

BROADWAY IMPORTER'S OFFICE THIEVES' DEN?

I. Goldman, Church Member and Silk Merchant, the Police Say, Is the Leader of a Gang of Clever Crooks.

At No. 415 Broadway he was I. Goldman, Esq., importer, in Brooklyn he was Mr. I. Goldman, gentleman, linguist, family man, good neighbor and regular attendant of the Greene Avenue Baptist Church; at Police Headquarters, where he is stopping at present, Goldman is said to be the prototype in real life of A. Conan Doyle's Harrigan, the boss of the thieves in "Sherlock Holmes."

A Trust in Crime.

According to Capt. Titus, Goldman, who was arrested yesterday, followed the methods of the men who form trusts. He had a trust in crime of which he was the absolute owner and dictator; he had scores of thieves working for him, and they were absolutely under his domination.

Broadway House a Blind.

His Broadway place was a blind for his real business. He would go to a wholesale house, buy a bill of goods and inspect the premises. If there were no burglar alarms, if the locks were not strong, if everything pointed to a successful job he put the place on his list. A skilled draughtsman, he drew working plans for the guidance of his men.

In his employ he had an office boy seventeen years old, Harry Marcus, a sharp cut side boy. Young Marcus was his go-between. It was he who summoned the thieves to meet the boss in Forsyth street to figure on robberies. Goldman, the police assert, sat at the head of a long table in his den. He designated the men who were to pick the locks, the men who were to carry it away. He gave his instructions with such attention to detail that the thieves worked like soldiers.

A Convict "Squeaked."

The resulting robberies were surprising. Loots in the dry goods district were looted in broad daylight and the booty was removed in wagons. Goldman was so resourceful that no clue could be gained. It is now known that sixteen of his gang have been arrested within six months, but only one of them said anything about Goldman.

The exception was a man arrested with three others about a year ago for robbing a store. This man is called Jack Davis, and he is now in Sing Sing. His share of the proceeds of the robbery was \$100, but all he ever got from Goldman was \$15.

Goldman promised to do so. It is alleged that he allowed the woman to starve. Davis, hearing of this from friends on the outside of Sing Sing prison, wrote to the District Attorney, revealing Goldman's plan. Even with this information, it took Detectives Poye, Clarke and Peabody a long time to get useful information against the wily up-to-date Harrigan.

Four of the Gang Caught.

Four of his men were caught robbing a store at No. 47 Howard street, last Saturday afternoon. Goldman, who was on the lookout, escaped. Three of the prisoners are ex-convicts.

Following his arrest yesterday the police took into custody the office boy and a man of the name of Harry Checkman, of No. 111 Essex street. Checkman was the truckman for the gang. It was his duty to take the loot and deposit it in a Water street warehouse rented by Goldman.

There had been trouble in the gang recently, according to the Marcus boy. A lot of booty was secured in a robbery in Jersey City and stored in the Water street warehouse. The thieves who did the job were not satisfied with what Goldman declared to be their share. They accordingly went to the warehouse, broke into it and restole the loot, planting it where Goldman could not find it. Goldman occupied room No. 212 in it.

COLUMBIA IS NOW TEN TO FOUR FAVORITE IN BETTING.

(Continued from First Page.)

result so much as the superb handling of Columbia by Capt. Barr. He fully sustained his reputation as the best sea jockey on this side of the Atlantic and added to it by out-maneuvring Capt. Sycamore, of Shamrock II., at every turn. At the start the play for place was a beautiful contest of skill. For ten minutes the two masters of craft jockeyed for the start, first one gaining a slight advantage and then the other.

Columbia Better Handled.

The opinion was freely expressed that Columbia's remarkable showing was due to the superior handling rather than to any actual difference in the speed of the two boats, and many declared their belief that if captains and crews were changed Barr could bring Shamrock II. in ahead.

Despite the fact that the time limit expired before the yachts reached the finish line, the contest while the wind held was as pretty a spectacle as yachting annals afford. Capt. Sycamore was by no means a rival to be despised, and his manner of handling the challenger fell but little short of the superb seamanship exhibited by Capt. Barr. The breeze and other conditions considered, Columbia's gain was remarkable, but at no time was it so great as to lessen the interest aroused by a close and exciting race.

Interest Runs High.

The result of yesterday's contest has sent interest in the races to the highest pitch. Columbia's showing has converted thousands who were doubtful of the cup's safety. Still, every one is equally certain the Shamrock is no mean competitor, and enthusiasm has reached its highest mark. It is safe to predict that the attendance will be even greater when the starting gun sounds to-morrow than it was yesterday.

BOTH RACERS RESTING TO-DAY.

SANDY HOOK, N. J., Sept. 2.—Lying together in the placid waters inside the Hook, with barely a ripple of a wave to slap their glistening sides, the Shamrock and the Columbia rested to-day, after the duke of yesterday.

It was an exercise day aboard. On the Shamrock the sails were set up in stops as though the big sloops were starting for a race. Her sailors worked like beavers at the lines, and ran into the rigging like so many monkeys. They pulled and hauled at the sails for the better part of the morning, and then quieted down to have a rest for the contest of the morrow.

Testing Columbia's Mainmast.

On the Columbia the sailmakers were set to work on the mainmast. Capt. Barr and Mr. Morgan were not fully satisfied with the set of the sails; the big spread of sail was unbecomingly at the feet and the end of the boom. This was thought to be a means of flattening out the few wrinkles that showed in the sail when it was hoisted just before reaching the starting line. The sail test was about the order of the day, and when it was done most of the men went back to the tenders to await orders from their captains.

Barr's Seamanship.

Among the crew of the challenger, however, there were not a few who were disciples of the smart seamanship of Capt. Barr in his jockeying for the mark.

The sailormen who are hired to pull a rope and tie a bowline had some harsh words to say about the skill of the American skipper, but those who know the ways of the game had nothing but praise to offer for the way in which Capt. Barr got the best of Capt. Sycamore when they fought for the best of it off the Lightskip.

If there was one spirit among the "Bill Hammerslough" of the bench to-day it was that of rejoicing. Their hearts had gone down when they saw through their glasses that the Shamrock was making a runaway race of it after they left the line, but when the white defender veered up and taken a fresh start.

YACHT RACE WINDS FOR 10 YEARS BACK.

The wind during the periods covering the yacht races for ten years back has been fluky and variable. At times its velocity has reached 26 1/2 miles an hour, as the Weather Bureau's reports showed it did on Sept. 18 of last year, and again it fell off to only 4 1/2 miles an hour during the same period in 1893.

Here is a table furnished by the local Weather Bureau, showing the strongest and lightest wind measured by miles and averaged by hours during the cup-race periods since 1892:

Year.	High.	Low.	Year.	High.	Low.
1892	17 1-2	4	1897	22	7 3-4
1893	13 1-4	8	1898	11 2-3	7
1894	13	8	1899	22	8
1895	13	8	1900	26 1-2	7
1896	21	9 1-2	1901*	7 1-2	

*Yesterday.

WATCH THE WORLD DOME FOR YACHT RACE NEWS.

The Evening World, on the days of the international yacht races, will flag the news of the relative positions of Columbia and Shamrock II. from the dome of the Pulitzer Building.

If Columbia is leading, a white flag will float above a green flag.

If Shamrock II. is ahead, the green flag will be hung above the white.

If Columbia wins, the white flag will float alone.

If Shamrock II. wins, the green insignia alone will be raised.

If the race is declared off on account of time limit both flags will be hoisted down.

When they heard how she was leading the way home they rejoiced, and when they saw that she was a mile ahead at the time the race was called they were willing to make all kinds of bets on the final result.

Capt. Patterson's Opinion.

Capt. Patterson, of the life-saving station at Sandy Hook, has seen all the America Cup races which have been sailed off this point, told an Evening World reporter that after a close watch on the boats the Shamrock was "easy" for the defender. Capt. Patterson is recognized as one of the best yachting experts around here.

A few days ago the sailors from the Shamrock were going about in their spare time on the Government pier here with chips on their shoulders, to-day the Columbia men were in evidence after their work of the morning. They are willing to bet their next month's wages that their white boat will be the first at the close of the series.

The old observers along the beach said that after the making a comprehensive look at the sky that the chances for a fair wind to-morrow were poor.

A good part of the fleet that had followed the racers yesterday anchored off the New York Yacht Club station at the Highlands, and presented such a sight as the fleet does when at Newport after a run.

Mr. Thomas Wants Good Breeze.

Shortly before 11 o'clock Sir Thomas Lipton, with Mr. Jameson and Mr. Watson, went on board the Shamrock. He is leaving the Erin, Sir Thomas said to an Associated Press representative: "While yesterday's race was not at all a fair test of the Shamrock's speed, I was well satisfied with what she did. What we want is a good strong breeze from the northwest, or any other quarter, for that matter, but plenty of it, and then I'm sure Shamrock will give a good account of herself. We are all pleased at the excellent manner in which the course was kept clear. It could not have been better done, and I

SCHLEY SENT OUT PICKETS.

(Continued from First Page.)

continued his testimony begun yesterday. Mr. Rayner resumed his cross-examination.

The witness said that while off Cienfuegos he had been on picket duty two miles from shore on the night of May 22, and had been instructed to signal the squadron with two red lights in case the enemy's torpedo boats came out of the harbor.

Mr. Rayner then read from the testimony of Capt. Harber, of the Texas, saying that there had been no picket vessels within the line of the fleet off Cienfuegos. The witness said that the statement was wrong.

Capt. Lemly said Capt. Harber had testified that there were no pickets "so far as he could recall," to which Mr. Rayner responded: "We are not impeaching Capt. Harber's veracity. We are impeaching his recollection, not his integrity."

Harber Was Mistaken.

Mr. Rayner—Capt. Harber has stated that there were no picket boats at Cienfuegos. He was wrong, was he not?

"He was," replied the witness. "As I have seen since, the Commander-in-Chief also reported that the Dupont was not there. I have written the Department that I was there. Other people forgot about it, too."

"You are trying now to justify Capt. Harber's want of recollection by stating that the Commander-in-Chief wrote a letter that there were no picket-boats there?"

"He did not mention their presence and I corrected it."

"Do you recollect any statement made by the Commander-in-Chief when he had a picket boat within the picket line that he had arranged a signal from the picket boat to the flagship?"

"He did not mention any, and I have a letter on file in the Department calling attention to the omission in that report."

Refutes Harber's Story.

"I call your attention to the report of the Commander-in-Chief, in which he states 'The line of blockade,' &c."

"I wish to bring it out that the Dupont was inside the line and that is the report I made to the Department and still stand on the point that he is not bringing out where the torpedo boat was."

"You are perfectly right about that, but you are not asked in reference to any criticism you may have upon the report of the Commander-in-Chief. The question is this: Capt. Harber has definitely stated that there was no picket boat inside the line at Cienfuegos. You say there was, and that the Dupont was one of those boats."

"It was inside the line, inside the Castine."

Mr. Hanna asked what steps had been taken while the Flying Squadron was off Cienfuegos to ascertain if the Spanish fleet was inside the harbor there.

"None that I know of," was the response.

"Was there any effort to destroy the shore batteries there?"

The witness replied that he knew of none. He said, replying to another question by Mr. Rayner, that vessels in the harbor could not have been discerned from the outside.

Lieut. Wood was then dismissed, and as he was leaving the court-room Mr. Hanna took occasion to say:

"I will make an announcement while we are waiting. There has been introduced before the court a question of the correctness or the identity of a certain very important despatch sent by the commanding officer of the Flying Squadron."

The Altered Despatch.

"It appears that in the process of translation from the Commander-in-Chief to the Department some changes in the language of that despatch occurred."

"I do not desire at this moment to interrupt the proceedings by any discussion of that point, but I shall merely make the announcement here that I intend to enter into that matter very fully and completely; that is to say, as fully and as completely as the Court may desire, before we leave."

The witness identified these as the orders he had carried. He also said that he had carried two other envelopes, one containing orders from the department and the other a memorandum which had not been read to him.

He said he had arrived off Cienfuegos at 7 A. M. May 23 and had gone aboard the Brooklyn for the purpose of delivering the despatches.

In response to a request from the Judge-Advocate, Lieut. Hood related the conversation he had had with Admiral Schley after delivering the orders, saying that he (the witness) had told the admiral that it was Admiral Sampson's wish that the Flying Squadron should proceed immediately to Santiago, as his information was very positive.

Schley Was Sceptical.

His statement was as follows: "Commander Schley read the despatches, and then turning to me, said: 'Captain, Admiral Sampson wishes

me to go to Santiago. I cannot do it.' I told Commander Schley that the Admiral certainly expected the squadron to leave the instant I arrived. Commander Schley then said in nearly these words: 'I am not at all satisfied that the Spaniards are not here in Cienfuegos.'"

"Besides," continued Schley, "my ships all want coal." The Massachusetts, Texas, and the Brooklyn wanted so many tons of coal, and that the day before Capt. Sampson had sent him down the town with only half her coal supply, so that she could not go anywhere; that it was useless to send ships down there only to be filled with coal.

"I told Commander Schley that I had passed a collier conveyed by a gunboat only a little before daylight that morning, and it would certainly be there with at least four or five thousand tons of coal within two or three hours."

Heard Firing.

"He referred again to his belief of the Spaniards being in Cienfuegos, and stated that he had heard some firing about forty miles from port, which he took as the Spanish fleet. The Spanish squadron; he had also seen some smoke which he conceived to be the Spanish squadron, which he believed they were there."

"I said to Commander Schley then that the information which the Admiral had considered as definite, he had no doubt that the Spanish squadron was at Cienfuegos."

"Commander Schley then said to me: 'Captain, Sampson does not intend to let me go on the spot and cannot do so.'"

"I also informed Commander Schley that they certainly expected the squadron to leave immediately and that I had verbal orders from the Commander-in-Chief which did not appear in my written orders to remain with the Hawk until the time I was to be ordered to do so, and conduct a blockade for a day or two, or as long as my coal supply lasted."

Schley Was Puzzled.

"Describe the Commander's manner upon this occasion," said Capt. Lemly.

"The Commander was sitting in his chair at the time I was talking to him very quietly. He seemed to be very much perplexed at what I told him, and he remembered whether there was anything said about communication with the insurgents?"

"There was something said by me." "In the Commander's presence?" "No, Chief of Staff on deck. The Commander was in the cabin."

"Can you state whether or not during the time you were in the morning with the Hawk any effort was made to communicate with the insurgent Cubans?"

"The witness then testified that the steamer Audubon in passing had reported to the Brooklyn that a cable report had been received at Kingston on May 19 in which it was stated that the Spanish squadron was in the harbor at Santiago."

Admiral Schley's report of this occurrence was read to the court, and the witness said that he believed the information, because he then believed the squadron to be in Cienfuegos Harbor. All these reports have heretofore been published.

Capt. Metcalf Called.

At the afternoon session Capt. Metcalf, of the Marblehead, told of his report to the Brooklyn on the morning of May 21. He had carried despatches to Admiral Schley and had then told him of the arrangements for the morning with the Cubans and of his information that the Spanish fleet was in the harbor at Santiago.

The witness said that Schley had immediately assented to his going ashore. He also told of the conversation he had had with the admiral after the morning session for the first time seen the instructions to the Commodore.

He Had a Trust in Crime of Which He Was the Supreme Dictator.

large office building at the corner of Canal street and Broadway as his office. It was scantily furnished, and his only stock in trade seemed to be a number of samples and some empty packing boxes. He kept much to himself and other tenants of the building saw little of him and knew less about him.

In his home life Goldman was an ideal husband and father. His wife, who had sat up all night waiting for him, would not believe the news of his arrest when an Evening World reporter told her of it this morning.

A Church-goer.

The Goldmans live in a modest two-story brownstone front residence at No. 81 Hambridge street, Brooklyn. They have been married thirteen years and have three children, two girls and a boy. One of the girls, six years old, is seriously ill with pneumonia at the present time.

with a full set of gold teeth. She was willing to tell of her husband and his movements.

"He is a commission merchant in New York," she said, "and makes plenty of money. Although he is a Jew, born in Budapest, he attends Christian churches altogether. I have not known him to miss a service on Sunday for years. He goes to all of them—Methodist, Presbyterian and the rest, but his favorite church is the Greene Avenue Baptist."

"Every night he was home at 7 o'clock and he never went out evenings unless he went with me. He never had any visitors who were unknown to me, and to say that he is an associate of thieves is an outrage. He is respected as an honest man wherever he is known."

Goldman was looked upon by the neighbors as a prosperous business man of splendid habits. They expressed the utmost surprise when told that he had been arrested.

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