LEHIGH VALLEY SUFFERS.

MANY DISASTROUS WRECKS ON THE ROAD.

ONE AT WHITEHAVEN, PENN., RESULTS IN THE LOSS OF SEVERAL LIVES AND A CONFLAGRATION THAT COSTS $200,000.

Whitehaven, Penn., Dec. 2.—Early this morning two freight trains came into collision on the Lehigh Valley road in the heart of the town. Fire followed, burning the cars, and, it is thought, at least three men are burned to death. The flames communicated to the Ruhnke Hotel, and one of the worst conflagrations which has visited here in many years took place. The trains were manned by non-union men, and no one knows them here. It was about 4 o'clock this morning. A heavy train came down the mountain at a good speed. When the level was reached just above the town it seems the engineer put on a full head of steam, and the new trainmen failed to release the brakes, with the result that the train parted in three places. Instead of repairing the break the engineer, with a portion of his train, sped away, leaving the cars behind on the main line. The latter after running a short distance stopped just in the middle of the town.

A trainman left the caboose and went back a short distance to flag approaching trains. He was, it is said, not more than sixty yards from his train when Engine No. 171, drawing a train of freight cars, dashed around the curve at a speed of fifty miles an hour. To stop was impossible, and in another moment the engine struck the stationary train with tremendous force, turning the huge locomotive completely around. The momentum of the train drove the cars on top of each other, which a moment later fell a mass of broken timbers. Those who witnessed the collision had barely realized what had occurred when flames burst from the wreck. A heavy wind was blowing at the time, and it was not long before the entire mass was enveloped in fire. Townspeople hurried to the scene in hundreds, and the wildest excitement prevailed. The fire had already communicated to the Ruhnke Hotel, which stood near by. The wreck was deserted for the time, and all energies directed to save the hotel guests. This, it is believed, was accomplished.

The fury of the flames could not be checked, and T. W. Ricker's store was next burning fiercely. From there the fire spread to the large livery stable owned by Edward Cramer, of Easton. For a time it looked as if the town was doomed, but a fortunate change in the wind gave the firemen an advantage and the flames were got under control. Attention was again turned to the wreck. Four cars of grain and flour were still burning. The only man to be seen who rode on the ill-fated train was the engineer, who had bravely stuck to his post. How he escaped from his cab is a mystery.

The fire, which was subdued and supposed to be under control, broke out again at 10:30 o'clock and extended, resulting in the burning of the buildings which comprised the entire block. In addition to the structures destroyed, as named above, the following were consumed by the second outbreak: Smith's Hotel, Drigg's Hotel, Drigg's drug store, G. W. Koons' dry-goods store, Fischer's jewelry store, Foerchner's jewelry store and several dwellings.

At 1 o'clock this afternoon the north-bound track had been sufficiently cleared to permit trains passing. The south-bound track, however, is still blocked with smoking wreckage. The engineer, fireman and one brakeman of engine No. 171 are accounted for. The engineer sustained a broken arm and severe bodily contusions. The fireman and brakeman are injured internally. Three other men were among the crew, it is certain, but how many more no one knows. Of these nothing can be learned. The caboose and four cars containing grain are piles of burning ruins. When the fire started this morning, fumes of burning flesh permeated the air, but the excitement attending the rescue of hotel guests was so great that the wreck was forgotten for a time. This and the fact that no one has seen the men lead to the belief that their bodies will be recovered in the fragments when the wreck shall have been cleared. Since the strike was inaugurated the Lehigh Valley Company has sent as many as ten and twelve men out with a train, and this fact leads to the suspicion that there are more than three unfortunates. As the men now taking the strikers' places have come from all parts of the country no one knows them. Few of them have given their correct names even at the receiving station.

Manager Wilbur, of the Lehigh Valley Company, arrived on the scene early and personally directed the movements of the wrecking trains. The action of the strikers themselves in the emergency has been highly commended, as they rendered valuable aid in moving the cars which were left intact.

The loss here to-day will reach $200,000.

Philadelphia, Dec. 2 (Special).—The numerous wrecks on the Lehigh Valley system, especially the one to-day at Whitehaven, have inspired the strike leaders with confidence and given encouragement to the men who are out. The wrecks have not only entailed heavy losses upon the company, but have also served to delay the movement of other trains, thus promoting the ends of the strikers in two directions. Naturally this turn of affairs has strengthened the determination and raised the hopes of the men, and they are now more confident than ever that the officials must sooner or later surrender and secede to their demand for recognition. President Wilbur and his subordinates take just the opposite view of the situation and are still unshaken in their determination to run the road without the assistance of the strikers, although their efforts in that direction were greatly hampered yesterday and to-day by the many wrecks blocking travel at various points on the line. For this reason General Manager Voorhees departed for Bethlehem this morning for the purpose of again assuming personal direction of the company's campaign. To all outward appearances the officials of the company are not in the least worried over the continuance of the strike, which began two weeks ago to-night.

Chairman E. E. Clark, of the Brotherhood leaders, to-day authorized the following statement:

"There is no instance in which the responsibility for one dollar's worth of damage that has occurred can be traced to any striking employe."

A statement was issued here to-night by General Manager Voorhees in which he charges the strikers with having caused the disastrous Whitehaven wreck. The statement says:

"The accident at Whitehaven was caused by strikers pulling pins on a freight train that stopped in front of the station. The engineer made several attempts to start the train and each time found it broken in two in fresh places. There was so much detention resulting from this that before the train got away the following train ran into the rear and caused the collision. Ever since the strike began those of the strikers who lived at Whitehaven have been active in all manner of malicious mischief.

"It is idle for any party to say that this action and numerous other instances of obstruction to our trains in that vicinity have not been caused by strikers, for the reason that in every case where crowds have congregated or where arrests have been made for assaults, etc., a large proportion of those arrested have been strikers. The company's officers believe that the moderation that has been shown in the utterances of President Wilbur and the stand that has been taken by the company have been by some of the men regarded as evidence of weakness. They will find that they have been very much mistaken. The company is determined to carry out its purposes as announced to the letter, and more stringent and effective measures will from this time forth be put into execution."

Pottsville, Penn., Dec. 2.—The Lehigh Valley coal branches are handling little of anything to-day. There is a big block at Packerton, which prevents any quantity of freight or coal cars being delivered to the coal branches. The collieries are only working a few hours to-day.

Wilkesbarre, Penn., Dec. 2.—The many wrecks on the Lehigh Valley have a tendency to keep the strikers firmly united. They are now convinced more than ever that the company cannot operate the Wyoming Division of its road with any degree of success with its non-union force of employes. The wreck at Whitehaven to-day will alone cost the company no less than $25,000, and has delayed all passenger traffic. The situation at the freight-yards here and at Coxton to-day is unchanged. The force of special officers was increased at 11 o'clock to-day by the arrival of fifty men, but the company cannot accomplish much in making up trains in its yards here when its main line is blocked with wrecks from Sayre to Whitehaven, a distance of nearly 200 miles.

Late this afternoon a serious wreck occurred at the Florence Colliery, near Avoca. General Yardmaster Frederick Bound had taken an engine at 5 p. m. to the cut-off on the mountain to move some freight. On the return trip the grade was heavy, and the yardmaster, fearing to trust the non-union engineer, took the throttle himself. While passing the colliery at a good rate of speed he crashed into Delaware and Hudson coal train which was pulling out of the branch. The Lehigh Valley engine was badly damaged and the coal cars piled in a big heap. The yardmaster, it is said, ran contrary to orders, as the red ball was against him at the crossing.

An idea of the regularity with which passenger trains are run on this division may be had when it is stated that the only through train which reached here in twenty-four hours arrived at 2:45 p. m. to-day.

Coroner Trimmer returned to-day from Fairview, where he investigated the wreck at that place. The jury found a verdict of manslaughter against the non-union employes, and two of them have been placed under arrest.

The officials in this city have become reticent, and little or no information can be obtained to-night regarding the many accidents which have taken place within the last two days.

The Jersey Central Railroad employes refuse to pilot Lehigh Valley trains over their road around wrecks which have taken place near the line of the Jersey Central, and as a consequence the Valley road between Bethlehem and this city is completely blocked by the big wrecks at Whitehaven and Fairview. Superintendent Esser, of the Wyoming division, who has been working almost night and day since the strike began, broke down this evening and was obliged to take to his bed.

Phillipsburg, N. J., Dec. 2.—The strike on the Lehigh Railroad is proving disastrous. The green hands who have taken the place of the strikers have done such bad work that several collisions have been caused by their carelessness. Several collisions occurred last night on the road. At midnight a switchman at Bloomsbury switched a train on the westbound track instead of the eastbound, which resulted in a collision between two coal trains. Both engines were wrecked and the road was blocked for several hours. W. J. Ridley, a brakeman, was instantly killed.

As engine No. 192 was running at high speed at 6 o'clock this morning to assist in clearing away the wreck it came into collision with another coal train. The engineer reversed his engine and jumped from the cab in time to save his life. The fireman escaped also by jumping.

Easton, Penn., Dec. 2.—The Dorothy, Superintendent Wilbur's private engine, known as No. 300, was smashed in a peculiar wreck early this morning. The Dorothy has been used during the strike by the officials for dispatch duty. This morning engine No. 192 was sent down the Easton and Amboy division to assist at the Bloomsbury wreck. It followed too close to a coal train and ran into it at Greensbridge. The engineer reversed the engine, and he and the fireman jumped. The reversed engine ran backward and dashed into Phillipsburg, N. J., at a mile-a-minute rate. At Stockton it met the Dorothy and tossed its tank upon her. The engineer and fireman jumped just before the collision, and both engines were thus left to themselves. The big No. 192 pushed the Dorothy through Phillipsburg, over the Delaware bridge, past the Easton station, through the South Easton yards, and had almost reached the roundhouse when a coal train going east was met. The Dorothy was smashed between the two engines. The coal train engine was slightly wrecked. No. 192 was badly damaged. No one was hurt. In the wreck at Greensbridge, which started the series of collisions, the caboose and several coal cars were smashed. The three damaged engines were taken to the shops.

STRIKERS READY TO OPPOSE EVICTIONS.

Pittsburg, Dec. 2.—There was no indication of an outbreak among the striking miners at Snowden, Gastonville and Finleyville this evening. All of the day and evening was spent by the men in talking about their prospects. There are many among the strikers who are wavering as to the advisability of prolonging the strike. At the Hackett mines a conflict between strikers and tea laborers who were loading slack was narrowly averted to-day by the timely arrival of the deputy sheriffs. The strikers dispersed when so ordered by the officers. Superintendent Bonner, of the Pittsburg and Chicago Gas and Coke Company at Snowden and Gastonville, said this evening that a few men worked to-day. The company, he said, would not attempt to put more men into the pits for a few days.

Henry Floersheim, of Finleyville, said to-day that the operators along the Wheeling division of the Baltimore and Ohio Railroad would not attend next Tuesday's conference in Pittsburg, but would abide by whatever rate might be adopted. He expects a 60 cent rate. The strikers are very angry concerning the proposed evictions next Monday. They say that if the attempt is made there will be serious trouble.

There are two stories of the strike situation among the miners at Snowden. That in the Sheriff's office, consisting of reports from the deputies, is to the effect that everything is quiet. The other story is told in a bill of equity making numerous allegations of violence, and asking the Court to enjoin the strikers from congregating near the mines and from intimidating the men who are working. Fifty leaders of the striking miners are named as defendants. The Chicago Gas and Coke Company is plaintiff. The Court granted a preliminary injunction, fixing the final hearing for next Wednesday.

WRECKED BY A MISPLACED SWITCH.

Philadelphia, Dec. 2.—A misplaced switch caused a wreck in the Broad Street Station of the Pennsylvania Railroad at 5:30 o'clock this evening. Train No. 428, from the Schuylkill Division, crashed into a number of empty cars which were about to be made up into a main-line train and several persons were injured. Those most seriously hurt are: Bert Lee, aged twenty-seven years, of Chester, Penn., inclosed wound of the scalp; John Beaver, an elderly man, living at Collegeville, Penn., contusion of the back; William Wildis, railway postal clerk on the main-line train, bruised about the head; Joseph Burnett, baggage master on the Schuylkill Division train, had an arm bruised and several fingers broken, and Charles F. Bright, fireman of the same train, was slightly cut about the head. The locomotive and three of the main-line cars were badly damaged. The accident occurred in the train shed, and two hours were required to clear away the debris.

WHOLESALE DISMISSALS NOT CONTEMPLATED.

Pittsburg, Dec. 2.—A story to the effect that 3,000 employes on the Pittsburg, Fort Wayne and Chicago Railroad are to be dismissed is denied at the general office of the Pennsylvania Company in this city. The officials state that only a few hundred men will be displaced. This includes trackmen and trainmen whose services were demanded by the extra World's Fair traffic.

The number dismissed at this time does not exceed the number usually laid off by the company at this season of the year.

LIGHT ON CRONIN'S MURDER.

TESTIMONY EXPECTED AT THE COUGHLIN TRIAL.

WHAT MRS. ANDREW FOY SAYS HER HUSBAND TOLD HER OF THE ASSASSINATION IN HIS MOMENTS OF REMORSE—NAMES OF THE GUILTY MEN.

Chicago, Dec. 2.—"The Post" this afternoon prints in detail the testimony which, it is said, will be given by Mrs. Andrew Foy, who will be the first witness presented by the State in the Coughlin trial. The facts, Mrs. Foy avers, were told her by her husband at times when remorse for his part in the crime would overcome him. The evidence, while not admissible as against Foy, is competent against either of the other men mentioned in her story. In substance, according to "The Post," Mrs. Foy's evidence will be as follows:

Dr. P. H. Cronin was killed in the Carlson cottage by repeated blows on the head with a heavy carpenter's chisel in the hands of Patrick Cooney, while Martin Burke held the struggling victim helpless in his strong grasp, and Michael ——, now a member of Chicago's police force, stood guard at the door. No one but Cooney struck the doctor, and only Burke, Cooney and Michael —— were in the cottage. Patrick O'Sullivan stood outside at the rear of the cottage, watching and guarding against possible interference. "Dan" Coughlin did not reach the cottage until after the murder, when he came accompanied by Andrew Foy. The man who called at Conklin's house with Dinan's white horse for Dr. Cronin was Martin Dawn, of Hancock, Mich. "J. B. Simonds," who bought at Revell's the furniture found in the cottage and who rented the flat at No. 117 Clark-st., was James Cunnea, then a clerk in Gillespie's grocery store, Twenty-second-st. and Indiana-ave., and now a fugitive. Burke and Cooney were the persons who rented the Carlson cottage.

"Dan" Coughlin was the head and front of the conspiracy which included the following men, who held secret meetings almost nightly for some time prior to the murder:

Daniel Coughlin, detective, to whom all the others reported for instructions, who hired the white horse from Dinan, and who was one of the three men on the wagon that carried the trunk containing the doctor's mutilated body.

Andrew Foy, at whose house the conspirators met and planned their work, and who accompanied Coughlin to the Carlson cottage the night of the murder and was mistaken for John Kunze by the milkman Mertes.

Martin Burke, laborer, who rented the Carlson cottage, one of the three men to whom fell the lot of killing Cronin, and who held the doctor while Cooney beat out his life with the chisel.

Patrick O'Sullivan, iceman, who, according to instructions given, made the agreement with the physician regarding the presentation of the card which was used successfully as a means to get Dr. Cronin to the place of murder.

James Cunnea, grocery clerk, who as "J. B. Simonds," rented the place at No. 117 Clark-st., and bought the furniture and trunk.

Patrick Cooney, bricklayer, the actual slayer of Dr. Cronin.

Martin Dawn, laborer, of Hancock, Mich., brought to Chicago to decoy the doctor from home and selected because no one who might see him with Cronin would recognize him.

Joseph McKenna, who drove to the Carlson cottage from the South Side the wagon used to haul away the corpse in the trunk.

Michael ——, now a city policeman, who was deputed to aid Cooney and Burke in the killing and who opened the door of the cottage to admit the doctor and held it closed while the murder was being done. This man's name is suppressed here, as his early arrest is probable.

Two other men, one in Chicago and one in Hancock, Mich., were spoken of by the conspirators by name and in such a way as to leave no doubt that they were parties to the plot.

The story above outlined is practically that related to the police by Mrs. Foy. When questioned about it the State's representatives declined to talk about the matter, but virtually admitted the correctness of "The Post's" information by requesting that the name of the policeman referred to as Michael —— be not published.

The Coughlin case was devoid of sensational developments to-day, though there was a rumor of another suspected juror. The examination of special veniremen to fill the three vacant seats in the jury box was resumed, but when court adjourned only one man had been passed by both sides.

THE ABANA BRINGS IN A LIGHTNING STORY.

The steamship Abana is a vessel which is given to strange experiences on the sea, and usually brings in a good story. She arrived here yesterday morning from Dundee, which port she left on November 15. When two days out she experienced a violent hurricane from the north, lasting for eighteen hours. The sea was tremendous and broke over her, smashing the starboard lifeboat and the wheel-house, badly breaking up the bridge-deck and smashing ventilators. The starboard rail was also injured. The Abana lay to for two days in the hurricane. She got another gale off the Grand Banks. When she was off the Georges Banks she ran through an electrical storm. In this storm a bolt of lightning jumped on board the vessel and disported itself all over the deck. It cavorted about in a zigzag fashion and then jumped overboard, narrowly missing the first-mate's head as it did so.

HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

BRUNSWICK—Salvador de Mendonca, Brazilian Minister at Washington. BUCKINGHAM—Professor O. C. Marsh, of Yale University. HOFFMAN—Senator Edward Murphy, jr., of Troy. MURRAY HILL—President E. B. Andrews, of Brown University. VICTORIA—George H. Bates, of Delaware.

NEW-YORK CITY.

The ninth dinner of the Mount Washington Collegiate Association will take place on Tuesday evening at 6:45 p. m. Among the members who will be present are William Walter Phelps, Adolph L. Sanger, Julien T. Davies, S. M. Williams, Professor Alexis A. Julien, of Columbia College; Frank Tilford and William H. Beadleston.

The Metropolitan Museum of Art will be open free to the public this afternoon from 1 to 5 o'clock; Tuesdays, Wednesdays, Thursdays and Saturdays from 10 a. m. to 5 p. m., and Monday and Friday evenings from 8 to 10 o'clock. The admission on Mondays and Fridays is 25 cents.

Admission to the Museum of Natural History is free to-day from 1 p. m. to 6 p. m.; on Wednesdays, Thursdays and Fridays from 9 a. m. to 6 p. m.; on Saturdays from 9 a. m. to 10 p. m., and Tuesday evenings from 6 to 10 o'clock. The price of admission is 25 cents on Mondays and Tuesdays from 9 a. m. to 6 p. m.

Dr. Charles Stuart Welles delivered an entertaining lecture at Cooper Union last night, on "Glimpses of the World's Fair." His remarks were illustrated by stereopticon views of the Exposition buildings and interesting features of the Midway Plaisance.

Robert Williams, who is charged with fraud by Benjamin B. Groom, of Kentucky, waived examination in the Tombs Police Court yesterday, and was held for the Grand Jury in $500 bail. The examination of Henry H. Finley, charged with conspiring with Williams to defraud Groom, was adjourned until next Saturday.

L. G. Stevenson, the son of the Vice-President, and his bride sailed for France yesterday on the steamship Bretagne, for a wedding tour in Europe.

The New-York City Baptist Mission Society will hold its first anniversary services on Tuesday evening in Calvary Baptist Church, in West Fifty-seventh-st., between Sixth and Seventh aves. The Rev. Dr. George C. Lorimer, pastor of Tremont Temple, will deliver an address, his subject being "The Baptists in History." Seats in the church will be free.

Mails from Hong Kong, November 4; Shanghai, November 5, and Yokohama, November 15, are due in this city to-morrow morning. The next mail for China and Japan will close at the General Post-office at 6:30 p. m. to-day, for dispatch by steamship Peru from San Francisco.

The first Messina lemons are in the market. The steamship California's cargo, the first sold, realized from $1 50 to $5 12½ a box. The steamer Robinas's lots will be sold this week. The market is said to be clear of old stock, and prices begin to make up for losses on the bad quality of last summer.

Colonel Robert G. Ingersoll will give his lecture on "The Gods" at the Broadway Theatre one week from to-night.

On account of the large demand for tickets for the concert announced by Messrs. Dobson and Shaw for the evening of Wednesday at Recital Hall, it has been decided to hold the concert instead in the main auditorium of the Carnegie Music Hall. Tickets can be exchanged at the box office for seats in the main hall.

Two alarms were rung last evening for a fire in the five-story building Nos. 753 and 755 Broadway. Only a portion of the third story was burned. Steinhardt & Heidelberg, clothiers, occupied the second, third, fourth and fifth stories of the building, and their loss was said to be about $5,000, fully covered by insurance. Edward Schlesinger, "Edward the Tailor," on the ground floor, lost about $2,000 by water, and the building was damaged to the extent of $1,000.

The Cunard steamship Lucania, which arrived in port early yesterday morning, had a rough passage across the ocean. She made the trip from Queenstown in 5 days, 15 hours and 39 minutes, which is good in this season of the year.

Alexander Silverbird, forty-five years old, a Russian dock-builder, was instantly killed yesterday by being struck by a falling pile-driver at One-hundred-and-fifty-first-st. and the Harlem River.

The steamer Baltistoe, which arrived here yesterday from Mediterranean ports, is the first steamer built expressly for the Manchester ship canal trade. Her lower masts are hollow steel tubes, and her topmasts of wood can be dropped down inside of them when the ship passes under a bridge. The Baltistoe is five months old, and is on her first voyage.

FOR A SIDEWALK ALONG THE SPEEDWAY.

A MEETING OF THE PARK BOARD TO BE HELD TO GIVE CITIZENS AN OPPORTUNITY TO DISCUSS THE SCHEME.

The question whether there shall be a sidewalk on each side of the projected Speedway, to begin at One-hundred-and-fifty-fifth-st., and extend northward along the west bank of the Harlem River, or only one sidewalk, and that along the side of the road furthest from the river, is still a fruitful theme of discussion. It appears, however, that Commissioners A. B. Tappen, George C. Clausen and Nathan Straus, constituting a majority of the Park Board, have decided to have only one sidewalk. The original plan of the board was to have only one sidewalk, and that to be along the west side of the speedway, and on a level with the crown of the roadbed. Commissioner Paul Dana objected to this plan, on the ground that it would prevent promenaders from obtaining a view of the river, and he proposed that a sidewalk be constructed also along the river front on the east side of the speedway. His fellow Commissioners objected, on the ground that it would be dangerous for pedestrians to cross the speedway at a grade, and that bridges to enable them to cross safely would be unsightly. The new plan adopted by Commissioners Tappen, Clausen and Straus is to construct a sidewalk at a sufficient elevation along the west side of the roadbed to enable promenaders to see the river and at the same time have a view of the speeding horses.

A meeting of the Park Board, which was suggested by Commissioner Dana, will be held at the office of the board, No. 31 Chambers-st., at 10 a. m. on Wednesday, to give opportunity to all citizens interested in the subject to give their views.

PREPARING TO TRY ELECTION FRAUDS

A PANEL DRAWN FOR THE EXTRAORDINARY GRAND JURY IN BROOKLYN.

The preparations for the Extraordinary Term of the Court of Oyer and Terminer to try the cases of election fraud, which will convene in Brooklyn on December 18, are being completed. Yesterday a panel of fifty jurors, from which the twenty-three members of the extraordinary Grand Jury to consider the cases will be selected, was drawn. The drawing was done in the office of the Commissioner of Jurors, and in the presence of Judges Cullen, Clement and Moore and Associate Justice Kelly. Judge Cullen will hear the excuses of those who hope to get out of serving.

The panel is composed of John J. Nagle, restaurant, No. 726 Third-ave.; James J. Dowling, poultry, No. 536 State-st.; Charles N. Polhemus, ice, No. 70 Cambridge Place; Henry H. Goddard, stationer, No. 211 Sumpter-st.; W. H. Wardell, boatman, Bay Ridge; Patrick Carraher, steamfitter, No. 158½ Division-ave.; William H. Walton, insurance, No. 398 Vanderbilt-ave.; Andrew R. Titus, produce, No. 59 South Portland-ave.; James Ebbetts, jr., superintendent, No. 35 Vernon-ave.; Thomas J. Meeney, dock builder, No. 43 Cheever Place; Valentine Schneider, engraver, No. 174 Jefferson-st.; Eli E. Nelson, real estate, No. 297 Hancock-st. Edward A. Allen, feed, No. 156 Rodney-st.; William C. Siegert, stationery, No. 288 Keap-st.; Christopher W. Wilson, lumber, No. 157A Taylor-st.; George W. Earle, plater, No. 238 Hudson-ave.; Hiram A. Decker, treasurer, No. 21 Jefferson-st.; Patrick Quinn, builder, No. 740 Butler-st.; James A. Templeton, shoes, No. 102 St. Mark's-ave.; Daniel F. Nolan, plater, No. 1,461 Gates-ave.; Ernest Jantzer, restaurant, No. 194 South Fifth-st.; John Nagel, shoes, No. 1,661 Broadway; Frederick Yardley, watch-case maker, Forty-sixth-st., near Fifth-ave.; Charles Tish, tinsmith, Canarsie; Frank McCabe, horseman, Coney Island; Thomas Wilson, drygoods, No. 71 Hancock-st.; Michael E. O'Connor, hardware, No. 521 Willoughby-ave.; William T. Gorman, painter, No. 293 Herkimer-st.; James Boylan, produce, No. 139 Fourteenth-st.; George Zimmerman, chemicals, No. 981 Hancock-st.; Michael Simon, shoes, No. 119 Bushwick-ave.; Robert F. Reardon, bookkeeper, No. 254 St. Mark's-ave.; Henry S. Fulton, broker, No. 51½ Douglass-st.; A. H. De Witt, merchant, No. 120 Willow-st.; Frank N. Handlen, broker, No. 72 Seventh-ave.; Isaac Waren, hotel, Flatlands; Frank Grattan, bookkeeper, No. 554 Vanderbilt-ave.; John H. Harvey, watch cases, No. 290 Pacific-st.; Daniel J. O'Donnell, electrician, No. 1,250 DeKalb-ave.; John P. Hansen, grocer, No. 198 Van Buren-st.; Frank C. Elliott, broker, No. 322 Jefferson-ave.; John J. McCollum, coal, No. 161 India-st.; John Loughlin, coal, No. 403 Clinton-st.; Charles G. Sherman, carriages, No. 281 South Fifth-st.; Charles H. Hamilton, broker, No. 168 Lefferts Place; John Eckhoff, confectioner, No. 1,582 Broadway; Henry W. Yaekel, no business, No. 155 Hopkinson-ave.; Charles B. Jackson, express, No. 94 Wyckoff-st.; Thomas Joyce, clerk, No. 1,124 Halsey-st.; John H. Gehr, butcher, No. 160 Sterling Place.

NEWS FROM THE SUBURBS.

WESTCHESTER COUNTY.

MOUNT VERNON.

The Amphion Glee Club, an organization of the best male voices in Mount Vernon, will give its first subscription concert on December 15, in Willard Hall. This musical organization was established three years ago, and has been successful from the start. It has now about thirty-five active members, and has been maintained by the annual subscriptions of its patrons and its members. The president is David H. Gourlay, a member of various musical organizations in New-York, and a singer in one of the churches in Mount Vernon. The conductor of the club is Professor H. R. Humphreys, now and for many years the conductor of the New-York Bank Clerks' Glee Club. In addition to the selections by the club itself, professional talent from New-York has been engaged for the first concert, and arrangements are being made with other professional vocalists and instrumentalists for the two later concerts in February and April.

YONKERS.

Christ Episcopal Church, of Yonkers, will be reopened to-day with appropriate ceremonies. The morning service at 10:45 will be conducted by the Rev. Dr. Langford, of New-York, formerly rector of St. John's Church, this city, now secretary of the Board of Foreign Missions. The afternoon service at 3:30 will be conducted by the Rev. Dr. Walpole E. Warren, of Holy Trinity Church, New-York. The Rev. Dr. E. A. Bradley, of St. Agnes Chapel, Trinity Parish, New-York, will conduct the evening service at 7:45. The church has been practically rebuilt, and now presents a handsome architectural appearance, while its seating capacity has been doubled. The interior finish is in good taste and the furnishings are handsome and comfortable. . . . Asbourton-ave., between Palisade and Locust Hill aves., has become known as "Brides' Row." Eight bridal couples have begun housekeeping within this space, and another house now planned will be the home of the ninth. . . . Miss Louise Pitkin, of Locust Hill-ave., gave a tea yesterday afternoon, from 4 to 7 o'clock, in honor of Miss Overaker, of Cincinnati, who is her guest. . . . Mary Burns, who fell down an embankment at Nepera Park, in June, 1891, and sustained severe injuries, has begun suit against the city of Yonkers, claiming $20,000 damages. . . . The Yonkers Yacht Club has selected these officers: William H. Blakemore, commodore, John O'Leary, vice-commodore; O. L. Bloomer, fleet captain; George H. Bolwell, recording secretary; Charles E. Williams, financial secretary; H. Van Allen, treasurer; George Warren, sail measurer; Herbert James, steward; A. K. Shipman, T. C. Poole, Thomas Luckey, trustees. . . . The boys' branch of the Young Men's Christian Association will have charge of the young people's meeting of the First Methodist Episcopal Church to-night. . . . The Sunday meetings of the Young Men's Christian Association will henceforth be held in the parlors of the Association building, instead of in Wiggins Hall.

NEW-JERSEY.

RUTHERFORD.

HIS COMPANION ACCIDENTALLY KILLED.

Edward J. Snyder, of Rutherford, a member of Company L, 24 Regiment, was placed under $1,000 bail yesterday by Coroner Ullmann to await the result of the investigation of the killing of Clarence Noden on Thanksgiving Day. On that day Noden, Snyder, Lewis, Smith and Elwood Waller went on a shooting trip. They did not have much luck and decided to pay a visit to the old copper mine in Union Township, near Rutherford. Noden was the first to reach the mine, and he placed the lantern at his feet and struck a match to light it. As he did the report of a gun was heard and Noden's companions were horrified to see him pitch forward and lie still. When they reached his side they found the entire left side of Noden's head had been blown away. Waller and Smith hurriedly summoned Dr. Trautwein. J. G. Collins also hurried to the place and then went to tell the boy's parents. Noden's death was caused by Snyder carelessly handling his gun. While the hammer of the weapon was up Snyder slipped and the charge entered Noden's head. It is now feared that Snyder will become insane over the affair. He keeps up an incoherent mumbling and his grief is pathetic.

NEWARK.

Mrs. Elizabeth H. Cameron, one of the best-known women in Newark, died suddenly at her home, No. 89 Broad-st., Friday night. She was sixty-eight years old, and a native of Ireland, having been born in Kenmore Castle. She leaves four sons and two daughters—Donald L., of Brooklyn; Donald A., of Buffalo; Edward D. and Charles E., of Newark; Elizabeth A., of New-York, and Emily.

A mechanic's lien claim has been filed by August Kramer, a builder, on a half-finished chapel which is being built by the Rev. Frederick Kern, a Presbyterian minister. The claim is for $201 93. The builder alleges that the pastor broke faith with him, and told him he owned the lots adjoining the church, when he did not. Wilford Brown, of the lumber firm of Monroe G. Brown & Co., also charges Mr. Kern with telling him that he owned the adjoining lots, and that the property was unencumbered. He let him have the lumber for the building on the strength of the statement. David Harahk, the mason who is doing the brick and stone work on the chapel, says Mr. Kern gave him a note for $60, payable at "The First National Bank, Newark." He subsequently learned there was no bank of that name in Newark, and demanded that the note be made good. Mr. Kern then gave him a note on the Newark Banking Company, but it does not fall due until December 1. The pastor denies that he has practised any deception, and says that everything will come out all right.

ELIZABETH.

In the Union County Court of Special Sessions at Elizabeth yesterday Ewald Hutteman, the steamship and insurance agent charged with embezzling from the Prudential Insurance Company and the North German Lloyd Steamship Company, who abducted Freda Laucks, aged seventeen, from her parents' home, was arraigned yesterday before Judge McCormick and pleaded guilty to all the complaints against him. He was sentenced to five years in State Prison on the embezzlement allegation and to two years for enticing Miss Laucks from her home. Both sentences are to run concurrent. The prisoner was pale as he was led back to his cell. Neither his wife, whom he deserted to run off with Miss Laucks, nor any of his five children were in court.

President Whelan, of the Elizabeth Board of Health, is going to resign at its next meeting on account of press of other business. He has been president of the Board for a number of years, and is also City Treasurer. The successor of Mr. Whelan will be Dr. Victor Mravlan, the surgeon-major of the 24 New-Jersey Regiment, who has had the management of the fight to suppress the recent outbreak of smallpox in this city.

ORANGE.

The seventh annual convention of the Young Men's Christian Association of the III District of New Jersey was held yesterday in the Emmanuel Baptist Chapel in Orange Valley. Delegates were present from Orange, Orange Valley, Newark, Montclair, Morristown, Madison, Dover and Summit. W. S. Porter, of Summit, presided, and Charles G. Davis, of Madison, was secretary. The following papers were read and discussed: "Educational Methods," M. J. Tenery, Orange; "The Active Member—His Responsibility," W. C. Pawley, Dover; "Social Work," J. H. Manning, Plainfield; "Devotional Service," Charles T. Kilborne, Orange; "Our Boys' Work," A. D. French, Montclair; "Financial Support—How Secured," Harry Cozzens, Newark; "The Bible in Association Work," Henry Medd, Summit; "Question Box," Henry Cozzens, Newark. In the evening an address was made by J. Frankfort, Newark, and a paper was read on "The Young Men Within Our Borders," by Elkanah Drake, chairman of the State Committee. The annual meeting of the New-England Society, of Orange, was held last evening, when the following officers were elected: President, John O. Heald; vice-presidents, William Read Howe, Charles H. Mann; counsellors, William F. Allen, Bleecker Van Wagenen, James S. Baker, Wilmerforce Freeman, Usher W. Catts, Isaac E. Gates; treasurer, Henry P. Starbuck; recording secretary, Charles A. Lindsley; membership committee, Charles J. Prescott, Edward Corning, Edgar Williams.

STRIKERS REJECT A COMPROMISE.

Providence, R. I., Dec. 2.—The weavers who are out on strike from the worsted mills at Olneyville have rejected the compromise offer of the manufacturers and almost unanimously voted to stay out until the reduction, which averages 24 per cent, is cut in twain, and that of 10 per cent on day help is similarly reduced. The manufacturers offered to take off 6 per cent of the big cut on the weavers, but would do nothing for the other help. This offer was rejected in separate shop meetings yesterday, which were attended by four-fifths or more of the operatives in each shop. An attempt will be made to open the mills Monday, but the 6,000 strikers declare there will be no break in their ranks.

This morning a settlement was reached by the manufacturers and the employes of the Saxon Mills on a reduction of 10 per cent, and this was indorsed by the strikers in mass-meeting when it was announced to them. The Saxon employes will aid the other strikers until the strike is ended. A parade will be made and a mass-meeting held on Monday.

New Publications.

"THE DAMNED THING."
By AMBROSE BIERCE.
A marvellous tale in Christmas Number of
TOWN TOPICS.
(A great double number. Out December 7th.)
Give your newsdealer an order for it at once, or send price, 25 cents, in postage stamps, or $1.00 for 3 months' trial subscription, including this Christmas Number, to
TOWN TOPICS, 21 West 23d St., N. Y.

ANTHONY KENT.
Decidedly the best of this remarkable series of prize novels. Just out in
TALES FROM TOWN TOPICS.
Price 50 cents. Buy it at any News Stand, or send Postal Note to above address.
Have you read
TANIS, THE SAND-DIGGER,
By AMELIE RIVES?
The entire press of the country concedes this to be her strongest work. 12mo, cloth, gilt, $1.50, postpaid.

New Publications.

THE AUTOCRAT OF THE BREAKFAST TABLE.
Dr. HOLMES' famous Book in a beautiful Holiday Edition,
With 2 Portraits,
60 Full-Page and Text Designs,
by HOWARD PYLE.
Attractively Bound.
Two volumes, crown octavo.
Cloth, gilt top, $5.00.
Also in fine extra bindings.
Edition de Luxe.
Limited to 250 copies.
Printed on superfine paper.
Bound in full Vellum.
Price, $12.00, net.
HOUGHTON, MIFFLIN & CO.,
11 EAST 17TH STREET, NEW-YORK.

Instruction.

For Young Ladies—City.

BOARDING AND DAY SCHOOL FOR GIRLS, NO. 607 FIFTH-AVE.—Rev. Dr. and Mrs. CHAS. H. GARDNER, Principals; 36th year begins October 3.

BERLITZ SCHOOL OF LANGUAGES, —Madison Square (23d-st. and Broadway).— Term begins now.

FRENCH.—Two young ladies wanted to join a beginner's class, and two for advanced class; each limited to six; moderate. CLASS, 104 West 125th-st.

GERMAN.—Mrs. Kahl, 315 E. 19th-st., gives private lessons, 50c.; her 10c. students' classes reopened at college, 128 E. 22d-st.; either address.

MISS WALKER'S SCHOOL FOR GIRLS.
148 MADISON AVENUE.
Numbers limited. Primary class from nine till twelve. No home study for pupils under fourteen who remain until two o'clock. Advanced classes in English.

MISS GIBBONS' SCHOOL FOR GIRLS, 55 West 47th-st.—Mrs. SARAH H. EMERSON, Principal. A few boarding pupils taken. Reopens October 4th.

MISS BARBER AND MISS MONTFORT'S MORNING Classes, 44 West 31st-st. Girls fitted for Special Work. Pupils may enter for a single study or for whole course.

MR. AND MRS. LA VILLA'S HOME FOR SCHOOL GIRLS.—Near Day Schools. Special students for music, art, language, science. Schools and professors at parents' option. French and Italian spoken in family. Exceptionally pleasant home. Students entered any time. 445 Park-ave.

THE MISSES GRINNELL'S
DAY SCHOOL FOR GIRLS.
22 EAST 54TH STREET. FOURTEENTH YEAR.

THE MISSES ELY'S SCHOOL FOR GIRLS,
RIVERSIDE DRIVE,
85TH AND 86TH STREETS, NEW-YORK.

THE SALISBURY SCHOOL FOR GIRLS, Central Park