. There are two young and handsome daughters.

The old gentleman was an ex-assistant surgeon in the navy and a veteran of the late war, and fought under Gen. Sherman. He was a member of G. A. R. Post No. 32.

At the close of the war Mr. Stock opened up a drug store at 349 Seventh avenue. Seven years ago his health failed and he gave up his store and sold his stock.

The family went out yesterday afternoon and left him alone for a while. He was in bed. Dressing himself he hobbled downstairs to a store close by and bought a revolver of 32-calibre and went back in the parlor and seated himself in his easy chair. There he shot himself. The bullet passed through the head from the right side, coming out behind the left ear. He held the pistol in his hand at his side.

He was sitting, as if asleep in his chair. Death must have come quickly and painlessly.

So his wife saw him when she went home about 3.30 P. M., imagining that he was slumbering. She would not disturb him. Dinner was served not long afterwards, and Henry, the son, went to call his father. Then the horrible truth was revealed to the stricken family.

VALIANT READY TO START.

Six Months' Cruise of W. K. Vanderbilt's Yacht Begins To-Day.

W. K. Vanderbilt's yacht, Valiant, had steam up ready to depart on her ten months' cruise at 1 o'clock to-day. She was at the foot of West Fiftieth street, in readiness to pull out at any time Mr. Vanderbilt and his party arrived.

The officers of Valiant are reticent as to the destination of the yacht further than that their first stop will be Gibraltar. The yacht has supplies for a six months' trip, but it is understood it will be extended to ten months.

Mr. Vanderbilt's guests on the trip will be Oliver H. P. Belmont, Winthrop Rutherford, J. L. Webb, Dr. E. L. Keyes, and Frederick O. Beach.

Valiant is the largest steam yacht afloat, and was built in England. She is in charge of Capt. Henry Morrison, and carries a crew of sixty-two men all told.

JUMPED TO DEATH.

Engineer Schirmer Leaped from a Fifth Story Window.

His Wife Fainted When He Tore Himself from Her Weak Grasp.

She Pleaded in Vain for the Sake of Herself and Baby.

John M. Schirmer, an engineer, twenty-six years old, committed suicide at 3.30 o'clock this morning by jumping from the fifth-story window of his home, 431 East Ninth street.

SCHIRMER'S WIFE TRYING TO SAVE HIM.

Schirmer leaves a twenty-year-old wife, Mary, to whom he was married a little over one year ago, and a baby girl three months old.

Until four months ago Schirmer worked in a beef-packing-house in Forsyth street. Then he lost his job, and ever since there has been sorrow in his little family. It was caused principally by the manner in which Schirmer acted. He became morose and ugly.

His brother-in-law was the foreman in the Forsyth street place. Schirmer believed that it was through his ill-will that he was discharged. When the baby came, one month after he was thrown out of employment, and there was but little in the house to pay for food or the doctor's bills, Schirmer's condition bordered on insanity.

His wife's entreaties alone kept him from attempting suicide. Four weeks ago he obtained employment at a place on Greene street, but even this did not seem to change his disposition. He gradually grew worse, and on Sunday his wife's brother came to see him. They concluded that it was best for him to go to a hospital.

Schirmer said he would go if his wife went with him. The two started for Bellevue. He went only a short distance and then turned back.

Last night his mother came to see him. She tried to give him a little comfort. She remained until after midnight.

At 2 o'clock Schirmer went out and bought some brandy. His wife was not strong, and she drank some of it. After that she went to sleep. She was awakened about 3 o'clock by her husband walking across the floor.

When she looked up she saw him leaning out of a window. She suspected the worst and ran towards him. He was just in the act of jumping out.

His wife clung to him, begging him not to jump for the sake of her and their baby. The man, however, was frenzied.

He made no response, but tore himself from his wife's weak grasp. Then he jumped to his death. In his fall he nearly dragged his wife out with him.

A wild cry rang through the house, and the poor wife fell in a faint on the floor.

The tenants had been aroused by the cry and ran to her apartments.

Policeman Cronin and Dohrman were called. Beneath the window they found the body of Schirmer. His skull was fractured, his legs were broken and his ribs shattered.

The body was taken to an apartment on the first floor. The wife is prostrated and may be sent to a hospital.

OVERDOSE OF MORPHINE.

A Man Supposed to Be J. P. Trigg, Jr., Picked Up in the Street.

A man was seen to stagger and fall in front of 203 West One Hundred and Twenty-third street at 7.30 o'clock this morning. A policeman was summoned and the man was taken to the West One Hundred and Twenty-fifth street station. There a bottle, which had contained morphine, was found in his pocket. He was removed to the Manhattan Hospital. The doctors said he was suffering from an overdose of morphine, and would recover.

He is supposed to be J. P. Trigg, jr. His address could not be learned. He is about forty years old, five feet five inches tall, and has gray hair and a red mustache.

Wire News in Brief.

Jack O'Brien was waylaid by a man named Brooks, near Madisonville, Ky., and shot and instantly killed. His assassin was taken to Hopkinsville to escape lynching.

Director Brown, of the Pittsburg Department of Public Safety, has secured a list of all the social clubs in Pittsburg, for the purpose of enforcing the liquor laws.

Policeman Mader, of St. Louis, was seriously, if not fatally, shot by Charles Smith, colored, whom he was attempting to arrest, Sunday night. The officer also fatally wounded Smith.

Sayles & Washburn, of Mechanicsville, Conn., manufacturers of fine woollen and worsted goods, suspended yesterday. Liabilities will amount to about $200,000.

The repair and blacksmith shops of the Chicago and Grand Trunk Railroad, at Chicago, were destroyed by fire yesterday. Loss, $62,000.

The Paducah, Ky., police raided a crap-shooting party on a steamer Sunday night, and one man leaped into the hold and split his skull, and another fell overboard and was drowned.

The Ozark and Willard Hotels, the residence of Thomas Shannon and several cottages were burned at Hot Springs, Ark., yesterday. Loss, $50,000.

W. G. Parish, a wealthy Dallas, Tex., citizen, recently arrested for complicity in the murder of Y. M. Langdon, committed suicide yesterday in his cell.

Marvellous fuel, Sestalit, the only one of its kind in the market. Send for catalogue to United States Fuel Co. (Limited), 19 Park place, N. Y. *

MENDONCA'S PLANS.

Brazil's Minister Tells What the New Warships Are to Do.

Nictheroy and America Will Go South in Company.

Mello's Fleet to Be Destroyed by Dynamite.

Minister Mendonca, who has been intrusted by President Peixoto with the fitting out of a Brazilian fleet, consented this morning for the first time to tell something of the mision of the Nictheroy and her sister ship, America, the peaceful Britannia of three weeks ago.

He first corrected the impression that the Nictheroy would proceed alone to Brazil to be followed by America.

"As a matter of safety, in case the vessels should be attacked," he said, "the commanders have been instructed to proceed together to the place of rendezvous. The Nictheroy, which will depart from off the coast some time this afternoon, will move slowly until overtaken by the America.

"The work on the America is now nearly completed, and I have given instructions to have her put to sea from the foot of East Ninth street to-morrow evening or during the night. If her guns are not all mounted then the work can be completed at sea. She will go at full speed, and being now able to go eighteen and one-half knots, although she was only a seventeen-knot boat when we bought her, she will probably overtake the Nictheroy in twenty-four hours. The two ships will then keep close together, and will be better able to protect themselves in case they are attacked."

This statement seemed to indicate the possibility of a fight, so the astute South American who has succeeded in fitting out a navy in this country without incurring the displeasure of Uncle Sam explained that there is to be no fighting unless the Nictheroy and the America are attacked.

"Even in this event I have instructed them to run," he continued, "but although the sea is large, there are plenty of corners to it, and it is always well in times of war to be prepared.

"I do not think, however, that Mello has any vessels he would care to send north and to meet our improvised war ships. The Nictheroy and America are more than a match for any of his vessels except the Aquidaban. The latter, of course, having four big guns, is superior, but her machinery is undoubtedly disabled, and I do not believe she has more than fifty shots on board. Under present conditions she could not or would not venture to pass the forts guarding the harbor of Rio Janeiro. These facts led me to believe that the Nictheroy and America will safely reach Brazil."

"And what has been planned for them to do then?" he was asked.

He hesitated a moment, and then, with a twinkle in his eye that indicated more than guesswork, he said he could only indicate what he would do with the vessels, but, of course, his President might act differently.

"The Aquidaban," he said, "cannot leave the port until her machinery is repaired. During the time the Nictheroy and America will reach the harbor. The entrance is guarded by forts. The channel through which the Aquidaban would have to pass to escape is within a half-mile of the Fortress of Santa Cruz. Now, the guns of this fortress may not be heavy enough to stop the Aquidaban, so here is where Nictheroy could be made effective."

Then Minister Mendonca drew a map and continued to unfold a plan of campaign.

He would station the Nictheroy behind the fortress, where she would be safe from the guns of the Aquidaban, and have her throw dynamite shells from the Zalinski gun over Santa Cruz to the deck of the Aquidaban.

"You know the gun can be used as a mortar," he added. "A man could see the Aquidaban from one of the Nictheroy's masts, and at his direction the gun could be trained. The shells could be dropped on the Aquidaban's deck as nicely as you please, and there you are," said the Minister with a smile which indicated his belief that after one shell was sent on such a mission the Aquidaban would be at the bottom of the sea.

Mr. Mendonca also thought it probable that the Nictheroy and America would be used to patrol the coast and permitted the insurgent merchantmen the Peixoto side of the fence is most advantageous.

Continuing, the Minister said he was positive that Mello has not declared for a monarchy.

"He is reserving that as a last card to play," added Mr. Mendonca, "and I have no doubt he will be forced to play the card before long.

"In fact, I hope he will. The rebellion would be just as quickly put down, and then the question of monarchy would be forever settled. The war then would not be without good results. Republics, it seems, must be baptized in blood, and Brazil might as well receive that baptism now as again. I am in favor of settling internal disputes at the polls, but if monarchy must be downed with war, now is the time to do it.

"And when Mello is conquered, the leaders of his rebellion should be given no quarter. Brazilians have been too lenient with their Revolutionists. If rebels knew that a rope instead of amnesty was awaiting them they might be less hasty in declaring war."

STILL OFF SANDY HOOK.

The Nictneroy's Crew Apparently Testing the Big Gun.

SANDY HOOK, N. J., Nov. 21.—Brazil's new warship the Nictheroy is still lying off the Jersey coast apparently to test her dynamite gun. The crew seem to be learning the working of it. They range it in every direction and lower and raise it.

From all appearances the Nictheroy lay to all night south of the Scotland Lightship, about five miles distant.

The tugboat Wallace B. Flint was alongside of her for an hour yesterday afternoon, and then returned to New York with the American ensign floating from her flagstaff.

This morning, at 8.47 o'clock, the same tugboat parsed out and steamed alongside of the Nictheroy.

It looks as though the tugboat is acting as a despatch boat.

THE DR KRAEFT HERNIA INSTITUTE, 30 West 30th st., New York, will mail to any address, free of charge, their pamphlet on the Radical and Quick Cure of Rupture without Operation. Est. 21 yrs. *

BY THE PICTURESQUE HARLEM RIVER.

The Driveway as Designed by the Board of Park Commissioners.

FOR POOL SELLERS?

Judge Fitzsimons's Decision in the Britton-Irving Case.

Note Given for a Gambling Debt Must Be Paid.

Lawyer Hummel Gets an Opinion of Considerable Interest.

A decision of much interest to bookmakers and followers of the races was rendered by Judge Fitzsimons, of the City Court, to-day.

The action was brought by Robert G. Irving against Joseph A. Britton, on a note for $375. This note, with two others, was given for a previous note for $1,080, which had been given in payment of a bet made at the Morris Park race track several years ago, it is claimed.

Britton refused payment on the ground that it was a gambling debt.

Judge Fitzsimons gave judgment to Irving. In his opinion he says:

"Horse racing has never been condemned by any law of this State, but pool-selling has. In 1887 the Legislature deemed it expedient to permit the sale of pools on certain duly incorporated tracks at certain seasons. The Legislature had the right to fix the place and time during which such gaming could be carried on."

Therefore, the Judge holds that a bet made at the time and place prescribed by the law is legal.

Lawyer Hummel, who has engineered some fine cases for the pool-sellers, appeared for Britton. He said the case had been submitted to the Court to be passed upon, and that it would be carried to the General Term of the City Court, and then to the General Term of the Court of Common Pleas for final settlement.

Joseph A. Britton is the chief agent of the Society for the Enforcement of the Criminal Law. Mr. Britton has figured frequently in the newspapers, and not in the most favorable light.

This caused the suspicion that perhaps the suit just decided was prepared for the purpose of securing a decision upon which the pool-sellers in this city might be enabled to resume business. The fact that Mr. Hummel appeared for Mr. Britton increased this suspicion, as he is credited with having devised the most successful schemes of the pool-room men for setting around the law.

Britton's note to Irving, which Judge Fitzsimmons has just decided must be paid, was mentioned quite frequently in June, 1891, when the suit was first talked about. At the time it was claimed that Bookmaker Irving allowed Britton to make "mouth bets" for thousands of dollars.

COMPTROLLER TO DECIDE.

Action on Speedway Plan Expected in a Day or Two.

The question of the issue of $1,000,000 for the construction of the first mile of the Harlem Speedway will not come before the Board of Estimate. Under the law the Comptroller has authority to issue the bonds on the certificate of the Park Commissioners.

Three of the Park Commissioners have certified to the plan for one sidewalk. Another of the Commissioners has filed a protest against that plan. The Comptroller is expected to decide the matter in a day or two.

Convention of Circus Managers.

(By Associated Press.)

MASSILON, O., Nov. 21.—A Convention of circus managers will meet in Cincinnati the week of Jan. 1 to arrange non-conflicting routes and to adopt a scale of wages for laborers and performers.

MULDOON AS A BULLDOZER.

Thomas G. Shearman a Witness of Election-Day Violence.

His Evidence About Outrages Committed in Brooklyn.

Sunday-school Superintendent and Single Tax Advocate Thomas G. Shearman was a witness in the trial of charges against Policeman John F. Muldoon before Commissioner Hayden, of Brooklyn, to-day.

Walter L. Brewster, Chairman of the Board of Inspectors, testified that Muldoon and Patrick Shea, of the Amity street station, neglected their duty so many times during election day that he was unable to remember all occasions. While the officers stood in the doorway a man entered the polling-place and attempted to vote under the name of John Hammond. Being challenged, he asked to swear in his vote. After taking the oath, he had forgotten his name and he wanted to go outside to refresh his memory. After instruction the man declared that he was John Adams. Mr. Brewster ordered the policemen to arrest him, but they paid no attention to his command.

Before the case was concluded Mr. Shearman arose and told the Commissioner that he had an important engagement and requested that the case on trial be suspended in order to take up his complaint against Policeman Muldoon. His request was granted.

"Between 12 and 1o'clock on election day," said Mr. Shearman, "I was standing near the polling-place when I saw a man fall through the door and roll over on the sidewalk. A policeman pursued him and struck him on the neck after he fell. The policeman said:

"'If you come again I'll smash your face.'"

Mr. Shearman spoke to the policeman about his language, but received no satisfaction. Then, he said, a large man, wearing a Boody badge, grabbed Mr. Shearman around the neck and attempted to strike him, when somebody in the crowd caught his arm. He asked the policeman to arrest the man, but he refused.

A. Augustus Healy corroborated Mr. Shearman, and he also said that the man who had been ejected from the polling place wore a Schieren badge. Several of the witnesses corroborated parts of Mr. Shearmans' testimony.

Assistant Corporation Counsel William T. Gilbert swore that the man who had been thrown out was drunk. Witness said he was the man who prevented the assault upon Mr. Shearman, and that Policeman Muldoon did not see the man who was about to strike Mr. Shearman.

Commissioner Hayden reserved decision in both cases.

MAY BE HIS LAST SPREE.

Cronin Thrown Out of a Saloon and His Skull Fractured.

John Cronin, a laborer, twenty-eight years old, who says he lives at 570 Lexington avenue, is in the Presbyterian Hospital with a fractured skull and may die. The police have under arrest and charged with assaulting him Joseph Vavra, a saloon-keeper of 324 East Seventy-first street, and Frank Belesno, an undertaker, of 324 East Seventy-third street.

Cronin was found on the sidewalk on Seventy-first street, near Second avenue. Belesky was standing beside him. Cronin had been thrown out of the saloon kept by Vavra, at 324 East Seventy-first street.

Objected to Noise and Were Beaten.

James O'Day, Edward Daly and William Riordan were held for examination in default of $1,000 bail by Justice Voorhis in the Essex Market Police Court today. Ignatz Kunzelman and his wife, Betsy, accuse them of assault. All parties reside in the tenement at 556 Madison street and the trouble grew out of objections raised by the Kunzelmans to noise made by the prisoners. Kunzelman is ill abed from the injuries he received.

THREE LITTLE KITTENS.
New Waltz Song.
All stationers and music stores. *

BARK'S CREW SAVED.

Mexican Prince Rescues Twelve Sailors and a Woman.

The Helena Wrecked and Abandoned at Sea.

Four Days Passed on a Dismantled Vessel.

The British steamer Mexican Prince arrived here to-day from Cardiff, via the Delaware Breakwater, with the captain, his wife and the crew, in all thirteen persons, of the Norwegian bark Helena, abandoned at sea.

Capt. Deuchard, of the Mexican Prince, says that he first sighted the wrecked vessel on the morning of Nov. 13, and in latitude 42.40, longitude 52.40. There was a strong north-northeast gale blowing at the time. The bark had her ensign union-down and was showing other signals of distress, and the Mexican Prince altered her course and made for the vessel.

When near enough to decipher her signals it was learned that the Helena was lumber-laden and bound from Halifax, N. S., to Penirth Roads. She was then full of water, and all but one of her boats were stove in.

The sea was making a clean break over the Helena by this time, and when her crew tried to launch their only seaworthy boat, that, too, was smashed by the big seas before they could get it clear of the deck.

Capt. Anderson, of the Helena, then signalled: "My boats air in distress," and we want immediate assistance." Capt. Deuchard, of the Mexican Prince, describes the rescue as follows

"The condition of the wind and sea rendered it impossible for us to then launch any of our boats, and we signalled that we would send a boat as soon as it moderated, and that we would not abandon her during the night. We also signalled him to keep a light burning, all of which was answered. This was about 3 P. M., and during the afternoon, while we were lying close to the Helena, we saw her fore and main-topmasts and top-gallant masts fall over the side, and by the wreckage that was floating past us we knew she was fast breaking up.

"We kept close to her all night, she keeping a light burning and showing us a flare up every half hour. At midnight the wind and sea had moderated considerably, but towards morning began to increase again. At 6.45 A. M. we launched our starboard life-boat, manned by J. C. Thompson, boatswain, G. Huron, carpenter, Clark and Ernest Jassmann, seamen, and in charge of the third officer.

"The boat managed to reach the bark, which by this time appeared to be a complete wreck, and succeeded in bringing back safely six of her crew and the captain's wife. A second trip was made, and the remainder of her crew, five men and Capt. Anderson, were rescued. The time occupied in rescuing the whole crew, from launching our boat until the boat was hoisted up again, was one hour and fifteen minutes. We then proceeded on our passage towards Delaware Breakwater."

Capt. Anderson, of the Helena, says that he sailed from Halifax on Nov. 6, and on Nov. 10, in latitude 43.33, longitude 57.12, had a heavy gale from northeast and north northeast, with hurricane squalls, during which vessel sprung a leak and became waterlogged. All topsails and bulwarks were carried away; fore and main topmasts and top-gallant masts were carried away also. For three days, until sighted by the Mexican Prince, the crew of Helena were in great danger on the dismantled vessel.

Helena was owned at Sandifyord, Norway, and was partly insured.

Flynn Is at Liberty.

John Francis Flynn, of 6 Spring street, who was arrested yesterday on complaint of Thomas O'Donnell, of 6 Gerrck street, of having obtained from him by false pretenses a watch and $14 in money was discharged in the Tombs Police Court. O'Donnell could not prove the charge.

LAST EDITION

THE MAILS DIVERTED.

Lehigh Valley Route Matter Ordered to Other Roads.

Feeling at Philadelphia that the Strikers Will Lose.

Many More Men Out of Employment Than Have Quit the Line.

(By Associated Press.)

ROCHESTER, Nov. 21.—Pending the settlement of the Lehigh Valley trouble, orders have been issued by the United States authorities for the transportation of all Lehigh mail matter over the Central and other routes. Therefore, the strikers are relieved from fear of prosecution for obstructing passage of mails.

Steps will be taken to-day by the local committee to secure the arrest of N. F. Tilley, operator at Rochester Junction. The committee claims Tilley was brought from Canada seven months ago by the Company under contract to work for them, and the action will be taken under the Contract Labor law. Several other operators in this section are understood to be in the same boat. If they return to work they will be promptly prosecuted.

Trains between this city and the Junction are still running on regular time, but they might as well remain in the yard, as passengers are few and far between.

In an interview this morning, M. J. Coleman, Chairman of the Brotherhood of Telegraphers, said: "The few men working at the Lehigh wires are clerks in the employ of the Company, who can barely handle a key, but who have been pressed into the service in this emergency.

"Train No. 3 passed Rochester Junction this morning with one car. The engine was manned only by the engineer, who acted as fireman. The conductor was the only employee on the train besides the engineer. Not a passenger was on board, and had it not been for the fact that a committee of engineers and firemen was on board, en route to Buffalo, the train would not have been pulled out. The Philadelphia committee acted as brakemen in order to get through.

"This will be the last train of any description to leave Sayre, as we now have practically every man out. Orders to close Rochester division should come by noon to-day. The delay has been due to the fact that we have been devoting our energies towards tying up the main line. This division is unimportant anyway."

QUIET IN THE JERSEY YARDS.

Some Fears that the Central Will Be Drawn Into the Fight.

There seemed to be very little change in the situation at the Jersey City terminus of the Lehigh Valley road this morning. Not a pound of freight has been moved either way over the road since the arrival of the train which pulled into the yards at 3.30 o'clock yesterday afternoon.

It was only because there were ten cattle cars attached to it that the train was allowed to come through.

Freight Agent Rundio and Yardmaster Lamb made a tour of the yards this morning on engine 424. On their return to the office they reported everything quiet among the few strikers who came to the yards.

Agent Rundio said he did not expect to send out any freight to-day; neither did he expect to have any come into Communipaw. He said that men were constantly applying for work, but that the Company was not taking on any help.

This was contradicted by the strikers, who said that men were being hired on the quiet.

According to Mr. Rundio, freight not perishable was being accepted by his Company. The amount offered was not large enough to cause any congestion in the yards.

This morning six railroad detectives appeared at the Communipaw yards, and received orders to clear the yards of everybody but employees and reporters. The officers had no trouble in carrying out this order.

A squad of policemen was kept in the station house of Capt. Parrier's precinct, ready to respond to any call which might be sent from the freight yards.

The same men who reported for duty yesterday were on hand again this morning. They were all brakemen and conductors who make up the eleven crews, which are required to handle the trains which usually arrive and depart from Jersey City. The engineers and firemen, however, did not come to work.

Notwithstanding the statement of the officials that passenger trains were moving regularly, there were only three arrivals and two departures up to noon.

The 7.12 train for Scranton was again abandoned for want of an engine. The 9 o'clock Clinton local pulled out on time with two coaches and five passengers on board.

The Buffalo and Niagara express, which should have left at 9.31, moved out of the station at 10.40 behind engine 424. The engineer and firemen were non-union men, and with them in the cab were two men in citizen's clothes, who were said to be detectives.

The train consisted of two passenger coaches and a mail-car. Eighteen passengers and one trunk made up the load.

William Ostrand, Morris Smith, Jacob Macon and Jacob Ostrand, all of Long Island City, were prisoners in Justice O'Donnell's court in Jersey City this morning, charged with disorderly conduct.

Last night the men were in the Lehigh Valley freight yards where the strike is in progress. They were approached by the strikers, who thought they were looking for work.

The men replied that they wanted to