

Consul-General Branchi and Deputy-Sheriff Breese went to the railroad station and took a train to this city. On the train, by appointment, was J. S. Coleman, one of the contractors, who came down from Peekskill. All the parties conferred on the way to the city. Upon arrival here they went to the Grand Union Hotel, where they met Sheriff Molloy, and then the suggested compromise was told to him. The Sheriff, of course, had nothing to do with their differences, and said that he had a plain duty to perform, and that was to protect the contractors' property. He said he would do it to the utmost. He was assured by the Consul-General that there would be absolute quiet on the part of the strikers until Monday morning, unless something unforeseen happened, which was not likely.

Branchi will continue his efforts to-day. He says \$125 a day is almost starvation wages, when it is considered that no other work is procurable in that neighborhood, and that the men lose a great many days through inclement weather and are docked 50 cents a month for medical care, whether they need it or not. The contractors seem indisposed to make the slightest concession.

Another active peace-maker was Father McClure, of St. Michael's Roman Catholic Church, who moved among the strikers all afternoon warning them against using violence, and imploring them to resort only to peaceful methods of bettering their condition. He will hold a special service this morning for the strikers. The strikers are Catholics, and will observe Easter.

THE STRIKE LEADER TALKS.

PREDICTS A RIOT IF CONTRACTORS PUT ON NEW LABORERS.

William Casalo, the leader of the strikers, predicts a riot to-morrow if the company puts new laborers to work at that time. Casalo has been employed on the dam as a common laborer at \$125 a day. With his fellows, he demands \$150. He speaks the English language fluently, and often acts as an interpreter in the service of Superintendent Goldsborough.

"We are not to be browbeaten by a show of force," he said to a Tribune reporter. "The troops have been ordered out. What for? The contractors say to preserve peace. That is not the reason. It is to beat us into submission. It is to allow work to be continued. Thus the contractors will have some pretence of an excuse to offer to the Aqueduct Commissioners that they are fulfilling the provisions of the contract. Our demand for higher wages must be granted first."

"There can be no concessions until the common laborers receive \$150 a day and the stone drillers \$175. These men now get \$125, which is not sufficient to pay for even their food. They have to pay \$14 to \$18 a month for board and lodging. Therefore, when from inclement weather or other reasons these laborers are not able to work more than ten days in the month, their wages for that time do not amount to more than \$12 or \$13. A man can't live on that sum. That is the reason we are sitting around our houses, that is the reason, too, why not a rock shall be set in the dam over there."

"We have used no violence as yet. When the contractors attempted to begin work this morning we made a demonstration, to be sure, but nobody was hurt. We had guns, but we didn't shoot them; and rocks, but we didn't throw them. All we did was yell, and that was all we needed to do. You see, the contractors made a bluff by opening up operations by sending a 'dinky' engine down the track. We thought the signal was in earnest, and we got ready for it. We stood across the track and yelled and shouted until the engineer did not know which way he was going. So he at last decided he was going the wrong way, and pulled the lever the other way. He beat a retreat, he did, and that was all there was to it. You see, this 'dinky' engine was really run up to the boilers of a pump which is used to keep down the level of the dam. If the pump stops the dam overflows. 'Yes, we had guns, some of us. Some of the women had scalpels under their skirts. I had an old horse pistol myself. It hadn't been shot off, though, for going on twenty years."

"We might have sent a few bullets flying, though, if it hadn't been for the Italian Consul. You see, he told us he was going to have a talk with Superintendent Goldsborough. He said he was going to ask the company for an increase in our wages, and that there should be no further demonstration until he had completed his mission. He talked fairly and we obeyed him. "The cause of our strike is that the company keeps bringing in cement in wagons from the shore. We held up one of these trains last Thursday. It was just crossing the Discovery Bridge, which is the bridge between the works and the village. Another train of cement wagons was brought in to-day. We held it up for some time by a show of force, but finally dispersed upon the request of the Italian Consul. This cement which is being brought in is not needed at the dam. There are no workmen there to use it. For this reason it would be better dispersed than it is. It is being used for new laborers. None will go in, however, unless our demands are met."

THE CONTRACTORS' SIDE.

SAY ONLY A FEW LABORERS ARE DISSATISFIED. Superintendent Goldsborough partly contradicts the statements of the strikers by saying that only a few are dissatisfied with the present scale of wages.

"There are about seventy men," he said to a Tribune reporter, "who have started all this trouble. They are the common laborers, who have been working at \$125 a day. They asked for \$150. This we refused to give. One dollar and a quarter is all that is paid to laborers of this type on the Jerome Reservoir by Mr. McDonald, and is the prevailing rate of wages everywhere. Now, an advance of 25 cents for these men means a proportionate increase in the wages of all the other employes, including the stone drillers, engineers, hoisters, trimmers, cement mixers, masons and fore masons. This would mean an added expenditure of thousands, almost millions of dollars. Such a thing is impossible."

"It is not an increase from \$125 to \$140, such as is asked by the Italian Consul-General, possible," he was asked. "We can make no concessions, and will hold out against all entreaties. We have been bringing in cement despite the opposition of the strikers, and to-morrow we expect to bring in another cement train."

"Will new men be brought in?" "There will be no such spark dropped into the powder can as that," remarked the superintendent quickly. "If such a course were followed, I doubt if those deputies down there could keep the dam from leaking."

Here Superintendent Goldsborough pointed to several squads of men who were marching up and down the face of sand at the foot of the dam. They were about two hundred of them. Their quarters were the repair shops, further down the ravine.

PRIEST COUNSELS ORDER. Father McClure, of the little Roman Catholic church in the gulch which is known as St. Michael's, will hold a special service this morning for the purpose of quieting the anger of the strikers. The good Catholic priest was busy all day yesterday exhorting the members of his parish into stricter accordance with the Beatitudes. In talking with one group of excited Italians he said:

As it is, a storm or sudden freezing spell will throw them out of employment for a whole week at least. In the meanwhile, they are spending their money for food and lodging. They cannot get other work, and so are bound down. These are the complaints I have heard from them. I would not wish to say, 'There are naturally an orderly lot of people, and I believe they can be persuaded to end their struggle peacefully. The coming of the troops will not raise any disturbance, for the leaders have promised me that they will not raise a hand unless new men are put to work. This I do not believe will be done."

BETWEEN CAR AND TUNNEL.

SERIOUS ADVENTURE OF BOYS STEALING A RIDE ON THE MONTREAL EXPRESS.

George Huxon, seventeen years old, and John Corkery, eighteen, both of Cambridge, Mass., will not need to go to South Africa to fight the Boers, or to the Rockies to hunt the fierce grizzly in his lair, or to Cape Nome to wash gold out of the sands by the sad sea waves—their page of adventure is full. They are satisfied, fully satisfied for the time being, that a large sized, husky, red-eyed adventure "came their way" on Friday night, and now they are ready to meekly return to Cambridge, buckle down to common tasks uncomplainingly, wheel the baby out for an airing, carry up the coal on Bridget's ironing day, or go to work at 95 cents a day. They have had their fill, joined the army of the satisfied, and as soon as they are out of the clutches of the law they will walk back to Cambridge if they haven't got the fare. They won't ride on the top of an express car, anyway. They tried that on Friday night, and they came so near being killed when the train scraped them along the roof of the tunnel between Forty-second-st. and Harlem that their exploit is worth telling about.

Huxon and Corkery came from Cambridge a week ago to see the Bowers and the circus, and the Tenderloin and the skyscrapers. With their money all spent, they held a session of the Ways and Means Committee, with the idea of "raising the wind" for their carfare home. They didn't get the money, and Friday night soon after dark found them on the footbridge that spans the New-York Central tracks at Forty-eighth-st. There in the dark and the rain, with the trains whisking by under their feet, the lights on the tower of Madison Square Garden blinking them goodby and the glare from the theatre district making them never so homesick and wretched, these two young men planned their escape from New-York. There were the smooth, turtle backed trains moving slowly up the track now and then—some of them bound for Boston, thought Corkery and Huxon.

"Sure, it's a cinch," said Corkery excitedly. "It's dead easy, an' it's never been worked," said Huxon, "an' when we's git back to Cambridge we'll 'row de story inter de boys up dere and it'll 'jar 'em, dat's what it will."

But it was Corkery and Huxon who were "jarred," not the nice little studious boys at Cambridge. Then they got hold of a timetable and looked up a New-York, New-Haven and Hartford train bound for Boston. Slowly the minutes reeled themselves off as the lads waited for their great "bareback express car act."

DROPPED UPON CAR ROOF.

"Here she comes at last," said Corkery, as the headlight of a locomotive pulling a heavy train gleamed through the darkness. The exhausting steam fairly snorted in the smoke-stack, but it was a message of home and supper to the Cambridgeites. When the iron horse passed under their feet they hung over each side of the bridge, and when the mail coach of the Harlem tunnel yanked his head up it was not a Boston express. It was the Montreal midnight express, and from what happened afterward it would seem as if the train had been for the engine and the engine for the train. The boys had counted on this. Like New-England pancakes, they flattened themselves against the roof of the car, and held their breath as the smooth, red-headed black and blue above them. Cinders "hot off the griddle" burrowed and burned into their ears and necks, steam and gas and foul air gave them a "sinking" feeling. And that was not all. The engine, though the train, which has high arched roofs, the Montreal express takes the old tunnel, where the close-fitting engine and train, in this tight fitting tunnel the roofs of the cars almost touch the flat roof of the tunnel, and that's just where Corkery and Huxon missed their guess.

SCRAPED AGAINST TOP OF TUNNEL.

"The roof just grazed our heads," said Huxon yesterday at his hospital in Yonkers. "The whirl and buzz and the walling were just t-u-r-r-i-l-l-e! I wasn't hurt so awful much, because, ye see, I'm slim. But Corkery, you know, Corkery's fat, he couldn't scooch down close. All the while I could hear Jack grunting, and every minute he'd yell like the devil. A dozen times I got a horrible bump from the roof. We were scraped smooth from the engine and the tunnel, and I could not tell where we were till we reached the Harlem River. Gosh! I wuz nearly dead—full o' cinders an' smoke, and with my head knocked out of my head. I called to Corkery, and with him holdin' fast to me, I slid my foot over the edge of the car and kicked at the window till I knocked it in. The engine was roaring, I was a robber, and caught hold of my legs and held me."

The agent held on to Huxon's feet till the express stopped at Spuyten Duyvil. Then he pulled Huxon under the platform. Corkery was so badly crippled that he had to be carried down. The boys were taken to St. John's Hospital, in Yonkers, where they were examined. Corkery was half naked. The back of his head and his hips were bruised, and all down his back were furrows and scratches. On the request of Police Captain McLoughlin the boys were remanded to the Yonkers jail as soon as their wounds were dressed and held there to await instructions from the railroad authorities. J. H. McLean, one of the Central's detectives, went to Yonkers yesterday to see the boys. It is said that Oliver Brown, the former member of the Central, who dropped onto the top of an express train as the boys did on Friday night. The parents of the boys were informed of their sons' troubles. The railroad will be arraigned in the Yonkers Police Court to-morrow morning.

WHAT WILL MRS. DEWEY SAY?

VERMONT WOMAN, ABLE, INTELLIGENT, BEST REFERENCES, WANTS SITUATION AS VICE-PRESIDENT ON DEWEY TICKET.

Putney, Vt., April 14 (Special).—Vermont has a candidate for the Vice-Presidency as well as for the Presidency. The candidate is Mrs. Laura M. Fintz, of this town, and she wants to be Adlai Stevenson's running mate. Mrs. Fintz is a physician. She is the widow of an Ohio Congressman. General Lloyd Wheaton is her stepson. Mrs. Fintz announces her willingness to be elected Vice-President in the following letter to a local paper:

Dear Editor: Please announce my name as a candidate for the Vice-Presidency on the ticket with Admiral Dewey. I was born in Vermont, but have lived in Ohio. I was once presented with 50 for meritorious services by one of the noblest institutions in New-York City. So far as I am concerned, Mrs. Dewey has not such claims on the voters of the United States.

I have also been in Washington and watched closely the play of the House and Senate, and I am able to take the Admiral's case, should he be elected. I am almost afraid to add I never wanted to vote for Cleveland. (Mrs.) LAURA M. PLANTZ.

APPEAL IN KENTUCKY CASE.

Louisville, Ky., April 14.—Lewis McQueen and Helm Bruce, the lawyers representing respectively Governors Beckham and Taylor, left Louisville for Washington to-day, and on Monday in the Supreme Court of the United States they will file a record of the suit for the Kentucky Governorship. At the same time the attorneys will make a motion to advance the case on the docket, and will urge the court to take up the case and decide it as quickly as possible. The suit will be argued before the Supreme Court by Mr. McQueen and ex-Chief Justice William S. Brown for the Democrats, and by Helm Bruce and ex-Governor W. G. Bradley for the Republicans.

REBEL ACTIVITY RENEWED.

TWO ATTACKS ON AMERICAN FORCES NEAR MANILA.

Manila, April 14.—The insurgents, probably Mascardo's command, are again active about the Maricavas Mountains, across the bay from Manila. A recent estimate at three hundred attacked the Balanga, others three companies of the 32d Infantry are stationed, on Monday night, but were easily repulsed. Yesterday they attacked Captain Goldman, with thirty men of the 32d Regiment, near Orion, killing two Americans. Goldman then retired. The transport Thomas sails to-morrow, taking General Theodore Schwan and three hundred discharged and sick soldiers.

PHILIPPINE COMMISSION RECEIVES INSTRUCTIONS.

San Francisco, April 14.—A special messenger has arrived from Washington with documents containing President McKinley's instructions to the Philippine Commissioners. Chairman Taft said: "The Commission received its instructions from the President, which were read and discussed by the members of the Commission. The instructions are of public nature, and the instructions. It rests with either President McKinley or Secretary Hay to give the details of the instructions."

WOMAN KILLED BY A TRAIN.

HER LITTLE SON, WHO WAS WITH HER ON THE TRACK, SERIOUSLY INJURED. Lindenhurst, Long Island, April 14.—Mrs. John Senofron, while walking on the Long Island Railroad tracks with her six-year-old son this afternoon, was struck by a train and instantly killed. The boy was seriously injured. Mrs. Senofron left her home in Babylon, and when about a mile from this place, she was overtaken by a train which entered by the Westminster Kennel Club. The woman and the boy were thrown some distance. The train had to give assistance. Mrs. Senofron was dead when she arrived.

The boy was placed on the train and taken to St. John's Hospital. His mother's body is here in charge of Coroner Moore.

TO DEVELOP BRONX PARK.

GOVERNOR SIGNS THE BILL AUTHORIZING THE EXPENDITURE OF \$200,000 IN THE INTEREST OF THE ZOOLOGICAL SOCIETY.

Governor Roosevelt signed yesterday the bill authorizing the Board of Estimate and Apportionment to spend \$200,000 on the further development of Bronx Park for the New-York Zoological Society. This bill is in line with similar legislation for the benefit of the Botanical Gardens and the American Museum of Natural History. The matter is left to the discretion of the Board of Estimate and Apportionment, and is conditioned upon the New-York Zoological Society raising and expending the amount of \$200,000. The society has already raised and expended \$150,000, and is now actively engaged in raising the balance of \$50,000.

At a meeting of the Board of Managers of the society a few days ago the following new subscriptions were announced: Charles T. Barney, \$1,500; George C. Clark, \$1,000; John L. Caldwell, \$1,000; and John S. Barnes, \$1,000, these amounts being in addition to previous subscriptions to the fund from the same men.

The \$200,000 thus appropriated will be expended on the further development of the roads and walks and the completing of the approaches from the north into Bronx Park, which will ultimately be the main carriage entrance to the park. The area of the park so far developed is about 100 acres, and all told is several miles in length, and form one of the chief items of expense in the development of the park.

NORMAL COLLEGE BILL HEARD.

MAYOR APPARENTLY IN FAVOR OF PAYING CITY EMPLOYEES FOR TIME SPENT IN THE WAR.

The Mayor yesterday gave a public hearing on the bill providing for the granting of diplomas to graduates of the Normal College of the classes of 1900 and 1901 upon the terms which existed prior to the passage of the law extending the course beyond the original four years. The law was passed since the members of these classes entered the college.

Mrs. K. C. Gibson, president of the Alumnae Association of the Normal College, Miss Alida Williams, Miss Hertz and Dr. Jared told the Mayor that the members of the classes of 1900 and 1901 do not extend beyond four years, and they had not received their diplomas. The Mayor appeared to be in favor of the bill, and he said that he would sign the bill.

OSTLER SALE SUCCESSFUL.

A highly successful sale was concluded at the American Art Galleries yesterday when the last of the Oster collection of Chinese and Japanese lacquers and Oriental objects was disposed of. Yesterday afternoon's sale netted \$32,885.50, bringing the aggregate for the entire sale up to the handsome figure of \$75,331.

Benjamin Altman again paid the highest price for a single lot, a bottle shaped vase, hard paste, of the Yung Cheng period. It fetched \$200. Then a second bid raised the figure to \$600. Then by \$50 bids it reached \$1,000, at which price Mr. Kirby, the auctioneer, knocked the lot down to Mr. Altman. Among the same buyer's other acquisitions yesterday was a large oval vase, period of Yung Cheng, which sold for \$400. For the porcelain in modern Chinese there was a fair demand of competition. E. H. Gary paid \$20 for a coral red gallowat, and an amporosa vase, in "moon light white," went to J. Thomas for \$50. E. Dwight secured a melon shaped vase, Kiang Hsi, for \$450. For a large Yao flower pot, E. Bradley was the highest bidder, paying \$100 for it.

Among those who bought many of the lots at yesterday's sale was F. A. Bell. Among his purchases were the following: A large celadon vase, Chien Lung, \$35; tall orniform vase, Chien Lung, \$25; tall orniform vase, Chien Lung, \$20; bottle shaped vases for \$120. George Glanzer was the buyer of the globular shaped vase, style of Kiang Hsi, for \$40. He also secured a pair of globular vases, style of Kiang Hsi, for \$30. For two globular lanterns, eggshell Kiang Hsi, he paid \$20. One of the purchases of the sale was an antique vase, fashioned and modelled in imitation of ancient Chinese bronze, said to have been made in China. It was sold for \$250, and after a few bids went to J. J. Williams for \$250.

TWO MEN SCALDED BY EXPLOSION.

THROWN TEN FEET WHEN THE HEAD OF A STEAM CHEST IS BLOWN OFF. The head of the steam chest of the engine in the chemical and drug establishment of Rogers & Pyatt, at Nos. 4 and 6 Jones Lane, was blown off yesterday afternoon, and the engineer, Peter Moss, and a laborer named Henry Burns were blown ten feet and scalded. They were both badly scalded by escaping steam. Burns, who is thirty-six years old, and lives at 125th St., was thrown ten feet and scalded. He was taken to Hudson Street Hospital. Moss, who is thirty-two years old, and lives at 125th St., was also thrown ten feet and scalded. He was taken to Hudson Street Hospital. It is supposed that a loose bolt in the head of the chest loosened, and that it was blown off in consequence.

FUNERAL OF MRS. SCHECK.

The burial of Mrs. M. Schneck, of Boswyck, Ridgewood, Conn., took place yesterday in Greenwood Cemetery. The service was conducted by her son-in-law, the Rev. J. Jeffreys Johnston, of St. John's Church, Forest Hill, London. In the presence of her son and daughter-in-law, Mr. and Mrs. H. De B. Schneck, and her daughter, Mrs. Jeffrey Johnston, and near relatives, Mrs. Schneck died in Rome on February 6, after a brief illness. She was the widow of the late Charles H. Schneck of this city, and daughter of the late Charles I. De Bevoise, of Brooklyn.

PRINCETON STUDENT MISSING.

New-Brunswick, N. J., April 14.—The authorities of this place were asked today to search for Gordon T. Beahan, of Kansas City, Mo., who is a student at Princeton University. Gordon was out with a party of students, and was last seen here. Some of his friends think he has been drowned.

ELECTRICITY THE WINNER.

STEAM AND GASOLENE DEFEATED IN THE AUTOMOBILE RACE.

A. L. RIKER COMPLETES FIFTY MILE COURSE IN TWO HOURS, THREE MINUTES AND THIRTY SECONDS.

While the automobile race on Long Island yesterday cannot truthfully be said to have been the first and only race of the kind in this country, it was the first real contest ever held on this side of the Atlantic Ocean. The original contest was conducted by H. H. Kohnsant, at Chicago, on a Thanksgiving Day about five years ago. About eight machines started, and most of them finished. Still that race, with the old fashioned vehicles which took part, was almost a caricature upon the splendid and scientific display seen on the Merrick Road, Long Island, yesterday. The contest was held under the auspices of the Automobile Club of America, and the experts and the thousands of others who saw it were loud in their praise of it as a new sporting feature in this district.

It was a battle between steam, gasolene and electricity, and electricity took the lead, to the surprise of many people who have made a close study of the new vehicles which are attracting so much attention throughout the mechanical and sporting world. The wise men in the automobile world have maintained that electricity would furnish a model power for a short distance, but that in a race such as that of yesterday either the steam or the gasolene propelled vehicles would easily finish in front. There were five gasolene machines in the contest, three propelled by steam and one by electricity. The



CHAIRMAN A. C. BOSTWICK AND LEONCE BLANCHET. Who donated cup.

steam and gasolene machines weighed from 400 to 600 pounds each, while the solitary electric machine weighed 2,500 pounds, and looked it.

The winner turned up in A. L. Riker, one of the charter members of the Automobile Club. His machine was of five horse power, and he completed the fifty miles, having the lead from start to finish, in two hours, three minutes and thirty seconds. On the run out to Babylon, with the wind at their backs, one of the vehicles propelled by steam gained nearly two minutes and a half upon Mr. Riker, but lost this advantage, and much besides, when the run for home was started, with the wind blowing down the pike with almost the fury of a gale. It was a severe test for machine and man, and to an unbiased spectator the winner appeared to deserve all of the applause and congratulations showered upon him. The appended table shows the finish, the power used and the time.

FIRST PLACE TO ELECTRICITY.

Table with columns: Pos., Name, Power used, Horse power, Time, Time used. Includes entries for A. L. Riker (Electricity, 5 HP, 2:03:30), S. T. Davis (Steam, 5 HP, 2:18:27), A. Fisher (Gasolene, 5 HP, 2:30:01), W. C. Bishop (Gasolene, 6 HP, 2:37:52), A. C. Bostwick (Gasolene, 6 HP, 2:46:40), G. D. Chamberlin (Gasolene, 6 HP, 2:48:42), T. W. Ray (Gasolene, 6 HP, 2:55:30), D. H. Morris (Steam, 4 HP, 3:01:45), W. H. Hall (Steam, 4 HP, 3:02:17).

While first place went to electricity and the second place to steam, gasolene finished third, fourth, fifth and sixth. The Automobile Club had made admirable arrangements for the race, and the fact that seven of the nine starters finished in good order, and that one real accident was due to carelessness on the part of the owner of the machine in making too quick a turn at Babylon, indicates that A. C. Bostwick, who made the preliminary arrangements, did his work well. The course stretched from Spring-

MESSRS. FIELD AND SKINNER.

The unfortunate couple, just after the mishap.



field, three miles beyond Jamaica, to Babylon, a distance of twenty-five miles, passing on the way the villages of Lynbrook, Rockville Centre, Millburn, Freeport, Merrick, Bellmore and Amityville. There was no attempt at any point to interfere with the race, as was feared, the residents in the villages, the farmers and the local police doing excellent work in keeping the road clear. One of the two machines which did not finish before the rest had started home was that belonging to D. H. Morris, and he wore the mystic number "13" on his breast when he started out.

The turn at Babylon was made around two barrels placed in the centre of the road. There are crossroads at this point, but the automobile experts did not apparently need the extra room, for all of them made the turn around in the actual width of the Merrick Road. The only accident at this point happened to the machine containing Messrs. Hall and Skinner. The attempt was made to make the turn too quickly, and the result was that one of the pneumatic tires was twisted off the rim. The repairs were made at once and the machine finished.

The machines were started off thirty seconds apart, Riker being first to get the word to go from Whitney Lyon, referee and timer. Bostwick came next, Bishop third, Fischer fourth, Hall fifth, Field sixth, Chamberlin seventh, Morris eighth, and Davis last. The machines went away with remarkable precision. The steam machine owned by S. T. Davis, Jr., was the favorite with the experts, and it was generally expected that he would win. In the run to Babylon, Mr. Davis slowly but surely overhauled those in front of him, except Mr. Riker. When passing the turning point Mr.

Arnold, Constable & Co. Woolen Dress Stuffs. French Bar'ges, Wool Grenadines, Nun's Veilings, Crepons, Crêpe de Paris, Henriettas, Serges and Camel's Hair Mixed Suitings. Wool Poplins, Fancy Plaids. Embroidered Robes. Broadway & 19th Street.

KNICKERBOCKER AUCTION ROOMS, 8 WEST 28TH ST. C. E. Smith, Auctioneer. TAKES GREAT PLEASURE IN ANNOUNCING THAT THE OFFERING FOR THIS WEEK IS ONE OF UNUSUAL MERIT AND EASILY RANKS WITH OUR BEST EFFORTS.

COMPRISING THE COMBINED COLLECTIONS OF Antiques, Paintings and Relics which were in the Chateau at Watou, in Belgium, belonging to the family of the

MARQUIS DE LEYDE, GRAND ADMIRAL DES FLANDRES.

Also an unsurpassed collection of Old Colonial, Early English, Dutch, Flemish and Venetian Carved Furniture. Historical Old Blue and White, &c., of the late

EDWARD VAN ORDEN, OF SPRINGBURG, N. Y.

BY ORDER OF EXECUTOR. The above includes a notable collection of early Flemish Portraits, among them distinguished personages of the family of Marquis de Leyde; also a Carvas by Gaspar Veecher. A unique enamelled Trencher, by the most celebrated painter of the Renaissance, Jean Raymond. A Jewel Case, epoch Henri IV., once the property of Catherine de Medici.

DUTCH UNLAD HALL, CHIME CLOCK. LARGE ATLAS OF STREET CARDS. Carara Statue of Apollo, Vocalion Pipe Organ, High Post Bedsteads, Colonial Mirrors, Capo di Monte, old Lovelace, Portrait of Louis Germain, many superb examples of the choicest examples in Colonial Porcelain, Blue Enamelled, and other fine pieces of Furniture, 64 Crystal, Pewter, Embroidered Shawls, &c.

John J. Halleran, BY ORDER OF EXECUTOR.

The above includes a notable collection of early Flemish Portraits, among them distinguished personages of the family of Marquis de Leyde; also a Carvas by Gaspar Veecher. A unique enamelled Trencher, by the most celebrated painter of the Renaissance, Jean Raymond. A Jewel Case, epoch Henri IV., once the property of Catherine de Medici.

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TROLLEY USED TO CATCH TWO MEN.

CAR'S FAST RUN IN ONE-HUNDRED-AND-TWENTY-FIFTH-ST. ALARMS THE PASSENGERS. Shortly before 8 o'clock last evening Detective Buckridge, of the East One-hundred-and-twenty-sixth-st. station, saw standing at Third-avenue and One-hundred-and-twenty-fifth-st. Moses Keiser and another man, who is much wanted by the police in connection with the Hathouse robberies. He was with two other men.

Buckridge quietly approached Keiser and placed him under arrest. He did not at the time make any attempt to arrest the other men, there being no other policemen within sight. Keiser was quickly taken to the station house, and then, with Detective Mehan, Maher and McAvery, Buckridge started out after the other two men. When the detectives reached One-hundred-and-twenty-fifth-st. they learned that Keiser's companions had hurried west in One-hundred-and-twenty-fifth-st. They had already secured several minutes' start on the detectives.

At the corner several trolley cars were standing waiting for orders from the starter before continuing on their journey across town. The first car was crowded. Buckridge approached the starter and after a conversation the latter gave orders to the conductor of the car to go on his trip. The conductor was then consulted, and the motorman was told to go ahead as fast as he could and make any stops. The passengers became alarmed at the way the car was running, and many asked the conductor to stop so that they could alight. Seventh-ave. was reached when the detectives, who were standing on the rear platform, spied the two men they wanted. Speed was slackened and the detectives arrested the men.

At the station house they said they were Fred Stimmer, thirty-two years old, a waiter of No. 82 East Ninth-st., and Arthur Lewis, twenty years old, of No. 17 East Eighty-first-st. Stammer had in his possession three gold watches, one gold chain, diamond pin and seven pawn tickets. The other man was charged with being suspicious person, and will be arraigned in the Harlem Court this morning.

STEWART AT HUDSON DISMISSED.

Poughkeepsie, N. Y., April 14.—John F. Scheffer has been dismissed from his place as steward of the House of Refuge at Hudson for improperly endorsing three checks and collecting the money upon them. It is said he took the money for company money. The greater part of the money was made good by Scheffer before the matter came to the knowledge of the Board of Managers, although the discovery followed very soon after the completion of the work. Mr. Scheffer was appointed the middle of last November from the Civil Service list of stewards.

FATHER HAD HIS SON ARRESTED.

HE ACCUSES THE BOY OF RUNNING A STEAM BOILER WITHOUT A LICENSE. On complaint of his father, Thomas Brady, an engineer, of No. 21 West Sixty-second-st., James Brady, twenty-one years old, a steam fitter, living at No. 37 East Sixty-first-st., was arrested last night and locked up in the West Sixty-eighth-st. police station, on a charge of running a steam boiler without a license.

The elder Brady is employed by W. E. D. Stokes, who is erecting an eighteen story hotel between Seventy-fourth and Seventy-fifth sts., in Broadway, as an engineer. He was recently taken sick, he says, and hired the son to run the boiler for him. Last night was pay night, and the father, seeing the building and asked for the \$15 he had received. The son refused to turn it over, whereupon the father went to the station house and made a complaint that his son was running a boiler without a license.