A FIFTH-AVE. RAILROAD.

OPPOSED BY PROPERTY-OWNERS.

EXPRESSIONS FROM INTERESTED MEN—THE NEED OF A GOOD DRIVE-WAY.

The opposition to a railroad in Fifth-ave. is equally strong among those doing business there and the owners of fine residences. Joseph P. Howard, of the firm of Howard & Co., jewellers, No. 264 Fifth-ave., said to a TRIBUNE reporter yesterday:

I am decidedly opposed to having a railroad of any description in Fifth-ave. When our store was in Broadway, between Seventeenth and Eighteenth sts., we experienced what it was to have a railroad in front of the door. People dislike to drive their carriages where there are railroad tracks. The majority of our customers come in carriages, and it is important to them to have standing room and driving room in front of the store. A railroad would spoil the avenue. It is the only drive-way that is free from street-cars and tracks. A railroad would interfere with pleasant, continuous driving. Then there are often street-car blockades and frequent stoppages causing delay. When there are so many streets on which the cars are permitted it seems to me that Fifth-ave. should not be sacrificed to them. It is a pity if we cannot keep one thoroughfare clear, especially one like this. It is, so to speak, the show street of the city. I don't know any avenue like it of the same length in the world.

A. V. Frost, of the firm of Black, Starr & Frost, jewellers, No. 251 Fifth-ave., said:

I am opposed to a railroad in our avenue. We have enough parallel railroads in the city; what we want is more cross-town roads. I have signed in favor of a railroad through Twenty-eighth-st. where I think it is needed. A roadway like Fifth-ave. should be kept for private purposes. I do not think that the wealthy owners of property in the avenue would ever have invested in it if they had thought it was to become a public thoroughfare. Neither do I see any gain in a business point of view by having street-cars there. We have railroads near this point in Broadway and other streets, and they are sufficient to accommodate the travel. Fifth-ave. and Madison-ave. below Forty-second-st. are the only two avenues that have no railroads. Fifth-ave. is the people's only drive-way to the Park. Besides a railroad would interfere with carriages coming and stopping before the doors of business places like ours. And in winter time how objectionable the cars-tracks would be with snow heaped up on both sides. The railroad companies compile up the snow and no one has a right to throw it back on the tracks. A railroad would destroy the avenue for driving purposes, especially in winter. Even if Fifth-ave. were filled with stores we ought to keep one drive-way to the Park free and unobstructed.

James B. Brewster, of the firm of J. B. Brewster & Co., carriages, Fifth-ave. and Forty-second-st., said:

I certainly feel that a railroad in Fifth-ave. would be a great injury to the street. It would be unpleasant for the driving public. It is the only avenue by which we can get to the Park in carriages without meeting with obstructions like those of a city street cars on other thoroughfares, and there is so much driving on the Avenue that a railroad would be a great detriment. We want to have one avenue by which we can get to the Park without being interfered with by the cars. The business in Fifth-ave. does not demand the construction of a street railroad. The people who trade here almost always ride in their own carriages. If there were should tracks in the middle of the street it would interfere with carriages whose occupants desired to get up to the sidewalk and say to their drivers wait for them to transact their business in the business places that are on this street. While there seems to be a necessity for cross-town railroads, there does not seem to be any need, as far as the trading public or any other people are concerned, for cars on Fifth-ave., because there are so many ways of getting up and down town in other streets.

Auguste Stymms, of the Pottier & Stymms Manufacturing Company, dealers in furniture, No. 489 Fifth-ave., was equally pronounced in his opposition to the scheme. He said:

I am decidedly opposed to a railroad in Fifth-ave. I think you will find the feeling against it widely extended. We have plenty of parallel roads on the east and on the west of it. The travelling public has every facility for getting up and down town. While we are in favor of all we have, we want one avenue that we can call our own for private driving purposes. You have only to take this avenue in the afternoon and see the number of carriages that pass here—so numerous that the avenue is sometimes almost impassable. In order to understand how it would be if there were a railroad here, put a double track in the street and it would be occupied by the cars to the exclusion of the only comfort remaining to people owning private conveyances. A railroad track has a tendency to wrench light vehicles. While every thing has been done in this city to please the people who use the cars, the people who drive have not been considered at all. We ask and demand that one avenue be kept free from cars. The capital invested in carriages, light wagons and expensive horseflesh in this city amounts to millions, and its rights ought to be considered in this matter.

THE BROADWAY FRANCHISE.

THE CABLE COMPANY WILLING TO PAY $1,000,000 FOR IT.

Mayor Edson, in his veto of the Aldermen's Broadway Surface Railroad resolution, said that he was convinced that the franchise for a road in Broadway could be sold for $1,000,000. A TRIBUNE reporter yesterday asked W. C. Andrews, president, if the New-York Cable Railway Company had made the city any offer for the franchise. Mr. Andrews said:

At a meeting of the directors of the company on August 16, the Executive committee was authorized to make an offer to the City of New-York of $1,000,000 for the right to lay a double track cable railway in Broadway from Union Square to the Battery, under their system as a cable road. The communication was laid upon the Mayor's desk in an engrossed copy of the resolution making the offer referred to. The Mayor was authorized to state officially that such an offer had been made. It was undoubtedly the offer to which the Mayor referred in his veto message to the Board of Aldermen. The New-York Cable Railway Company is prepared to make this offer good as to give every reasonable guarantee of the operation of the road under conditions that will be more favorable to the public than can possibly be done by the Broadway surface Road or by any horse-car system. Broadway is the great main artery for transportation from the Battery to Fourteenth-st., where connection can be made with all the existing lines of surface roads for all parts of the city above that point. It is our intention, if permitted to build this road, to make Broadway the trunk line of the city, and to make the use of any of the existing horse-car routes by our cable cars at any time at Union Square for distribution over the upper portion of the island.

The New-York Cable Railway Company will not only pay $1,000,000 to the city for the franchise, but in addition will accept it under all reasonable conditions and restrictions so as to fully protect the rights of the public in the use of the street for general purposes. The company will also agree to transport horse cars of any of the existing horse-car lines not using Broadway at the Battery or Union Square over its cable road on a pro rata of the one-cent fare fares, and give free transfers, with its cable tickets, over all cross-town lines connecting with Broadway at intermediate point, thus giving to the public the cheapest transportation furnished in any city in the world and tenfold greater facility for transfers ever before been enjoyed in this city, or than any other system can possibly afford.

IRELAND'S PROSPECTS DISCUSSED.

The Rev. Father John O'Leary, of Skibbereen, County Cork, arrived in New-York on Monday by the steamship Servia. He was and is one of the foremost priests in the Irish agitation. Father O'Leary has come for a tour of the States for the benefit of his health. He was seen yesterday by a TRIBUNE reporter and said, about the present state of affairs in Ireland:

From a political point of view—and of course the public feeling and action of Ireland are wound up—we find that Mr. Parnell is mistaken by the composite mass of the situation. He has the entire country approving his policy and ready to support him. How about Davitt? Well, I don't like to open up hypothetical ground of no importance, or don't press me on that question. I will say, however, that Davitt has made no public pronouncement against Parnell on the Land question. What we had to pay for the Land Act for our weeks its name, but it has cost millions, and after the general election I am sure Parnell will have it amended. We believe Home Rule will be secured before the close of the century. All other divisions are but secondary endeavors, as Ireland yearns for her native Government, and his only will satisfy the people.

But it is understood that Parnell and the Parliamentary party are conspiring to prevent Davitt from having a fair field for the discussion of his plan of settling the Land question.

Oh, I am certain all their differences will be amicably adjusted.

When asked as to the views of the people at home regarding the attitude of their fellow countrymen in America in the Presidential election, Father O'Leary said they felt "intensely interested," and were carefully noting the new attitude of Irish voters here in favoring the Republican candidate. By the franchise bill, he said, Parnell will be able to secure eighty seats out of the total 103, and with such a third party, no Government could remain in power longer than Parnell wished. The logic of all this is, he said, "that it will be easier for England to grant us justice than withhold it."

DICKINSON'S PROPERTY ATTACHED.

An attachment against the property of John P. Dickinson, the defaulting cashier of the Wall Street Bank, was granted by Justice Bartlett yesterday, in the Supreme Court Chambers, on the application of Sherman & Sterling, the attorneys for the bank. The corporation seeks to recover $150,000. Affidavits on which the attachment was granted were made by Thomas W. Evans, the president, and by one of the directors. Mr. Evans deposed that the cause for action against the cashier was the wrongful conversion of property. On or previous to August 8, the value of securities held by the bank, in loans, of which Dickinson had charge, was more than $150,000. These securities consisted of railroad bonds and stocks of various kinds. Dickinson, Mr. Evans says, fraudulently placed these with stock brokers of this city, on speculative accounts opened by him, and on or before August 8 they were sold by those firms or disposed of by the cashier in other ways. In consequence the bank was forced to close its doors, the amount of damage suffered through Dickinson's acts being placed at $150,000. Dickinson had fled, giving no one in the bank any intimation of his movements. Cornelius F. Timpson, Dickinson's father-in-law, had informed Mr. Evans that Dickinson had departed from the State, and the deponent believed that this was for the purpose of defrauding his creditors. The place of Dickinson's concealment was unknown.

DOES A RED NOSE INDICATE INSANITY?

The inquiry into the mental condition of William C. Rhinelander was continued yesterday in Judge Gildersleeve's chambers. Rhinelander was present. Dr. Allen Maclean Hamilton testified that he had been a practising physician for ten years, had given special attention to the study of nervous diseases, and had prepared a work on insanity. Lawyer Bowers framed a hypothetical question in which he reviewed all the circumstances in the Rhinelander case, and asked Dr. Hamilton if a person so described would be of unsound mind. The doctor replied that he would, that he would be partly imbecile, that it was an affection which began in early life and increased. He said that he had frequently seen Rhinelander in the court room and believed him to be insane. He said further that he regarded him as a dangerous lunatic who was likely to repeat such an assault as that made on Mr. Drake under more trivial provocation or fancied insult.

When cross-examined by ex-Judge Curtis the witness said that the poor circulation of the blood was noticeable in the man's white, pasty color, and red nose was one of the signs of insanity. As another evidence of insanity, the witness mentioned Rhinelander's walk, "his dragging, shambling gait, which is owing to the diseased condition of his mind," and said, in reply to a question, that he did not believe the walk was occasioned by his being knock-kneed, but might be traced to the same cause which produced the twitching of his face. Mr. Curtis asked the witness if he assumed that Rhinelander's failure to show any feeling when assaults were made on his character in the inquiry was an evidence of insanity. The witness replied that he did, and said further that he did not believe that Rhinelander was capable of a sane emotion.

DAMAGE DONE BY AN EXPLOSION.

STONES HURLED THROUGH A HOUSE INJURING A POLICEMAN AND KILLING FOUR BIRDS.

A blast exploded in a cut in One-hundred-and-first-st., near Lexington-ave., at 3:30 p. m. yesterday. A house on the corner, facing Third-ave., was bombarded with stones of various sizes and shapes. The store floor is occupied by Michael McGuire as a grog shop. Two large panes of French plate glass, forming the show window, were ruined, and a lamp post on the corner was wrecked so completely as to make necessary its removal. The floor above the store is occupied by Policeman Brooks. He was standing in his kitchen when a large stone shattered his window-sashes, and, lodging in a closet, tore down a piece of moulding and a part of the shelf and demolished the crockery and glassware. It covered Brooks with a shower of broken glass and crockery, which cut numerous gashes in his hands and face, none of which are serious, however. The shutters of the three windows in the dining-room were closed, but scores of several pounds weight tore through them and broke the windows and much of the woodwork. Brooks has a large family of children and congratulated himself upon their absence from home at the time.

Annie O'Neil and her husband were on the second floor. Their place was wrecked even worse than Mr. Brooks's apartments. Window sashes and of the moulding were carried away. A rocking-chair in front of the window, where she had occupied only a moment before the explosion, was badly smashed, and another chair was also destroyed. A large stone imbedded itself in the opposite wall of the room, and four canaries, of which she has a large number, were killed. A stone struck the rear of the house, making a cavity an inch or more in depth and a foot in diameter. Miss Stoll was hanging clothes on a pulley line from the floor above, but was uninjured.

The foreman, James Stafford, was arrested and gave bail in $300 in the Harlem Court. He said that the explosion was not the result of reckless blasting, but was caused by the unexpected explosion of an old blast, which must have been in the rock for a long time.

FREE BOARD AT THE FIFTH AVENUE HOTEL.

When Charles Sedwith, an usher of the Fifth Avenue Hotel, returned from his vacation two weeks ago he saw passing into the dining-room from day to day a tall well-dressed young man, who always handed him his cane and mackinaw straw hat with such an air that for a time he supposed he was a guest. On Tuesday, however, he asked the man his name. "Oh, I've friends at the Coleman House," was the response.

"I don't care about your friends at the Coleman House, who are you?"

The young man could give no explanation, and he was arrested. It was discovered that for three weeks he has been eating three meals a day at the hotel. "Why did you not stop before?" he was asked.

"Oh, I thought it too good a house." To Justice Patterson in the Jefferson Market Police Court yesterday he said that his name was Henry Crawley. He was nineteen years old and came from Johnston, Penn. When he arrived in New-York about a month ago he had considerable money, but either lost it or had his pocket picked. He did not know what to do, but going with a friend to dine at the Fifth Avenue Hotel, he saw the ease with which a person could go in and out of the dining-room and thought to try it when his money was gone. He succeeded in the first case and kept it up until found out. Crawley was held for trial.

A STRIKE ON AN AFTERNOON NEWSPAPER.

The compositors employed on *The Commercial Advertiser* struck yesterday morning against a proposed reduction of their scale of wages from 40 cents to 35 cents a thousand ems. The entire force, including the proof reader, the copy boy and the assistant foreman, put on their coats and left their work at 10 o'clock in the morning. Editors and clerks fell promptly to type-setting, and managed to get out an edition of the paper at 5 p. m. Notices calling for compositors were pasted on the office windows. Six policemen were stationed around the building, which was picketed by the strikers all day. Bryant Godwin, the business manager of the paper, stated at 6 o'clock last evening that he had secured fifteen men. By noon to-day he expected to have all he wanted. The strikers claim that only six men have been secured.

Mr. Godwin said that the men had promised some time ago to work for the same rates as are paid on *The Evening Post* and *The Mail and Express*—35 cents. This agreement was to be enforced. The men asked until to-day to consider whether they would be willing to accept or go on strike. Instead of waiting according to promise they went out unexpectedly yesterday.

The strikers denied that they ever promised to work at the rates paid on *The Post*. They had the proposition of reduction under consideration when they heard that the managers of the paper were advertising in Philadelphia for compositors. Thereupon to save themselves from being turned out they were ordered on strike.

SLEEPERS ON A RAILROAD TRACK.

A railway accident attended with loss of life occurred yesterday morning on the New-York City and Western Railroad, near Fordham. A construction train was running between Morris Dock and Fordham Heights, where a number of men were employed in building a retaining wall. While turning a sudden curve two of the cars left the track and ran about 100 feet. The Italian laborers jumped from the train, and Devoe Juana, age thirty-five, was killed and Joseph Forrest had a leg broken, Antonio Corrada leg and collarbone broken, and Alastia Joier suffered a scalp wound and severe injuries around the mouth. The latter was removed to the Presbyterian Hospital in Seventieth-st., and the others to the Ninety-ninth Street Hospital, where Corrada's leg was amputated.

The accident was caused by two large sleepers, which had been placed across the track. Superintendent F. S. Gannon, at the High Bridge Station, said to a TRIBUNE reporter that he was not certain that the ties were not placed across the track by mischievous small boys.

IMMIGRANTS TO BE SENT BACK.

On the steamer Amerique, which arrived from Havre yesterday, were five Roumanians whose passage to this country was paid by the Hebrew Society of France. They were pedlers. On the same vessel was a Bavarian and a little girl who were also assisted immigrants. A Swiss woman named Anna Lenzinger arrived here on the Canada on August 13. She was going to meet her husband in Pittsburg, but on arriving there she found that he had died on July 22. She came to Castle Garden yesterday for help. Margaret Connolly and Margaret Gibbons, two aged Irish women, arrived at Boston recently, their passage having been paid by the relief officers of Galway. They went to Pittsburg, where they have been living on charity. Some benevolent persons sent them to this city, where they now are a charge on the Commissioners of Emigration. All of these immigrants will be sent back to the country from which they came in the vessels bringing them to America.

ARRIVAL OF A FRENCH DIPLOMAT.

Among the passengers on the Amerique which arrived in this city yesterday morning was M. G. de Contonly the French Minister Plenipotentiary to Mexico. He was met at the steamer by many friends among whom were Mm. Waldejo and Fray, of the French Consulate-General in New-York. M. de Contonly has already passed several months in Mexico, and has just been passing his furlough in France. He leaves this city on Saturday for Niagara and thence will go by way of Chicago and St. Louis to Mexico. He spent yesterday and last night with friends being absent from his hotel, the Brunswick, from early in the forenoon.

JUSTICE PATTERSON RECOGNIZES A MAN.

Amelia Retzluff, a girl living at No. 345 West Seventeenth-st., caused the arrest of an old man, who, she said, insulted her on Sixth-ave., near Fourteenth-st. In the Jefferson Market Police Court yesterday, she told Justice Patterson that she was afraid to stir out of her house because the man was always lying in wait for her. She did not know him, but he persisted in following her. The Justice tapped his fingers meditatively as he looked at the prisoner and said: "What is your name?"

"Thomas Crang."

"Oh, you scoundrel, I thought I knew you. You were before me in special sessions, a few months since, charged with a far worse offence. I will hold you now for trial in default of $1,000 bail."

We notice in the fashion column of a Northern paper that "striped parasols are taking the place of striped stockings." That may be the style in the North, but down here we never know that striped or any other kind of parasols could be worn on the—at least where they wear the stockings. Must be a new Yankee notion.—[Montgomery (Ala.) Advertiser.

HOME NEWS.

PROMINENT ARRIVALS.

Fifth Avenue Hotel—Secretary Lincoln, General Benjamin F. Butler, of Massachusetts; Senator William Mahone, of Virginia; General W. S. Harney, United States Army, and ex-Congressman J. M. S. Williams, of Massachusetts.....*Windsor Hotel*—Thomas Sex Mayor Jonathan Scoville, of Buffalo.....*Hotel Brunswick*—G. de Contonly, French Minister to Mexico.....*Clarendon Hotel*—G. Godoy, Chilian Minister at Washington.....*Gilsey House*—H. B. James, of the Treasury Department.

WHAT IS GOING ON TO-DAY.

Grand Republican rally at the Rink, Brooklyn.
German-Republican mass-meeting, No. 254 Avenue A.
XXIId Assembly District Blaine and Logan Club, No. 1,341 Third-ave.
Investigation of Arsenal frauds at Armory.
Meeting of creditors of West Point Foundry Association.
Meeting of paper-hangers, Second-ave. and First-st., evening.
Excursion of Catholic Literary Union of Deaf Mutes.
Meeting of directors of New-York, Lake Erie and Western Railroad.
New-York against Buffalo, baseball, Polo Grounds.
Metropolitan against Brooklyn, baseball, Metropolitan Park.

NEW-YORK CITY.

The Aqueduct Commissioners yesterday rescinded the resolution raising the grade of the aqueduct.

Tradesmen were warned yesterday by the police against a counterfeit $10 bill on the Third National Bank of Cincinnati.

James Barry, a blind man, of No. 29 Oak-st., walked into an unprotected elevator shaft at No. 256 Elizabeth-st. yesterday and was seriously injured.

A QUICK TRANSATLANTIC PASSAGE.

The National Line steamship America arrived off Kinsale, at the entrance of Cork harbor, at 1 p. m. yesterday. She was 6 days, 18 hours, 49 minutes from Sandy Hook.

MAILS FOR CHINA AND JAPAN.

Postmaster Pearson has been informed by telegraph from San Francisco that the steamship Arabic sailed from that port on Tuesday, August 19, with mails for China and Japan, latest dates forwarded August 13, August 20.

SAVING A CHILD FROM DROWNING.

Captain Cook, of the steamer Pomona, saved the life of a boy six years old who fell from Pier No. 6 North River into the river yesterday. Letting himself down by a rope from the side of the vessel he seized the boy and carried him on deck.

DESTROYING BAD MEAT SENT FROM CHICAGO.

The meat inspectors on Tuesday seized 800 pounds of beef shipped from Chicago, and yesterday 1,500 pounds of spoiled meat in West Washing Market. Some of the meat from Chicago was said to show traces of a disease which prevails among Western cattle.

LINCOLN CAVALRY REUNION.

The famous Lincoln Cavalry, 1st New-York, will hold its second regimental reunion this afternoon and evening, at Lion Park, Ninth-ave. and One-hundred-and-ninth-st. There will be toasts and responses, and music and dancing. The festivities will last from 3 to 12 p. m.

COLLISION OF TWO FERRY-BOATS.

The Erie ferry-boat Pavonia and the Pennsylvania ferry-boat Baltimore struck each other in midstream at 8 o'clock yesterday morning. The Erie boat was going across the river and the other boat was headed downstream. The Pavonia struck the Baltimore near the stern and sheered off without doing any damage.

HOLDING A THIEF CAUGHT BY AN ACTOR.

John Dennis, who the police say is "Con, the Rogue," was held in the Yorkville Court yesterday for stealing Magnus Levy's watch. Harry Van Norden, who made so effectual a chase after the thief last week, is the *Duke of York* in the "Silver King."

BUYING PROPERTY AND BORROWING MONEY.

Park Commissioner Cummins has purchased property on the north side of Seventy-second-st., west of Third-ave., from St. James Church for $42,500. The Equitable Life Assurance Society has loaned $125,000 to Mr. and Mrs. Henry H. Houston upon the building No. 55 Broadway.

WOODEN INSTEAD OF WIRE NET CEILINGS.

The Inspector of Buildings yesterday informed the Dock Commissioners that the occupants of the pier at the foot of West Fifty-seventh-st., North river, were constructing a wooden building on the pier for use as offices. The building has wooden ceilings, instead of wire net work covered with plaster, as required by law.

THREATENING TO SHOOT A WIDOW.

William Bukhead is charged with sending a letter to Mrs. Maria Benedict, a widow, living at No. 274 West Twenty-fifth-st., threatening to shoot her. She says that he is a discarded suitor and has been annoying her for some time. He denied the charge before Justice Patterson yesterday, but was held for examination.

ARCTIC VISITORS AT THE CITY HALL.

When Commanders Schley and George W. Coffin, of the Greely relief expedition, called at the Mayor's office yesterday, they were informed that, owing to a slight indisposition, the Mayor had remained at home for the day. Commander Henry C. Taylor, who is detailed for duty at the Mayor's office in connection with the affairs of New-York harbor, received the visitors and showed them through the City Hall.

THE MISCELLANEOUS STOCK EXCHANGE.

There was only a small attendance at the meeting of the stockholders of the Electric, Manufacturing and Miscellaneous Stock Exchange yesterday. A plan for increasing the membership by selling the stock in the treasury, and giving to each share a membership instead of five shares, was unanimously adopted by the members present. The friends of the Exchange profess to believe that this change will add greatly to its life.

AN EXTENSION TO SASH MANUFACTURERS.

C. B. Keogh & Co., extensive manufacturers of sashes, doors and blinds, at 208 Canal-st., have become financially embarrassed and have asked an extension from their creditors. They owe $77,000, and a majority of their creditors have expressed a willingness to grant the accommodation. It is said that so much of their capital became locked up in credit sales made to speculative builders and others who could not meet their obligations at maturity, that the firm was compelled to ask the indulgence.

ELECTRICITY AND FIREARMS.

The American Electric Arms and Ammunition Company has been incorporated for the purpose of patenting, manufacturing and selling arms and ammunition, especially with the application of electricity thereto. The capital stock is $1,000,000. The trustees for the first year are George B. Satterlee, William H. Harbour, James S. Merriam, Ethel C. Hine, Charles H. Tompkins, Thomas L. Watson and John W. Hedenberg.

A UTAH TUNNEL COMPANY INCORPORATED.

The Denver Tunnel and Salt Lake Railroad Company was incorporated in this city yesterday, with Ludwig Sonder, ex-Controller of Brooklyn, as president, and L. Wesley Frost, of New-York, as vice-president. Among the incorporators are Otto Wittig, John Edward Haynes, William W. King, of New-York, and Alexander Mellagn, of Canada. The distance by rail from Denver to Salt Lake City is 650 miles. The proposed road will shorten the distance 250 miles by going through the tunnel.

OFFICERS OF THE ODD FELLOWS' GRAND LODGE.

The session of the Grand Lodge of the Independent Order of Odd Fellowship of this State, held yesterday in Chickering Hall, was devoted to the consideration of the report of the committee on appeals, and to ascertaining the election returns of the subordinate lodges. The following officers for the Grand Lodge were declared elected: Grand master, A. O. Bunnell; deputy grand master, James Goswin; Grand Warden, Edgar Whitlock; grand secretary, James Terwilliger; grand treasurer, Charles Kichel; grand representative, George W. Dilks.

A GERMAN DEFAULTER CAPTURED HERE.

Deputy United States Marshal Bernhard yesterday arrested Jacob Brox, who arrived in this city by the steamship Amerique from Havre, and took him before United States Commissioner Betts, who held him for examination this morning on a charge of embezzling 1,667 marks of the public money of Dilsberg, Germany. Brox was the tax collector of Dilsberg, and left that place on August 7, going to Basle, Switzerland, thence by way of Paris to Havre, where he took passage under the name of Joseph Mueller, having by some means secured a military passport in that name. The total amount of his defalcation is unknown. He served in the German army in the Franco-Prussian war and has six medals which were awarded to him.

BROOKLYN.

The Arctic relief steamer Bear is in dry-dock at the Brooklyn Navy Yard, and it is found that she will need considerable repairing about the keel. Thieves have stolen the anchor chains of the Alert. The police force of the Navy Yard has recently been reduced and the yard is thus insufficiently protected.

Absolute divorce has been granted William S. Martha from Charlotte Martha, by Chief Judge McCue, of the City Court.

Mayor Low tied his seventy-fourth matrimonial knot yesterday. The couple were Aaron Stiller, a Pole, of No. 22 Ludlow-st., this city, and Sarah Shorn, an Austro-American, of Brooklyn.

A full-rigged ship, passing under the Bridge yesterday, lost her topmast.

For assaulting Patrolman Alexander Ward, of the Third Precinct, Bartholomew McGarry, rum-seller, was fined $60 by Justice Bergen yesterday.

Coroner Hesse yesterday held an inquest on the death of William J. Mooney, the young lawyer who was killed by falling from the third story of the house of his intended wife, Hattie Kornobis, at No. 159 North Fifth-st., Sunday night. The only witness was Miss Kornobis. A verdict of death by fracture of the skull, caused by accidentally falling from a window, was given. Mr. Kornobis says his daughter has eaten nothing since her lover's death.

Thomas Sweet, of No. 1,692 Fulton-st., was charged with beating his wife yesterday. Justice Massey sent him to jail for twenty-nine days for being drunk, and will try him on the second charge when he comes out. His wife was ill.

Frank Bodman age twenty-one, living at No. 615 East Fourteenth-st., this city, while boiling tar at the Marine Railway, foot of Commercial-st., Greenpoint, yesterday, was severely burned about the feet by the kettle boiling over. He was taken to St. Catherine's Hospital.

Franz J. Kaiser, age twenty-one, of No. 10 Graham-ave., was before Justice Naher, charged by his father, Ferdinand Kaiser, a tailor, of No. 14 Yates-place, with stealing two button-hole machines, worth $200, from him to set up in business on his own account. Franz claims that his father gave him the machines.

An invitation has been given to the members of the Newsdealers Union No. 1, of Brooklyn, and to members of other unions at 1 p. m. to-day, to see the body of E. S. Smith, a member of Union No. 1, who recently died at his home, No. 111 Albany-ave.

The Rev. John I. Loughran, who for eighteen months was acting pastor of St. Anthony's Roman Catholic Church, of Greenpoint, and was relieved of his charge by Bishop Loughlin a month ago, was yesterday presented with a purse of $1,500 and a set of resolutions by his former parishioners at the "Argyle" Babylon, L. I.

NEWS FROM THE SUBURBS.

NEWARK SAVINGS INSTITUTION AFFAIRS.

The contempt proceedings against President Dodd and the managers of the Newark Savings Institution were resumed in the Vice-Chancellor's Chamber at Newark yesterday. The agreement of the counsel that the testimony of Fisk & Hatch as taken should stand was approved by the Court. The direct examination of William T. Carter, treasurer of the bank, was continued by ex-Judge Stevens of counsel for the depositors. The 4 and 4½ per cent bonds referred to in the minutes of the Finance Committee the witness said, were $970,000 4s and $5,000 4½s. Part of the money for these bonds was loaned as collateral security to Fisk & Hatch. $660,000 was loaned on August 7, 1882. The bonds were sold and the money loaned before the order was made by the Finance Committee. During August also $420,000 4 per cents and $5,000 4½ per cents were sold. The Finance Committee did not wait until August 9. The president considered it advisable, prior to that meeting, to sell the bonds. After August 9 none of the proceeds of the sale of bonds were loaned to Fisk & Hatch. The registered 4 per cents that were left with Fisk & Hatch pursuant to a letter of December 19, 1882, were sent to the firm twelve days afterward. About the middle of the following January $900,000 of 4s were loaned to Fisk & Hatch, and they had $320,000 in bonds previously. No action was taken by the Finance Committee, said the witness, in regard to the loan of $320,000. The institution always received interest on the bonds in the possession of Fisk & Hatch, either by check or draft. In October, 1882, a loan of $1,000,000 was made, the rate of interest paid being 5 per cent. The amount of $580,000 of 4s and $80,000 4½s were left with Fisk & Hatch from April to May 1884. Memoranda made by the auditing committee showed Governments, with the exception of one case, when the memorandum showed that Chesapeake and Ohio bonds had been temporarily substituted for Government bonds by Fisk & Hatch. The fact that Chesapeake and Ohio bonds were part of the collateral security of Fisk & Hatch was embodied in the report of the Secretary of State. On cross-examination the witness stated that the security for the loan of $1,000,000 was Government bonds and the security for the loans made in December, 1882, Governments also.

Hugo Fraengel testified that he knew nothing about any of the loans until after they were made and that he was repulsed when he asked for information. He had had no confidence in President Dodd.

JERSEY CITY.

Patrick Egan and John Carman, employes in Dodge & Co.'s lumber yard, quarrelled yesterday and Carman struck Egan on the head, inflicting probably fatal injuries.

OTHER NEW-JERSEY TOWNS.

ORANGE.—Ethel Spooner, age nine, a daughter of Dr. W. S. Spooner, of Brooklyn, who has been spending the summer with relatives at East Orange, was seriously injured by a train at Greenwood-ave. on Tuesday evening. She was playing on the track with her cousin, and the heel of one of her shoes caught in the boards of the roadway and the crossing.

BLOOMFIELD.—The hose company held its first picnic at Weaver's Grove yesterday, marching in a body.....Workmen were removing the old wooden bridge on the Greenwood Lake Railway preparatory to erecting a new iron one.

PATERSON.—In Louis Franke's silk mill yesterday, as Charles Miller, the fireman, picked up a pot of paint and made a movement toward throwing it out of the window, the stuff exploded. Charles Cole, the engineer, was severely burned and had to be taken home. Miller was burned less seriously.....Justice Weiss yesterday gave a decision in the case of Thomas E. X. Morris, colored, against Cooper & Hewitt, in which Morris alleged that the firm had withheld money due him. The decision was in favor of the plaintiff for the full amount claimed—$108 42—and the costs. Cooper & Hewitt will appeal from the decision.....Three persons who recently returned from England report that they met a young man who said that Will Hague, the defaulting ex-City Clerk, was in England living with a brother.

STATEN ISLAND.

NEW-DORP.—Isaac S. Einser, age eighty-one, was buried yesterday in the Moravian cemetery.

LONG ISLAND.

LONG ISLAND CITY.—Inspector Halleck, of the State Board of Health, has made a thorough inspection of the bone and fat establishments on Newtown Creek.

JAMAICA.—George F. Phelps has for some time been representing himself as an agent for A. B. Pine, proprietor of *The Jamaica Farmer*, collecting subscriptions and advertisements for the paper and running up bills charged to Mr. Pine. On Tuesday he was arrested on the charge of obtaining money on false pretences and arraigned yesterday before Justice Betts, when he pleaded guilty and was held.

WHAT A NEWPORT WARDROBE REVEALED.

From a private letter in the Hartford Courant.

Apropos of matchmaking at Newport, I feel it my duty to give transcripts of two accounts that I found tacked up on the inner surface of the wardrobe door in my hotel room. The first account may have been founded on fact, but the last one is very evidently a parody on the one preceding it, its author being prompted thereto by a spice of fun and something to the romantic setting on the wall. Both are set down in the true accountant's style, the former in a feminine hand and the other in a hand that is unmistakably that of a man. They read as follows:

Expenses of a trip to Newport—Watch stolen on steamer, diamond pin stolen on steamer, diamond ring stolen at ball, fancy dresses generally spoiled, one visiting card, one sprained ankle.

Per contra—Half hour's pleasant conversation. It doesn't pay!!!

The other is phrased as follows:

Cost of a visit to Newport—Two weeks' board, $150, paid for carriage $200, paid for wine $134, paid for flowers $90, electricity $0!!!

Credit—Affectionate hand of the daughter of a millionaire.

Balance—A life-of-Indelicate case. Not a bad investment after all!!!

WEALTH NO BARRIER TO SORROW.

From The Burlington Hawkeye.

He was a busy man and she was a society woman. One evening he suddenly looked up from his paper and said:

"By the way, didn't we have a baby in this house about the time Midland Broad-grange went up to 98?"

"Yes," she said, "Oscar was born the night of the Evergreen reception."

"Boy, was it?" he said, with a show of interest. "I had forgotten; must be about seven months old by this time. Where is he?"

She touched a bell, a servant appeared, and she ordered Oscar to be brought into the presence of his sire. Instead of whom the wet-nursing nurse appeared alone, and with many tears confessed that the infant Oscar had been kidnapped in the park six weeks before, and that the most careful search, aided by advertisements in the daily papers, had thus far failed to reveal his whereabouts. Thus we see that wealth is no barrier to sorrow, and even into the homes of the rich and the great trouble creeps with its stealthy tread and sometimes breaks up a whole evening of enjoyment.

ONE WOODEN WEDDING WAS ENOUGH.

From The Philadelphia Call.

Mrs. B.—"Are you not going to celebrate your wooden wedding?"

Mrs. C.—"No; my first wedding was a wooden one."

Mrs. B.—"Oh, it could not be, you know."

Mrs. C.—"It was. I married a blockhead."

AT THE BASEBALL GAME.

From The New-York Sun.

"Were you at the ball game this afternoon?"

"Yes."

"Who got the worst of it?"

"The umpire."

Porcelain finger rings are the latest fashion. They are probably intended for China wear.—[The Graphic.

Yachtsman.—"You men who stay ashore have no idea what a squall is." Landsman.—"Don't eh? I've got a pair of twins who can give you points about squalls every day.—[The Judge.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrises, 5.13; sets, 6.45. Moon sets, 7.00. Moon's age, ds. 1

HIGH WATER TO-DAY.

A.M.—Sandy Hook, 7.45; Gov. Island, 8.19; Hell Gate, 10.08
P.M.—Sandy Hook, 8.07; Gov. Island, 8.39; Hell Gate, 10.23

SHIPPING NEWS.

PORT OF NEW-YORK, WEDNESDAY, AUGUST 20, 1884.

ARRIVED.

Steamer Belgenland (Belg), Beynon, Antwerp Aug 9, with mdse and passengers to Peter Wright & Sons.
Steamer Dorset (Br), Scaife, Bristol Aug 3, Swansea 11 days, with mdse and passengers to W D Morgan.
Steamer Juliet (Br), Hammond, Newport, E, July 28, Swansea 16 days, with mdse to order; vessel to Bowring & Archibald.
Steamer Alvena (Br), Pearce, St Marc July 23, Port au Prince 25, Petit Goave 27, Jeremie 29, Aux Cayes 31, Jacmel Aug 4 and Matanzas 7 days, with mdse and passengers to Pim, Forwood & Co.
Steamer Pomona (Br), Cook, Montego Bay and St Anns Bay 5½ days, with fruit to G Wessels & Co.
Steamer San Marcos, Burrows, Galveston Aug 12, Key West 3 days, with mdse and passengers to C H Mallory & Co.
Steamer Gulf Stream, Pennington, Charleston, with mdse to Jas W Quintard & Co.
Steamer Benefactor, Tribou, Wilmington, NC, 3 days, with mdse to Wm P Clyde & Co.
Steamer Guyandotte, Kelly, Newport News, with mdse and passengers to Old Dominion SS Co.
Steamer Breakwater, Jenney, Lewes, Del, with mdse to Old Dominion SS Co.
Bark Hera (Ger), Grimm, Singapore 123 days, with mdse to order; vessel to Thos Ruger & Co.
Bark Ida (Ger), Sculf, Rosario 19 days, with mdse to order; vessel to Funch, Edye & Co.
Bark John I, Fasbrouck, Cobb, Boston, in balast to master. Will load for Cette.
Brig Cameo, Neal, Port Spain 20 days, with sugar to DTrowbridge & Co.
Brig S M Bird, Morrill, Windsor, NS, 15 days, with plaster to J B King & Co; vessel to Brown & Keene.

SUNSET—Wind at Sandy Hook, moderate, SW; hazy. At City Island, light, SW; clear.

Arrived yesterday—

Steamer Carondelet, Daniels, Fernandina 5 days, via Brunswick, Ga, and Port Royal, with mdse and passengers to C H Mallory & Co.

CLEARED.

Steamer Moravia (Br), Bradford, Liverpool—Leaycraft & Co
Steamer State of Georgia (Br), Moodie, Glasgow—Austin Baldwin & Co.
Steamer Leerdam (Dutch), Steijerendregt, Amsterdam—Funch, Edye & Co.
Steamer City of Mexico, O'Brien, Halifax—Lord & Austin.
Steamer City of Paris, Dexter, Aspinwall—Pacific Mail SS Co
Steamer Lone Star, Mason, Galveston—J T Van Sickle.
Steamer Gulf Stream, Pennington, Charleston—J W Quintard & Co.
Steamer Richmond, Crossman, Newport News and West Point, Va—Old