Weather Indications—Rain; Clearing; Warmer.

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SITUATIONS WANTED,
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—IN—
THE SUNDAY WORLD TO-MORROW.

The World.

EVENING EDITION
BROOKLYN
Circulation Books Open to All.

Weather Indications—Rain; Clearing; Warmer.

A NOVELETTE
BY FRANK R. STOCKTON.
NELLIE BLY'S
REMARKABLE EXPERIENCES
WITH A MIND-READER.
SUNDAY'S WORLD TO-MORROW.

PRICE ONE CENT. NEW YORK, SATURDAY, DECEMBER 16, 1893. PRICE ONE CENT.

NELLIE BLY'S REMARKABLE EXPERIENCE WITH A MIND-READER---NEXT SUNDAY'S WORLD

LAST EDITION

ANOTHER "L" CRASH.

Tail-End Collision Blocks the Ninth Avenue Line.

Rear Platform on an Express Smashed to Kindling Wood.

Fog Also Caused a Smash-Up on the Same Line Last Night.

Another smash-up occurred on the Ninth avenue Elevated Railroad this morning, and to the intervention of what seems to be nothing short of a miracle is due the fact that many lives were not sacrificed. It occurred at 7.50 o'clock, an hour when every train is loaded to its utmost capacity, and when trains follow each other rapidly upon the line.

The collision occurred near One Hundred and Thirty-seventh street, between the express train, which was scheduled to leave One Hundred and Fifty-fifth street and Eighth avenue at 7.45 o'clock, and a Ninth avenue train, which was coming out of the switch at the point named. The platform of the last car on the express train was smashed into kindling wood and nearly every pane of glass in two cars was broken.

The express train was crowded with passengers, many of whom had been clinging to the straps for support. All of them received a bad shaking up, many of them were thrown down and some seriously injured.

The fog which fell upon the city and vicinity last night was still thick when the collision took place. The track was slippery also, and to these two causes the accident is said to be mainly due.

It is customary for all trains on leaving One Hundred and Fifty-fifth street to run at a reduced rate of speed until One Hundred and Thirty-fifth street has been passed. This is in order to avert collisions with the trains leaving the railroad yards at One Hundred and Forty-fifth street and Eighth avenue, as well as the Ninth avenue trains, which switch from the uptown to the downtown track above the One Hundred and Thirty-fifth street station.

The express was going along at what was claimed to have been a reduced rate of speed, when another train, under a full headway, came thundering along behind. Upon the back platform of the express car stood a brakeman, with the signals in his hand to warn approaching trains. Beside the usual red lights which are in the back of every car, he flashed a lantern.

The engineer of the oncoming train evidently did not see the signals on account of the fog, as he took no notice whatever, and made no attempt to stop his engine.

The brakeman, seeing the danger, shouted:

"Look out! You will wreck the express." Then he jumped.

When he gave the first shout of warning, all the passengers in the last car made a rush to the forward door, and a panic was imminent. The guards were in the act of trying to stop it when the collision came. There was a crash as the rear platform went to pieces, and then the glass fell from nearly every window.

Considerable excitement followed, and all the passengers who could do so insisted on climbing down to the tracks, and when it was found that no one was fatally injured order was restored.

Then the guards set to work, and men were telegraphed to from the yard. It was found impossible to raise the wreck in order to allow traffic to proceed at once, so the third track was utilized. Traffic was, however, blocked for a considerable time.

Down at the Company's office, 71 Broadway, no explanation of the occurrence would be given in the absence of Col. Hain, although the reports of both conductors were then actually on file in the office.

Train Despatcher Graham, who was found at the Rector street station by an "Evening World" reporter, said that the accident had been caused by the breaking of a spring on one of the engines, which made the brakes useless.

After an hour's hard work the wreck was cleared away, and the damaged cars and engine were taken to the yards at One Hundred and Forty-fifth street.

The block caused considerable inconvenience at all the other stations on the line and there was a a lot of grumbling in consequence.

As fast as every platform got full of people, and no train appeared to carry them downtown, the mutterings became louder. Ticket-sellers and ticket-choppers were asked to refund the money paid, but of course refused.

No one vouchsafed the information that there had been an accident, nor were the usual block signs exhibited. Neither was there any report made of the accident to Police Headquarters. Passengers who should have arrived downtown at 8 o'clock did not do so until a full hour later.

This was not the only collision due to the fog. There was another one at 5 o'clock last evening when two trains of the Sixth avenue road came into collision at One Hundred and Forty-ninth street. Nearly every pane of glass in ten cars was smashed. Two engines and three cars were derailed, and it took several hours to clear the track. Passengers were badly frightened, but none seriously hurt.

Naturally the "L" road officials were as ignorant as usual, but later investigation showed that one engineer had run past a block signal.

Passengers were obliged to get out and walk several blocks along the tracks to the station at One Hundred and Forty-fifth street. The "L" road officials will make an investigation into both accidents and "discipline" the persons responsible.

SHE FORGOT THE NUMBER.

Annie Schwartz Doesn't Know Where She Belongs.

Annie Schwartz, a German girl, eighteen years old, was taken to Police Headquarters to-day until she could ascertain the number of the house where she was employed as a servant. She was found last night on the corner of Fifth street and First avenue, unable to give any information as to where she wanted to go.

This morning, in Essex Market Court, she told Justice Voorhis that she worked for a Mrs. Greenbrum, but had forgotten the number of the house or street. Yesterday morning she was sent to a Mrs. Lefkawitch, a sister of Mrs. Greenbrum, on an errand. She was given an address, but lost it. She tried to find her way back, but could not. She wandered around all day until picked up by the police.

LONDON WAS OUTRIVALLED.

Most Troublesome Fog Ever Known to New Yorkers.

The fog whose musty folds held Gotham in a tight embrace from late yesterday afternoon began clearing away for good about 9 o'clock this morning.

It became thicker during the night, lifted for a moment shortly after 6 o'clock this morning, then settled again as if it had made up its mind to remain awhile. Then puffs of wind began driving from the southeast. Slowly the mists began to raise, bank upon bank of dark clouds succeeded, and these in turn began chasing each other across the sky.

It was a fog that will long be remembered, not only for the great inconvenience it caused, but from the many narrow escapes from fatal accidents. There were smash-ups on the Elevated railroads, crashes on the rivers, ferryboats failing to make their proper landings. Pilots were made weary because they could not see as much as the bow of their own boats, and there was a ceaseless braying of fog-horns and tooting of whistles of all kinds.

There were jams on the horse-cars, jams on the streets, around the ferries and railroad entrances, but the biggest jam of all was on the bridge.

Everything seemed to have been turned topsy turvy. Hackmen could scarcely pilot their way in safety. Theatre parties thought they had got lost. Business men who had been late in getting home last night were later reaching their offices this morning.

The "L" road could not carry half the passengers in the early hours of the morning. This was particularly so of the west side, as, besides the accidents referred to elsewhere, the tracks were slippery and would not allow the brakes to work.

The jam on the bridge was the greatest known in years, and was caused chiefly by the ferry-boats not being able to make their landings on time. The delay was general on all the lines, and in some instances it took boats over an hour to cross the river. Even then the greatest danger was experienced, and it required the utmost care to avert accidents.

Drivers of vehicles of all kinds finding that they could not cross to Brooklyn by the ferries made for the bridge, and then the jam began. Besides the wagons the people came in such a solid phalanx that had they not been held back by dozens of policemen the vehicles would not have had a chance at all. Hours were spent in thinning out the crowd, and at last affairs began to run smoothly. This morning, however, the scenes were repeated, although to a smaller extent, at the Brooklyn side.

It would be too much to expect that no accident should have taken place on the rivers in that dense fog, but they were few, and the most serious one reported was to the ferry-boat Erie, which left the foot of West Twenty-third street at 5.10 o'clock yesterday afternoon.

There were 200 passengers on board, and on account of the fog she went several miles out of her course. Finally she went ashore on the rocks at Castle Point, in Hoboken, but all the passengers were taken off in safety. Some of the male passengers jumped into the water, which was only about three feet deep, and carried several women ashore. There was no panic.

The storm this morning is centered over the lake regions. It is alternately raining and snowing in the Ohio valley and lake regions, and raining in the South Atlantic and Middle Atlantic coasts. Local Forecaster Dunn promises fair and colder weather to-morrow.

THREE DIED FROM INFLUENZA.

Death Rate Increased by Dismal Weather.

The records of the Health Department for the week ending at noon to-day showed an increase in the mortality over last week of forty-five. The report also showed an increase in deaths from pneumonia, whooping-cough, typhoid fever, diarrhea, phthisis and Bright's disease of the kidneys.

There were only three deaths from influenza, the same as last week. Dr. Nagle, chief of the Bureau of Vital Statistics, said that the increase in mortality was chiefly due to the dark and disagreeable weather recently experienced.

FLOOD IN SOUTH BUFFALO.

A Thousand People Homeless—Two Hundred Houses Inundated.

(By Associated Press.)

BUFFALO, Dec. 16.—South Buffalo has been visited by a flood of very extensive proportions.

It is estimated that about 200 houses have been hastily vacated, and that 1,000 people are homeless on account of the flood.

The flood is due to heavy rains, melting snow and furious winds, which during the past thirty-six hours have caused Buffalo River and Cazenovia Creek to overflow their banks.

The flooded district extends from the intersection of Elk and Secena streets at the bridge, over the river westward to the Lehigh Valley bridge on Seneca street, a distance of a mile and a half, and thence southward about two miles to the creek.

IVY CITY RACES POSTPONED.

Heavy Rains and Bad Track Given as the Causes.

RACE TRACK, IVY CITY, Dec. 16.—On account of the heavy rains and poor condition of the track, the races scheduled for to-day were postponed.

The sport will be continued as usual on Monday. To-day's entries stand. Rumors of trouble with the authorities could not be verified.

Wire News in Brief.

A. F. Haymond, ex-Judge of the West Virginia Supreme Court of Appeals, died at Fairmount, W. Va., yesterday.

The Lackawanna Iron and Steel Company, at Scranton, employing 1,500 men, will resume operations next Wednesday.

The carpet factories of John & James Dobson, in Philadelphia, closed down yesterday, throwing 800 persons out of employment.

A cyclone last night damaged several buildings at Muncie, Ind., yesterday and injured telephone, telegraph, electric-light and trolley wires.

H. J. O'Rourke, a trusted employee of the Michigan Central at Suspension Bridge, N. Y., was arrested in Chicago and taken back a confessed embezzler to the amount of $7,000.

A 70-inch pulley burst yesterday in the works of the Electric-Light and Power Company of Jamestown, N. Y., doing much damage to the works. Several workmen miraculously escaped injury.

John L. Porter, formerly Chief Naval Constructor in the Confederate States Navy and the projector and builder of the famous ram Merrimac, died at Portsmouth, Va., Thursday night, aged eighty years.

Troy, Ala., suffered from another fire yesterday, which destroyed J. M. Beale's residence and store, D. A. Baker's warehouse, with about 900 bales of cotton; W. T. Owens's store, Henry Terry's gun shop and William McLure's restaurant. The total loss is about $40,000.

LOYALTY TO HAWAII.

To Be the Test of Office-Holding Under Present Government.

As Interpreted It Is the Quality of Hostility to the Queen.

Story of a Royalist Present to Blount Printed and Also Denied.

(By Associated Press.)

SAN FRANCISCO, Dec. 16.—The steamer Australia, just arrived from Honolulu, reports everything quiet at the islands and no change in the situation.

The steamer brought the following letter:

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HONOLULU, H. I., Dec. 9.—Although the situation has not virtually changed in the three days which have elapsed since the sailing of the steamer Oceanic, several matters of more or less importance have transpired, and the latest diplomatic communications between Minister Willis and the Provisional Government have been secured by the Associated Press.

On Nov. 28 President Dole addressed a note to Minister Willis in which it was stated that the Provisional Government had received notice from Minister Thurston of Secretary Gresham's letter. The Provisional Government wished to inquire, first, if it was correct, and if so, intimated that it was due said Government to be informed what were the intentions of the United States in relation to the recommendations of the Secretary of State.

On Dec. 2 a reply was received by President Dole, in which Minister Willis stated in substance that he considered the letter of Secretary Gresham a domestic matter with which he (Willis) had nothing to do. It was his opinion, however, that President Cleveland would decide to furnish definite information and instructions as soon as he had received certain advices which had already been transmitted to him.

It was Minister Willis's opinion that President Cleveland would be able to come to a conclusion because he was anxious to have the Hawaiian troubles speedily settled.

A previous note had also been received from Minister Willis, in which it is understood he acquiesced in the notice served upon him, that no troops should be landed from the United States men-of-war without the written consent of the Provisional Government.

On Dec. 7 the Executive and Advisory Councils of the Government met to consider the question of investigating the conduct and loyalty of a number of employees known to be Royalists or Royalist sympathizers.

The matter had been discussed in the Cabinet, but no conclusions had been reached, and Minister Damon suggested that the advice of the Advisory Council be asked.

The matter was taken up in open session before a large number of visitors, and resulted in the passage of the following resolutions, with but one dissenting voice:

Resolved, That it is the opinion of this Advisory Council that the Executive should proceed upon an investigation as to the loyalty of all employees of this Government and the support given by them to it.

Resolved, That in the determination of the loyalty of the employees of the Government the standard shall include active support of this Government and its purposes in the past.

The grounds upon which the Advisory Council based the necessity for their action are briefly summarized by Mr. F. M. Hatch's speech in their support as follows:

We are in an anomalous condition. Though the existing and only Government, we have been discredited in the eyes of the world by the utterances of Secretary Gresham. We now have our work to do over again. We must now settle the question of restoration ourselves.

The lady across the way still claims to be Queen and appeals to a foreign power—the United States—to reinstate her. As long as this state of affairs continues we are in the midst of a conflict and must keep in the employ of the Government only those whose loyalty is unquestioned.

This is not a question of Civil Service Reform or anything of the kind. A deeper and more fundamental question is involved. We can have no traitors in our midst.

We may at any moment have to call upon our followers to support us at the risk of their lives. Nothing could be more demoralizing than the suspicion that when approaching the rendezvous (the Executive Building) in a moment of danger, treachery might be found there. One or two determined traitors could do immense damage under such circumstances.

Mr. Hatch illustrated the necessity of action by citing alleged attempts of the Royalists lately to cause desertions from the ranks of the firemen in the pay of the Government, to make that force insufficient in case an incendiary fire should be started during an attack upon the Provisional Government by the Royalists.

Minister Damon disapproved of action in the matter at the present time, basing his argument upon the clause in the proclamation of last January, requiring only the oath of office from those retained in office by the Provisional Government.

The same evening a rumor was started that Minister Damon had resigned, or had told two Royalist office-holders that he would resign before he would consent to their dismissal.

In an interview with the representative of the Associated Press yesterday Minister Damon declared he had no intention of resigning. "You can state positively," said he, "there is no dissension in the Cabinet."

When seen this morning President Dole stated that investigations of misconduct and disloyalty in office-holders under the Provisional Government would begin at once, and whenever removals were found necessary they would be made without fear or favor.

When again asked if the Government would resist any internal or external attack, President Dole emphatically replied that it would. At the same time he hoped the matter had been already taken up by the United States Congress, and said he believed it would ultimately be settled there.

The Hawaiian Star has printed the statement that a fine calabash will be forwarded by the Native Political Society by the steamer Australia to-day, bearing the following inscription:

To J. H. Blount from Hui Kalaaina for services rendered.

The Honolulu Bulletin and other royalists deny the statement in toto, while some, including members of the Native Society, admit its truth, but deny the correctness of the inscription as given.

Interviews with several of the prominent Royalists show many of them have given up hope of immediate restoration and conceive the situation being reviewed by the United States Congress. Others are of the opinion that the ex-Queen will be restored within forty-eight hours after the arrival of the steamer Alameda on the 21st inst.

The following resolution was adopted at a meeting of the Executive Committee of the Annexation Club held last Saturday evening:

Resolved, That the Club denounces any and all propositions looking to a political compromise which shall have for an objective sequence the temporary or permanent restoration of the Hawaiian throne, and it pledges its moral and physical resistance to all measures of men that may be enlisted in such behalf.

The resolution was presented to the Executive Council of the Government, and the following reply was received from Attorney-General Smith:

In regard to your resolutions against propositions of compromise, which may have in view the temporary or permanent restoration of monarch, we need only say that the resolutions state fully the policy of the Government on this point."

THE GREAT UNEMPLOYED.

Recent Events Have Knocked Them Out of Their Jobs.

WHITING---AFONG.

United States Commander Has Claimed His Hawaiian Bride.

(By Associated Press.)

HONOLULU, Dec. 9, via San Francisco (steamer Australia), Dec. 16.—The wedding of Commander W. H. Whiting, United States Navy, to Miss Etta Afong, took place on the evening of Dec. 5. It was a grand affair. The entrance to the Central Union Church was blockaded long before the doors were opened.

The ushers were Lieuts. Carter and Kane, Paymaster McDonald, Assistant Engineer Conant and Ensigns Willard and Ziegimoir. The church was crowded.

Minister Willis and all the officers of the United States warships, with many from the British cruiser, Champion, all in full uniform, were present, besides members of the Diplomatic Corps. President Dole and other members of the Provisional Government were also present.

A reception was given during the evening at the family residence, which was attended by hundreds of fashionable people. Commander Whiting and bride leave by the Australia to-day. After spending a short time in San Francisco, they will go to New York and Washington.

NOT UNDER TWO LINES.

Mr. Farmer Denies a Statement About the Grand Trunk.

Passenger Commissioner L. P. Farmer, of the Trunk Line Association, regarding the announcement that the Grand Trunk will be barred out of New York on its passenger business, says:

"It is not true that the Grand Trunk has its own issue of tickets in New York, and if any arrangement to withdraw Trunk line issues from the Grand Trunk office is contemplated I have not been advised of it.

"The Grand Trunk withdrew its issues from this territory some eight or ten years ago. I believe in the principle that the sale of tickets should be confined to the officers under the direct control of the initial lines through whom connections should be satisfied to have their interests represented.

"Whether any steps to this end will be taken at the meeting next Wednesday I cannot say. The statement in the article that the Association is controlled by two lines is absolutely false and, therefore, unworthy of notice."

FULLER BROS.' AFFAIRS.

Schedule, $585,802.57 Liabilities, $287,422.27 Assets.

Assignee C. R. Mulligan, of Fuller Bros., whose place of business was at 139 Greenwich street, filed in the Court of Common Pleas to-day a schedule of the firm's affairs.

The liabilities are $585,802.57; nominal assets, $625,937.21; actual assets, $287,422.27. The assignee does not think that the actual value of the assets that will come into his hands will amount to over $140,000.

Plate-Glass Shutdowns Coming.

(By Associated Press.)

PITTSBURG, Dec. 16.—Plate-glass prospects are growing decidedly gloomy. To-day the big plant at Charleroi will be closed down for an indefinite period. Hundreds of men will be made idle. The prospects are that nearly all the plate glass factories of the country will be idle by Jan. 1.

A FIGHT ON IN THE HOUSE.

Deficiency Bill Discussed in Committee of the Whole.

Republican Assault Planned on Special Pension Examiners.

(By Associated Press.)

WASHINGTON, Dec. 16.—Bustling activity on both sides of the House when the gavel fell this morning portended the coming storm.

The leaders were preparing for a lively skirmish over the item in the Urgency Deficiency providing for the special pension examiners. This item was to be the signal for a Republican assault on the conduct of the Pension Office.

After routine business the House then went into Committee of the Whole on the Urgency Deficiency bill, Mr. Outhwaite was in the chair.

An agreement was reached to proceed with the consideration of other items in the bill and reserve the one relating to special examiners for the Pension Office for the last.

Mr. Breckenridge then took the floor and acknowledged that the bill contained appropriations amounting to $1,651,896, the only item antagonized being this appropriation of $200,000 for special examiners.

Mr. Cannon, in reply, fired the opening gun at the administration of the Pension Office. Touching this item for special examiners, Mr. Cannon thought it was time for Congress to examine into the manner in which the Pension Office was being conducted.

He referred to the clause in the President's Message, declaring that every neighborhood had its fraudulent pensioners. He reviewed the action of the Department in cutting off thousands of pensioners, and affirmed that both the President and Commissioner of Pensions were mistaken.

There had been much allegation of fraud, he said, but little of it had materialized on cross-examination by the Committee.

Of the 235 special examiners in the Department, a dozen were employed to run down these alleged fraudulent pensioners. All pensions cut off were classed by the Commissioner to the credit of the amount saved by the office.

SENATORIAL EXCLUSIVENESS.

Visitors Find Much Fault with New Rules at the Capitol.

(By Associated Press.)

WASHINGTON, Dec. 16.—Some of the regulations for the protection of Senators from outside intrusion which have been adopted during the present session of Congress are attracting considerable attention and much adverse criticism from habitues of the Capitol.

Much fault is found with the order that but one of the elevators at the Senate end of the Capitol shall be used by the public at large. There are but two of these elevators, and they are by no means adequate to accommodate the visitors who throng the building upon days when there are subjects of public interest before Congress.

The Senate Chamber, which has, ever since the establishment of the Government, been open to visitation and inspection by visitors when the Senate was not in session, has also been closed against them by the present Sergeant-at-Arms, and it is against this order that especial criticism is directed.

The privilege of going upon the floor has always been considered one of the greatest which the out-of-town visitor could enjoy, and never heretofore has the Senate Chamber, during the morning hours before the convening of the Senate, been without its throng of sight-seers.

The President's room is also now closed to visitors, except those who possess Senatorial influence sufficient to have the door unlocked.

SOVEREIGN AGAINST STRIKES.

Knights of Labor's New Chief an Out-and-Out Free Trader.

(By Associated Press.)

WASHINGTON, Dec. 16.—Master Workman Sovereign, recently chosen to succeed T. V. Powderly as the heads of the Knights of Labor, is in Washington to attend a conference of silver leaders. In a talk with the Associated Press, Mr. Sovereign has outlined his policy.

"I am against strikes," said he. "I have been connected with labor organizations for years, and have never yet been in a strike. They are the very last extremity to be resorted to, and even then they should be unaccompanied by force, and should be a dignified and peaceful protest on the part of labor against the terms given them. The ballot is much more effective in redressing wrongs than strikes or arbitration."

Mr. Sovereign was asked as to his position on the tariff. It will be remembered that his predecessor, Mr. Powderly, was a Protectionist.

"I am an out and out Free Trader," said he. "I believe in no makeshifts or partial reduction of tariff taxation. The so-called protection to American labor is a delusion. Labor is not protected. Invested capital receives a bonus in the form of protection, and it is then optional with the capitalist to give a share of the bonus to labor in the form of increased wages. But this option is seldom if ever exercised."

Mr. Sovereign added that the Tariff and all other questions should be made secondary to the money issue, which was a subject on which the Knights of Labor and all industrial orders would join.

He says the Knights are about to enter upon a new era of prosperity. About 4,000 street-car workers and as many score clothing-operatives will soon be taken into the order at New York. Mr. Sovereign will soon leave for a tour of North Carolina, Arkansas and Indian Territory to organize new branches.

Washington News Notes.

House Committee on Elections has decided the Alabama case of Wheatley vs. Cobb unanimously in favor of Cobb, the sitting member.

The United States ship Bennington has sailed from Algiers for Villa Franca, according to word received by the Navy Department by cable.

Secretary Herbert has left for New York, where he will respond to a toast to-night at a banquet of the Sons of the American Revolution.

The contractors for the battleship Texas have made an application to the Navy Department for a dock trial for the machinery such as was granted in the case of the Maine. The application will probably be granted.

The State Department has been informed by the Minister of Foreign Affairs of Nicaragua that his Government has decided to abolish the office of Consul of Nicaragua at New York.

Harlem Philharmonic Society.

Articles of incorporation of the Harlem Philharmonic Society, of the city of New York, were filed in the County Clerk's office to-day. Its purpose is the promotion of musical culture. The trustees of the Society are: Cornelia Townsend Van Wagenen, Marie Wagner, Mary Lee Fisk, Laura A. Dayton, Mary I. De Veau, Lucy A. Littlefield, Mary F. Mills, Annie Burford, Isadore F. Virgin, Fanny C. Simpson, Sarah H. Elmendorf, Harriet L. Brown, Annie L. Robinson, Marie MacLean and Emma V. Sherman.

Weather Forecast.

The forecast for the thirty-six hours ending 8 P. M. to-morrow is as follows: Cloudy weather and occasional rain to-day; continued warm, followed by clearing, colder during to-night; fair, colder, with a cold wave on Sunday; southerly winds, changing to northwest at night.

The following record shows the changes in the temperature during the morning hours, as indicated by the thermometer at Perry's pharmacy:

3 A. M. ... 46	6 A. M. ... 50	9 A. M. ... 52	12 M. ... 57

FAMILY IN MISERY.

Wife Slept on the Floor and Children on Chairs.

Justice Goetting, in the Lee Avenue Court, Williamsburg, to-day held Michael Fallon, of 112 North Second street, to await examination on a charge of wife-beating and failing to support his family.

Agent Meyer, of the Children's Society, who went to arrest Fallon last night, found the wife lying on the floor, while her three younger children were crouched on chairs. There was no bed in the place. The couple have three other children above the age of ten years, but they ran away from home some time ago.

Fallon and his family arrived in this country four years ago, and were not allowed to land until a cousin of Fallon, who is a wealthy contractor in Greenpoint, gave bonds in $2,000 that the family would not become a burden on the public.

WILL SUE FOR ASSAULT.

Mary Walters's Charges Against Edward Chauncey.

John A. Quintard, a lawyer, of 186 Remsen street, Brooklyn, was to-day appointed guardian of Mary E. Walters, a seventeen-year-old girl, by Judge Dugro, of the Superior Court.

The appointment of the guardian was made for the purpose of bringing an action to recover damages from M. Edward Chauncey, who she alleges, assaulted her in October, 1891.

Mary lives with her mother, Mrs. Sarah Walters, but the address is not given in the papers filed. Mrs. Walters has been separated from her husband for many years. He is said to live in Columbus, O., and is a man of means.

No particulars of the alleged assault are given.

KILLED AT HIGH BRIDGE.

Unknown Man Struck by a New York and Northern Train.

An unknown man, about twenty-two years old, was struck and instantly killed by a train on the New York and Northern Railroad, at High Bridge, this morning. His body was taken to the Harlem Morgue.

He was about five feet nine inches tall, smooth-faced and black hair, and wore dark clothes, blue flannel shirt and gaiters.

PHIL DWYER'S SON DEAD.

A Victim of Consumption—Passes Away in California.

(By Associated Press.)

LOS ANGELES, Cal., Dec. 16.—Phil Dwyer, jr., son of the noted turfman, who came from New York to this coast about a month ago, died at the Westminster Hotel last night.

He had been ill for some time past with consumption.

Ex-Police Chieftain Dead.

(By Associated Press.)

CLEVELAND, Dec. 16.—Jacob W. Schmitt, who for almost a generation was at the head of the Police Department of this city and widely known in police circles throughout the country, died this morning at 1.30 o'clock of pneumonia. He had been connected with the Cleveland police force for thirty-six years. He was appointed Superintendent in 1866 and served in that capacity until July 1 last, when he resigned on account of ill-health.

The Silver Statue of Ada Rehan, which adorned Montana's Mining Building at the World's Fair, will be on exhibition at the establishment of Messrs. H. O'Neill & Co., 6th ave., 20 and 21st st., Monday morning, and remain with them for four weeks. We understand that this firm has other novelties from the Fair which they also intend to exhibit. ***

LAST EDITION

RIO DOESN'T MIND IT.

Mello's Shot and Shell Frighten Nobody Any More.

Building Goes On and Improvements Under Way.

A Resident Says the City Is Apparently Undisturbed.

Capt. Howes, the Brazilian representative of Messrs. Johnson & Higgins, average adjusters, in this city, was the only cabin passenger on the steamship Lassell, which arrived to-day from Brazilian ports.

Capt. Howes gives the following interesting account of the trouble in Rio Janeiro, where he has been located since the first outbreak, until he left on the steamship Lassell on Nov. 18:

"I arrived in Rio de Janeiro on the evening of Sept. 5, and the next morning Admiral Pustodio de Mello captured all of the warships in the harbor of Rio by preconcerted movement and bottled himself up in an impregnable ironclad called the Aquidaban.

"In a few days he threw several shots into the city of Rio to try to scare the people, and then commenced to bombard the city of Nictheroy, where the arsenal for the storage of powder and shot was located.

"Meantime some of his ships got possession of a large quantity of valuable stores. Up to Nov. 18 he still continued to make war on the most defenceless town, doing considerable damage in the neighborhood of the battery. As soon as the bombardment of Nictheroy commenced, the inhabitants left, and the soldiers of the National Guard took charge of the place and still hold it.

Admiral Mello and his fleet of hulks keep out of the range of the shore battery. Up to Nov. 18 there had been no bombardment of the city of Rio. It is true that probably a score of solid shot had been dropped about different parts of the city, but I do not believe more than five or six shells have been fired into the city.

"I should estimate that the amount of damage done to the whole city of Rio from the so-called bombardment would be, say, at round figures, some $75,000. There has been an almost constant chower of Nordenfeldts shot dropping about the city, but as the shot is only two and one-half inches long by three-quarters of an inch thick, and fired from the fleet at long range, very little damage is done.

"One woman was killed by a shell on the hill, and a man and a woman were killed in one of the streets; also, a bank and a shell in a restaurant. There are a good many rifle shots flying at all times, and the most of the carnage has been caused by these silent missiles.

"The buildings that have been struck by shot and shell have mostly been repaired, and the erection of large and costly buildings is not disturbed by the unsettled state of affairs. The streets are being repaved, and many city improvements are in full blast. The grass in the streets is regularly mowed when not used for pasture.

NEWS OF THE AMERICA.

Repairing Damage at Martinique and All Aboard Well.

Col. S. B. Horn, late United States Consul at St. Thomas, arrived to-day on the steamer Madiana, his successor, Capt. Stewart, having been installed in his place. When the Madiana left Martinique, on Dec. 8, the Brazilian cruiser America was lying in the harbor repairing the accident that recently befell her engines. It is described as being very slight, and all on board are reported well.

The America was formerly known as the Britannia, and was fitted out as a cruiser for the Brazilian Government at this port under the direction of Charles R. Flint & Co.

STRUCK BY FLYING IRON.

A Pipe Falls from a New Building to the Roof of Another.

An iron pipe fell from a building under construction to that of Dolan & Lowe, makers of machinery, at 110 Fulton street, shortly after 1 o'clock to-day.

It broke through the roof, carried the shafting with it and a piece of the flying iron struck Richard Gaskel, a pattern-maker. He was slightly injured about the leg.

MORE SCHLOSS JUDGMENTS.

More Claims, Aggregating Over $86,000, Filed To-Day.

Additional judgments were filed in the County Clerk's office to-day against N. J. Schloss & Co. They were in favor of S. M. Cohen & Co., for $22,167; E. A. Price, $18,480; Elkan Naumburg, $12,692; the Fourth National Bank, $29,405, and Marshall P. Levy, $5,018.

Tried to Pass a Bogus Coin.

Giuseppe Cillio, of 20 Elizabeth street, was a prisoner in the Tombs Police Court this morning charged with trying to pass a counterfeit silver dollar. The complainant was Guivani Cerula, who keeps a saloon at 139 Mulberry street. Cillo was sent to the office of the United States Commissioners.

He Ran for President in '72.

(By Associated Press.)

LANCASTER, Pa., Dec. 16.—James Black died here this morning after a week's illness from pneumonia, aged seventy years. He was the first candidate on the platform of the Prohibition party for President of the United States in 1872.

Wreck Emits Offensive Odors.

The British ship Brenda, which arrived from Demerara to-day, reports that on Dec. 9, in lat. 23.26, long. 72.36, she passed a sunken wreck, apparently that of a large schooner. The wreck emitted a very offensive odor, but it was too dark to obtain a good view of her.

Justice Ingraham Ill.

Justice Ingraham was absent from Supreme Court Chambers to-day because of a slight illness. Justice Patterson sat in his stead.