Weather: Showers.

Sizz--Boom--Ah!

LINE UPON LINE, COLUMN ON COLUMN OF STRAIGHT TIPS on How and Where to Spend the Glorious Fourth will be in NEXT SUNDAY'S WORLD. The World's Half-Million will read your ad.—if it's there.

The World.

EVENING EDITION

"Circulation Books Open to All."

Weather: Showers.

THE WORLD'S BANNER MONTH FOR CIRCULATION.

Average Per Day, May, 1894, 463,191.

PRICE ONE CENT. NEW YORK, WEDNESDAY, JUNE 27, 1894. PRICE ONE CENT.

Where Are You Going on the Fourth? Don't know? Consult the list of excursions in next Sunday's World

LAST EDITION.

CASIMIR - PERIER.

Elected President of France at the Versailles Palace To-Day.

TO SUCCEED M. SADI-CARNOT

Choice Made by the Electoral College of Senators and Deputies.

DATE FOR THE TRIAL OF SANTO.

Assassin of the Late President to Stand at the Bar on July 23.

(By Associated Press.)

VERSAILLES, June 27.—M. Casimir-Perier, President of the Chamber of Deputies, has been elected President of France, to succeed the late President Carnot.

The sitting of Senators and Deputies for the election opened at 1.10 P. M., M. Challamel-Lacour, President of the Senate, presiding.

The great hall of the Palace was crowded and the galleries were thronged.

Nearly all the members of the Diplomatic Corps were present among the spectators.

M. Challamel-Lacour, after a sympathetic reference to the late President Carnot, read the articles of the Constitution relative to the election of a President, and then declared the National Assembly open.

M. Casimir-Perier received 451 votes out of 853 on the first ballot.

Much confusion prevailed throughout the session.

Premier Dupuy sat upon the Ministerial bench at the head of his colleagues, and the political parties grouped themselves together in different parts of the hall.

Many of the Socialists were compelled to remain standing, as they were unable to find seats.

There were no speeches.

The members of the National Assembly deposited their ballots in the urn and the tellers then took the urn to the Committee-room.

The Assembly, after a long and impatient wait, was much relieved when the tellers returned and announced the result as already cabled.

Just before the balloting opened, a Socialist Deputy shouted: "I demand the abolition of the Presidency."

Another Deputy cried: "Down with Dictators."

There were other cries from various parts of the hall which were lost in the general hubbub of the election.

M. Casimir-Perier was not present during the proceedings, which resulted in his election.

The members of the Left held a meeting before the Assembly and decided to support M. Brisson.

The Senators of the Right, at a similar meeting, resolved to vote for Gen. Fevrier.

A scene occurred in the Galerie des Tonbeaux, owing to the fact of M. Challemel-Lacour forbidding the journalists obtaining an entrance to that part of the palace. The journalists protested vehemently, but they were compelled to retire.

The galleries around the theatre were thronged with ladies in fashionable toilets, the fair sex seeming as much interested as the men in the proceedings.

M. CASIMIR PERIER,
Elected to-day as President of France.

FRANCE'S NEW PRESIDENT.

Casimir-Perier, of Distinguished Civil and Military Career.

M. Jean Paul Pierre Casimir-Perier was born in Paris on Nov. 8, 1847. His grandfather was President of the Council under King Louis Philippe, and his father was a Minister under the first President of the Republic, M. Thiers.

During the Franco-Prussian war M. Casimir-Perier served with distinction with the volunteers of the Aube, who were called to the defense of Paris. During the siege of Paris M. Casimir-Perier displayed so much bravery that he was mentioned in the Order of the Day and decorated with the Cross of the Legion of Honor.

In February, 1871, he became Minister of the Interior and Chief of the Cabinet of his father, who, in order to open a political career for him, resigned as Conseiller-General of the Aube in April, 1874.

At the general elections of February, 1876, as a straight Republican, he was elected to represent Nogent-Sur-Seine and voted constantly with the majority formed by the Left Centre and the Republican Left, which refused a vote of confidence in the Broglie Ministry.

In the elections which followed the dissolution, M. Casimir-Perier was re-elected, and when the Republican Cabinet of Dec. 14 was formed, he was appointed Under Secretary of State in the Department of Public Instruction. Later M. Casimir-Perier became a member of the Republican Left, and in 1881 he joined the Republican Union.

Following the adoption by the Chamber of the proposition which excluded from public functions the members of families which have reigned in France, M. Casimir-Perier resigned his seat as a Deputy on Feb. 1, 1883, not being able to conciliate family duties with the conduct which his conscience and Republican sentiments dictated.

After some hesitation he again became a candidate for election to the Chamber of Deputies, and on March 13, of the same year he was re-elected and became Under Secretary of State in the Ministry of War, where he remained until the resignation of the Minister of War, Gen. Campenon, on Jan. 3, 1885.

Recently M. Casimir-Perier was Premier of a short-lived Cabinet, from December of last year until the latter part of May of the present year, when he "rode for a fall," according to a report, in order to improve his chances as a candidate for the Presidency against the late President.

Later he was elected President of the Chamber of Deputies.

M. Casimir-Perier is a wealthy man, of strong mind, and was looked upon as the candidate of the Conservatives of France. He has shown himself to be a firm upholder of the law and the advocate of repressive measures against Anarchy. In appearance the new President of France is short, dark and well-dressed, extremely polite and of military bearing.

SCENE OF THE ELECTION.

Versailles Was for Four Years the Capital of France.

The last previous Electoral College was held at Versailles in 1887, when the mur-

(Continued on Third Page.)

SHEEHAN'S LETTERS.

Major M. Brannigan Searles Used Them as a Club to Get a Job.

HE IS A SOLDIER AND PATRIOT.

Got His Appointment from Tammany When He Threatened to "Peach."

COMMANDER OF THE BATH.

Scarred in the War, Not in a Thompson or Sullivan Street Fight.

A motley throng occupied the chairs this morning in Part I. of the Superior Court, where the Lexow Committee sits.

Mr. Goff's assistants had brought in a fresh delegation of "gentle June buds," but whether from the Tenderloin or some other part of the town it was not quite certain. They looked like slightly faded buds.

There was a sparrow policeman or "firefly copper" with silvery hair and Dundreary whiskers, a mounted squad officer, resplendent with brass buttons and yellow braid; five or six ordinary blue coats, including Policeman Smith, whom Pianist Rehm accused yesterday of buncoing him out of $2 at the Saengerfest concert at Madison Square Garden; three Japanese merchants and one or two Chinese traders, and the usual contingent of business men, who had more stories of blackmailing ward men to tell the Committee.

The Senators were late in getting together. Chairman Lexow came in just before 11 o'clock accompanied by Senators Bradley and Cantor, whom he entertained last night at his country home at Nyack, together with Senator O'Connor, and in return for the courtesy was nominated for Governor of the State by Senator O'Connor.

Had His Thirst with Him.

Senator Bradley made a break for the water pitcher which stands on the judicial desk as soon as he came into the court-room and indulged in copious libations. He drank five glasses in as many minutes.

"Somehow or other I have a terrible thirst on this morning," he remarked. "I can't acount for it."

He took a glassful over to his side of the desk when he had finished his first attack on the cooler, and guarded it carefully.

Senator O'Connor did not put in an appearance at the opening, but came in later. Senator Saxton was present for the first time since the middle of last week.

Chairman Lexow said this morning that no definite decision had yet been made in regard to the time of adjournment, as no meeting of the Committee had been held. The question, however, he said, would be settled this week some time.

Neither Lawyer Friend nor his partner, Mr. House, was on hand, but the stenographer whom they installed in the Committee-room was still holding the fort as their representative.

Examinations on Tap.

Mr. Goff called as the first witness this morning Samuel B. Archer, of Irvington, N. J., who said he was the publisher of a newspaper now, but formerly he was Superintendent of the Liberty Machine Works, at 52 and 54 Franklin street.

While in the latter place he tried to pass a civil-service examination for a license as a stationary engineer. He answered one question wrong. The next day he said a policeman in uniform with the words "Sanitary Inspector" on his hat, came down to the shop and told him he had not passed, but said another examination might be arranged if it could be fixed up with the chief.

"Who was the chief?" asked Mr. Goff.

"I don't know. He said I could not get another examination in three or six months, but I might get one sooner. I offered him $5, but he said that was not enough. Then he told me that for $20 I could have another examination the next day. The examination was held at Police Headquarters.

"I went in and consulted with the Secretary of the Company, and we came to the conclusion that the license was not worth $20, so I gave it up."

Enter a Distinguished Soldier.

Ex-Judge Ransom touched Mr. Archer very lightly, and then Capt. and Brevet-Major Mortimer Brannigan Searle, who was sworn yesterday, took the witness stand. The Major is a bald-headed gentleman, with a military air and a fierce-looking sandy mustache.

"You hold a commission, Major?" said Mr. Goff.

"Yes, sir," replied the Major, drawing a bunch of soiled looking papers from his pocket. "Here it is, letters patent from Andrew Johnson, President of the United States."

The Major went on to state that he was one of the first men to enlist in the Fifteenth New York Volunteers, and, after serving five years and six months, was honorably discharged. He produced his discharge papers, and said all the money in the Court-House could not buy them.

He had served in the same regiment, he said, with Senator Robertson, and fought at Bull Run with him, and was in command of Fort Sumter on Dec. 5, 1865, when Gen. Grant made his tour of inspection.

Still in Command.

"You are in command of a post now?"

"Yes, sir."

"A craft of some kind?"

"Yes, sir."

"Vulgarly known as a public bath?"

"Yes, sir, I am in command now most of the time. It is anchored at the foot of Market street."

"What do you call this craft?"

"My grandfather Brannigan wrote a book, the title of which was 'Avenia,' and I think I will christen her with that name when I get ready."

Major Searle objected to the use of his military title by Mr. Goff.

"We are not in Kentucky, sir, and I

(Continued on Third Page.)

HIS TUG WAS OVERLOADED.

Capt. Hyde, of the Ill-Fated Nicol, Admits This to the Inspectors.

THERE MAY BE INDICTMENTS

So Says Assistant U. S. District-Attorney Mott at the Official Inquiry.

NEARLY NINETY ON BOARD.

Gross if Not Criminal Carelessness Apparent from the Testimony of Witnesses.

An official investigation to ascertain the causes which led to the foundering of the tug James D. Nicol near Scotland Lightship Sunday was begun before United States Inspectors of Steam Vessels James Fairchild and Thomas H. Barrett in room 156 of the Federal Building at 10.30 o'clock this morning.

Assistant United States District-Attorney John O. Mott informed an "Evening World" reporter shortly before the inquiry began, that the owner and captain of the Nicol were in a delicate position, and might be held liable for manslaughter if the investigation established that the tug had been overloaded in violation of law.

"How many men did the Nicol have on board?" asked Mr. Mott.

"Between seventyfive and eighty, it is believed."

"How many was she licensed to carry?"

"Forty-five."

"If that is true I don't see why they are not responsible and should not be indicted. Their action, if complained of by the United States Inspector of Steam Vessels or any other person, would probably result in proceedings against them by the District-Attorney.

"I have not looked the matter up, and don't know whether it is a case for the State or Federal prosecuting officers. While the accident occurred on the high seas, which would make it a United States offense, yet the overloading took place at the wharf, which might give the State jurisdiction."

The Federal authorities will probably await the result of the inspectors' inquiry before taking action.

The corridor leading to the inspectors' office was crowded at an early hour with members of the crew and their friends and survivors of the wreck and the acquaintances of the missing excursionists. The room in which the inquiry was held, however, was too small to accommodate the crowd, and only the witnesses under examination and reporters were admitted.

Capt. Hyde's Story.

Capt. John Hyde, of the James D. Nicol, was the first witness sworn. He testified that he had a license as pilot and captain, and had been in command of the tug since Dec. 12, 1893. Raymond Kelly, a deep sea pilot, was also on board and in the pilot-house a part of the time on the day of the disaster.

"The license of the Nicol was displayed in a prominent place on board, where all persons could see it," said Hyde. "We were authorized to carry forty-five passengers and our regular crew."

"Did you count the people as they came on board?" was asked.

"I did not."

"Did you know your vessel was overloaded?"

"I thought she was."

"Did you protest against it."

"Yes, I did. A great many people came on board and said they were just going to cross over to a vessel lying outside of us, but a number stayed on board. I objected, but it did no good."

"Did you have any liquor on board?"

"Yes. I believe from twelve to fifteen cases of beer were brought on board by the excursionists."

"Was any one drunk on board?"

"Yes; most of the excursionists were somewhat under the influence of liquor."

"How about the crew?"

"I'm quite positive that none of the crew took a drink. They are not drinking men."

"Did Kelly, who assisted you at the wheel, have a license as a deep sea pilot?"

"I understand he has."

"Don't you know?"

"I can't say. I never saw his license."

Doesn't Know His Duty.

"Isn't it your duty, before surrendering the wheel at sea to any one, to know that the person is a licensed pilot."

"Well, it might be. I thought he was a pilot."

Capt. Hyde also testified that he had two friends in the pilot-house with him most of the time. When asked if he did not know that it was contrary to law to have persons in the pilot-house while at sea, he said he did not.

The tug was in good condition, he said, when he left New York and perfectly seaworthy. He received no instructions as to the number of people he was to take on board, having been told merely that he was to take an excursion party down the bay.

William Reeves, agent and manager of the Reeves Towing Company, testified that the James D. Nicol had been carrying excursion parties down the bay off and on for the past eight or nine years, and made between eight and ten such trips a year.

Mr. Reeves was excused until he could

(Continued on Third Page.)

UNCLE SAM'S NEW SEARCHLIGHT.

It Is Badly Needed.

HEAT AND HUMIDITY.

The Two Join Forces for a Hot Weather Record-Breaker.

Hottest Previous June 27 in 1875 and 1876, with 90 Degrees.

Heat 78 Degrees and Moisture 78 Per Cent. at 8 A. M.

Hourly Heat Record.

Hour.	Degrees.	Hour.	Degrees.
8 A. M.	78	11 A. M.	83
9 A. M.	78	12 Noon	86
10 A. M.	81		

The heat record for June 27 is held by the years 1875 and 1876, when the mercury reached 90 degrees on both occasions.

". . .. . — — ...!" exclaimed Mr. Dunn with an unbecoming touch of asperity as he entered his office this morning and his waiting friends, the reporters, politely inquired: "Is it hot enough for you?"

"Rats!" he repeated, making himself understood to his abashed audience. "That is an absurd and intolerable phrase. It is the stock in trade of silly people, and you gentlemen surprise me. Why, the fellow who would use that inane and hackneyed remark would buy green goods or eat with his knife."

A dozen scarlet faces were bowed in humility under this stinging rebuke, and a dozen faithful pencils recorded the official condemnation of that heretofore popular and innocent salutation for hot weather.

Mr. Dunn was so elated over last night's experiments with the big flash-light at Sandy Hook that he went on talking in dots and dashes and drumming out the Morse code with his lead pencil as he inspected his instruments and reports.

"This may be a record-breaker," he said at last. "We have only to pass the 90 degree point, which the mercury touched on June 27 in 1875 and 1876, to make a new record, and we have a good start for it. We have a prime combination of heat and humidity for that purpose. There were 78 degrees of warmth and 78 per cent. of moisture hereabouts at 8 o'clock, and both are rising.

"There were showers in nearly all parts of the country during the past twenty-four hours except along the border of the Middle Atlantic and New England States and the extreme Southwest. The majority of these showers came in the form of thunder storms and they were heavy and violent at many places in the interior.

"The hot wave is stationary east of the Mississippi this morning. It has become cooler over a part of the lower lake region. At 8 o'clock this morning the temperature here and at Philadelphia, Washington, Chicago and St. Louis was 78; Boston, 74; Albany, 76; St. Paul, 70; Omaha, 76; Kansas City, 74; New Orleans, 78; San Francisco, 60; Jacksonville, 76.

"The hottest spot was Key West, with 82 degrees, and the coolest, Seattle, with 48.

"The indications for the next thirty-six hours, ending 8 P. M. to-morrow, for Southeastern New York, including Long Island; also for Northern New Jersey and Connecticut, are for fair weather, except thunder showers this evening or to-night; slightly warmer to-day and slightly cooler to-morrow, with southwest to northwest winds prevailing."

The temperature rose slowly but steadily after 8 o'clock, and the humidity made a startling leap during the next two hours, until, at 10 o'clock, it reached the oppressive record of 90 per cent. Some relief was afforded by a twelve-knot breeze from the south, but altogether the weather was a fair sample of what the future is popularly believed to have in store for the wicked.

Mr. Dunn was not slow in returning to the subject of the flash-light experiments. He was elated over the success of the tests of last night from his perch on the roof of the Equitable Building, when he took a half dozen messages from the 200,000,000 candle-power light at Sandy Hook. His own stock of magnesium lights, by which he acknowledged the receipt of messages, was both poor in quality and limited in quantity, but there was nothing the matter with the big searchlight.

The arcs, dips and flashes by which it traced the Morse alphabet upon the sky were plainly seen in Harlem, if not farther, and Mr. Dunn says that he was able to read the signals with his back turned to the light, so strong and searching were its rays.

To afford a comprehensible de- of a light power measured by 200,000,000 candles, he said that if the Madison Square Garden was on fire from end to end without a stream of water upon it the conflagration could not be seen as far as the new light at Sandy Hook.

He said also that he would suggest the addition to his paraphernalia on the Equitable roof of a similar light, to be employed as a storm warning.

"We now have a steady red light we burn for that purpose," he continued, "but we need something that will attract more attention and that can be seen farther.

"Of course, a light as powerful as the one at Sandy Hook is not needed, but we ought to have a strong light, and my idea is to cast the ray at a slight upward angle in the air and keep it revolving so as to describe a luminous circle which skippers could observe from afar and be warned."

Mr. Dunn had not been notified when the next experiment would be made, but he thought that another trial of the big light would be made in a few nights.

Insane from the Heat.

Leander Randall, thirty-two years old, of 459 West Nineteenth street, was removed to Bellevue Hospital this morning insane. Yesterday afternoon Randall was overcome by heat and removed to the New York Hospital. He was discharged from the hospital as cured last night. This morning he showed signs of mental aberration, and was sent to Bellevue, where he was found to be insane.

NO RACE ODDS ON "TICKERS."

"Hand" Bookmakers and Small-Fry Gamblers Puzzled.

Think It May Be What They Call a "Shake-Down."

There was consternation among the "handbook" makers in this city, and Brooklyn yesterday afternoon, owing to the failure of an important source of information.

In the "ticker" reports of the winners, second and third horses at the races, it has been the custom to announce also the odds against the first and second horses. The order of the finish was there all right yesterday, but not a crumb of information regarding the betting.

There are, perhaps, about 500 of these hat-gamblers in this city, scattered about the saloons, hotel corridors and even, as in the case of Joe English, previously mentioned in "The Evening World," doing business in the public parks. Their bets are recorded on slips and payment is made to winners in some cases as soon as the "ticker" announces the result of a race.

It is obvious that small bettors, who are the principal customers of these perambulating gentry, having a small stake, are liable to invest winnings in the next race. This keeps the ball rolling for both "bookie" and speculator. When, as on yesterday, the pool-sharp is unable to pay after each race, he has little chance to get back his losses.

No definite explanation could be obtained at the office of the Gold and Stock Telegraph Company this morning except the assurance that the police had nothing to do with the absence of the quotation of odds. The bookmakers are not sure as to whether the "ticker" Company means to "shake them down," which, in ordinary English, means compel them to pay more money, or whether the racing officials have succeeded in inducing the Gold and Stock Company not to send out the information.

CHLOROFORMED HER FAMILY.

Then Miss Witten Eloped from Her Father's Roof.

(By Associated Press.)

PAINTSVILLE, Ky., June 27.—Helen Witten, the pretty daughter of William Witten, a prominent farmer, living four miles north of here, has had an ardent lover in Henry W. Wilcox, but the family discouraged his attentions and took every precaution to prevent an elopement, even locking up the girl's clothing. In order to get away last night Miss Witten chloroformed her father, mother and the entire family of six. When they recovered from their stupor the girl and all her clothing were gone. It is presumed Wilcox and Miss Witten eloped to Ohio.

DRINKING, when done artistically, with taste and discrimination, is a most attractive pastime. Never attempt to combine it with anything else, unless you can't stop, write Manager, Pressing Club, Nat. New York.

PROMENADE PLANS.

Engineer Clarke Tells of the Arrangements Made.

May Have Elevators to North River Bridge Approaches.

Expert Engineers Will Report on July 9.

The promise that there will be two ample promenades from end to end of the great railway bridge that is to span the Hudson from this city to Union, N. J., is hailed with expressions of much satisfaction.

Chief Engineer Thomas C. Clarke says:

"These promenades will be at least ten feet wide, and will extend from end to end of the bridge. There will be convenient approaches from the streets at frequent points on the New York side all the way from the Central Railway Station to the great pier between Fifty-ninth and Sixty-ninth streets. Elevators from the street would be desirable and entirely practicable, but that is a matter of detail not yet decided upon.

"We are compelled by law to build our New York pier no further from shore than the end of the pier line. The Jersey law permits us to build a pier 1,072 feet from the Jersey shore. The only matter now in question and to be decided by the Advisory Board and the Secretary of War is whether the 2,300 feet between is sufficiently wide. It must be 2,000 feet clear for navigation. The War Department must decide how much, if any, more.

"Besides the promenades and the four passenger tracks, there will be two tracks for an electrical railway. This road may reach the streets at one or a number of points, as desired, to suit the requirements of rapid transit. But that is also a matter still undecided.

"There will be no provision for freight traffic except express freight. The float system is so perfected now that freight trains may be landed here, there or anywhere in New York, and it would not be feasible to provide for freight on this great bridge.

"The bridge will be about 80 feet from the street near the water's edge and 140 feet over the water. The upper floor of the central station will be 88 feet from the street and reached by elevators. Of course these rough plans are subject to modification to meet the requirements of the decision of the War Department."

The election of directors by the stockholders of the New York and New Jersey Bridge Company has been again postponed, this time to July 26, at 214 Broadway.

The adjourned meeting of the expert engineers appointed as an advisory board to the Secretary of War in the matter of the approval of the Hudson River Bridge plans, was turned into an executive session to-day at the Army Building.

Major C. W. Raymond, the Chairman, said that the deliberations would be secret, and at the close of the meeting an adjournment would be taken to July 9. In the meantime the members will investigate independently, and on July 9 they will decide upon their report to Secretary Lamont, whose approval of the bridge plans is all that is necessary to give the New York and New Jersey Bridge Company a complete charter.

Germans to Witness Hagenbeck's.

This will be a great day at Manhattan Beach when some 1,500 members of the different singing societies who have been in attendance at the great Saengerfest, will visit the popular resort in a body. They have signified their intention of witnessing the wonderful exhibition given by the Hagenbeck trained animals, and Manager S. M. Hoffheimer has made arrangements for an extra programme in their honor. Among those present on Monday evening were Gov. Hogg, of Texas, and his staff.

The Road Won't Be Abolished.

(By Associated Press.)

MARSHALLTOWN, Ia., June 27.—Manager McNeil and Auditor Benson, of the Iowa Central Railroad, say there is no truth in the reports sent out from Ottumwa that the Company is to be absorbed by the Chicago, Milwaukee and St. Paul, and the shops and headquarters moved from Marshalltown to Ottumwa.

LAST EDITION.

NO BODIES TO BE FOUND.

An "Evening World" Diver Examines the Wreck of the Tug James D. Nicol.

IN SEVEN FATHOMS OF WATER.

Right Side Up, but Listed Over on a Smooth Bottom, with No Bodies Near.

PART OF DECK-HOUSE SECURED.

Diver Rice Believes the Bodies Have Been Swept Out to Sea or Up the Narrows.

SANDY HOOK, N. J., June 27.—After a search lasting from 9 o'clock Monday morning, until 7 o'clock this morning, "The Evening World's" tug Assistance succeeded in making fast to the tug James D. Nicol, which foundered with a fishing party on board, last Sunday afternoon.

A heavy sea had been kicked up by a smoky southwester and, big as the Assistance is, she bobbed about on the water like a cork, making footing very uncertain and even unsafe for all on board. Big waves broke over her bow and dashed viciously against the windows of the pilot-house, and the scuppers were continually full of water.

The wreck was located by means of grapnels at a point west-sou'-west from Scotland Lightship, the twin lights of Navesink Highlands bearing west by south. "The Evening World's" buoy, with two grapnels out astern, was allowed to drift slowly towards the Scotland Lightship, when the starboard grapnel fastened into the wreck, and the tug was brought to an anchor.

Chief Diver John Rice, assisted by Tender N. A. Nelson, hurriedly got into his diving suit and was preparing to drop over the side when the grapnel broke away.

Nicol's Deck-House Caught.

Almost immediately thereafter a section of a tug's deck-house, about six by seven feet in dimensions, shot to the surface of the water in the wake of the Assistance. The glass had been broken from the window in it, and the window-frame partly torn away, evidently by the grapnel.

This section of the deck-house was hoisted aboard the Assistance, which then went about and cruised back and forth over the spot where the grapnel had been fast.

Capt. Larry DeNoyelles stood at the wheel with his eye on the compass, ready to fix the location of the wreck, should the grapnel again fasten onto it. The Scotland Lightship was dead astern, and the twin lights of the Highlands off the starboard bow. Diver Rice sat upon a coil of hawser in the stern, ready to drop over, should the grapnel again pick up the wreck.

It was just thirty minutes from the time of the first contact when the grapnel again became fast, this time upon the port quarter. The tug's anchor was dropped immediately, but before her headway could be checked the strain on the grapnel rope became so great that the drag again broke loose.

As before, a quantity of wreckage and another section of the deck-house floated to the surface. Hanging on a hook in this portion of the deck-house was a large zinc cooking fork, which indicated to the workers on the Assistance that this part of the deck-house had formed a portion of the wall of the steward's pantry. A small door was hanging by one hinge to this section of the deck-house, and this was detached and taken aboard, together with the first section of the deck-house, to be used for purposes of identification.

Diver Rice Goes Overboard.

As the Assistance swung around to her anchor, Diver Rice donned his helmet and belt and dropped boldly over the side. It was a big risk to take in such a sea, but he laughingly insisted upon taking it. Capt. De Noyelles pointed out to him the danger he would be in by being carried under the stern of the tug, which was rolling heavily in the trough of the sea and sending masses of spray as high as her hurricane deck and pounding the water like a wounded whale.

With eighty-five pounds of lead in the belt around his waist; with iron shoes, weighing fifteen pounds each, strapped upon his feet, and his head encased in a copper helmet weighing fifty pounds, Diver Rice sank slowly out of sight, a column of air bubbles coming rapidly to the surface to tell where he had gone down. Tender Nelson carefully paid out the life line and air pipe, while a crew of two men worked the air pump which supplied the submerged man with air.

The crew of the Assistance and "The Evening World" reporters and artists anxiously watched the decent, while they hung on by the nearest hand hold to keep from following him overboard.

The air-pipe had been carefully examined, inch by inch, and a weak spot was discovered near one end. This weak end Diver Rice insisted having attached to the helmet, explaining that it was safer to have it where the great pressure of the water would resist the pressure of the air, and prevent the pipe from bursting.

It was 7.35 o'clock when Diver Rice made his first descent. It was 7.42, or seven minutes later, when Diver Rice signalled to Tender Nelson that he had reached bottom. The lead was cast from the bow of the tug and the depth to which Diver Rice had descended was ascertained to be a little over seven fathoms.

Bottom at Seven Fathoms.

The tide, however, had just turned to flood with the promise of adding to the depth at least another fathom inside of three hours. The watchers on the deck of the Assistance could follow the movements of Diver Rice nearly fifty feet below by the bubbles of air that came up.

(Continued on Third Page.)