

FOODSTUFFS IN WAR.

LORD ROSEBERY DESIRES INFORMATION.

DEFINITE STATEMENT FROM THE BRITISH GOVERNMENT SOUGHT—PROGRESS OF THE WAR.

There was no official message from Modder River, but there was a sheaf of minor dispatches describing the artillery fire that is now constant, Lydite shells being accurately aimed and exploding among the Boer trenches.

There is a detailed account from Lourenço Marques of discontent among the Free State forces, and the withdrawal of President Steyn's brother with a commando from the Boer camp.

From Natal there is a slow dribble of small news. The naval guns are in constant practice; a Boer provision train of six wagons has been captured; heavy thunderstorms are reported, and the bombardment of Ladysmith continues with renewed vigor.

The capture of two British forts at Kuruman is vaguely reported from Pretoria.

From Natal there is a slow dribble of small news. The naval guns are in constant practice; a Boer provision train of six wagons has been captured.

There is a dispatch to "The Post" describing the treatment of British prisoners in Pretoria. Mr. Churchill states that though the officers are very despondent at their inactivity, no fear is entertained for their life or health.

The "Times" telegram from Lourenço Marques states that recent circumstances have confirmed the suspicion that the Boer intelligence department is in close touch with one of the foreign consulates at Pretoria.

BULLER'S NEXT BATTLE.

LIKELY TO BE DEFERRED TO THE MIDDLE OF NEXT WEEK—A GREAT ARMY IN NATAL.

It is reported that General Buller is again in command of the Boers here. The military authorities appear confident, but they are very reticent.

Boers have been observed moving northward and westward in large numbers.

Russians under Joubert. THOUSANDS OF THEM SAID TO BE FIGHTING WITH THE BOERS.

London, Dec. 30.—The Marseilles correspondent of "The Daily Mail," telegraphing the substance of an interview with the Russian General Gourko, eldest son of the famous Gourko, who is now about starting for Pretoria, says that the Russian officer made the following statement:

I have been offered the command of a Boer army corps. In my own mind I am absolutely confident of the success of the Boers. You may take my word for it that thousands of Russians are now fighting under General Joubert.

Sir Charles Dike, in "The Daily Chronicle" this morning, discusses Great Britain's relation to Delagoa Bay with regard to the food question. He says:

It would be one of the greatest follies the country could commit to disregard the possibility of a war some day against a powerful naval coalition, in which event it would be to the interests of the United States to feed Great Britain. Great Britain must endure the present conditions, possibly doing something by pressure on the Portuguese officials, and by strengthening the British consular staff at Delagoa Bay.

"The Daily Chronicle" in an editorial dealing with the dependence of Great Britain upon the United States for food in time of war, expresses the opinion that many British ships would be transferred to the United States flag.

"The Daily Mail" asserts that several guns have been removed from the forts at Plymouth by night, and that these will be sent to Cape Town.

The Cape Town correspondent of "The Daily News" says:

A leading resident of Vryburg, who was released by the Boers, saw two thousand colonial soldiers to be seen everywhere in the Boer ranks.

The Modder River correspondent of "The Times," referring to the scare firing of the Boers, says:

Their nervousness causes much amusement among the British. It is quite certain that half the Boer force is employed watching by day and the other half by night. Probably the consequent weariness, with the scarcity of water and the presence of typhoid, will render the Boer position intolerable.

GERMAN STEAMER ASHORE.

SEAS BREAKING OVER HER AND LIFEBOATS UNABLE TO REACH HER.

WENT AGROUND IN A TERRIFIC GALE ON THE COAST OF KENT, ENGLAND—NAME OF VESSEL UNKNOWN.

London, Dec. 30.—A large German mail steamer, whose name has not yet been ascertained, has gone aground in a terrific gale in East Bay, about a quarter of a mile off Dungeness, the southern extremity of Kent.

Heavy seas are breaking over the vessel, and the lifeboats are unable to reach her.

Fears are entertained for the safety of the passengers.

It is believed that the grounded steamer is one of the Hamburg-American liners.

It is reported that the position of the liner is very serious. Tugs and lifeboats were urgently requisitioned from Dover and Folkestone, but they had the utmost difficulty in getting off, owing to the gale.

The signals of distress were observed from the Sand Head Lightship.

When asked last night if he had news that any of the Hamburg-American steamers were aground, Emil L. Bock, the agent of that line in this city, said that no message to that effect had been received.

"It is impossible for me to say whether any of our vessels is likely to have been in the neighborhood of the vessel," he said. "We have several lines going and coming through the Channel all the time, so I cannot possibly tell until some information is received."

Gustav H. Schwab, agent in this city of the North German Lloyd Steamship Company, also said that he had received no news of any accident to any of the vessels of his line. Mr. Schwab has been ill at his home with a severe cold for about a week, but he said that if any message had been received at the office of the company word would have been sent to him at once.

At the foreign mail department in the Postoffice last night one of the officials said:

If the vessel ashore is one from New York for Germany, it is possible that it is the steamer of the North German Lloyd Line, or the steamer of the Hamburg-Bremen Line. These are the last freight boats to take out to sea to make the trip. They carry parcels and specially addressed mail, but no letters or papers. The steamer left New York on Tuesday of last week, and the Patria two days later. That would bring it just about to the south of England to-night. If the vessel is from the United States, it is possible from our mail schedule to tell what she is.

The steamer, as a rule, carries no passengers outside of a few who are booked as second cabin passengers.

CONSPIRACY CHARGED.

NORTH JERSEY DIRECTORS ENJOINED AND ORDERED TO SHOW CAUSE.

ACCUSED OF CONSPIRING TO DIVERT THE PROFITS OF THE CONSOLIDATED TRACTION COMPANY TO THEIR OWN BENEFIT.

Trenton, N. J., Dec. 29 (Special).—An order was made by Judge Gray, in the Federal court, today restraining the directors of the North Jersey Street Railway Company from paying on January 1 \$150,000 to the stockholders of the Consolidated Traction Company. The order was made at the instance of J. Overton Dickinson, of Trappe, Md., and Samuel D. Thomas, of Easton, Md., executors of Samuel T. Dickman, of New York, the owner of one hundred shares of the Consolidated company's stock.

Under a rule entered by the court at the same time on January 11 why a permanent injunction should not issue restraining it from operating the street railways of the Consolidated company and from paying \$100,000 a year to Bernard M. Shanley as the president of the first named company, which, the bill of complaint avers, up to 1898 was possessed of only two small lines of street railway in Essex County and a few franchises of small value. On April 28 of that year its capital stock was increased from \$5,000,000 to \$15,000,000. The stock was owned by the individuals who controlled the Consolidated Traction Company.

The bill of complaint continues that in March, 1898, Edward F. C. Young, P. A. B. Widener, A. J. Cassatt, Jeremiah O'Rourke, Thomas F. Ryan, William L. Elkins, Elisha B. Gaddis, Thomas Dolan, C. A. Griscom and others, being in control of the Consolidated Traction Company, knowing the value of its property and franchises, and realizing what an enormous income they were about to bring into the company's treasury, "and wishing to appropriate all or as much as they could with safety to themselves personally, about to divert the profits accrued to the directors of the stockholders at large, entered into a conspiracy among themselves and with Bernard M. Shanley, Halley M. Barrett, James E. Hubhizer, Jr., Henry B. Furmure and others, directors of the North Jersey Street Railway Company, and who were the agents of the directors individually of the Consolidated Traction Company, to transfer by means of a lease the railway system of the Consolidated Traction Company to the North Jersey Street Railway Company, whose entire capital stock was their personal property."

The bill further charges that the principal and interest on \$1,000,000 per cent bonds, issued by the North Jersey company, will as they become due be paid out of the earnings of the Consolidated Traction Company, which money said other directors of the Consolidated company, and the shareholders of the Consolidated company, it is alleged that this is a wrongful diversion of the earnings of the Consolidated company, and that the payment of the bonds whereby the consideration of the lease, instead of being paid for by the lessee, will be paid by the lessee. The complainants, as minority stockholders of the Consolidated company, allege that they have been defrauded out of their just profits, the price agreed upon in the lease being wholly inadequate for the property.

The bill further charges that on the 15th day of the act of March 14, 1893, under which the lease was executed.

The lease of the Consolidated Traction Company to the North Jersey Street Railway Company was for a term of 99 years, and provided for a payment of \$1,000,000 upon the execution of the lease and yearly sums in semi-annual payments, beginning with \$200,000 and increasing gradually until 1905, from which time the amount should be \$900,000 a year. It also provided that \$100,000 a year should be paid as the president's salary so long as the two companies had the same president. The bill charges that this was a gratuity to Shanley, the president of the two companies.

TEXAS TO GO IN DRYDOCK.

Newport News, Va., Dec. 29 (Special).—The battleship Texas will sail tomorrow morning for New York to go in drydock for a needed cleaning. The auxiliary cruiser Dixie arrived this morning from New York, and will stay here awaiting orders.

E. V. SMALLEY DEAD.

St. Paul, Dec. 29.—E. V. Smalley died suddenly at a late hour to-night. Mr. Smalley was the editor of "The Northwestern Magazine" and secretary of the National Sound Money League. He had been suffering from nervous dyspepsia and nervous prostration for some time.

THROUGH SLEEPING CAR TO CLEVELAND VIA PENNSYLVANIA RAILROAD.

Leaves West 2d St. Station 1:35 P. M. daily. Connects for Akron.—Adv.

LOW RATE HOLIDAY EXCURSIONS.

THREE FIGHTING GIANTS.

BATTLESHIP DESIGNS ADOPTED BY THE NAVAL CONSTRUCTION BOARD.

NEW VESSELS TO EXCEED IN FORMIDABILITY ANYTHING NOW AFLOAT—SWIFTER AND LARGER THAN THE OREGON.

Washington, Dec. 29.—Designs for the greatest battleships ever projected for the American Navy were agreed upon by the Naval Board of Construction to-day after several months of discussion over the important questions of battery, armor, speed, coal capacity and displacement. The three new vessels—to be called the Georgia, the New-Jersey and the Pennsylvania—will equal in formidability the finest line of battle vessels yet laid down by any foreign power, and, with the addition of typical American improvements, will surpass in fighting force any ships now afloat.

The salient features of the design contemplate a displacement of approximately 14,000 tons, as compared with the Oregon's 11,000 or the new Maine's 12,500. The speed is to be "at least nineteen knots," with a coal bunker capacity of 2,000 tons.

There will be two superimposed turrets, one fore and the other aft, each containing two 12-inch and two 8-inch guns of the new elongated bore and high smokeless powder velocity. The remaining guns of the main battery will consist of twelve 6-inch quick fire in broadside. This arrangement of battery has been finally adopted instead of an alternative plan which provided for four 12-inch guns in turrets and sixteen 6-inch broadside, which had been put forward to avoid the expedient of superimposed turrets.

The two-story turrets, which are a distinctively American innovation as applied to the Kearsarge and the Kentucky, are regarded as no longer of doubtful success, and it is known that foreign Governments are preparing to adopt them to secure the concentration and angle of fire they secure, which is unapproached by any other expedient.

The Board also definitely determined upon the use of the most modern Kruppized armor for the new vessels, its precise distribution to be decided upon after the chief constructor has made sufficient progress with the actual plans to determine the proper arrangement of weights. The armor problem has been the most difficult to solve, and to this cause is attributable the delay in planning the ships. The act authorizing the vessels was approved on March 3 of this year, and it stipulated that no contract should be made for any portion of the vessels until a contract was made for the armor. Congress having limited the cost of armor to the ridiculous price of \$500 a ton, it was evident from the beginning that no satisfactory ship could be built under such restriction, and for that reason the plans have been discussed with unusual deliberation.

As the weight of armor entering into these ships was a very large item, the question of the adoption of Krupp or the inferior Harveyized material was extremely important. This can be readily appreciated from the fact that roughly 3,000 tons of the former (the approximate weight required for each battleship) is equivalent, as regards resistance to penetration, to 4,000 of the latter. The adoption, therefore, of the material treated by the Krupp process meant that 1,000 tons of weight would be available for distribution among other vital characteristics of a battleship—weight of propelling machinery (speed), armament, coal carrying capacity and draught.

The total cost of each of these three ships when ready for sea will exceed \$7,000,000 each. They will cruise seven thousand miles straightaway, and there will not be three ships of similar offensive and defensive strength in the fleet of any possible enemy.

SOMNAMBULIST SHOTS HIS WIFE.

A PROFESSOR OF LANGUAGES IN MOUNT VERNON DREAMS OF RUGLARS AND FIERES.

Believing that there was a burglar in his bedroom, Professor Morrison, of Mount Vernon, shot his wife and fired a revolver at his wife, Josephine Morrison, early yesterday, inflicting an injury which it is feared may be fatal. The bullet pierced Mrs. Morrison's right arm above the elbow, and entering the body just beneath the lungs, lodged in the abdomen. Professor Morrison is distracted with grief over the accident, and he and his wife are separated for the present. Mrs. Morrison is believed to be a native of the city. The family lives at No. 233 South Tenth-ave., Mount Vernon. The professor is a teacher of French, German and other languages in a well known school in Pelham Manor, and for a number of years has given private lessons to many of the wealthiest families of New-Rochelle and Larchmont.

About a week ago Professor Morrison complained to Chief of Police Foley that a man whom he had employed at his home to tune a piano had stolen his overcoat. A warrant was issued for the man's arrest, but the latter returned the coat before the document was served, saying that it was his own garment but mistakingly supposing that it was his own. Morrison's mind, for he soon after purchased a 4-caliber revolver and slept with it under his pillow. On Thursday night the family retired at an early hour. Professor Morrison, who was in the room with his wife, was awakened by a burglar's knocking about the room. Suddenly springing from his bed and without warning he leveled the pistol at the intruder, who was lying on the floor. Instantly there was a scream of agony. "Oh, Alfred, you have shot me," exclaimed the burglar, who was lying on the floor and suffering intensely from the wound. Morrison rushed to the burglar's aid and sent for medical assistance. Drs. F. W. Shipman and I. W. Ferris responded. They found Mrs. Morrison suffering from the effects of a dose of morphine administered to relieve the pain. The wounded woman was just lapsing into a druggish sleep when Morrison arrived. She was roused and made a brief ante-mortem statement. "My husband," she said, "is not to blame. He thought there was a burglar in the house, and was greatly excited. I wish to exonerate him."

When Coroner Banning arrived Professor Morrison was in a stupor, and of no mind, had already surrendered his revolver and all other weapons he had about the house to Drs. Shipman and Ferris.

"Take them away," he cried in agony. "I never want to see them again." Coroner Banning, when he saw the condition that the woman was in, advised that she be taken to the hospital, where an operation for laparotomy could be performed, and she grew so much weaker during the day that it was decided to allow her to remain at home.

Coroner Banning is satisfied that the shooting was accidental, and has not added to Professor Morrison's misfortunes by taking him into custody. He has been troubled with insomnia and somnambulism for a number of years. About a year ago, the Coroner says, Professor Morrison dreamed that there was a fire in the house, and, springing out of bed, he rushed into the street and rang the alarm. In a few minutes the entire volunteer department was on the scene, but the firemen were unable to find either the fire or the person who sent in the alarm.

MILLOECKER, THE COMPOSER, ILL.

Vienna, Dec. 29.—Milloecker, the composer, is suffering from a paralytic stroke. His condition is critical.

HERNANDEZ FLEEING.

Caracas, Venezuela, Dec. 29.—The Hernandez revolution can be said to be ended. Hernandez is fleeing with two hundred men to the Colombian boundary. The Government troops and the Minister of War, General Pulido, are back at Caracas.

STILL AT THE FRONT.

The Pennsylvania Railroad has led the railroads of America in perfection of roadbed, and highest priced Champagne which comes to this country.—Adv.

REMEMBER TOMORROW IS "HOSPITAL SUNDAY."

It is the last day of the year, the last Sunday of the year, the last day of the Nineteenth Century. You will forget it. Make it a "Red Letter Day" by your church offering.—Adv.

HAVOC WROUGHT BY FLAMES IN A WALL PAPER FACTORY.

LOSS ESTIMATED AT HALF A MILLION—HIGH WIND DID MUCH TO BAFFLE THE EFFORTS OF FIREMEN—SEVERAL MEN INJURED.

The two seven-story buildings at No. 425 to 435 East Twenty-fourth-st., inclusive, occupied principally by the wall paper factory of William Campbell & Co., were destroyed by fire last night. The loss is estimated at more than \$500,000, and the fire was one of the most destructive that this city has had since the Home Life Insurance Building in Broadway was so severely damaged last winter.

The plant of the New-York Hygeia Ice Company, which occupied the basement of No. 425 East Twenty-fourth-st., and that of the Manhattan Electric Light Company, on the first and second floors were totally destroyed. All that part of the city was lighted by that company, and was cast into complete darkness.

The Campbell company employed four hundred hands, who will be thrown out of work by the fire.

The two buildings destroyed occupied a frontage of 200 feet in Twenty-fourth-st., the entire Avenue A frontage to Twenty-fifth-st., and 150 feet in the latter street.

The glare from the fire illuminated the east side of the city as far down as the Brooklyn Bridge and to Fifth-st., or further, and the people of the East Side tenements were much perturbed at what they thought an inevitable conflagration. The spectacle, viewed from the Brooklyn Bridge, was superb.

DISCOVERED BY A WATCHMAN.

Patrick Gannon, the night watchman in the buildings, discovered the fire on the first floor at 10:15 o'clock. He said it was then burning fiercely and spreading with extreme rapidity, as the inflammable nature of the stock—mostly paper and paper products—made the progress of the flames easy.

Gannon said the assistant engineer and one of his helpers had left the building only a few minutes before. He ran to the firebox at First-ave. and Twenty-third-st., Frank Nugent, the gate watchman at Bellevue Hospital, only a short distance away, turned in an alarm from the box near that place. The first firemen to arrive saw they had a hard battle ahead, and two additional alarms were turned in.

The flames continued to keep ahead of all their efforts, and two alarms more, making five in all, were turned in. This brought twenty-five fire engines, thirteen hook and ladder trucks and two water towers.

Within twenty minutes after the fire was discovered the entire west side of the factory was a roaring furnace. The flames shot from the windows on all the floors and out over Avenue A.

Fortunately there were no large buildings close enough to catch, and the flames confined to the Campbell buildings. Five members of Hook and Ladder Company No. 11 were ordered by Chief Croker to enter the building and investigate.

CAUGHT BY BACK DRAUGHT.

Andrew Degnan, Joseph Shaughnessy and Joseph Bessinger were on the sixth floor, when they were caught by a back draught. Their situation was extremely perilous for a few moments, but their presence of mind did not desert them, and they got out. All were severely burned. Shaughnessy and Bessinger were sent to Bellevue Hospital.

William Founley and Lee Potter were caught near the windows on the same floor. The fire was back of them in the building, and reaching out for them with long and burning hands. The two men took refuge on the window ledge and shouted for help. The smoke from the lower stories was so dense that their comrades in the street could not see them, but could hear their cries for help.

Chief Croker ordered up an extension ladder, and Edward Gray, of Engine No. 1, leaped on it and was raised to the window. He assisted his comrades, now scorched by the flames and almost overcome by the smoke, to the ladder and down.

The three men were choked as they were assisted to the street. Potter was so severely burned and suffering such ill effects from the smoke that he was sent to Bellevue.

COULD NOT SAVE THE BUILDINGS.

The two buildings were doomed from the beginning, because of the high wind. At 12 o'clock the Twenty-fourth-st. walls went down with a crash, filling Twenty-fourth-st. with debris and almost burying a number of firemen, whose escape was the result of a narrow margin. The falling walls crushed in the roof of the Water Department supply house adjoining, and the city's loss will be heavy.

Fireman George J. Burns, of Engine Company No. 23, that while running from a falling wall, and broke his leg. He was taken to Bellevue.

Several men from Engine Company No. 29, of West Twenty-fifth-st., were on the top floor of the Twenty-fifth-st. side of the building when they found their escape apparently cut off by fire. It looked bad for a few minutes, but they managed to get out by sliding down the banisters. Some of them were singed.

FIREMEN SCORCHED DANGER.

There were numerous exhibitions of nerve and bravery. The men of Engines Nos. 39 and 8 were in Twenty-fourth-st. working what they called a "double-headed" line when Chief Croker called to them that they were in danger. "Go with the danger," they called back, and went on with their work. The next moment and within arm's length of where they stood, they never turned a hair, but kept on with their fire.

ANOTHER CREW PROBABLY LOST.

MASTS OF A SUNKEN VESSEL SEEN OFF CAPE HATTERAS—WRECKED IN RECENT HURRICANE.

Norfolk, Va., Dec. 29 (Special).—The loss of about ten more men can be added to the already long list sacrificed in Saturday night's hurricane, in which twenty-one met death at Hatteras and fifteen of an unknown bark in midocean, for they undoubtedly went down in the wreck that was discovered to-day off Cape Hatteras, the most dangerous point on the Atlantic Coast. The news was brought by the British steamship Ashlands, Captain Lewis, which arrived several days overdue from Galveston to Marseilles via Norfolk for coal.

Captain Lewis stated that yesterday, when about twenty-five miles north one-quarter east of Diamond Shoals Lightship, off Cape Hatteras, he passed the wreck of a large three masted schooner, and the only things visible above the water were the topmasts. There were no signs of life about the vessel or wreckage floating, and the sea was too rough to permit his ship to go near the wreck. The size of the masts indicated a large sailing vessel, whose crew was not less than ten men. The schooner undoubtedly sank in Saturday night's storm, and being twenty-five miles from Diamond Shoals, which are eighteen miles from shore, no distress signals were seen, if shown. No wrecked sailors have been landed, and the men must have gone down with their ship.

The Ashlands had a rough trip, as did the Kairos, which left Galveston four days ahead of her and which also arrived to-day.

In offering Fommery Champagne to your friends you are presenting them with the already long and highest priced Champagne which comes to this country.—Adv.

Remember tomorrow is "Hospital Sunday." It is the last day of the year, the last Sunday of the year, the last day of the Nineteenth Century. You will forget it. Make it a "Red Letter Day" by your church offering.—Adv.

THE POISON SCENE ACTED

CORNISH SHOWS JURY HOW HE GAVE MRS. ADAMS THE FATAL DOSE.

JOHN D. ADAMS PROTESTS AGAINST THE INTRODUCTION OF A PRIVATE LETTER, WHICH HE SAYS WAS STOLEN FROM HIM.

Although only a little over two hours was devoted to the continuance of the trial of Roland B. Mollineux yesterday, the short session was marked by more than one dramatic incident. The testimony adduced was also of a character to sustain the interest of every one in court at the highest pitch. Only two witnesses were on the stand, but these two were men whose names are almost as prominently identified with the case as that of the defendant himself. John D. Adams, the secretary of the Knickerbocker Athletic Club, was called in order that his cross-examination might be completed by Mr. Weeks, and then Harry S. Cornish took the stand and continued his story of how he received the poisoned bromo-seltzer, and of the subsequent circumstances which led to the death of Mrs. Adams. His direct examination was of much shorter duration than was generally expected. It was over shortly before noon, and then Cornish was turned over to Mr. Weeks for cross-examination. In the little while that counsel for the defence had at his disposal before the adjournment he brought out nothing in the nature of new developments in the case, but it is understood that Mr. Weeks has as yet merely touched upon the fringe of his cross-examination.

ADAMS CAUSES A STRIP.

John D. Adams caused the first stir of the day when on examining a letter shown to him by Mr. Weeks and asked if he had written it he burst into anger and declared that it had been stolen from his private files. When Mr. Weeks pressed him to answer the question which had been put to him Mr. Adams appealed to the Court for protection, urging that the letter referred to college fraternity matters and had no relevancy in the case. The Court ordered the witness to reply to counsel's inquiry, and in obeying Mr. Adams admitted that the handwriting of the letter was his. Mr. Osborne wanted to look at the letter, but Mr. Weeks refused, as he had no offer of it in evidence. It was marked for identification, however, and given into the possession of the clerk of the court, with instructions to see to it that no one should be allowed to see it. Just what the mysterious letter was Mr. Weeks would not divulge when he was asked about it at the close of the day's proceedings, but it is said that he will make use of it in support of part of his plan of defence, which will be to show that evidence which has been brought against Mollineux might with equal facility be brought against other persons.

MR. WEEKS'S CROSS-EXAMINATION OF ADAMS WAS PARTICULARLY SEVERE.

He brought out the fact that it was the witness who first brought Mollineux's name into the case. Adams, it seemed, discovered what to his mind seemed to be a similarity between the defendant's handwriting and a facsimile, or what purported to be one, reproduced in a newspaper of the address on the poison package. Having formed the opinion that Mollineux wrote the address he unearthed some specimens of the defendant's handwriting from the files of the club, and took them together with the alleged facsimile to Cornish. Thus, it appeared from yesterday's evidence, was Mollineux's name first attached to the case.

OBJECT LESSON BY CORNISH.

The day's session closed with an incident of extreme dramatic interest. It was the rehearsal by Cornish of the scene of the drinking of the poisoned powder by Mrs. Adams. When Mr. Weeks suggested that Cornish should give an object lesson, as he called it, of the way in which the fatal drink was prepared and how it was taken by Mrs. Adams, the prosecution vigorously objected, but finally Mr. Osborne produced from a satchel two glasses, such as are commonly used for table purposes, a spoon and an empty seltzer bottle. Then Cornish was requested to take a seat at the Assistant District Attorney's table.

"Now be careful and mix the drink just as you did for Mrs. Adams," instructed Mr. Osborne.

Thereupon Cornish removed the cork from the bottle, explaining as he did so that he had removed the original cork with a dining fork. Then he went through the motions of knocking the bottle on the palm of his hand to loosen the powder, and to fill the teaspoonful with it. The powder, as he called it, was poured in, and every silence in court, and the eyes of the man at the table, were fixed on the defendant.

Recorder Goff and Justice Dickey, who were talking together, paused in their conversation to watch Cornish's drama, and many of the spectators in their excitement involuntarily rose to their feet. The tension of every one was at the highest point.

Having filled the teaspoon with the imaginary powder and placed it in the empty glass, Cornish was about to pour the water from another glass into it, when he stopped and said he could not do that because Mrs. Adams poured in the water from a satchel. One of the court of water thereupon poured in the water, as Mrs. Adams did, while Cornish stirred with the spoon. The drinking part was left to the imagination. Cornish indicated, as he called it, the mixture Mrs. Adams drank, and said that he himself took a big swallow. Mr. Weeks asked him if he did not drink all that remained, but Cornish insisted that he did not. Cornish requested in illustration of his drinking from the small quantity of water that was left in the glass just how much he did swallow, but the Recorder interposed, saying that the show had gone far enough.

DETAILS OF THE TESTIMONY.

When by permission of John D. Adams was taken the cross-examination of John D. Adams was then arranged that counsel for the defence should continue his cross questioning on the following morning. Accordingly, when the trial was resumed yesterday Mr. Adams was at once called to the stand. He brought with him, as he had been asked to do by Mr. Weeks, the minutes of the House and Athletic committees of the Knickerbocker Athletic Club. They were made up in the form of a sealed package, and, displaying them, he said he had difficulty in obtaining permission to bring the records of the club for public scrutiny. He said the minutes contained all the references to matters connected with Mollineux's resignation from the club, and he asked that the Court should protect the private minutes of the club from becoming public, except in so far as they were connected with the case.

Taking the documents and examining them, Mr. Weeks said: "I see here in the minutes of a meeting in March that one Race was discharged. Why was he discharged?" Mr. Osborne instantly objected and was sustained, so that, whatever significance might attach to the discharge of Race, Mr. Weeks was not allowed to make use of it. Cornish, however, asked the witness if he had received a letter from Race after his discharge. Mr. Adams answered that he had, but had not the letter with him. The reply, however, was produced and put in evidence. The man Race was employed in the bowling alley.

The attention of the witness was called to several entries made in this minute book, but Mr. Adams testified that he was not present at any of the meetings of the House Committee. The witness told Mr. Weeks, in answer to questions, that he was not present at any of the meetings of the House Committee.

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