moderated somewhat, and at 5 A. M. full speed was ordered, the sea having quieted down somewhat.

"Most of the cabin passengers were in their berths, and the second second officer was on the bridge in command of the ship.

"Suddenly, and without warning, a tremendous sea, mast high, appeared on the port bow.

"It was impossible to alter the course of the vessel, and the big wave struck her on the port bow, burying the steamer's nose up to the bridge under tons of water.

"The force of the blow smashed the front of the house on the promenade deck, completely wrecking the first and second officers' rooms, the music room, the ladies' room, the main saloon and the lower saloon.

"It also smashed the starboard bulwarks and railings, carrying away fourteen ventilators. It sprung the hurricane deck, flooded the steerage with six feet of water and the cabins on the main deck with three feet of water.

"The passengers were awakened by the shock of the blow, and the force of the inrushing waters.

"They tumbled out of their berths in their night clothing, and floundered through the water, which in some instances reached to their waists, to get to the companion ways.

"The general impression seemed to be that the big ship was going down head first.

"The cries of the injured and the shouts of the frightened passengers caused a panic, which extended to the steerage, where everything was afloat.

"The captain, who had been on the bridge until 4 A. M., was stretched on a lounge in his room with all his clothes on.

"He awoke to find his cabin flooded and attempted to open his door, but found it held fast by the wreckage.

"After some minutes he succeeded in forcing his way out and rushed to the bridge.

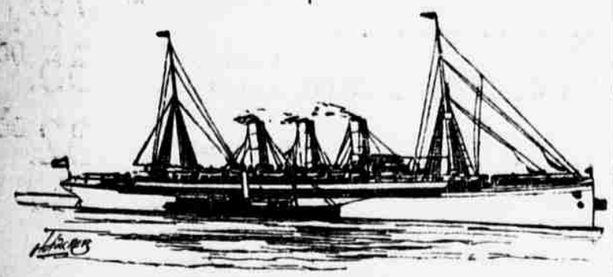
"As soon as he realized the extent of the damage, and as the vessel continued to ship heavy seas, which poured down into the gap made by the first wave, he ordered the steamer put about.

"The terror of the passengers was, for the time being, increased by the turning of the ship as she pitched into the trough of the sea and rolled from side to side, alternately burying the hurricane deck first on the port side and again on the starboard.

"The steamer quickly righted herself and ran before the sea.

"Capt. Hebich, realizing that his vessel was too badly injured to continue the battle with the gale and heavy seas, decided to put back to New York.

COMMODORE HEBICH.



STEAMSHIP NORMANNIA.

"His announcement to this effect gave great satisfaction to the passengers.

"The return trip was comparatively without incident. Within a few hours after turning back the ship ran into better weather, and then temporary repairs were completed.

"It was an intense relief to the passengers when they caught sight of the Fire Island light this morning.

"The effects of many of the passengers were ruined by the water.

"The ship was damaged between $75,000 and $100,000, which is fully covered by insurance."

**It Was a Thrilling Sensation.**

"The first I knew of the tidal wave," said another passenger, "was when I was tumbled out of my berth and thrown against the door. My senses were alert in an instant and I felt the ship going down and down until I feared that all was over. Then she quivered like some huge water dog and I could feel her rising again. I opened my stateroom door, and immediately there rushed into it a volume of water that immersed me to the waist.

"My clothing was soaked with water, but, nevertheless, I donned it and groped my way through a mass of wreckage to the deck. On every hand I heard screaming women, and the affrighted shouts of panic-stricken men. The moans of the injured stewards, six of them, as I afterwards learned, added to the terror of the scene.

"The officers soon calmed the passengers, however, and comparative quiet reigned. Another panic came near being precipitated when the ship was turned in the trough of the sea preparatory to coming back to this port. She rolled badly, because of the water in her hold. The doors of the air-tight compartments were not closed.

"I surveyed the deck. It was a wreck, for certain. The wave must have had an immense power, for it tore and twisted the iron rail bulwarks as though they were so much wire thread.

"Nearly every room on the main deck was flooded with three feet of water.

"The beautiful furnishings and decorations of the music room and saloon were smashed into an unrecognizable mass of kindling-wood. Even the strong railing at the head of the main saloon was washed away.

"The elegant white and gold piano in the music room was carried through the air-shaft into the main saloon, completely wrecking it and three tables, which an hour and a half later would have been occupied by the breakfasting passengers. I shudder to contemplate what might have happened had that wave boarded us at 7 o'clock.

"As it was, there awakened by the shock, who had madly rushed to the companionways, were rudely buffeted about by the wall of water that rushed upon them. None was seriously injured, however.

"The injured first second officer was asleep in his cabin, which is directly in front of the ladies' saloon, when the crash came. He was hurled through the partition into the centre of the music-room. His injuries were chiefly about the head and of an internal nature.

**Some Odd Incidents.**

"There were many laughable incidents despite the terror and confusion that reigned. An excitable Frenchman rushed up on deck clad only in a night shirt and two life-preservers, crying aloud that the ship was sinking.

"A lady in very scant attire insisted that some one save her diamonds before the ship went to the bottom of the ocean. That seemed to be her only anxiety.

"Another man rushed into my room fully dressed, and asked if I had an extra life preserver. I assured him that all danger was past, but he pushed me aside, tore down the only one I had, and rushed out on the deck.

"As soon as we headed for New York the passengers became quieted, and we soon ran into fair weather. Our breakfast, I forgot to say, was also wrecked. However, the stewards managed to get us a bite to eat, and we fared pretty well for the rest of the voyage. We took up quarters in the second cabin, there being no second cabin passengers on board, fortunately. Our own quarters were ruined by water.

"I heard the captain say that it would take three months to repair the damage, which he estimated at between $75,000 and $100,000."

Carl Lange, the second second officer, who was in command at the time the wave struck the ship, said to an "Evening World" reporter:

"We did not know it was coming until it was almost on top of us. Suddenly a big mountain appeared in front of us. It was one solid wall of water. It was fortunate we were headed towards it, or things might have been worse."

**The Captain's Story.**

To an "Evening World" reporter Capt. Hebich told the following story:

"We left New York on Jan. 15, and for the first few days we had very favorable weather. On Saturday the wind set in from the northeast and soon began to blow a terrific gale. The ship was slowed down and no attempt was made to get up speed again until Sunday morning about 2 o'clock, when the wind and sea moderated enough to allow us to go ahead at half speed.

"At 5 o'clock the signal was given to go ahead at full speed, fifty-six revolutions a minute with half the power—that is, only three of the seven boilers were used. Up to this time the ship had been edging to the north to get away from the storm, and when the gale and sea moderated I put her on her course.

"I remained up until 4 o'clock, and then lay down on a sofa in my cabin, leaving the second second officer in charge of the bridge.

"At 6.15 the big wave boarded us. It was a tidal wave. It smashed the starboard bulwarks, made a total wreck of the music hall and ladies' saloon, and carried the first second officer from his cabin into the main saloon.

"An investigation showed that there were six feet of water in the steerage and three feet of water in the cabins. I saw that we could not get help to repair the hole in the deck, and determined to push back to New York. Had the weather been fair I would have gone on, but in stormy weather it would simply have been an act of madness to endanger the lives of my passengers. The engines were not injured and we soon ran into good weather, making the return trip in good time."

Capt. Hebich said he had been a captain for thirty-five years, and in the employ of the Hamburg line for twenty-five years. He formerly commanded the Hammonia and Columbia.

The passengers greatly admired Capt. Hebich's coolness, and presented him with the following signed testimonial:

"We, the undersigned, cabin passengers on board the steamship Normannia, sailing from New York on Jan. 18, 1894, hereby signify our appreciation of Capt. C. Hebich's care, judgment and thoughtfulness during and after the accident to the ship on Sunday morning, Jan. 20, and commend his judgment in deciding to put back to New York as the only wise and proper course under the circumstances.

"Jan. 22, 1894."

This was signed by nearly all of the cabin passengers.

**Examining the Cargo.**

As soon as the ship reached her dock in Hoboken, Capt. E. Badenhausen, Superintendent for the Company, put men at work examining the cargo. He said he could not tell whether it would be necessary to remove all of it or not, but thought it would probably be necessary, as tons of water had reached the holds, and much of the freight was of a character that would be spoiled by the water.

The news of the ship returning disabled attracted quite a large crowd to the pier. Many were anxious concerning friends who were passengers, and all were eager to learn the details.

Police officers were placed at the gangways and no one was allowed on board.

There is scarcely any part of the ship without evidence of the force of the wave. The carpets in the saloons and staterooms still retain much water, and the passengers' baggage in the hold shows that even that part had not escaped.

**The Normannia's Passengers.**

The list of passengers on the ship is as follows:

John Quincy Adams, Mrs. Adams, George Adams, Miss Adams, Quincy, Mass.; Count de Burgau and valet, Countess de Burgau and maid, Italy; M. W. Barrett, Mrs. M. W. Barrett, Lincoln, Ill.; R. Boardman, Mrs. T. H. Boardman and maid, Miss Boardman, Boston; H. S. Buck, R. Boretti, Mrs. R. Boretti, Walter Burnham, Charles L. Cammann, Mrs. Charles L. Cammann, Dr. A. P. Charlton, New York; William W. Douglas, Mrs. William W. Douglas, Miss S. Day Dean, Cedar Rapids, Ia.; Thomas J. Emery, Mrs. Thomas J. Emery, E. D. Friswell, Mrs. E. D. Friswell, Miss L. G. Friswell, J. R. Carrol, Frank Ferdinand, Miss G. W. Fanning, Leon Gotthell, Mrs. Leon Gotthell, G. Gennert, Miss H. Gennert, F. Grossenbacher, Capt. D. H. Hamilton, Mrs. D. B. Hamilton, Miss Hamilton, Miss Hopkins and maid, George S. Harwood and man servant, Mrs. George S. Harwood, Miss Ethel Harwood, Brookline, Mass.; H. Hollfritsch, John Hunter, Charles D. Hine, John Hoefgen, Mrs. Ellen G. Hood, Miss Mary Hood, Miss E. G. Hood, William Jens, Lieut. W. Gordon Kellogg, Mrs. W. Gordon Kellogg, Hugo Kuppenheim, Henry Lord, G. H. Ledlie, Miss Lord, Thomas Philip Leaman, Paul Lichtenstein, Mrs. Paul Lichtenstein, Miss Isabella Lewis; A. Lotanger, Mrs. A. Lorenger, Saginaw, Mich.; M. Lyons, H. W. T. Mall and man servant; Alfred Mitchell, Mrs. Alfred Mitchell, Miss Alfreda Mitchell, Miss C. Mitchell, New York; G. Magliotto, Mrs. F. H. Mort and two children, Mrs. H. M. Moore, Charles Mathey, C. L. McCoy, Miss Janet Mercer, H. F. McIntire, D. Miller; Cheever Newhall, Boston; F. H. Paine and child and nurse, Newport; Mrs. Minnie Poganik, C. G. Roosen, Mrs. C. G. Roosen, Miss Lotta Roosen, Miss Corola Roosen, Mrs. J. H. Sawyer, Boston; Miss M. Scott, Miss Clara Sheppard, Miss Schatz, Mr. Schnack, Mrs. Schnack, Mrs. Lillie Lyons Sapp, W. B. Stebbins, Miss Stebbins, Miss Helen Smith, L. A. Schlesinger, Samuel Taylor, jr., R. Van Baerle, George H. Webster, Mrs. George H. Webster, Herman Webster, Miss May Webster, Dr. Wyl, David Williams, Mrs. David Williams, Mrs. W. H. Winter, Thomas G. Wells, Mr. Stefano Leoni, Mr. Frank Carlucci, Mr. Carlo Carlucci, Master F. Grossenbacher.

## A FINE STEAMSHIP.

**Normannia Was One of the Crack Vessels of Her Line.**

The Normannia is one of the prides of the Hamburg fleet of twin-screw ships, and the third of the fast boats to be launched by the German line.

She was built by John Elder & Co. of Govan, Scotland, who are considered the most successful shipbuilders in the world.

She is 520 feet long, has a width of 63 feet and a depth of 39 feet, and is of 8,500 tons gross register, or 10,000 tons displacement. In appearance she is similar to the other fast fliers of the Hamburg line, the Fuerst Bismarck, Augusta Victoria and Columbia, having a straight stem and round stern, three huge smokestacks and two polemasts.

Internally the ship is divided by eleven transverse bulkheads, which are carried to the upper deck, and the twelve separate compartments thus created do not communicate with each other except on the main deck, which is far above the water line.

The machinery has 16,000 indicated horse power, there being two engines of 8,000 horse power each, which are separated by a longitudinal bulkhead. The engines are constructed on the triple-expansion plan and have cylinders of 106, 67 and 40 inches in diameter, respectively, the piston stroke being 5 1-2 feet. The boilers are also placed in separate compartments. The screws have a diameter of 18 feet and are of manganese bronze.

The promenade deck is 480 feet long and has eighteen magnificent staterooms and also the ladies' saloon, music-room and smoking-room, fitted up in the most luxurious manner. The main saloon is on the upper deck.

This is a magnificent apartment seventy-two feet long, decorated in sumptuous style, the most ornate and artistic effects being gained by a combination of rare wood-carvings and beautiful panel pictures by well-known artists.

The steamer accommodates 325 first-class, 175 second-class, and 175 steerage passengers. Most of the staterooms are on the main deck, a large number of them being furnished in splendid style. There are besides suits of rooms, with private bath and toilet rooms.

The conveniences in the second cabin are also excellent and rival those of the first cabin on many other steamers. The steerage is unusually high, well lighted, and divided into small rooms. There is no doubt that the Normannia is one of the finest vessels ever floated.

The vessel has one of the best known and most popular captains in the transatlantic service.

He is Capt. C. Hebich, a bronzed and typical German seaman. He has been with the Hamburg line more than a quarter of a century, and has commanded every ship in the fleet. He entered the line as an ordinary seaman, and is now the Commodore.

A capable and experienced seaman, he is considered one of the best disciplinarians that sails the ocean.

The other officers are:

First Officer, M. Meyer; Second Officer, E. Kading; Second Officer, C. Lange; Third Officer, G. Muller; Fourth Officer, C. Lengning; Physician, Dr. Israel; Chief Engineer, C. Korte; First Engineer, L. Hagelstein; Second Engineer, E. Ackermann; Purser, H. Goedeke; Chief Steward, H. Steffens; Second Steward, C. Kell.

The Normannia has once before met with accident. In May, 1890, in lat. 45, long. 48, during a dense fog she just missed crashing into a gigantic iceberg, 600 feet long and 200 feet high, by Capt. Hebich's superior skill.

As it was, her stern struck the big berg, smashing five of her plates, twenty feet from her stern, and wrecking her hospital.

This was her maiden trip, and she would have beaten the record had it not been for the accident.

The Normannia's record from this port to Southampton, made in May, 1893, is 6 days, 12 hours, 18 minutes; from Southampton to this port, made in May, 1891, it is 6 days, 16 hours, 45 minutes.

The Normannia was the second ship to be detained at Quarantine during the cholera scare in the Summer of 1892.

With the Rugia, of the same line, she arrived Saturday morning, Sept. 3, with a record of five deaths during the voyage from cholera and four patients still on board ill with the plague.

Two more died in port shortly after she dropped her anchor.

Readers of "The Evening World" will readily recall how the good ship was kept in quarantine for weeks, while her 850 passengers were removed to Fire Island, secured for the purpose, and her steerage passengers transferred to Hoffman and Swinburne Islands.

After her cholera experience the Normannia made no more passenger trips that year. She ran frequently from Southampton last year, but recently was transferred to the Mediterranean service.

## HELD UP AT HIS DOORSTEP.

### Aged Mr. McPartland Seized and Robbed of $30.

**Too Much Dazed to Give a Description of His Two Assailants.**

Detectives Murphy and Rourke, of the Butler street police station, Brooklyn, are to-day looking for a couple of desperate thieves who held John McPartland up in front of his house early last evening, and after nearly choking him into insensibility robbed him of $30.

Mr. McPartland is seventy-eight years old, and lives with his family at 218 Pacific street. Shortly after 6 o'clock last night, he entered Michael Shannon's saloon, at the corner of Court street and Atlantic avenue. There were several other men in the saloon.

After conversing several minutes with the bartender, the old man drew from his pocket a check for $30 and presented it to the bartender to be cashed. He tucked the money securely in his trousers pocket and started to go home.

He did not know that he was being followed until he was within a few doors of his home. Then he heard two men walking a few steps behind him, but gave them no attention.

Just as he turned to enter his home one of the men grabbed him by the throat and put his hand over his mouth to prevent him making an outcry.

The other man rifled his trousers pocket and secured the roll of bills. Mr. McPartland, owing to his advanced age, could make but feeble resistance.

As soon as the thieves secured their plunder, they threw the old man on the sidewalk and ran away.

It was several minutes before Mr. McPartland recovered. Then he went to the Butler street station and reported the matter. He was so much dazed by the assault that he was unable to furnish a description of the men.

## STOLE HORSES AND WAGON.

**The New Jersey Gang Operates in Hasbrouck Heights.**

HASBROUCK HEIGHTS, N. J., Jan. 23.—Following the attempt to wreck a New Jersey and New York passenger train on Sunday night between Etna and Oradell, comes the news of a robbery at River Edge last night.

John Voorhis, a wealthy resident of that village, intended to drive to New York to-day, and went to his barn to hitch up about 3 o'clock this morning. He found his best team of horses and wagon, valued at $450, had been stolen.

People believe the train-wreckers committed the robbery, and great excitement prevails.

## BURGLAR HID IN A CLOSET.

**Dragged Out by the Man Whose Apartments He Had Broken Into.**

Charles McDermott, of 524 West Twenty-ninth street, was held for trial at Jefferson Market Police Court to-day, charged with entering the apartments of Carlos de Benhem, 224 Tenth avenue, early this morning. The latter was awakened by the noise made by the burglar and on searching he found McDermott hiding in a closet.

He had opened a rear window and entered the flat that way. About $100 worth of silverware had been packed up ready for removal.

**Rug Stealers Sent Up.**

Michael Leonard, Philip McKenna and Henry Moore were sent to the House of Refuge by Justice Tighe, in the Butler Street Police Court, Brooklyn, this morning, on the charge of stealing rugs from Mrs. Cecilia Grady, of 140 Eighth street, a few days ago. The boys all gave their ages as sixteen years, although they look much older.

**Robbed on the Bridge.**

Alfred Lonsdale, of 624 Quincy street, Brooklyn, told the police to-day that he had been robbed of a diamond pin while coming across the bridge last night.

**Buffalo Glove Company Assigns.**

BUFFALO, Jan. 22.—The Queen City Glove Company, 47-49 Exchange street, composed of H. Schlattin and C. J. Vielhut, made a general assignment this afternoon to John F. Shea.

## MAY REACH $25,000.

### Defalcations of the Missing Embezzler William T. Zell.

**Searching for the Lehigh & Wilkesbarre Treasurer.**

**Was Josie Hoffman with Him When He Fled the Town?**

William T. Zell, Secretary and Treasurer of the Lehigh and Wilkesbarre Coal Company, is a defaulter. He has been missing since Friday noon, at which time he left his office in the Central Building, in Liberty street, after he had learned that experts were at work on his books. His absence, which, at first, was unexplained, is to-day accounted for by the fact that he has embezzled from $10,000 to perhaps $20,000 or $25,000 from the petty cash of the Company.

Soon after noon to-day Second Vice-President Williams, of the Company, made this definite statement:

"Zell is a defaulter. We are satisfied of that. His peculations were confined to appropriating small amounts from time to time from his petty cash account. It is likely that his stealings have been going on a year or two. I cannot tell you the exact amount, but we have already discovered that he has taken about $10,000, and that amount may be increased to $20,000 or $25,000.

"Our Company is protected to the extent of $25,000 by the Fidelity and Casualty Company, which furnished a bond for this amount to the Coal Company."

Vice-President Williams, in answer to a question, said that Zell as treasurer handled a million dollars a month in cash and checks. He was paid a salary of $4,500 a year, and the only astonishing feature of Zell's crookedness is that, considering the enormous amounts he handled yearly, he contented himself with the bagatelle of $10,000 or $20,000. He could have secured $100,000 just as easily as he did the smaller sum.

Vice-President Williams added that he notified the Fidelity Company of Zell's defalcation to-day, and they will look for indemnity from that corporation for the embezzling treasurer's peculations.

The Fidelity Company will take measures to apprehend Zell, and already Pinkerton detectives have been placed at work on the case.

It has been discovered that Zell had a particular "friend" in a Miss Josie Hoffman, whom he installed in apartments on West Forty-eighth street, between Sixth and Seventh avenues, and the supposition is that when he disappeared Friday he was accompanied by the Hoffman woman.

One of the governors of the New York Athletic Club to-day said to an "Evening World" reporter that the funds of the Club were all right, as far as Zell is concerned. The latter was treasurer of the winged-foot organization.

The Governors, at an informal gathering last night, satisfied themselves that Zell hadn't tampered with the Club funds, and bulletined that fact in the clubhouse. Zell was looked upon by his Club confreres as a man particularly slow to spend his cash, although he always carried $400 or $500 with him, so, to quote his own words, he "might be able to call down the fellows who were always making bluff mouth bets."

"Zell was a peculiar fellow," said the N. Y. A. C. man. "He was always imagining himself as suffering with some organic complaint. It was heart disease with him one day and liver trouble the next. He was frightfully nervous and like a bundle of wires that were always being played upon."

His downfall will cause genuine surprise in club circles, as he was looked upon as a man of integrity, bright clever and a hard worker as Treasurer of the Athletic Club. Neither the Fidelity Company nor the coal Company has the slightest clue to Zell's whereabouts.

Another New York Athletic Club man said to-day: "I wouldn't be surprised to hear that Billy Zell's body will be found in the river or somewhere else."

Mrs. Zell received a note this morning to the effect that it was reported downtown that her husband had returned. The note intimated that it was believed downtown that Zell was in hiding, and was lying in a critical condition at his home. Mrs. Zell did not care to make public the name of the sender of the note.

She is considerably perturbed, for fear that her husband has met with foul play, and is either lying unconscious in some hospital or is kept against his will somewhere.

She sent an answer to the note to the effect that her husband had not returned.

## FITCH WILL APPEAL.

**The Comptroller Objects to the Order to Issue Bonds.**

Comptroller Fitch said this morning that he would probably appeal from the mandamus of Judge Barrett issued yesterday compelling him to issue bonds for $223,810 to pay Henry Ketaltas for property condemned in connection with the taking of Corlears Hook Park. The city is dissatisfied with the decision of the Commissioners of Appraisal upon lands under water belonging to the city, which were included in the condemnation proceedings.

This is the second hitch that has occurred over this appraisal. Comptroller Myers refused to pay the Commissioners' fees on the ground that they were too excessive until compelled to do so by the Supreme Court.

## JOHN J. MURPHY, ALDERMAN.

**The Saloon-Keeper Succeeds His Recently Deceased Brother.**

John J. Murphy was elected by the Board of Alderman to-day to succeed his brother, the late W. H. Murphy, as Alderman of the Twelfth District.

Alderman Murphy is a saloon-keeper and a brother of Tammany Leader Charles Murphy. He was sworn in and took his seat in the Board immediately.

**The Dead Clubman's Estate.**

Nathan H. Lord, a brother of Charles E. Lord, the young clubman, who was found dead in his apartments in West Twenty-ninth street on Nov. 26, made application to the Surrogate to-day for letters of administration of his brother's estate. The application places the amount of the estate at $20,000 in real and $4,000 in personal property.

The heirs are N. H. Lord and Susie I. and Sarah Lord, his half-sisters, all three of whom live at 270 Central Park West.

**Arrivals on the Steamship Alene.**

Among the passengers on the steamer Alene, which arrived from Kingston to-day, are the Hon. James McDonald, Chief Justice of the Supreme Court of Halifax; Capt. Carleton, aide-de-camp to the Governor of Jamaica, and Dr. James Ogilvie, Mayor of Kingston.


## The Grip

Has shown by its sudden attacks, its terrible prostration, and its serious often fatal results, that it is a disease to be feared. For a fully developed case of the grip, the care of a skilled physician is necessary.

**To Prevent the Grip**

we confidently recommend Hood's Sarsaparilla, which purifies the blood, keeps the kidneys and liver in healthy action, gives strength where it is needed and keeps up the health-tone so that the system readily throws off attacks of the Grip or of Diphtheria, Typhoid Fever, Pneumonia, &c.

**After the Grip**

Hood's Sarsaparilla is unequalled for purifying the blood and restoring strength.

**Hood's Sarsaparilla Cures**

Hood's Pills cure all liver ills, biliousness, jaundice, and sick headache.



## EHRICH BROS.

FOR TO-MORROW

WE WILL OFFER IN OUR

VOGEL BROS.' SALE

ABOUT 650 PAIRS OF

**SHOES,**

CONSISTING OF

MEN'S FINE CALF SHOES,

HAND-SEWED WELT,

ALL SHAPES,

INCLUDING

LACE, BUTTON, CONGRESS AND BLUCHER.

ALL STYLES OF TOE DESIRED, AT

$2.00 PER PAIR.

ALWAYS SOLD AT $4.00.

*You will find these items exactly as advertised.*

Sixth Ave. and 23d St.



Bloomingdales 3rd Ave 59 & 60th St.

**Men's $2.25 Hats at 88c.**

100 dozen more of those Black and Brown Alpines (new block), worth $2.25, at

**88c.**

Bloomingdale Bros.,

3d Ave., 59th & 60th Sts.


## IT MAY BRING PEACE.

### Brazil's Rebel Admiral Said to Seek American Mediation.

**Heretofore Such Approaches Have Been Only from Peixoto.**

**Feeling of Relief at Rio—The War's End Probably Near.**

(Copyright, 1894, Associated Press.)

PERNAMBUCO, Jan. 23.—The Associated Press correspondent at Rio hears upon good authority that Admiral Saldanha da Gama, the rebel admiral in command of the insurgent fleet at Rio has made a request to Admiral Benham, the American admiral, asking the latter to be kind enough to act as mediator between the insurgents and the Government of President Peixoto, with the view of bringing about some understanding which may put an end to the civil war.

The correspondent has as yet been unable to see Admiral Benham and obtain a confirmation or a denial of this report.

When the news that Admiral da Gama was communicating with Admiral Benham reached the shore the greatest satisfaction was expressed in commercial circles at Rio, and everybody seemed to breathe a sigh of relief.

Nobody seems to doubt that the American Admiral will soon be able to patch up a peace between the insurgents and the Government, for both sides frankly admit that they are heartily tired of the distressing bombardments, attacks and counter-attacks, which have been going on for so long a time with little or no advantage to either side.

It is understood that feelers in the direction of American mediation have been sent out by the Government of President Peixoto, and that the reply was that the United States officials were not in a position to arbitrate any dispute so long as only one of the parties directly interested intimated that it was open to conciliation. Now that both interested parties are willing there should be no trouble.

**$35,000,000 for England's Navy.**

LONDON Jan. 23.—The Naval Estimates for 1894 will provide for the expenditure of £7,000,000 ($35,000,000). The decision to spend this amount of money in strengthening the navy is a great triumph for the Lords of the Admiralty, who insisted that it was necessary to expend this amount of money upon new ships.

## WIFE SAYS HE'S A BIGAMIST

**Dentist Tompkins Held for Abandoning His Family.**

Justice Goetting, in the Lee Avenue Court, Williamsburg, to-day held Aaron Tompkins, a dentist, of 409 Grand street, this city, on a charge of abandoning his wife and two children.

Elizabeth Tompkins, his wife, says that her first husband, John Hahner, was sent to Sing Sing Prison, and after he had died there she married Tompkins. She further alleges that on Dec. 19 Tompkins married Josephine Palmer, a widow, who lives at 12 Broome street, and that the ceremony was performed by Pastor Koerner, of the Lutheran Church, at Driggs avenue and South Fifth street, Williamsburg.


## Stern Bros.

will place on sale

**Wednesday**

175 Dozen

8 Button Length Real Kid

**Suede Mousquetaire**

**Gloves**

Made by

**Alexandre**

In black, slates, beaver, tans & fawns, all new goods **85c**

Usual price $1.50 a pair.

**West 23d St.**



## Do You Want a Situation

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*DRESSMAKER*

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*STENOGRAPHER*

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*CLERK, &c.?*

**10 Cents**

*will pay for a 20-Word Advertisement in The Morning World on a Week-Day or Sunday.*



**For Sale.**

A PRIVATE FAMILY leaving city sells immediately fine gold frame parlor suit, lovely one, used in boudoir, $45; paintings, couches, fine oak and mahogany bedroom suits, beautiful oak buffet, leather chairs; also fine velvet carpets, $12, $15 and $20 each; other fine pieces, good as new, used four months, sell separately. 28 West 27th st.

A FINE Tourist Detective Camera, double lens, 14-plate holder patent. Wm. Willow, 641 East 134th st.



**Help Wanted—Male.**

RELIABLE CANVASSERS, either sex, in Norwalk and vicinity, desiring profitable employment, can secure exclusive sale of a standard line of goods direct from mill, specially made, and sold direct to consumers. Call Thursday, Jan. 25, after 10 o'clock. A. Emma Lennon, Mohaclemo Hotel, South Norwalk, Conn.


## STOKES CASE ADJOURNED.

**Rearrangement of the Demurrers Goes Over Again.**

The criminal charges of libel against William E. D. Stokes and William R. Martin, preferred by Edward S. Stokes, of the Hoffman House, were again before Judge Cowing, in Part II. of the General Sessions to-day.

Lawyer Elihu Root, who was counsel for W. E. D. Stokes, has retired from the case, and is succeeded by ex-Surrogate Rollins. Mr. Rollins was to have made a motion to withdraw the demurrers which were recently overruled, but asked for an adjournment on the ground that he was not enjoying good health, and also that he had just been taken into the case.

Assistant District-Attorney Wellman stated that he was prepared to oppose the motion, and that the District-Attorney's office was anxious to have the case disposed of as speedily as possible. He said that the Tombs was no longer overcrowded with prisoners, and that there was no excuse for delaying the trial of the defendants on that ground.

Judge Cowing stated that this was the first official news he had heard, that the Tombs was in its ordinary condition. He granted the defense an adjournment for one week.

Mr. Wellman said that as the wealth of the defendant Stokes was unlimited, he could well afford to pay lawyers to secure an adjournment for him in the criminal action, until the civil suits were disposed of.

## SUED FOR $10,000.

**Mechan Charged with Hitting Garrity with a Roman Candle.**

Michael Garrity, of 770 Tenth avenue, a freight-handler, with the Pennsylvania Railroad, began suit in the Superior Court to-day, before Judge Freedman, to recover $10,000 damages from Daniel Mechan, a saloon-keeper, at Tenth avenue and Fifty-second street.

On July 4, 1891, Mechan, it is alleged, was firing Roman candles from his saloon, and as Garrity was entering, pointed one at him and fired it. The ball struck Garrity in the right eye. He says his sight has since been impaired.

**Feyerweather Case Adjourned.**

A motion for a second accounting of the executors, Bulkely, Ritch and Vaughan, of the estate of Daniel H. Feyerweather, came up before Surrogate Fitzgerald this morning, but met with opposition. The Judge adjourned the case to March 6, saying that if the case was not settled then before Justice Truax, he would grant another adjournment.


Beecham's pills are for biliousness, bilious headache, dyspepsia, heartburn, torpid liver, dizziness, sick headache, bad taste in the mouth, coated tongue, loss of appetite, sallow skin, when caused by constipation; and constipation is the most frequent cause of all of them.

Book free; pills 25c. At drugstores, or write B. F. Allen Co., 365 Canal St., New York.



Bloomingdales 3rd Ave 59 & 60th St.

**25%**

**DISCOUNT FROM PRESENT REDUCED PRICES.**

Monday morning we began a sale of Cloaks at the lowest prices ever quoted in this city.

Hundreds of people came and bought, wondering at the extraordinary values.

In the matter of genuine bargain giving we propose to not only set the pace, but keep always away ahead of the trade.

On Wednesday and Thursday, therefore, from 8.30 A. M. to 5.30 P. M., we will allow a direct cash discount of 25 per cent. from the present reduced prices, on all

**CLOAKS.**

Ladies' Long and Short Coats, Ulsters and Newmarkets; including Capes and Fur Garments.

Also on all Misses' Long Coats and Reefers.

Two facts should be borne in mind in connection with this extraordinary sale:

1st. That the prices as now reduced are low—extremely low. The 25 per cent. discount is an extra special inducement.

2d. That the assortments include this season's most fashionable garments.

This discount will hold good only on Wednesday and Thursday. Extra salespeople will be in attendance.

Bloomingdale Bros.,

3d Ave., 59th & 60th Sts.



W. L. Douglas 3 SHOE

GENUINE WELT. SQUEAKLESS. BOTTOM WATERPROOF.

Best Shoe sold at the price.

**$5, $4 & $3.50 Dress Shoe**

Equal custom work, costing from $6 to $8.

**$3.50 Police Shoe, 3 Soles**

Best Walking Shoe ever made.

**$2.50 and $2 Shoes,**

Unequalled at the price.

**Boys' $2 & $1.75** School Shoes,

Are the Best for Service.

**Ladies' $3, $2.50, $2, $1.75**

Best Dongola, Stylish, Perfect Fitting and Serviceable. Best in the world. All Styles. Insist upon having W. L. Douglas Shoes. Name and price stamped on bottom. W. L. DOUGLAS, Brockton, Mass.

Sold at 103, 220, 265, 267, 1058, 1569 1st ave.; 443, 787, 889, 1433, 1774, 1819 3d ave.; 82, 379 Bowery; 350, 518, 898, 1207, 1470, 1956, 2196, 2691, 3583 3d ave.; 1 Ave. A; 149 Ave. B; 2 Ave. C; 4 Ave. D; 104, 290, 415 E. Houston st.; 348, 532 Grand st.; 150 Canal st., cor. Bowery; 513 Canal st.; 458 Broadway, cor. Grand st.; 1358 Broadway, cor. 45th st.; 271, 525 Hudson st.; 117, 325, 477, 627, 779, 877 8th ave.; 26, 161, 224, 373 Greenwich st.; 537, 705 9th ave.; 787 Columbus ave.; 365, 720, 558, 1061 10th ave.; 422 Amsterdam ave.; 119 Park Row; 77 E. Broadway; 200 Fulton st.; 162 South st.; 136 Liberty st.; 19 Liberty st., cor. William st.; 1533 Carmine st.; 177 Wilks ave.; 655 E. 138th st.

JERSEY CITY 46, 200, 634 Newark ave.; 12 Montgomery st.; 472 Grove st.


## DEPEW TALKS FOR THE LEASE.

**Says the N. Y. Central People Are Not Fools or Idiots.**

Railroad Commissioners Samuel A. Beardsley, Michael Rickard and ex-Mayor of Brooklyn Alfred C. Chapin, met this morning at 11 o'clock at the Chamber of Commerce to continue their consideration of the application of the New York Central Railroad for a lease of the New York and Northern.

The latter road, by a vote of the majority of the stockholders, was recently amalgamated with the Central after the foreclosure of mortgage by the Central on their property.

Chauncey M. Depew and Judge Green appeared this morning for the Central and Simon Stern for the New York and Northern.

Mr. Stern insisted that the Central was aiming at a monopoly of entrance and terminal facilities in this city. Of course, the lease proposed would result in the more powerful company swallowing up the weaker.

Mr. Depew opened on his opponent as soon as the latter sat down.

"Mr. Stern seems to think that the New York Central officials are going to make monumental idiots of themselves," said he.

"A little history dispels this whole case. The Northern Railroad has been bankrupt under one name or another time after time, and each time the minority stockholders get to a greater or less extent wiped out.

"They have now been trying to sell this road for years. They have been in continual fear that some accident might happen along its line which would suspend operations.

"We buy the controlling interest in the stock. The mortgage is foreclosed, interest not being paid, and the property is sold at public auction to the only bidder for $1,000,000. If what Mr. Stern says is true, the Central is only leasing what it owns.

"The Central people are not going to act either like fools, idiots or thieves."

No action will be taken by the Commission in the matter to-day.

**After Wisconsin Central Earnings.**

(By Associated Press.)

CHICAGO, Jan. 23.—Petition in the United States Court has been filed by H. E. Howland, one of the Northern Pacific receivers, asking that the receivers of the Wisconsin Central be ordered to pay to the Northern Pacific receivers all the earnings of the road above the operating expenses, under contract made Dec. 5 last. Judge Jenkins entered an order requiring the receivers of the Wisconsin Central to appear in his chambers Feb. 1 and show cause why the agreement made should not be lived up to.


## O'NEILL'S

6th Ave., 20th to 21st St.

**GROCERY DEPT.**

**SPECIAL BARGAINS**

**Tea,**

*Oolong, Mixed or English Breakfast,*

**35c. lb.**

Price Elsewhere 60c

EXTRA QUALITY NEW YORK STATE

**Quinces,**

*very heavy syrup, packed by Curtice Bros. & Co., Rochester, N. Y.,*

**20c. Can.**

Price Elsewhere 35c

**French Mustard,**

**10c. Bottle.**

**Bird's Egg Powder**

*a substitute for Eggs, can be advantageously used in the preparation of cakes or any preparation where eggs are used,*

**8c. Can.**

Regular Price 25c.

**Bird's Custard Powder,**

*excellent for making rich custards without eggs,*

**8c. Box.**

Regular Price 25c.

**Bird's Blanc Mange Powder,**

*in Lemon, Vanilla and Chocolate Flavors, for easily making Blanc Mange,*

**8c. Box.**

We deliver ALL PURCHASES promptly by express Free of Charge at any point within 100 miles of New York City.

**H. O'NEILL & CO.,**

Sixth Ave., 20th to 21st St.



**1/3 OFF**

THE PRICE OF OUR ENTIRE STOCK. MUST MAKE ROOM FOR SPRING GOODS. BUY NOW AND REAP THE BENEFIT.

$45.00 PARLOR SUITS NOW $30