

SLEET, SNOW AND GALE TIE UP TRAFFIC AND BUSINESS.

New York Suffers From Storm Following Five Inches of Snow, Railroads Crippled, Ferries Delayed and Suburban Trolleys Practically Put Out of Business.

The entire east is in the grip of a storm of snow and sleet, rivalling in many ways the famous blizzard of 1888.

Railroad and trolley traffic is everywhere interrupted, and telegraph and telephone wires in many places are down.

In New York five inches of snow, badly drifted by high winds, has been followed by driving sleet that has practically paralyzed all business.

The storm is expected to continue all night.

RAILROADS.

In New Jersey the railroads have abandoned their schedules.

The Lehigh Valley has taken off the Black Diamond Express until further notice.

The road is blocked beyond Mauch Chunk. Milk trains go in seven hours late.

On the Pennsylvania suburban trains are running irregularly and through trains are away behind.

At Hudson, N. Y., a heavy snow storm set in at noon to-day, causing the entire force of men clearing the tracks of the New York Central to suspend work.

Four hundred men had been working night and day to clear the tracks. It may be a week before the tracks can be used for through traffic.

TROLLEYS.

The cross-town line from Brooklyn to Williamsburg quit this morning.

The Brooklyn Rapid Transit Company has out 400 men, thirty-eight snowploughs and forty-five sweepers.

If the storm continues, suburban lines will be abandoned and efforts devoted to keeping the city lines clear.

In Manhattan all the lines are running, though poor time is made.

STORM BULLETINS TELL OF DAMAGE AND PERILS.

MOUNT VERNON.

Six inches of snow has fallen. The storm is increasing in fury, a regular northeaster is blowing.

In many places the snow has drifted to considerable height, and the trolleys are moving with the greatest difficulty.

On the Sound the fog horns are being used continually.

WHITE PLAINS.

Heavy drifts cover the trolley tracks in many places, blocking the lines.

A heavy wind has been blowing since midnight. Two unoccupied houses at the northern end of town have been blown down.

NEW ROCHELLE.

Many of the telephone wires are down and the trolleys are running behind time and then only with the assistance of the snowploughs.

It is feared the trolleys will be compelled to stop running at nightfall.

YONKERS.

The storm has caused but little inconvenience. The snowploughs have been working since 5 o'clock this morning and the trolley lines are running but little behind time.

The telephone lines are working all right.

HOBOKEN.

The trolleys are running, but great difficulty has been found in keeping the tracks clear on account of the drifting snow.

The telephone company says its lines are working all right, and that no wires are down.

NEWARK.

Traffic is badly hampered, street cars are practically tied up and business is at a standstill.

Telegraphic communication to several points is broken, and it is feared the fire and police wires will go down, the snow having turned to sleet.

NEW BRUNSWICK.

Not a trolley car is running in the city or suburbs.

Telephone communication, partially restored after work that exhausted the linemen, is again entirely suspended.

Telegraph wires are affected, but though there was much difficulty communication was maintained.

The automatic signal system of the Pennsylvania Company is in trouble and on some sections trains are run by dispatchers stationed in the old signal towers.

PASSAIC.

The trolley cars have not been running all day, and no work is being done in the flooded district.

The telephone

WEATHER FORECAST.

Forecast for the thirty-six hours ending at 8 P. M. Thursday, for New York City and vicinity—Snow or sleet to-night; Thursday generally fair; high North-east winds, shifting to westerly to-night.

In Jersey trolley traffic is practically stopped.

SHIPPING.

All shipping in the harbor is at a standstill.

Even unloading and loading of vessels in port has been stopped.

Boats due to depart this afternoon waited for the storm to clear and no incoming vessels were reported.

FERRIES.

Passage from Jersey City and Brooklyn by ferry was difficult in the storm.

The boats had to feel their way across, guided by the clanging of signal bells.

Snow Inspector Clarke had the regular Street Department sweepers out cleaning the cross walks at 5 o'clock this morning.

Inspector Clarke called the attention of the Police and Park Departments to-day to the fact that the city ordinance requires the property owners in cleaning their sidewalks to throw the snow into the street clear of the gutters.

The notice was sent to the Park Department because its employees had openly violated this requirement during the recent storm.

Mr. Clarke says that if the snow were scattered over the streets in the residence districts instead of being heaped up, it would thaw more quickly.

NOT UNLIKE FAMOUS BLIZZARD OF 1888.

To-day's snowstorm in its origin somewhat resembles the blizzard of March 12, 1888.

The famous blizzard came north from

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WAS MOTHER'S NAME FORCED?

Mrs. McGarry Denies the Indorsements on Dead Son's Notes.

SEVERAL BANKS AFFECTED.

One of the Promises Is Due To-Morrow; Others in Near Future.

Mrs. Della McGarry, the mother of the late James J. McGarry, of Brooklyn, has repudiated what is claimed to be her signature on notes amounting to \$15,000.

These notes are held by three Brooklyn banks and James J. McGarry borrowed money in them.

One is due to-morrow, the others in the near future.

One of the notes, for \$5,000, is held by the Nassau National Bank. It bears what purports to be the signature of Mrs. McGarry and the indorsement of her son.

Another note for \$3,000, held by the Kings County Trust Company, bears the alleged indorsement of Mrs. McGarry.

The remaining note for \$5,000 also bears what appears to be her indorsement but it is not known what bank holds it.

There are said to be other similar notes in existence.

James J. McGarry died on Feb. 22. He had been prominent in politics, had a big contracting business and had carried on many enormous and profitable business deals.

He was supposed to be very wealthy. It is known that his mother is the possessor of a large fortune.

After his funeral the banks holding the notes against him began an investigation into his estate.

They learned that there was little prospect that the notes would be met.

Then they demanded the money from Mrs. McGarry as indorser.

Through her attorney, Arthur J. Salmon, she proclaimed that she had not affixed her signature to any of the three notes in question.

No action has been taken in the matter as yet and none of the persons concerned will talk about it.

If Mrs. McGarry persists in denying her indorsement, the controversy will undoubtedly be taken into the courts.

Maybe the Nieces Spend Too Much; Maybe Other Persons Do.

There is a row in the Goodwin family in Brooklyn.

John D. Goodwin, of the firm of Richard Goodwin & Son, Custom-House brokers, No. 60 Wall street, inserted an advertisement in the Brooklyn Eagle to-day signed Sarah E. Goodwin, warning all traders that certain persons had been getting things charged to the signer and that thereafter no more such bills would be paid.

Mr. Goodwin lives at No. 78 Halsey street. Mrs. Sarah Goodwin, an elderly person with means, is his mother.

She lives with her three granddaughters, Ethel, Lillian and Helen, at No. 526 Bedford avenue.

Young Mr. Goodwin's wife said to-day that the persons referred to in the advertisement were three nephews, who had been charging bills promissorously to their grandmother.

The grandmother said that that was right, but that she never put in the advertisement, and that she would be glad to pay all the accounts as young women would run.

She was mad about that "ad."

Mr. Goodwin, who did not know that his wife had been talking, said that the "persons" did not refer to the pieces at all, but to others outside of the family.

TO-NIGHT'S EVENTS.

Sportmen's Show, Madison Square Garden.

New York Press Club, smoker.

Meeting in Interest Hampton and Tuskegee Industrial Schools, Carnegie Hall.

Review of the Seventh Regiment.

Lecture, Museum of Natural History.

People's Institute lecture, Cooper Union.

Lecture, National Arts Club.

Illustrated lecture, Association Hall, Fourth avenue and Twenty-third street.

Original Breweries and Coopers' Benevolent Association, masquerade ball, Terrace Garden.

ANOTHER MCGARRY GONE.

Joseph McGarry, fifty-one years old, prominent in Brooklyn political affairs, died to-day of pneumonia at No. 186 Bergen street.

McGarry was for some time clerk of the Butler Street Court. He was a brother of the late Alderman James J. McGarry, and John J. McGarry, who died a few days ago of throat trouble, was his nephew.

The funeral has been arranged for Saturday.

VERY LATEST NEWS IN BRIEFEST FORM.

MARTINOT BRIC-A-BRAC SAFE.

Deputy Sheriff Thomas Radley visited O'Brien's auction rooms this afternoon with the intention of seizing some of Sadie Martinot's bric-a-brac, the sale of which he had seen announced.

He had an execution against her for \$284. The auctioneer refused to part with the goods, claiming he had bought them. Radley threatens Miss Martinot with supplementary proceedings.

PERMIT FOR ST. PATRICK'S DAY PARADE.

A committee of the Ancient Order of Hibernians this afternoon waited upon Police Commissioner Partridge, at Police Headquarters, and asked for the usual permit to parade on St. Patrick's day.

The chairman invited the Police Commissioner to parade. He may do so.

LATE RESULTS AT NEW ORLEANS.

Fourth Race—Bill Nixon 1, Computation 2, Maverick 3. Fifth Race—Felix Bard 1, Nitrate 2, Amigari 3.

"TRIP TO MOON" RUINED.

The "Trip to the Moon" building, which was brought down from the Pan-American Exposition at Buffalo and put up at Coney Island for use next summer, was blown down and utterly ruined by the high winds this afternoon.

It was owned by Frederic Thompson and was valued at \$10,000.

TEN DAYS FROM CREGAN'S PAY.

Patrolman Michael Cregan, of the Old Slip station, who found a \$1,000 bond while patrolling his post and failed to report or turn in the bond, was to-day fined ten days' pay by Deputy Police Commissioner Thurston.

The bond, which was stolen from Fall River, Mass., was negotiable.

AGED BROOKLYN MAN MISSING.

The police to-day sent out a general alarm for Peter Simmons, sixty-seven years old, who has been missing from his home, No. 505 Henry street, Brooklyn, since Feb. 26.

FIREMAN AND RESTAURATEUR BANKRUPT.

James M. Roche, a fireman, to-day filed a petition in bankruptcy, naming as creditors Bernheimer I. Schmidt, of the Lion Brewery, to whom he owes \$82.34, and John McGrath, of No. 226 East Thirty-fifth street, \$189.72.

His assets, valued at \$50, consists of a uniform, some clothing and household goods.

John T. Marsh, formerly a restaurant manager, and now residing at the Parker House, Thirty-ninth street and Broadway, was another petitioner.

His liabilities are fixed at \$52,785.42, with assets of \$51.50.

FENIAN SYMPATHIZERS CELEBRATE.

It was just thirty-five years ago to-day, and just such a stormy day as this one is, so loyal Irishmen say, when the Fenian uprising, which found its first expression in the fight at Kilmoneely Wood, near the town of Tallaght, took place.

It was there that O'Neill Crowley was shot down after making a bold stand practically alone and bidding defiance to the English.

Irishmen all over the city have the anniversary in mind, and many of them are celebrating.

Robert Kelly, the famous Fenian, who shot and killed Talbot, the English spy, was called upon at Bellevue Hospital to-day by three members of the Clan-na-Gael.

HO FOR THE CORONATION!

The exodus of New York's people to attend the coronation began in earnest with the departure of the White Star line steamship Oceanic to-day.

Huy Lehr, Mrs. Lehr, Mrs. Norman Kellogg, Mrs. J. P. Kernochan, Mrs. Stuyvesant Fish, W. A. Hazard, wife and family; William MacKenzie, wife and family; Francis J. Otis, L. T. Pfister, F. C. Steffens and J. Louis Webb, all sailed on the steamship, and many more of New York's exclusive set will sail, it is said, at the end of the week.

WILLS \$7,000 IN JEWELS.

By a will filed this afternoon, Maria L. W. Brooks, who died at Lakewood Monday, divides her estate so that, with gifts made in her lifetime, her son and daughter, Warren Ward Brooks, of Plainfield, N. J., and Ella Louise Anthony, who lives at the Plaza Hotel, will have \$36,000 each.

Included in the calculation are a diamond pendant, a solitaire ring, a diamond and emerald ring, a three stone diamond ring, a diamond fly breast-pin and her laces, valued by her at \$7,000.

THINK HE CONTEMPLATED ABDUCTION.

John Allen, fifty-three years old, "of the Bowery," was arraigned this afternoon in the Yorkville Court on suspicion of being a kidnapper.

He was remanded until to-morrow for examination. According to the police, Allen was found drunk at Third avenue and Eighth street with a small boy, one Bendie Lee, of No. 232 East Twenty-sixth street.

Allen, when asked his occupation, said he was a tramp.

NORFOLK AND WESTERN CHANGES.

Henry Fink has resigned the Presidency of the Norfolk and Western Railroad Company and will be succeeded by F. J. Kimball, Chairman of the Board of Directors.

Mr. Fink takes the place made vacant by Mr. Kimball, L. B. Johnson, at present General Manager, has been made Vice-President.

TO TUNNEL THE DELAWARE RIVER.

PHILADELPHIA, March 5.—The Philadelphia and Camden Tunnel Company, backed by Philadelphia and Chicago capitalists, was incorporated to-day. It will tunnel the Delaware River between this city and Camden.

MARVELLOUS RESCUE OF BARGE CARDENAS

Picked Up After Drifting Helplessly a Month—Blown to Bermuda and Back to Fire Island.

The following dispatch, giving a remarkable story of the rescue of the barge Cardenas, came to The Evening World from Newport News, Va., by way of Chicago, because the direct wires were broken down by the storm:

NEWPORT NEWS, Va., March 5.—After being adrift on the ocean for twenty-nine days and tossed about in five stiff gales, the coal barge Cardenas arrived safely in port early this morning in tow of the tug Cuba.

This is the tug from which she broke away on the night of Feb. 2 during the gale in which five barges parted their hawsers, two going to the bottom.

The story of Capt. Joseph Raymond, supplemented by those of Capt. B. H. Hawes, of the Cuba, and Capt. John Correa, of the barge Matanzas, which broke away with the Cardenas and was afterward picked up by the Cuba, reads like some of the early day sea fiction, so marvellous was the escape of the Cardenas.

The rescue of the Cardenas will be regarded as all the more remarkable when it is known that she went as far south as sixty miles west of Bermuda, and then drifted and sailed back to

Fire Island light, where she was picked up at 9 o'clock Monday night, March 2, exactly the same hour at which one month before she parted her hawser from the Cuba. It was a fitting sequel that the vessel from which she parted was the one which took her in tow and brought her to the port whither she was originally bound.

Capt. Raymond, of the Cardenas, gave the story of their long drifting cruise to an Evening World correspondent: "When we broke adrift from the Cuba we drifted in a southeasterly direction. I set all sail and the breeze took to it well, our course changing to southwest and then to southeast. On Monday we sighted an unknown steamer bound west, but no assistance was given or asked. I only wanted to be reported.

This gale lasted for forty-eight hours. "We continued to drift, changing our course as often as the wind changed, and on the seventh the British steamship Kerrieston spoke us about 300 miles east of Delaware Capes and southeast from Sandy Hook. The captain asked if I needed any assistance and I replied in the negative, but requested him to give me my longitude. He set the flag, but I had no card. After that I did not see ship or land until March 2 and the Fire Island Light was the first thing except water and lights that we had seen since Feb. 2."

Fifty Miles from Bermuda.

"All night occasionally we would see the lights of ships passing in the distance from the 15 to the 16th we had continued gales. On the 16th we found

our location to be latitude 32:45 longitude 65, which put us about fifty miles west of Bermuda.

We ran 230 miles on a stretch to the westward. The wind hauled to south and back to west. Then for fifty miles to eastward we drifted. The wind hauled to south and we ran 120 miles back then drifting sixty miles to westward and about the same back to eastward. The wind hauled the last northeast and we went 60 miles, going about this distance to westward.

The wind hauled to south and then hauled to Sandy Hook. It afterward hauled to the north and we made a run of about one hundred and thirty miles retreating up at Fire Island light.

In Five Gales.

"During our experience we encountered no less than five gales blowing westerly and northerly. Our provisions lasted well, and we now have about enough to carry us through another month in the highest terms. Our tobacco ran short.

"No one was sick during the entire cruise. The men kept their courage up and never lost hope of making our port safely.

The barge stood the experience in a coil. Her rudder was disabled and the fore-rigging started and she a little sprung. Capt. Raymond at four o'clock in the highest terms commended Capt. Correa's conduct during the gale of Feb. 2.

Capt. Raymond and his men say that it seemed like a dream to them as the Cuba bearing down on them Monday afternoon after being parted from her for a month.

The two barge captains are the master of the New York pilot boat Thomas D. Harrison from New York to Cape Verde Islands in the terrible storm of February, 1887, making the port in safety when the whole maritime world expected that they had gone to the bottom.

PROOF AGAINST PATRICK ALL IN AND STATE RESTS

Testimony Finished This Afternoon with More Evidence Concerning Alleged Forgeries—Lawyer House Will Open for the Defense To-Morrow.

WHAT MR. OSBORNE SAYS.

"How could the case be stronger? It is a perfect and complete chain of evidence and I am entirely satisfied with it. There are still two witnesses to be called. One is from Texas, who will prove that the many bills the packages sent by Jones's brother to him containing chloroform were marked 'glass' and the other is the cousin of Joseph Mayer, who will testify that he made no offer to Mayer's mother of money for Mayer to testify in behalf of any one.

"This witness has been delayed by the storm."

Albert T. Patrick, on trial under an indictment charging him with the murder of William M. Rice was greatly relieved at 2:40 o'clock this afternoon when Assistant District Attorney Osborne arose and said to Recorder Goff:

"The case of the prosecution now rests."

For weeks he had been under a great strain, and possibly constantly in fear that he might be plunged at any moment into some pitfall arranged by the prosecution. Now he knew the full extent of the State's case, and there seemed to be occasion for expressing relief.

Patrick and his lawyers knew at least the full extent of the evidence which the State had against him. They knew exactly what they must meet with counter evidence in order that the accused lawyer might go free.

There was an air of excitement all over the courtroom. Every one was asking what would be the first move of the defense. Those who had come to the court through the storm were congratulating themselves that they were in good positions to hear the opening address for Patrick.

In this they were disappointed. Mr. Moore asked that the opening address for the defense be postponed until tomorrow morning. This was allowed. Lawyer House will make his speech in the morning.

PATRICK WANTED TO QUESTION JONES.

During the morning session Patrick expressed a desire to cross-examine Jones.

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THIS IS STATE'S CASE AGAINST A. T. PATRICK.

Assistant District-Attorney Osborne contends that these facts have been shown by the evidence against Patrick:

That a conspiracy was formed with Valet Charles F. Jones to murder William M. Rice and seize his fortune.

That a will was forged under which Patrick was to receive the larger portion of the estate.

That Jones, at Patrick's instigation, chloroformed the old millionaire and put him to death.

That checks bearing Rice's name were forged so that Patrick could obtain cash on them and have money on hand to fight any contest of the alleged forged will.

That one of these checks was actually cashed, but that suspicion was aroused and the cashing of the others prevented.

That it was intended to cremate Rice's body and destroy evidence of the murder.

BIG EADS BRIDGE AT ST. LOUIS AFIRE

BLAZE WAS STARTED BY AN EXPLOSION.

ST. LOUIS, Mo., March 5.—The Illinois end of the Eads bridge was set on fire to-day by an explosion in the power-house.

The electric railroad bridges threatened.

RICH BREWER DEAD.

HUDSON, N. Y., March 5.—Cornelius H. Evans, of the firm of C. H. Evans & Sons, brewers of this city, died today of heart disease.

Mr. Evans left a fortune estimated at \$500,000.

WARNED, BUT TOO LATE TO SAVE HER.

WOMAN TOLD FRIENDS OF INTENDED SUICIDE.

Mrs. Lizzie Kelly, twenty-three years old, told her friends that she was tired of life and intended taking carbolic acid to end her troubles. Her words worried William T. Maurice, one of those to whom she spoke, to such an extent that he called at Mrs. Kelly's apartment No. 53 West Thirty-second street to-day.

He found the place locked, and hearing groans, broke in the door. Mrs. Kelly had taken carbolic acid and was dying. An ambulance was called, and in Roosevelt Hospital a few hours later she died.

PENN. TUNNEL BILL IS PASSED.

\$50,000,000 MEASURE IS READY FOR THE MAYOR.

ALBANY, March 5.—The \$50,000,000 Pennsylvania tunnel bill was passed in the Senate to-day and now goes to Mayor Low and the Board of Aldermen for approval.

The bill amends the city charter so that the tunnel franchise is granted in perpetuity. The Kelsey bill, passed in the Assembly some days ago, was substituted for senator Stranahan's duplicate bill.

For some reason the bills were mysteriously "crossed," so that the substitution was not accomplished last week.

FRENCH MINERS IN GREAT STRIKE.

START GENERAL FIGHT FOR EIGHT-HOUR DAY.

ALAIS, Department of the Gard, France, March 5.—The National Congress of French Miners has passed a resolution, by a vote of 121 to 106, to the effect that the miners must proceed to obtain an eight-hour day by an immediate general strike, without further negotiating with the Government.