UNION LEAGUE CLUB,
THIS PAPER NOT TO BE TAKEN
FROM THE READING ROOM.

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J. W. FOSTER GOES TO JAPAN.

THE EX-SECRETARY OF STATE TO AID THE CHINESE PLENIPOTENTIARIES.

NOT A REPRESENTATIVE OF THE UNITED STATES—HIS APPOINTMENT APPROVED BY THE JAPANESE MINISTER AT WASHINGTON—BELIEF THAT IT MEANS THAT CHINA EXPECTS TO GAIN FAIRLY FAVORABLE TERMS.

Washington, Dec. 27.—This important announcement was made to the United Press to-night by John W. Foster, ex-Secretary of State:

Mr. John W. Foster has been requested by the Chinese Government to go to Japan and meet the plenipotentiaries of the former Government, to aid them in their negotiations for peace. He has accepted the invitation and expects to leave Washington within a day or two, sailing from Vancouver for Yokohama on January 7, unless informed of a delay in the departure of the plenipotentiaries. The Japanese Government has been advised of the appointment, and its Minister in this city has expressed his satisfaction with it. Mr. Foster desires to have it understood that he goes to Japan purely in a private capacity, as an adviser of the Chinese plenipotentiaries. He has no authority to represent or speak for the Government of the United States.

Mr. Foster said, when pressed for further information, that beyond the statement made he had nothing to impart to the press. Mr. Foster's statement was shown to Mr. Yen Shing Ho, Secretary of the Chinese Legation, but he refrained from expressing an opinion on the subject. When a reporter called at the Japanese Legation it was announced that all the members who talked English were spending the evening out.

In official circles, when the announcement became known, it was taken to mean that from now until the peace negotiations were formally begun there would be a complete suspension of all hostilities between the armies of Japan and China, pending the result of the conference of the plenipotentiaries.

The fact that Mr. Foster's appointment was submitted to the Japanese Government and approved by it indicates that peace overtures, as exclusively announced in the United Press at the time, were begun simultaneously with Mr. Foster's selection as the adviser of the Chinese Government. While the announcement is made that the "Japanese Minister here" approves the appointment, it is recognized in diplomatic circles to mean that the Minister voices the opinion of his Government at home, and that the matter has been the subject of cable correspondence.

Mr. Foster has had an extended diplomatic career, having, in addition to being Secretary of State in President Harrison's Cabinet, represented the United States at the Court of Spain and more recently having been the agent of the United States in the Behring Sea arbitration at Paris.

The immediate effect of Mr. Foster's appointment will be to delay the beginning of the peace negotiations. State Department officials had been confident from Minister Denby's dispatches that the Chinese representatives, Chin Yen Huan and Shao, were already on their way to Japan; and it was their understanding that the formalities for peace would be concluded as rapidly as possible with due allowance for Oriental deliberateness, the preliminaries having been practically arranged in advance through the good offices of Ministers Dun and Denby. Mr. Foster's mission, however, is taken as an indication that the Chinese expect to gain more favorable terms from Japan than have hitherto been considered at all probable. Until to-day no one has doubted that Japan's ultimate terms had been made definitely known to China and that that country, powerless to effect any further resistance to Japan's arms, had fully consented to accept the ultimatum without delay. As Mr. Foster does not intend to sail for more than a week and as the voyage across the Pacific will consume two weeks more, nearly a month must elapse before the peace negotiations are fairly begun.

NEW-CHWANG EVACUATED.

ITS CHINESE GARRISON HAVE RETREATED TO TIEN-CHON-TA—JAPANESE INVASION FEARED AT SHANGHAI AND NINGPO.

London, Dec. 27.—"The Globe" prints a dispatch from Yokohama to a news agency in this city, saying that the Chinese forces have evacuated New-Chwang.

A dispatch to the Central News says that the Chinese Army, under General Sung, having been defeated at Kung-Wa-Sel, retreated to New-Chwang. There they were joined by the troops under command of General Ma, and the combined force retreated to Tien-Chon-Ta, the town of New-Chwang being completely evacuated. The Chinese troops at Tas-Han-Lien are spreading their front, and increasing the number of their banners, in order to make the greatest possible display of strength. Japanese cavalry scouts report that 3,000 Chinese from Kin-Chow have reached Tas-Han-Lien.

The native officials at Shanghai and Ningpo are in a complete state of panic, fearing a Japanese invasion. Chang-Chi-Tung, the new Viceroy of Nanking, is inspecting the forts on the Yang-Tse-Kiang, and Commissioner Moorehead is sending new European drill instructors to the Yang-Tse-Kiang forts under the Viceroy's direction.

"The Times's" correspondent in Kobe says that Tsukuba Kan, with a body of marines, has dispersed the Tonghak rebels in Chollado, Corea. The Japanese have dispersed also 6,000 Tonghaks in the province of Hwang-Haido.

WHY PREMIER WEKERLE HAS RESIGNED.

DID NOT HAVE THE FULL CONFIDENCE OF THE CROWN—FRANCIS JOSEPH IN BUDAPEST.

Budapest, Dec. 27.—Premier Wekerle has informed his party that he has resigned because he found he did not have the full confidence of the Crown. The Ministry would hold to the principles of the pending reform bills, he said, and these bills must be adopted without change.

Emperor Francis Joseph has arrived here and this morning received the leaders of the several political parties, with whom he consulted in regard to the Ministerial situation.

GLADSTONE IN EXCELLENT HEALTH.

TO-MORROW HIS BIRTHDAY—PLANS FOR CELEBRATING BISMARCK'S EIGHTIETH BIRTHDAY.

London, Dec. 27.—In anticipation of Mr. Gladstone's birthday, which comes on December 29, "The Daily News" has gathered the latest information as to his physical condition. It learns that he is in almost perfect health and is able to read ten or twelve hours daily. In going from Hawarden to Cannes he will stop here to visit Dr. Nettleship, the oculist who operated on his eyes.

Berlin, Dec. 27.—The senates of several universities have suggested that the professors of all universities in the Empire unite to celebrate Prince Bismarck's eightieth birthday. A silver birthday medal has been struck.

DOMINION PARLIAMENT AGAIN PROROGUED

Ottawa, Dec. 27.—Saturday's "Canada Gazette" will contain an official proclamation further proroguing the opening of the Dominion Parliament until February 11. This indicates that the Government is still undecided whether first to summon the House for dispatch of business or hold a general election. The last formal prorogation was up to Monday next.

TAKING MRS. ASTOR'S BODY TO LIVERPOOL.

London, Dec. 27.—The body of Mrs. William W. Astor will be conveyed to Liverpool to-morrow for transportation to New-York by the steamer Aurania.

SAVED FROM SLAVERY AMONG INDIANS.

Victoria, B. C., Dec. 27.—The steam schooner Mischief is anchored off Carmanah in distress, short of coal. She has on board the force of police who went to the west coast of the island to arrest the white man who sold a white boy to a west coast tribe of Indians. They have captured the man and witnesses and rescued the boy.

BANK DIRECTORS ARRESTED.

St. John's, N. F., Dec. 27 (Special).—Manager Cooke and four of the directors of the Commercial Bank were arrested to-day on the charge of submitting a statement of accounts, with intent to defraud the shareholders, at the annual meeting of the bank in June. Bail of $36,000 each was accepted for their appearance to answer the charge on January 2. The step is generally considered harsh and unwise. The charge rests on a single technical point connected with an entry in the balance-sheet, which the directors declare can be satisfactorily explained. There is no charge of any other misstatement.

GIFTS FOR THE DETROIT'S OFFICERS.

PICTURES AND MOSAICS PRESENTED TO THEM BY THE POPE—HIS NEW YEAR RECEPTION TO THE DIPLOMATS.

Rome, Dec. 27.—The Pope has sent to Commander Newell, of the United States cruiser Detroit, which vessel conveyed to Italy from the United States the Vatican exhibits at the Columbian Exposition at Chicago, a large photograph of himself. The Pope has inscribed upon the picture his autograph and the words, "Deus, magnificat in est Gloria tua super coelis." The Pope also presented to the commander and the other officers of the Detroit pictures and mosaics which had been executed in the Vatican. He gave to Commander Newell a copy of a large picture by Raphael; to Chief Engineer Roche, a copy of a picture by Domenici; to Lieutenant Marshall, a copy of a picture by Raphael; to Surgeon Amos, a copy of Raphael's "Madonna"; to Lieutenant Rogers, a copy of the Foligno Madonna, and to the other officers copies of various other pictures.

The Pope received to-day the foreign diplomats accredited to the Vatican, on which occasion he expressed to them his best wishes for the new year. He was in excellent spirits.

MUST NOT ATTEND THEATRES IN A BODY.

REASON FOR A POLICE ORDER TO SOCIALIST CLUBS IN BERLIN.

Berlin, Dec. 27.—The police authorities have issued orders prohibiting most of the Socialist clubs of Berlin from attending the theatres in a body or in considerable numbers during the holidays. This action is taken upon the pretext that the presence of the clubs would injure the business of the regular theatres, but the orders were really issued with the idea of preventing demonstrations in the theatres against the Anti-Revolutionary bills.

The foregoing explanation of the strange and rather tyrannical orders issued by the police authorities at Berlin needs supplementing. The danger of Socialist demonstrations made in a body will be greater during the holidays than it ever was in the past. It was reported recently that Herr Singer, a millionaire revolutionist and a member of the leading triumvirate of the Socialist party, had made with the brewers an agreement for the cessation of the boycott declared against most of the latter. But this agreement was to be submitted to a kind of referendum, and the German Socialists were invited to hold between Christmas and New Year's eight mass-meetings, in which they would pronounce upon the arrangement devised by Herr Singer and the brewers. This appeal to the Socialists was sure to bring them out in large numbers in the cities, and the chances were that, according to German customs, they would stick together under the banner of their different associations, and in a body crowd theatres and other places of amusement. The police authorities feared that these Socialists might express in those places their sentiments against the present order of things in Germany, outside of the beer question, and hiss down, for instance, the "Hymn to Aegir," recently composed by the Emperor, if that should be played in a theatre filled with a revolutionist audience.

It must be added that the Berlin Socialist Triumvirate had two objects in view when it took the unusual step of submitting to a referendum of its party the agreement relative to the beer boycott. Bebel, Liebknecht and Singer had been accused recently by Vollmar, Grillenberger and the other leaders of the Southern Socialists of assuming a rather dictatorial attitude, and they were anxious to show that they did not want to govern the party except with the assent of the masses of its adherents. Moreover, the Socialist leaders were glad to find in the beer question a pretext for assembling their followers, and showing the strength of the revolutionist columns on the eve of the discussion of the Anti-Socialist bill in the Reichstag.

LORD RANDOLPH'S CONDITION.

A LITTLE IMPROVED YESTERDAY MORNING, BUT UNCHANGED SINCE THEN.

London, Dec. 27.—Lord Randolph Churchill's condition was somewhat improved this morning. At 11:30 o'clock this evening Lord Randolph's condition was unchanged from morning

A BOMB NEAR MR. MACVEAGH'S HOUSE.

A RECEPTION WAS IN PROGRESS, BUT THE AMBASSADOR'S GUESTS WERE NOT ALARMED BY THE EXPLOSION.

Rome, Dec. 27.—A bomb was exploded near the official residence of the United States Ambassador, Wayne MacVeagh, a little after 11 o'clock last night. The explosion took place while Mr. MacVeagh's reception was in progress, but caused little or no excitement among the guests. No damage was done.

THE STEAMER MOHAWK IN COLLISION.

PROBABLE LOSS OF THE STEAMSHIP OSWALD—A BARK WRECKED ON THE ISLE OF MAN.

London, Dec. 27.—The British steamer Mohawk, Captain Wiltshire, from New-York December 15, which arrived at London to-day, was cut down through two plates on the port quarter by collision in the Thames with the British steamer Indian Prince, Captain Lee. The latter vessel had a small hole stove in her port bow.

The washing ashore of a quantity of wreckage upon the Scotch shore indicates the loss of the steamer Oswald, with her crew, bound for Cardiff.

The Norwegian bark Agnes, Captain Hofgaard, which sailed from Fleetwood on December 21 for Ship Island, is ashore on the Isle of Man, and will probably prove a total wreck. Her crew are safe. The British ship Centurion, Captain Forsyth, which sailed from New-York on September 29 for Anjer for orders, went aground near the latter port and was obliged to jettison a small portion of her cargo. The Centurion was floated, and, apparently, sustained no damage.

DR. HERZ'S REAL ESTATE IN PARIS SOLD.

Paris, Dec. 27.—The real estate in this city belonging to Dr. Cornelius Herz, of Panama Canal notoriety, was sold at auction yesterday. The property was divided into sixteen lots, fourteen of which realized an aggregate of 1,348,000 francs.

SIR CHARLES TUPPER RECOVERING.

London, Dec. 27.—Sir Charles Tupper, Canadian High Commissioner, continues to recover from his recent attack of influenza.

EARTHQUAKES IN ITALY AND SICILY.

Rome, Dec. 27.—Sicily has suffered from seven severe earthquakes in the last twenty-four hours, and much damage is reported to have been done. Messina and Milazzo felt the shocks most keenly.

Reggio di Calabria, the district at the extreme south of continental Italy, was severely shaken today. The most violent shock, either in Italy or Sicily, was felt in Milazzo.

A NEW FRENCH ARMY CONTRACT SCANDAL.

Paris, Dec. 27.—The "Presse" says that a new scandal about army contracts is at hand. The fraud is said to be similar to the one practised by Allez Brothers, recently condemned. Ruffler, who contracted to deliver cavalry saddles of a certain quality, made some inferior goods, and they were rejected. Later, the "Presse" says, he got them accepted.

GUATEMALAN ENVOY RECEIVED BY DIAZ.

City of Mexico, Dec. 27.—The Guatemalan Envoy was received to-day by President Diaz, attended by all the Ministers and principal generals. The Minister's speech was pacific. President Diaz, in replying, said:

Your visit will be pleasing in any event, but it will be still more so if it put an end to the state of alarm existing between Mexico and Guatemala.

FRAGMENTS OF FOREIGN NEWS.

London, Dec. 27.—The White Star Steamship Company have made an arrangement, beginning on January 1, to convey railway passengers between the railway stations and their steamships without extra charge. They will get permission for their passengers to carry free on the railways to London double the amount of baggage formerly allowed. The Cunard Steamship Company several days ago made the same arrangement, to go into effect on the same date.

Paris, Dec. 27.—The Chambers were prorogued to-day until January 8.

Berlin, Dec. 27.—Schleswig and East Prussia have followed Bremen's example and have prohibited the importation of British and Irish cattle and pigs.

A BANK-WRECKER FOUND GUILTY.

Concord, N. H., Dec. 27.—At 6:30 p. m., the jury in the Putnam case reached an agreement. The foreman reported that the jury found Putnam guilty on the second and seventh counts of the indictment, and not guilty on the others. The second count charged him with the abstraction of $20,000 in bonds of the Leavenworth Electric Railway, and the seventh with the embezzlement of $10,000 of the funds of the National Granite Bank of Exeter.

UNTRUE TO ITS TRUST.

THE STATE FOREST COMMISSION DEFEATS THE WILL OF THE PEOPLE.

CONTRARY TO THE LETTER AND SPIRIT OF THE NEW CONSTITUTION, IT CONSENTS TO THE SALE OF STATE LANDS TO THE DELAWARE AND HUDSON—A USELESS INJUNCTION.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, Dec. 27.—When the people of the State at the late election adopted an amendment to the Constitution forbidding the sale of the State's forest lands, there can be no question that they meant what they did. The amendment is explicit. It says:

The lands of the State now owned or hereafter acquired, constituting the forest preserve as now fixed by law, shall be forever kept as wild forest lands. They shall not be leased, sold or exchanged, or be taken by any corporation, public or private, nor shall the timber thereon be sold.

But the Constitution does not go into effect until January 1. Small as is the time for grabbing the State's forest lands, nevertheless one corporation, the Delaware and Hudson Canal Company, had its representative before the State Land Board to-day, trying to gain possession of lands extending for a distance of five miles in the Adirondack forest preserve. The railway company says it desires to extend its track for thirty miles, from North Creek to Long Lake, and its route crosses five miles of the State's lands. Resistance was offered to the application by David McClure, of New-York, the delegate to the Constitutional Convention, who drew up the forest amendment, and by Daniel G. Griffin, in behalf of a commission recently appointed by Governor Flower to guard especially the water supply of the forest preserve. Mr. Griffin served upon each member of the Land Board an injunction issued by Justice Pardon C. Williams, of the Supreme Court, enjoining the board not to sell the lands to the Delaware and Hudson. Attorney-General Hancock in an elaborate opinion which he read to the Land Board declared that it had no legal authority to sell an acre of the land of the State within the limits of the forest preserve. The members of the Land Board heard arguments from ex-Senator Warner Miller, Lewis A. Carr and ex-Congressman Henry G. Burleigh in favor of the application. After these and the counter arguments, it directed the Attorney-General to appear in court and seek to get the injunction dissolved, and then adjourned until Monday, without acting upon the application.

The members of the Land Board present at the meeting were Lieutenant-Governor Sheehan, Controller Roberts, State Engineer Adams, Attorney-General Hancock, State Treasurer Colvin and Speaker Malby. The member of the board who seemed most anxious to sell the State's lands was State Treasurer Colvin, while Controller Roberts and Attorney-General Hancock both vehemently opposed the sale. Lieutenant-Governor Sheehan expressed the opinion that, as Attorney-General Hancock had given the opinion that the Land Board had no legal authority to sell forest lands, he should be upheld.

Ex-Senator Warner Miller made the strongest argument delivered in favor of the application. He held that railways carried tourists into the Adirondacks at much lower rates than are charged by any other method of conveyance, and that therefore their construction should be encouraged and not discouraged by the State. It was a mistake, he declared, to think that railways caused forest fires. That was not the fact. Moreover, they gave opportunity to thousands of persons of moderate means to gain access to the loveliest parts of the Adirondacks. The State forest preserve was to be a popular sanitarium and not merely a resort for rich men. Mr. Miller said that some business associates of his and himself owned 40,000 acres of woodland, the value of which, if the building of the proposed railroad was prevented, would be reduced from $5 an acre to $1 an acre. The State would practically confiscate this property if the building of the railroad extension was stopped.

Ex-Congressman Burleigh said that there was no forest upon the land which the Delaware and Hudson desired to possess, but that it had been burned off, and argued that the State had no interest in holding it.

David McClure followed with an appeal to the board to refuse to grant the application. He said that public opinion in the State was almost unanimously opposed to any further grants of State lands.

The Delaware and Hudson, however, this evening secured the State land it desired at the hand of three members of the Forest Commission. The railroad company had applied to the Commission as well as to the Land Board for permission to buy the lands between North Creek and Long Lake. According to Attorney-General Hancock, the members of the Forest Commission are the only officers who have a legal right to sell the State forest lands. The injunction issued against the Land Board by Justice Williams, therefore, ought to have been addressed to the Forest Commission.

The members of the commission were appointed by Governor Flower, who has always pretended to be an ardent champion of the forests. Mr. Flower must have made some sad mistake in his selection, since after only thirty minutes' consideration his appointees granted the Delaware and Hudson Canal Company's application. The members of the commission present at the meeting were Samuel J. Tilden, of Chatham; Clarkson C. Schuyler, of Plattsburg, and William L. Weed, of Canton. There were two members who were not present, Nathan Straus, of New-York, and Francis E. Babcock, of Hornellsville. It will thus be seen that the men especially charged with the duty of guarding and preserving the forest lands of the State were untrue to their trust.

It has been pretty clear ever since the November election that this Democratic Forest Commission would be dismissed from further service for the State. The unfaithfulness of its members in the present instance will doubtless lead to their removal from office by summary process as soon as the Legislature meets. The people of the State said at the November election that the State forest lands should not be sold. The Republican State officers to-day revealed their desire to obey the mandate of the people; but the Democratic Forest Commission to-night defied the will of the people. It has gained no laurels by its past actions, and it will be now retired from office followed by the censure of the people.

It was reported late to-night that the action of the Forest Commission would have to be confirmed by the Land Board, and that, in fact, it was merely a recommendation to the board. The latter, therefore, may check this steal of the State's land. The case will probably be fought out in the courts this week.

FIVE LIVES LOST OVER A GAME OF CRAPS

ONE MAN KILLS TWO NEGROES, MORTALLY WOUNDS TWO OTHERS, AND IS HIMSELF SHOT DEAD.

Helena, Ark., Dec. 27.—Pistols, guns and knives were used in a fight over a crap game at Hillhouse, Miss. Louis Allen killed two negroes instantly, mortally wounded two others, and, being shot by another of the party, fell dead on the bodies of his victims. Allen's father brought the body here to-day for burial.

THE TROLLEY KEEPING UP ITS RECORD.

ONE OF THE BROOKLYN CARS RUNS OVER A WOMAN AND SEVERS HER LEG BELOW THE KNEE—HER RECOVERY DOUBTFUL.

In a trolley accident at Front and Dock sts., Brooklyn, yesterday morning, Mrs. Catharine Ferraro, of No. 31 Front-st., lost her left leg. The car was No. 85, of the Fifth-ave. line of the Atlantic Avenue Company, and Hans Boyner, of No. 817 Fulton-st., was the motorman. He saw the woman start to cross the tracks as the car approached the corner. He shouted to her and put on the brake. But the car struck her and knocked her down, and the forward wheel on the right side severed her leg just below the knee. A crowd of angry Italian residents of the vicinity gathered and threatened to lynch the motorman. But a policeman was promptly at hand.

The car had to be lifted to get the woman from the tracks. She was taken to the Brooklyn Hospital, where her leg was amputated. The woman is sixty-one years old and in delicate health, and her recovery is doubtful. The motorman was arrested.

FROM THE NORTHERN SEAS

A HEAVY STORM OF WIND AND SNOW BURSTS UPON THE CITY.

WRECKS ON THE OCEAN AND DAMAGE ON THE LAND—A WRETCHED AND UNCOMFORTABLE DAY IN THE CITY—SNOW, SLEET, RAIN AND WIND WITH THE MISERABLE CONDITIONS UNDER FOOT MAKE WALKING ALMOST IMPOSSIBLE.

A fierce storm came howling out of the northeast on Wednesday night, and when the citizens arose and looked out of their windows yesterday morning they saw that winter had burst upon the city. The wind had driven sleet and snow about all night, and when morning came with a milder temperature the air was still filled every now and then by snow flurries. The snow which had fallen became slush, and spread itself over sidewalks and crosswalks. The Street-Cleaning Department was evidently loath to disturb this, the first real snow of the season, and so almost everybody got wet feet and is looking forward to rheumatism and pneumonia.

Wednesday night was one of the wildest that has been known for some time. The hail and snow which set in shortly after sundown were changed to heavy rain in the early morning hours, and that gave place to more snow. It was a wild night for sailors at sea, and even those whose vessels were anchored in the harbor did not escape wholly from the effects of the storm. Several vessels dragged their anchors, and some went ashore. Canalboats were sunk at their piers, and an unusually high tide was piled up in the harbor by the wind. The Majestic was the only ocean steamer to arrive at Quarantine yesterday morning. She had reached the bar at 4:30 p. m. on Wednesday, but was obliged to anchor, owing to the heavy sea and blinding snow. She had a most uncomfortable night at her anchorage.

The Weather Bureau had storm signals flying all along the coast, and predicted for last night the arrival of a cold wave. The cold wave came as night closed down on the city, and made some of the sidewalks as slippery as glass. The crossings were almost impassable, and so people who had not taken advantage of Commissioner Andrews's offered facilities for pneumonia had every opportunity to break their legs.

The storm, when it raged, had a radius of about 500 miles. The winds were fierce enough to be called hurricanes. At Sandy Hook yesterday morning it was blowing at the rate of sixty miles an hour, and at Block Island it blew at the rate of sixty-eight miles. There is an intensely cold wave up in the Northwest, and it is a ripple of that wave which New-York is enjoying. All to-day and all to-morrow cold weather may be expected. But the storm has passed, though the tales of wrecks and destruction it has caused will continue to come in for several days.

Last night the mercury was steadily falling and there was every prospect for clear, cold weather. Mr. Dunn in his local forecast yesterday predicted that the temperature would fall 20 degrees by this morning. So winter is here to stay, with white storms and cold waves, skating, sleighing and other winter sports. To the poor the time of trial has come, and for the city's homeless ones a season of suffering. Fortunately there is no storm on its way here at present such as that of Wednesday night. That storm was one which began as gently and insidiously as possible. Then it gathered strength and fury until the tramping of its myriad feet shook sea and land and awakened the citizens to listen to its howlings.

VESSELS DRIVEN ASHORE.

A SCHOONER SMASHES INTO THE COOK-HOUSE ON ELLIS ISLAND.

CANAL BOATS SUNK AT THEIR PIERS—SEVERAL LIVES LOST—A WILD NIGHT ON THE SOUND AND IN THE HARBOR.

When the storm was raging yesterday morning the two-masted schooner Albert Mason, off Ellis Island, dragged her anchors and went pounding into the side of the cook-house connected with the Ellis Island Hospital. The schooner was going to take on a cargo for Virginia, and was anchored off the northeast point of the island, about half a mile from shore. At 3:30 o'clock she began to drag, and in spite of the fact that they had two anchors down she went rapidly to the shore. The tide being unusually high, and the vessel being blown with great force by the fierce northeast wind, she went broadside on against the cook-house, smashing in the side of the building and creating considerable excitement in the hospital. There was a woman cook getting breakfast in the place when the schooner came dashing through the side of the building. It is unnecessary to say that her interest in the breakfast ceased suddenly, and she fled with great precipitation. The schooner now lies between rocks at low water high and dry. Efforts were made to get the schooner off the beach yesterday, but they were unsuccessful. The Albert Mason was commanded by Captain Edward Gale, who was part owner of her. Captain Richardson, of No. 80 West-st., was the other part. She carried a crew of six men and registered at 295 tons. Another effort will be made to-day to get the steamer afloat.

The canalboat Hart, with 350 tons of coal on board, was sunk at 6 o'clock yesterday morning while lying at a pier at East Twenty-eighth-st. William Schafer was the captain of the boat, and was on board at the time and so was his daughter, Mrs. Lillian Walters, wife of the mate of the boat. Walters and Schafer had just arisen and were working about the cabin when there came a tremendous crash and a big rush of water down the companionway. The two men struggled to the deck, reaching it just as the boat went down. Mrs. Walters was in bed at the time of the accident and went down with the boat. Schafer and Walters floundered about for a while in the cold water until they were rescued by a rope thrown from another canalboat. They both declare that they think their boat was struck by another craft of some kind. Another canalboat, the property of a Captain O'Neill, was sunk at 9 o'clock in the morning at her pier, East Thirty-sixth-st. There was no one on board at the time.

The freight steamer Tuckahoe, of Providence, R. I., went ashore on Sands Point in the storm of yesterday morning. She struck the beach just east of the lighthouse. The Tuckahoe's captain was exceedingly angry yesterday at the accident to his boat. He said that if the light in the Sands Point lighthouse had been burning they would not have gone ashore. The light was discontinued some time ago, but a petition has been sent to Washington to have it re-established. Aid was sent from this city to haul the Tuckahoe off the beach yesterday afternoon.

The coal barge General Washington, from Glen Cove, laden with coal, was wrecked in the night by the storm off King's Point. The captain and his crew of two men were nearly drowned. All night they clung to their half-submerged vessel, and were in constant danger and peril from the cold and exposure. They were rescued by a tug at daylight.

In the heavy gale of Wednesday night a large British bark went ashore on Lawrence Beach bar. The sea was so high that the life-saving crew were unable to reach her until later in the day. The Merritt Wrecking Company sent the tug I. J. Merritt from this city to the assistance of the bark yesterday afternoon.

At Eaton's Neck the schooner Izetta, Captain Rollins, bound from Bangor, Me., to New-York with 290 tons of paving stone, went ashore at 2 o'clock in the morning in the midst of the snowstorm. The captain and his crew of six were taken off by the Eaton's Neck life-saving crew. The task was a difficult one, as the seas threatened to dash the lifeboat against the sides of the schooner. The vessel is in apparently good condition and will be hauled off.

An unknown schooner foundered in Long Island Sound off Matinicock Point, near Glen Cove, L. I., on Wednesday night. She sank in five fathoms of water, and it is believed that the entire crew were lost. The schooner Viola went ashore at Matinicock Point yesterday morning. The crew escaped in small boats. The vessel is loaded with lumber and will probably be got off.

HAD TO REMAIN IN THE STATION.

PASSENGERS DELAYED BY THE BREAKDOWN ON THE STEINWAY ELECTRIC RAILROAD—DAMAGE IN THE SUBURBS.

The northern shore of Long Island felt the full force of the gale which blew across the Sound. Several wrecks and groundings were reported. Communication with a number of isolated points was cut off owing to the falling of the poles and wires.

The south shore did not suffer so much. In the interior the snow delayed the trains on the Long Island Railroad for a short time. The road, however, kept ploughs and gangs of men at work all night and where drifts were forming fought the snow continually. The tracks were therefore in fairly good shape for the early morning traffic.

The storm at Sag Harbor caused a high tide at noon and did much damage to the water front. The meadows over which the railroad runs were entirely submerged, and the track so badly damaged that the incoming train was unable to get within a half-mile of the station.

The snowstorm caused considerable delay to funerals in Calvary Cemetery, the roads to which are in a wretched condition even in the best of times. Long Islanders were also considerably inconvenienced in reaching their homes on Wednesday night by the breaking down of the Steinway Electric Railway cars. The road was storm-bound for twelve hours, and the snow piled in large drifts, impeding the progress of the workmen in their efforts to clear the way. Superintendent George Chambers had a large force engaged all night. Between 3 and 4 o'clock the wind was very heavy. The breaking down of the cable cars caused some of those who went from this city by the late ferries to take refuge all night in the waiting-rooms of the Steinway Electric Railway.

MANY HOURS IN THE RIGGING

SUFFERING OF A SHIPWRECKED CREW.

THE SCHOONER RODMAN NICKERSON STRIKES THE NEW-JERSEY BEACH—ONE MAN DROWNED AND THE OTHERS RESCUED BY LIFE-SAVERS.

Sea Isle City, N. J., Dec. 27.—The three-masted schooner Rodman Nickerson came ashore early this morning about half a mile south of the Stone Harbor Life-Saving Station. One of the crew was drowned. Those who were afterward rescued suffered terribly. The men spent the night in the fierce storm, lashed to the rigging, and were almost exhausted when taken off by the life-savers. The Nickerson was bound out from New-York. She was stone-laden. Captain Anthony Sprague was in command. The gale caught her well out to sea, but the rolling and pitching caused her to start her cargo. This was of a nature to make such an accident fatal, and within two hours after the storm broke the schooner was making water.

All hands that could be spared from the sails were set to work at the pumps. Captain Sprague headed the schooner for the shore, and his only hope was to beach her. With this object, her head was held as closely on shore as possible. The wind whipped the closely reefed sails out of the vessel several times, and only hard work kept sufficient canvas spread to carry her through. Every moment seemed to be the last the schooner would float. Each time she went over a wave it seemed as though she would not be able to mount the next one. The deck was constantly washed by great breakers, which appeared, the men say, to come from all sides.

About 1 o'clock this morning in the highest part of the storm the vessel struck. She was well inshore, but owing to the blinding sleet the captain and men could not tell just where they were until their craft grounded. The shock caused by striking the hard sand forced the seams to split open more than ever, and within a few minutes after the felt ground the schooner sank until her masts alone showed above water. The moment she struck Captain Sprague ordered every man into the rigging. He was the last to ascend, and had not finished lashing himself when the deck was under water and the keel was resting on the bottom. The captain and his men remained twelve hours in the rigging before they were taken off. For ten hours previously they had been exposed to the rain and waves and all were in a drenched condition when they ascended the rigging. Had they not lashed themselves fast they would all have been thrown overboard as the masts swayed backward and forward and at each recoil of the waves brought up against the sea with a snap like a whip. At times it seemed impossible that the schooner could hang together much longer.

The cook was the first to succumb. He had been at work in the galley keeping hot coffee for the men, and when the schooner struck he was obliged to ascend the rigging in the clothing he wore in the hot galley. The result was he soon gave way. He had not lashed himself securely, and when he let go with his hands the limp body slipped from the rope and he fell into the water. It was just growing daylight when the cook fell and less than half an hour afterward the wreck was sighted by the life-savers from Fathom Beach and Stone Harbor stations. The alarm was sent out. Both crews sailed with their full apparatus, but could do nothing. The wind was blowing so the mortar would not throw the line to the schooner, and the fierce surf rendered the launching of the lifeboats impossible. Word was sent to Avalon for help. A big crowd responded and several teams and wagons came down to hurry the sailors to the Government station as soon as they might be taken from the wreck. For hours the crowd and the life-savers stood on the beach helpless. Several attempts were made to launch the lifeboat, but each time, although manned by the picked crews, they were thrown back on the beach. The men who volunteered to go out were all washed ashore safely and it was then seen that another attempt would result in the loss of more lives than would be the case if the men in the rigging perished.

Noon came with little change in the situation. The life-savers and the volunteers were helpless on the beach and the sailors were even more helpless in their lofty perches. By 1 o'clock the wind had shifted somewhat and abated a little. More attempts were made to send the line from the mortar to the rigging, but it was not until eight attempts had been made that the projectile shot over and carried the line rattling down on the far side. This achievement was greeted with cheers, but for a time it looked as though the life-savers had succeeded in vain, for the men in the rigging, although they tried to do so, could not help themselves. After ten minutes' work Captain Sprague freed himself and secured the line, which in a few minutes more would have slipped from the rigging. It was short work then to rig the breeches buoy, and half an hour afterward Captain Sprague was taken ashore. Prior to that the others had been safely got ashore. The rescue was unaccompanied by incident, as the line was high and until the last few feet of the run the passenger in the buoy was well clear of the water. Seven men in all were taken ashore. One or two of the men were insensible from cold and exposure when they were landed. These men were placed in the buoy by Captain Sprague and one of the sailors who displayed more vitality than the rest. As fast as the men were brought ashore they were lifted into the wagons and hurried off to the station, where doctors, hot drinks and warm, dry clothing were in waiting. It took until 5 o'clock this afternoon to bring one of the men to his senses. All are more or less frostbitten.

Before Captain Sprague was landed the body of the dead cook was washed ashore, and as the last wagon bearing the fainting captain started for the station another started for Avalon with the body of the cook. All of the rescued men are at the stations. It will be several days before they can be moved. One of the men said this afternoon that for a long time he thought it was all over with him and his companions and debated with himself whether it was not the better course to throw himself into the sea.

A ROUGH NIGHT ON THE COAST.

THE STORM KICKS UP A DANGEROUS SEA—DAMAGE AT CAMDEN AND OTHER PLACES.

Asbury Park, N. J., Dec. 27 (Special).—The wildest wind and rainstorm since April broke upon this coast about dark yesterday evening and continued with increasing fury until daylight. It began with a snowstorm and the wind blowing a gale through the streets. As the wind came from the sea there was great fear of shipwrecks along the coast. In Asbury Park the huge seas swept over the Board Walk and the pavilion floors. The wind unroofed the Fenimore Hotel, owned by Thomas Noble, and ruined for a time the telephone service by displacing wires. The Seventh-ave. beach pavilion, which was partially undermined by the last storm, was severely damaged. At Belmar 100 bathhouses were swept out to sea. Ocean-ave. at Long Branch was further notched and narrowed by the waves. Off the coast at Asbury Park this morning, when the wind had shifted and was blowing seaward, a steamship, evidently with her machinery damaged, was seen at anchor for some time. To-night there is still a very high sea.

Cape May, N. J., Dec. 27.—The southeast gale of last night raised a sea which beat with tremendous force against shore defences. In two places the tide swept over Poverty Beach, submerging the meadows. Train service to Five Mile Beach is suspended. The wires of the Western Union Company are down. The damage to the shore is small, owing to the wind shifting to the westward. A story reached here that a large three-masted schooner is ashore at Stone Harbor, Seven Mile Beach, and that the crew were seen early this morning clinging to it for their lives.

Barnegat Depot, N. J., Dec. 27.—The heavy snow which began falling last night turned to rain early this morning. The weather is now growing cold, with the wind from the northwest blowing a gale and snow and rain still falling. The travel on the Beach Railroad is entirely suspended.

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HAMMERING AT WILLIAMS.

SOME IMPRESSION MADE.

MR. GOFF TRIPS UP THE INSPECTOR ON SEVERAL POINTS.

TWO MEN SWEAR THEY PAID ANTHONY COMSTOCK $1,000 TO HAVE A "GREENGOODS" INDICTMENT DISMISSED—A POLICE SURGEON'S ACQUAINTANCE WITH AESCULAPIUS, "THE GREAT GERMAN PHYSICIAN"—CAPTAIN MEAKIM'S MANY DISEASES.

The greater part of yesterday's session of the Lexow Committee was spent in the continuation of the examination of Police Inspector Alexander S. Williams, but only a part of his record as a police captain was passed in review before the committee. He was asked about his conduct when he was in command of the Eighth and Fourth precincts, about twenty years ago, but John W. Goff did not get down to the time when Williams gained his greatest notoriety as captain of the "Tenderloin." It is to be expected that with the record of Williams in that part of the city, and his subsequent record as inspector, Mr. Goff will bring the examination of the witness to a close to-day, and then begin the examination of Superintendent Byrnes, or of Inspector McLaughlin or Inspector McAvoy.

INSPECTOR WILLIAMS: "HE PICKED ME UP FOR A COUNTRYMAN."

Williams continued to make denials yesterday, but he was obliged to make a number of most damaging admissions as well. When fairly cornered in some case where he had made denial he fell back upon the declaration that he could not remember. There was one striking case of that kind. When he had boldly and positively denied that he ever had been accused of stealing stockings from an inmate of a disorderly house, his attention was called to charges which had been made by Superintendent Walling, upon the complaint of one Louise Smith, that he had taken from her a number of articles, including eighteen pairs of stockings. Williams would not then deny that he had been tried on such a charge, but he declared again and again that he could remember nothing about it.

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