GOFF BEFORE GRAND JURY.

Called as Witness in the Investigation of General Sessions Courts.

BIG SURPRISES EXPECTED.

All Police Captains in Town Before the Oyer and Terminer Jury.

EX-MAYOR GILROY IS IN IT, TOO.

Indications that Wholesale Indictments Are to Be Found Against Many City Officials.

Recorder Goff, as soon as his court adjourned at 1 o'clock to-day, hurried into his room, gathered up a large number of documents and went into the county Grand Jury room.

He had been summoned before the Grand Jury as the first witness in the investigation ordered by Judge Cowing into the General Sessions Courts.

The Recorder asked a day or two ago to be summoned as a witness in this matter, and he said yesterday that the Judges would be sorry that they had ever raised the question.

In the papers which the Recorder took to the Grand Jury to-day were records of old cases which had been disposed of in the General Sessions Courts for years past.

While the Recorder was counsel for the Senate Investigating Committee, he was many times put into possession of alleged facts concerning crookedness and irregularities in the General Sessions Courts.

He made a careful memoranda of these cases, and since he has been Recorder he has daily sent to the clerk's office for papers to corroborate the information he received while counsel for the Lexow Committee.

Shortly after Recorder Goff went before the Grand Jury District-Attorney Fellows came from the Indictment Bureau and went to his private office. He declined to talk about the investigation of the courts, now in progress, and would only vouchsafe the information that Recorder Goff was the first witness to be called, and that the investigation would be continued as rapidly as possible.

There was a bustle that betokened great happenings in the room of the Oyer and Terminer Grand Jury, in the Criminal Court-House, this morning.

Police captains, sergeants, ex-ward men and patrolmen to the number of nearly 100 went into the witness-room of the Grand Jury, all with subpoenas in their hands.

The first to arrive were Capts. Berghold and Westervelt, the latter accompanied by two ex-ward men.

While they were going in through the main entrance to the room Capt. Schmittberger and a number of officers in citizens' clothes were waiting outside of the obscure entrance under the arches in a dark place on the second mezzanine floor.

Shortly after 11 o'clock it became evident that nearly if not quite all of the police captains throughout the city had been summoned to appear before the Grand Jury. A great many of the officers came hastily in full uniform, and had evidently been subpoenaed this morning.

Justice Ingraham arrived at his chambers shortly after 10 o'clock, but after consulting with one of the Assistant District-Attorneys he adjourned his court until 10.30 to-morrow morning.

It was said by one who is in a position to know that not only had all of the police captains, sergeants and ex-ward men been summoned, but that Supt. Byrnes and all of the Inspectors had also been notified to report to the Grand Jury room.

There were no other witnesses except policemen early in the morning, but later a number of men who were apparently in prosperous circumstances were admitted under subpœnas. There were some Fire Department officials also in the witness-room.

It was rumored that their presence was occasioned by the information given to the Grand Jury yesterday by a subcommittee of the Committee of Seventy.

In addition to the investigation into the Fire Department, which is evidently in progress it was said by "The Evening World's" informant that the Department of Public Works, the Excise Board and the Comptroller's office would be more or less investigated.

Among the names of those which were rumored to be implicated was that of ex-Mayor Thomas F. Gilroy, in his former capacity as Commissioner of Public Works.

Mayor Gilroy is now in Paris.

No indictments can possibly be handed down to-day, and the date when the Grand Jury will make its report is still kept a profound mystery.

A very high official in the Police Department said to an "Evening World" reporter to-day:

"Of one thing alone I am certain, and that is that the Grand Jurymen themselves do not know when they will hand in indictments."

JUDGE MARTINE ANGRY.

Thinks Recorder Goff Has Acted Discourteously.

Judge Martine was angry this morning about the changes Recorder Goff ordered in the prisoners' pens in the Criminal Courts Wednesday.

"I think it was a discourtesy for him to order these changes without consulting his associates," he said. "I approve of many of the changes proposed by Recorder Goff, but I think he should have shown us the courtesy to consult before ordering changes. Perhaps, however, he made these changes as a member of the Sinking Fund and not as Recorder."

Pure Rich Blood

is essential to good health, because the blood is the vital fluid which supplies all the organs with life and the power to perform their functions.

Hood's Sarsaparilla

Acts directly upon the blood, making it rich and pure and giving it vitality and life-giving qualities. This is why Hood's Sarsaparilla cures when all other preparations and prescriptions fail.

"I have tried Hood's Sarsaparilla and found it to be an excellent medicine for impure blood. I highly recommend it." FANNIE E. PASCHARD, Lima, N. Y.

Hood's Pills the after-dinner pill and family cathartic. 25c.

THE STEAMSHIP LA GASCOGNE.

NO MORE FIFTH AVE. STAGES.

The Company Goes in the Hands of a Receiver.

The Fifth Avenue Stage Company went into the hands of a receiver today. The corporate rights were also taken away, and the officers permanently enjoined from operating the concern. Judgments aggregating several hundred thousands of dollars caused its downfall.

The Company, under the title of the Fifth Avenue Transportation Company, Limited, was incorporated on Nov. 28, 1885. Among the heaviest stockholders was the late Elliott F. Shepard and other well-known men.

The concern has been in a bad way financially for several years. This the officers admitted in the papers filed today. Heavy judgments accumulated, and since Jan. 1, 1894, no attempt has been made to liquidate indebtedness.

The creditors appealed to Attorney-General Hancock, and he served notice on the Company that he proposed bringing an action in the Supreme Court in this city to dissolve the Company, and to apply for a receiver.

In Supreme Court Chambers to-day, before Justice Ingraham, Lawyer William Irwin, who appeared for the Company, admitted these allegations. He said he had been authorized by the Board of Directors to allow the Attorney-General to take judgment.

The judgments are numerous, and date back to Sept. 26, 1889, when Isaac H. Dahiman secured one for $11,427.41. On Oct. 22, 1889, George E. Ketcham, W. P. Ketcham, F. D. Ketcham and George Woolsey obtained judgment for $9,161.37, and the next day judgment for $6,988.40 was entered in favor of William G. Frazee.

The other judgments are:

Elliott F. Shepard, $10,016.84, granted Feb. 25, 1895, and $50,395.24, on Jan. 30, 1893. On May 24, 1894, Helen Sierr obtained judgment for $1,625 which was assigned to A. D. Shepard. Margaret V. Shepard, on Jan. 24, 1895, $32,562.77. August D. Shepard, $37,816.68, on Jan. 28, 1895. Margaret V. Shepard and Augustus Shepard, executors of Elliott F. Shepard, $40,134.99.

Present judgments reach $190,134.90.

Justice Ingraham dissolved the corporation and ordered a final distribution of its assets. He also enjoined the officers from exercising any corporate rights.

Daniel T. Hoag was appointed receiver under $50,000 bonds, which was furnished by the United States Trust Company.

Justice Ingraham also orders that the Company be enjoined from spending any of the funds, and enjoins creditors from bringing proceedings against the Company.

The assets will be divided pro rata and each creditor allowed $100 costs.

MR. PALFERY SETTLES.

The Finding of His Wife's Diamonds Used as a Lever.

The case of Haas Bros., women's tailors, who had Mrs. Mamie M. Palfrey up in supplementary proceedings on three judgment notes aggregating $351, was settled to-day by the payment of the amount and costs by her husband.

When Mrs. Palfrey was before Referee M. J. Stein she swore she did not, and had not for some years, own any diamond jewelry. Lawyer Maurice Mayer located the gems in Simpson's, and this fact becoming known resulted in a speedy settlement.

The Palfreys reside at the Girard House, in Forty-third street, and are well known in uptown society. The satisfaction of judgment was filed with the clerk of the court this afternoon.

Three Men Hurt in an Explosion.

EL PASO, Tex., Feb. 7.—By the bursting of a boiler in the El Paso Steam Laundry to-day, three men were fatally injured. The explosion broke all the windows in the block, and a piece of the boiler weighing seventy-five pounds was thrown four blocks over three-story buildings.

SHIPPING NEWS.

ALMANAC FOR TO-DAY.

Sun rises....7.02|Sun sets....5.25|Moon sets....5.46

HIGH WATER TO-DAY.

	A. M.	P. M.
Sandy Hook	5.06	5.42
Governor's Island	5.31	6.00
Hell Gate	7.24	7.53

LOW WATER TO-DAY.

Sandy Hook	11.39	11.45
Governor's Island	12.07	12.07
Hell Gate	3.32	3.32

To find Eastern standard time subject four minutes.

PORT OF NEW YORK.

ARRIVED.

Salamanca	Cape Colorado
Adirondack	Savanilla
Venezuela	Porto Cabello
Panama	Savanilla

OUTGOING STEAMERS.

SAILED TO-DAY.

Nacoochee	Savannah
Yucatan	Tampico
El Paso	New Orleans

TO SAIL TO-MORROW.

Regulus	Cape Gracias
Cherokee	Charleston
Rio Grande	Brunswick

INCOMING STEAMERS.

DUE TO-DAY.

La Gascogne	Havre
England	London
Comino	Galveston
Rhyland	Antwerp
Mariposa	Aspinwall
Alvena	Port-au-Prince
Allonquin	Kingston
Panama	Hayti
Teutonic	Liverpool
Llandaff City	Swansea
Bolivia	Gibraltar
Venezuela	La Guayra
Trinidad	Bermuda
Wittekind	Bremen
Prinzessin	Dundee

DUE TO-MORROW.

Taormina	Hamburg
Colorado	Galveston
Tallahassee	Savannah
Irrawaddy	Port Spain

LA GASCOGNE'S FATE UNKNOWN.

(Continued from First Page.)

and that the only accident that could have sent her to the bottom was a collision, which could hardly have occurred unless she diverged from the regular course of ocean liners.

It is too early in the season for icebergs to get as far south as the path of the French liners, and both to the eastward and westward there are well defined lanes across the Atlantic to which vessels stick so closely that collision is almost impossible.

The accident to the Elbe, it should be remembered, occurred near the coast, and La Gascogne has not been subjected to the same danger.

Still the Elbe's fate has heightened the anxiety as to what has happened to La Gascogne, and has created the greatest alarm, where otherwise there might be simply passing anxiety.

At the Maritime Exchange to-day some of the old salts expressed the belief that La Gascogne had met with some mishap which made it necessary for her to seek assistance, and that she is now proceeding in tow to some near port—the Azores or, possibly, Halifax.

There are a number of vessels overdue that may be rendering her assistance, including the freighter Manitoba, the Rhyniand, from Antwerp, and the White Star liner Teutonic, which should have been at her dock yesterday.

At the White Star line offices this morning there was no anxiety because of the Teutonic's delay. It was stated that the captains of the line are not allowed to endeavor to make time during a storm, and that in consequence the ships are frequently behind time. The Teutonic, it was stated, is not, in view of the weather she has encountered, until to-morrow, or possibly later.

A private cablegram to the White Star agent in this city states that the Majestic, which arrived in Queenstown last night, thirty-six hours overdue, encountered severe storms throughout her passage. The winds were from the west, however, so western-bound vessels must have had even more trouble than the Majestic.

On account of this it is believed that La Gascogne's new machinery may have been put to a severe test and have given way.

The courses of the Teutonic and Gascogne across the Atlantic, coming in this direction, converge at a point about two-thirds of the distance out. If the latter vessel had reached the meeting point in safety and in due time, she should then be about three days ahead of the Teutonic, which did not sail until Jan. 29 from Queenstown.

There would be a much greater probability of the Red Star line steamer Rhyniand, which sailed from Antwerp Jan. 26, the same day as La Gascogne, meeting her. Although a much slower vessel, she followed along in almost the same course after leaving the English Channel. The Rhyniand is now twelve days out and in ordinary weather makes the passage in ten days.

Among the passengers on La Gascogne is Edward W. Mix, one of the Paris representatives of the Thomson-Houston Electric Company, who was a victim of police outrages in Austria. M. Jacquin, another passenger, is a New York dry goods importer.

Included in the ship's cargo is the bulk of the works of the French artist, J. B. Kaffrelli, who is on his way to this city to make an exhibition of his work.

The marine underwriters have put up the insurance rates on La Gascogne from 1-4 of 1 per cent. to 4 per cent.

There are 262 passengers on La Gascogne, 118 steerage, 114 second cabin, and 30 first cabin.

Agent Forget said this morning that he is in hopes the Teutonic will have some news of La Gascogne when she arrives in port.

The agent of the Anchor line said this morning that the Circassia, which sailed from Glasgow Jan. 25, is not expected until this evening or to-morrow. It is not thought that the Circassia will fall in with La Gascogne.

The steamship Circassia, from Glasgow, was sighted off Sandy Hook at 1 P. M. to-day.

The National line steamship England, arrived to-day from London. Capt. Heeley reports a rough trip.

The England sailed Jan. 29 and encountered easterly winds with moderate weather until Jan. 28 in latitude 46.44, longitude 30, when she ran into a heavy gale blowing from the southwest to southeast with frequent squalls of hail and rain.

Feb. 3, when in latitude 41, longitude 61, they encountered another gale from the north with heavy seas. The following day the wind shifted to the northeast and blew a hurricane with tremendous seas, accompanied by thunder and lightning.

Feb. 5 was ushered in with a gale from the northwest with high seas and frequent snow squalls. The next day it shifted to the west. The gale blew at a fearful rate with high seas and heavy northwesterns, which continued until Sandy Hook was sighted. Though a sharp look-out was kept, nothing was seen of La Gascogne or Teutonic.

PILOT-BOAT DISABLED.

The Veruna Sighted in Tow of Revenue Cutter Dexter.

HIGHLAND LIGHTS, Mass., Feb. 7.—The United States Revenue cutter Dexter passed here at 11 A. M. with the pilot-boat Veruna (No. 6) in tow.

The boat is badly crippled and covered with ice. Her main boom is gone.

The Gem's Frozen Crew.

EASTPORT, L. I., Feb. 7.—The nine men, including the captain, of the brig Gem, which became ice-bound near the Montauk Life-Saving Station yesterday, and who were rescued in a half frozen condition by the life-savers, will leave for New York on an afternoon train. The feet of one of the seamen are so badly frozen that they will have to be amputated. The suffering of the men was due mainly to insufficient clothing. The wrecking tug Chapman, which arrived this morning, will take the brig to New York to-night.

WRECK OF THE AMERIQUE.

The Passengers All Saved and Landed at Colon.

COLON, Columbia, Feb. 7.—The passengers of the wrecked steamship Amerique have arrived here on board the steamer Ville de Marseille, after having been landed in boats at Savanilla, near which place the Amerique went ashore. The mails and cargo of the Amerique were lost and one of her sailors was drowned. The steamer is a total loss.

The passengers landed numbered about 200. One said:

"It was dark when she went ashore at a point near Cape Agousta, and for some time we were in great peril. In my opinion the captain did not know he was so near land, and this was the cause of the disaster. The steamer is a complete wreck, as she has slid off into deep water and only her smokestack and masts were visible when we left the coast. Almost all of us lost everything except what we could carry with us. One of the sailors was drowned through an accident while the passengers were being landed."

THE STORM IN EUROPE.

Seven of an Unknown Vessel's Crew Drowned and Steamer Ashore.

LONDON, Feb. 7.—The storms which have been so severely impeding traffic recently throughout Great Britain are becoming more severe. The highlands of Scotland are completely isolated and all the railroads are blocked with snow.

An unknown vessel has foundered off Port Patrick, Scotland, with the loss of seven lives and a two-masted steamer having white smokestacks with a black band around them is ashore on the Isle of Man.

The River Thames is frozen over at Chelsea and the Scheldt at Antwerp is covered with ice. At Antwerp the thermometer registered 15 degrees below zero centigrade, the lowest point recorded for twenty years.

In Wales thousands of people are out of work on account of the severe weather.

OVERDUE STEAMER SIGHTED.

The Cephalonia, from Boston to Queenstown, Passes Brow Head.

QUEENSTOWN, Feb. 7.—The Cunard line steamer Cephalonia, Capt. Seccombe, from Boston on Jan. 26 for Liverpool, passed Brow Head at 11.55 this morning, about fifty-six hours behind her schedule time.

OVERDUE AT HALIFAX.

Steamship Alpha May Bring News of La Gascogne.

HALIFAX, N. S., Feb. 7.—The steamship Alpha is three days overdue from Bermuda, a most unusual thing for this vessel, which should have been off this coast last Monday.

It is possible that the Alpha may have something to report of the overdue La Gascogne. The steamer Baracoa, from New York, is also overdue.

SEA GIVES UP ELBE'S DEAD.

Two More Bodies Have Been Taken to Lowestoft.

LONDON, Feb. 7.—Two more bodies, supposed to be the remains of passengers of the Elbe, have been taken to Lowestoft. One of them has not been identified; the other is that of Edward Markowitz, of Budapest.

It has been ascertained that the body brought to Lowestoft yesterday is not that of H. Eschunden, Chief Steward of the Elbe, as at first believed.

Upon the remains of one of the unidentified dead were found a bunch of keys labelled "Marvin Safe Company, New York, 671," and another key labelled "Valentine & Butler Safe Lock Company, 277," and on its reverse side, "L. I. Bates & Co., Boston."

At the office of the Herring-Hall-Marvin Safe Company, in this city, to-day, it was learned that the labelled bunch of keys which were found on one of the bodies of the unidentified dead of the steamship Elbe, which was taken to Lowestoft by a fishing smack, belonged to Charles Wix, head of the firm of Charles Wix & Co., importers of chemicals at 53 Ley street, this city.

The metal identification tag which was attached to the bunch of keys was issued to Charles Wix, according to the records of the safe company, on March 14, 1883. At the office of Mr. Wix it was said that they had given him up for lost some time ago.

Richmond Motorman Badly Hurt.

RICHMOND, Va., Feb. 7.—A trolley car jumped the track this morning and crashed into a telegraph pole. Motorman Fred C. Gayle is probably fatally hurt. Passengers escaped uninjured.

Fell Down the Bridge Stairs.

Maggie McConnell, sixteen years old, living with Mrs. Williams at 68 Main street, Newark, N. J., fell down the long stairway leading to the Brooklyn Bridge and Elevated Railway near the Register's office this afternoon, and was severely hurt.

GOUT? For Sale by Druggists. PAMPHLET FREE. LEHN & FINK, Agents, New York.

SCHERING'S PIPERAZIN WATER WILL CURE IT.

RECOMMENDED FOR Gravel, Calculus, Lazy Liver, and all Uric Acid Troubles.

EXTREME COLD WAVE COMING.

(Continued on Sixth Page.)

delay to ferry traffic this morning, navigation was not impeded to such an extent as yesterday, especially in the North River.

The high westerly gales which heaped up the drift ice in the docks and ferry slips yesterday has subsided, and the outgoing tide has carried most of it into the harbor.

What wind there was came from the north, and old navigators said this would prevent the ice from coming back when the tide turned.

A wide stretch of broken cakes and hummocks floated slowly down in midstream, but the ferry-boats seemed to have no difficulty in cutting their way through it.

The boats of the Chambers street and those of the Pennsylvania, New Jersey Central and Hoboken lines were all running on regular time this morning, and none of the passengers complained of delays.

It was a great improvement over yesterday, when the slips on this side of the river were so jammed with ice that in some cases it was impossible to make a landing.

The ferries on the east side of the city did not fare so well, for the narrow channel was filled with floating ice from shore to shore. The boats on the Thirty-ninth street ferry, from the Battery to South Brooklyn, were greatly delayed and ran very irregularly.

Down the Bay.

An immense field of ice drifted down the bay with the ebb tide this morning. The ice was so heavy and compact that inward bound steamers and ferry-boats going up the bay found much difficulty in getting through it. At 11 A. M., off Quarantine, the ice reached from the Staten Island to the Long Island shore.

Ice in Channel and Harbor.

The channel between Governor's Island and the Brooklyn shore was choked up with a mass of drift ice, which was frozen solid in many places. The current had not been strong enough to carry it away, and the ferry-boats could force their way through it only with difficulty. Oftentimes they would come to a standstill, and have to back and forge ahead again at full speed to overcome the obstructions.

The other east-side ferries did not suffer so much, although they were all more or less impeded.

The steamer Pilgrim, of the Fall River line, came in on time this morning, but her officers reported that the channel from Whitestone down the East River was filled with floating ice. Several smaller steamboats on the Sound lines were delayed from one to two hours after they reached the East River channel.

The upper harbor, as seen from the Battery pier, was one unbroken stretch of floating ice. The little Liberty Island boat was making its regular trips.

It was reported at the offices of the Staten Island Ferry Co. that all the boats were running regularly this morning and there had been no serious delays.

Hudson River Frozen Over.

It is reported that the Hudson is now completely frozen over, from Dobbs Ferry to Albany, and that teams can be driven over at almost any point.

The icemen have had an easy time of it this year, as they did not have to wait for the present cold snap to take in their season's supply. It is said the crop of ice already harvested this year is the largest on record.

All the icehouses up the river are filled to their utmost capacity, a fact which city people will no doubt recall with satisfaction when the time comes around for dealers to talk of ice-famines and high prices.

On the police boat Patrol, Capt. Copeland and his officers are holding themselves in readiness for any emergency.

Barges and canal-boats lying at many of the docks along both the East and North Rivers have been frozen fast at their moorings. This is the condition of things at the Erie and Atlantic Basins and in Gowanus Canal.

It is reported that the snowdrifts and zero weather have cut off the people of Canarsie, Barren Island and half a dozen other little resorts around Jamaica Bay from the outside world. On Barren Island there are four or five hundred people who have not been reached since the storm, and the boats which run there have been prevented by the weather from making their usual trips. A journey there by boat at the present time would involve all the perils of an Arctic exploration.

Victims of the Cold.

An old man, poorly dressed, was found shortly before midnight on the basement steps of 409 West Fifty-third street by Patrolman Patrick Doyle, of the West Forty-seventh street station. He was frozen almost stiff. He was conveyed to Roosevelt Hospital, where he died at 12.30 this morning. His breath smelled strongly of liquor. He had no money in his possession. Half an envelope bearing the imprint "Sullivan Bros., Painters and Decorators, 221 East Fifty-eighth street," and addressed to "L. Lauchman, 1202 Lexington avenue," was found in one of his pockets.

On the back of the envelope was the address "Dominick Casey, 323 East Fifty-ninth street." In another pocket was a card bearing the name of "Fred Schoppe, horse trainer, 776 Amsterdam avenue."

Among the effects was a card bearing the name of L. Lauchman, 1202 Lexington avenue. Inquiry at that address showed that Mr. Lauchman is alive and well. He knew nothing about the dead man.

An unknown man was found unconscious from cold at 5 o'clock this morning at Park Row and Duane street, and removed to Hudson Street Hospital. He is about forty years old, 5 feet 5 inches tall, light hair and mustache. He was dressed in a gray coat and vest, dark trousers and gray cap.

Minneapolis in Trouble.

The bay and harbor this afternoon presents a most wintry aspect. Not a single patch of clear water is to be seen, the thick and solid covers the waters of the upper and lower bay, making navigation not only difficult but perilous. The Staten Island ferry-boats have had a very trying time of it in getting up and down the bay. A large tow of garbage scows and another of mud scows were unable to get out to sea this forenoon. The tugs were compelled to take their tows into the American docks for a lay-by.

Coal barges Franklin and Eureka No. 1, which were lying alongside the cruiser Minneapolis, anchored off St. George, coaling, were almost cut down by the heavy ice which came down with the strong ebb tide. The cruiser hoisted distress signals. Harbor Inspector's tug Nimrod, with much difficulty, succeeded in getting alongside the cruiser and towed the barges into the American docks at Tompkinsville.

The cruiser lies in an exposed position to the ice. Her commander, shortly after noon, decided to get up a full head of steam, to be prepared to get the ship under way and move down to Gravesend Bay for a safer anchorage.

The Health Officers' boat, Charles F. Allen, owing to the ice, found much difficulty in getting alongside incoming vessels in the bay.

Country Weather Prophet.

Prof. C. Coles, who says he is a weather prophet from Kingston, Pa., came into "The Evening World" office this morning with the cheerful information that on Feb. 23 a fearful storm would prevail in this vicinity, embracing all that is vicious in the elements, including rain, snow, hail, floods and cyclonic winds.

SANDY HOOK, Feb. 7.—The electric buoy lamps in Gedney's Channel and the one in the Southwest Spit have been extinguished by heavy floating ice. These lights are incandescent lamps of 100 candle power each, inclosed in strong lanterns, having thick red or white glasses, placed on long spar buoys. They are connected by cables with the electric buoy plant at Sandy Hook and at night time aid vessels passing in and out of port and over the bar.

In Other Places.

CHICAGO, Feb. 7.—Trains were badly delayed by the storm last night. Reports from the West and Northwest indicate that the weather will be more severe within the next twelve hours.

Train crews coming in from the South over the Illinois Central and from Cincinnati reported very deep snow all along the route for from 100 to 200 miles South.

ST. LOUIS, Feb. 7.—Another blizzard is prevailing over Missouri. Snow is drifting badly, and is likely to delay all night trains. The temperature has fallen from 25 to 40 degrees, and last night was two degrees below zero and falling rapidly.

DALLAS, Tex., Feb. 7.—North Texas has had two weeks of severe Winter weather, with the ground covered with snow. The mercury has dropped nearly 40 degrees, and is down to zero, with prospects of going lower. Reports of the blizzard came from Hillsboro, Denison and other points. Cattlemen of the Indian Territory report the weather has resulted in the death of thousands of yearlings.

GUTHRIE, O. T., Feb. 7.—The worst blizzard for years struck here yesterday morning and raged with great fury last night. The wind is blowing a hurricane. Intense cold prevails throughout the Territory, and much suffering to settlers and stock will result to farmers.

OMAHA, Neb., Feb. 7.—A severe blizzard prevails in Nebraska. Little snow is falling, but the air is filled with sand, and all railroad trains are running on schedule time with the greatest difficulty. So threatening was the weather yesterday that public schools in many places were dismissed.

SIOUX CITY, Ia., Feb. 7.—The weather to-day is the coldest this Winter, the thermometer recording from 20 to 30 below zero.

DENVER, Feb. 7.—Throughout Wyoming, Colorado and New Mexico the temperature ranged from 5 to 10 degrees below zero last night. In the eastern part of Colorado, the blizzard has caused much suffering among the destitute and it is feared there will be considerable loss of stock.

MIDDLESBORO, Ky., Feb. 7.—A terrible blizzard, accompanied by blinding snow and wind, blowing forty-five miles an hour, set in at 5 o'clock this morning. Temperature 8 degrees above zero and falling 1 degree an hour.

CARS SNOWED UNDER.

Train on the Manhattan Beach Road Buried at Ford's Corners.

The entire population of Canarsie village, numbering 14,000 people, were cut off from communication with the outer world for twenty-four hours ending this morning by great snow drifts that blocked the roads to East New York and heaped up fifteen feet high on the railroad tracks. Even to-day a portion of the village is still snowed in, as the tracks of the Manhattan Beach road are buried under huge drifts.

Two engines and a train of cars on this road are snowed under at Ford's Corners.

Ever since the recent snowfall the residents of Canarsie have had the utmost difficulty in travelling about. All the roads were blocked, and the only means of travel were by the Manhattan Beach and Canarsie Railroads. But when travel was blocked on these two roads, matters began to look serious and the inhabitants of the village wondered how long they were to be hemmed in. The prospect of snow to-day only added to their fears.

At 6.45 o'clock yesterday morning the biggest engine on the Canarsie road, the Willam W rner, and another locomotive with one car, started out to plow a path through the snow drift.

At Vandeveer's cut the train was completely snowed under. The drifts closed up over the cars and engines and they were soon buried out of sight. The crew deserted the train and made their way back to the nearest railroad office.

A gang of seventy-five men were sent out to shovel away the drift. They worked all day and a part of last night and succeeded in clearing the snow away to such an extent that at 6.45 this morning the stalled train was able to move on its way. It took all the power of two engines, however, to pull the single car over the road.

Thirty-five men were then put to work shovelling the snow, and at 9 o'clock trains were running through the cut on schedule time. There was every prospect this morning that travel on the Manhattan Beach road will be blocked for several days unless a plough is sent to force its way through the high drifts. All the telephone wires were broken until this morning.

Barren Island, with its 500 inhabitants, has also been isolated for several days, as it is impossible for the boats to force their way through the ice.

STREET SCOWS FROZEN.

Col. Waring Perplexed About the Coming Storm.

Col. Waring, of the Street-Cleaning Department, anticipates trouble in clearing the streets of the snowstorm predicted by Forecaster Dunn for to-night.

A number of scows, at present docked in this city, are frozen up so they cannot be used, and the scows that went to sea yesterday with the garbage, have not returned to their docks.

Snow to Be Left for Sleighing.

Deputy Street Cleaning Commissioner Moore this morning announced that hereafter snow would be left on the following streets for the accomodation of sleighing parties: Fifth avenue, from Forty-second street to the Park; Broadway, east of the car tracks, from Fiftieth street to Fifty-ninth street; Eighth avenue, east side of car tracks, from Fiftieth street to Fifty-ninth street.

B. Altman & Co

ARE NOW SHOWING

MEN'S HIGH-CLASS

Neckwear

FOR

SPRING,

in newest shapes and designs, and will offer

FRIDAY and SATURDAY,

250 dozen Four-in-Hand, Flowing End Culross, Knots, Wide End Ties, Bows, etc., at

45c. each.

18th St., 19th St. and Sixth Ave

THREE DEAD ON A WRECK.

Unknown Schooner Goes Ashore Near Vineyard Haven.

VINEYARD HAVEN, Mass., Feb. 7.—An unknown schooner, loaded with hme, is ashore near here, with three dead bodies lashed to deck-house and covered with ice.

Great South Bay Frozen Over.

PATCHOGUE, L. I., Feb. 7.—The cold is intense here, the barometer registering five degrees below zero. The wells are frozen and the people have hard work to get water for household use. The water-works are frozen. Great South Bay is covered with ice a foot thick and horses and sleighs are spinning over it. Fishermen who have tried to catch fish say they are unable to get a bite.

Weather Forecast.

The weather forecast for the thirty-six hours ending at 8 P. M. to-morrow night is as follows: Snow this afternoon or to-night, followed by clearing during Friday; colder; north to northwest winds, becoming brisk to high.

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. ... 6.6 A. M.... 9.0 A. M.... 9.12 M....12

Quigley & Tuttle Insolvent.

NEW HAVEN, Feb. 7.—The firm of Quigley & Tuttle was declared insolvent to-day in the Probate Court. There will be a hearing Monday on the appointment of a trustee, ex-Gov. Merwin being named.

GOLD BONDS ORDERED.

The Comptroller Will Issue $2,000,000 of Three Per Cents.

Street-Cleaning Commissioner Waring went before the Board of Estimate and Apportionment this afternoon and explained about the $51,000 deficit, which when announced at a former meeting of the Board was such a surprise.

Col. Waring said the money had been spent clearing away the snow, and he had no reflections to cast on his former chief clerk.

Since Jan. 15, Col. Waring stated, he had spent $77,620 in the removal of snow, and that included the deficit and the $16,000 transferred at the meeting of the Board some time ago.

"Then, if we have more snow we shall have to make another transfer?" asked Comptroller Fitch.

"Certainly," replied Col. Waring. "If you want clean streets you must pay well for them."

The Commissioner said he had cleaned 314 miles of streets every snowfall, against twenty-six miles cleaned by his predecessor.

Col. Waring declared that if the American citizenship law, as applied to the Street-Cleaning Department, was repealed the snow could be removed much more cheaply. The contractors, he said, could get more work out of their men at $1.50 a day than he could under the new law by paying $2 a day.

Mayor Strong said he didn't favor the repeal of the law. "Whatever extra it costs the city goes into the pockets of the laborers," he said.

Comptroller Fitch said he was ready to accept Col. Waring's explanation of the deficit, and moved that the transfer of $55,000 asked for be made, which was done.

The Barney Dumping Company matter was then taken up.

The committee appointed to investigate the conditions existing between the dumping company and the city reported that the company refused flatly to accept less than $30 a day for the use of each of its scows, and would not enter into a contract with the city for a shorter term than three years.

The company also demanded the payment of $30,000 for services rendered since Nov. 15 on the $30 a day basis, or the service would be withdrawn.

Comptroller Fitch said there was no getting away from the fact that the Barney Company had the city at a disadvantage, and we are rubbing it in.

As there was no alternative, the bill was ordered to be paid, and the city will have to submit to the extortion until some other means of getting rid of the refuse can be found.

Comptroller Fitch then made a statement on the question of issuing city bonds.

The last sale of bonds, he said, had been postponed because financial institutions were unwilling to take any risks until the currency question had been settled in Washington.

The conditions under which the issue of city bonds were made had scared some would-be investors, who feared that in case of a financial crisis the city might insist on redeeming them otherwise than in gold.

While he believed such fears to be groundless, he asked the Board's sanction to call for the issue of 3 per cent. bonds, payable in gold. This sanction, he said, applied to an issue of $2,000,000 that he was about to make, as it did to the $1,200,000 to be sold on Feb. 11.

The Mayor agreed with the Comptroller, and it was decided to advertise the next issue in the manner indicated.

TAMSEN SAFE FROM JAIL.

The Sheriff Will Give Up the Very Troublesome Horse.

In the controversy over a horse seized by Sheriff Tamsen, in which it was sought to punish the Sheriff for contempt of Court, Attorney Stone proposed that the bill for keeping the horse be paid, when it would be turned over to Mr. Crossman.

The case went over until to-morrow to have a certified bill submitted. This ends the matter, and keeps Sheriff Tamsen from jail.

Buchanan & Lyall's 5 cents Bunker Tobacco 5¢

BUCHANAN B.L. LYALL

To Chew & Smoke

"Save your Wrappers and Secure one or a set of the following pictures

FIREMEN PAST & PRESENT (volunteer and paid)

"Let her go"—"Whoop her up"—The old & the new "cut her loose boys"—"Start for home"—"in to kill"

"QUICKPUTON" SHIRT.

Perfection in fit, comfort and elegance; open down the front, slips on and off like a vest, different length of sleeves. Full Dress and Short Bosoms,

95c. EACH.

GEO. BRADFORD TRIPLER,

36 Park Row, Potter Building. | Nassau, cor. Ann, Bennett Building.

ANNUAL SALE.

Broken Lots and shop soiled Shoes.

Ladies' Kid button. Sizes 1, 1½, 2, 2½, 3, 3½. A, A and A; formerly $3, $4, $5 and $6.	95C.
Boys' Calf Button. Sizes 11, 11½, 12, 12½. A and B; formerly $4, $2.50 and $3.	$1.25
Boys' Rubber Boots. Sizes 11, 12 and 13.	$1.25
Men's Patent Leather, Button, Lace and Congress. Sizes 6, 6½ and 7. A and B; formerly $5.	$1.50
Men's Buckle Arctics. Sizes 6, 6½ and 7; formerly $1.50.	75C.

Paisley's 397-6th Ave.

JERSEY FIVES Best Smokers. Guaranteed Havana Filler.

QUEEN LIL POSTED?

(Continued from First Page.)

Spreckels's sons, has plenty of money. He is at present in San Francisco. W. H. Cornwall, who is also wanted in Honolulu, is in the city.

The cruiser Philadelphia made a remarkably poor run from this city to Honolulu. She left this port at 11 A. M., Sunday, and arrived in Honolulu at 5 P. M. on Tuesday of the following week, taking nine days and eight hours for 2,100 miles. Admiral Beardsley's orders from the Navy Department were to proceed to Honolulu with despatch. The Australia, leaving twenty-four hours later, arrived at Honolulu nearly forty-eight hours ahead of the Philadelphia.

The cruiser averaged 110 tons of coal a day for the trip, while the Australia used forty-one. The officers said that the Philadelphia's bottom was foul, but as she came off the dry-dock five or six months ago, it seems hardly likely that the foulness of her bottom could account for the slow time.

EX-MINISTER STEVENS ILL.

He Was Formerly United States Representative at Hawaii.

AUGUSTA, Me., Feb. 7.—John L. Stevens, ex-Minister to Hawaii, is critically ill from heart disease at his home in this city.

Mr. Stevens is over seventy years of age, and while his physicians hope for recovery, his condition to-day is dangerous.

ROBBED IN A HOTEL.

A Sailor Cleaned Out, but He Can't Tell Where.

James Cooper, first mate of the ship Ivy, at pier 47 East River, reported to Police Headquarters this afternoon that he had been robbed of $250 at a hotel in the Fourth Ward. He did not know the name of the hostelry, or the street on which it was located. He remembered, however, that the proprietor was a German, and he had been directed to the place before daylight this morning by a policeman named Dooley.

The Ivy arrived from Hong Kong Saturday. Cooper was paid off for the voyage. He had $200 in $2.50 gold pieces, which he carried in a bag in the inside pocket of his coat.

The other $50 was in bills in his vest pocket. The latter was stolen from him while he slept, and when he went into the barroom to make a complaint one of four men, who he ostensibly arranging Cooper's necktie, abstracted the bag of gold and disappeared.

GAS PROSTRATES DANCERS.

Over 200 Made Ill by Attending a Factory Ball.

WABASH, Ind., Feb. 7.—Over 200 persons were made ill by escaping gas at the new Wabash shoe factory in this city. The factory was d