COOL, WITH MORE STORMS.

SEVERAL PEOPLE KILLED BY LIGHTNING NEAR THE CITY.

DEATHS AND PROSTRATIONS BY HEAT PRACTICALLY CEASE—TO-DAY TO BE CLOUDY AND MODERATE.

The cooler weather produced by the rainstorms of Friday and yesterday caused a practical cessation of prostrations and deaths from the heat in the city. Only one death from the heat was reported yesterday. Charles Mayer, of No. 318 West Thirty-ninth-st., was prostrated in the afternoon, and was taken to Bellevue Hospital, where he died. Two men who were overcome by the heat were sent to hospitals. William Buckridge, a policeman detailed to clerical duty in the office of Deputy Commissioner Devery, at Police Headquarters, became insensible in the afternoon, and was removed to St. Vincent's Hospital. James Fannen, an elevator man at No. 349 East Thirtieth-st., became delirious from the effects of the heat, and was taken to Bellevue Hospital.

Reports from the various hospitals in the city yesterday showed that hundreds of persons who had been treated for sunstroke had recovered and had been sent to their homes. The conditions at the morgue were improving greatly. Thirty-five bodies were removed from the morgue yesterday for burial in Potter's Field.

Early yesterday morning there was a troublesome fog in the harbor, and the pilots of ferry-boats had to use great caution. No accidents were reported, but there were some narrow escapes from collisions.

The highest temperature recorded in the city yesterday was 82 degrees, at 12:30 p. m., and the thunderstorm forced the temperature down to 71 degrees, the lowest, at 6 p. m. The average temperature for the day in the metropolis was 76 degrees.

Thunderstorms were general throughout New-York State and in New-England yesterday, according to reports received in the city. The reports showed that there were several heavy storms near the city, on Long Island and in Westchester County, late in the afternoon. Several persons were killed by lightning, and considerable damage to property occurred. A thunderstorm passed over the city last night, and there was a heavy rainfall.

The weather prediction for to-day in the city as given out at the Weather Bureau last night is partly cloudy weather, with probable showers and moderate temperature and variable winds. To-morrow probably will be fair, the forecasters say.

BALL OF FIRE HITS WOMEN.

IT RAN UP THE FOOT AND SIDE OF ONE, SCORCHING HER SKIN.

On Friday, while driving on the shore road near Pelham Manor, Mr. and Mrs. Andrew Bridgeman, of Mount Vernon, and Miss Gladys Haring, who was their guest, were overtaken by a storm and took refuge on the veranda of an old stone house which they found unoccupied. As the lightning darted out from the dark clouds and the thunder roared the women became almost hysterical.

Miss Haring sat down and buried her head in Mrs. Bridgeman's lap. Mr. Bridgeman was just trying to tell the women that there was no danger, and that lightning would not kill any one, when a terrific bolt descended and hit a tree almost beside the house. It struck Mrs. Bridgeman, Miss Haring and others. Mrs. Bridgeman said afterward that just after the tree was struck a ball of fire as big as a football appeared at her feet and seemed to burst there. Her feet were paralyzed for a while, and she had to remove her shoes and walk up and down the piazza.

Miss Haring was picked up unconscious. The lightning touched her foot, went up her left side, across her body and down her right side. It scorched her skin, and it took several minutes to revive her. Mr. Bridgeman and several bicyclists who had taken refuge on the veranda were stunned by the shock.

SOUGHT SHELTER AND DIED.

BOY KILLED WHILE STANDING UNDER A TREE WHICH LIGHTNING STRIKES.

Joseph Wangenheimer, nineteen years of age, of Hawthorne, a suburb of Paterson, N. J., was instantly killed by a bolt of lightning yesterday afternoon in a field near his home. The boy had been at a game of baseball, and was on his way home when the storm burst. He took shelter from the rain under a tree, but was there only a few minutes when lightning struck the tree and killed him.

CHILD RIDES A WATERSPOUT.

GEYSER FROM A BURSTED MAIN IN PATERSON THROWS IT TO A PICKET FENCE.

Paterson, N. J., June 6 (Special).—A water main in Mill-st. burst this afternoon. A child was playing in the street at the time and tumbled into the hole which the spouting water suddenly made. In an instant the child rose in the air, carried by the geyser, and was thrown against a picket fence, on which its clothes caught. The child dangled there for a few seconds, the target of the heavy stream of water, until it was rescued by a neighbor. It was nearly dead.

A HEAT VICTIM MISSING.

HE HAS NOT BEEN SEEN SINCE HE LEFT THE HOSPITAL.

The police have been asked to look for Christopher Anthony, sixty years old, who has been missing from his home, No. 600 Eighth-ave., since last Wednesday. According to Frank H. Feterton, of No. 361 West Forty-second-st., Anthony, on Tuesday, was overcome by the heat and was taken to Roosevelt Hospital. He was discharged on Wednesday and has not been seen since.

Anthony is five feet six inches tall, and stout, has a light complexion, dark gray hair, blue eyes and a gray mustache and goatee. He did not wear a coat, waistcoat or hat.

PUMPING WATER FROM CELLARS.

ONE BROOKLYN FIRM EXPECTED FIREMEN WHO ANSWERED ALARM TO DO THAT WORK.

An incident of the storm in Brooklyn on Friday was the turning in of a false alarm of fire when the cellars of Benziger Brothers, manufacturers of church goods and publishers, at DeKalb-ave. and Rockwell Place, were flooded. Goods were damaged to the extent of $10,000. Soon after the storm broke the street in front of the building was three feet under water, and the cellars were flooded seven feet deep. The employes became panic stricken, and when it was rumored that the boilers were in danger of blowing up a telephone message was sent to fire headquarters asking for a fire engine to pump out the cellars. The request was refused, and three-quarters of an hour later one of the Benziger employes turned in a fire alarm.

When Battalion Chief Huestis, with Engine No. 126 and a truck, arrived the chief was informed that there was no fire, and that the engine had been called simply to pump out the cellars. The firemen made a few vigorous remarks and left the water flooding Benzigers' cellars. The Benzigers bought a hand pump and kept several men busy all night doing work which the firm thinks the city should do. The fine for turning in a false alarm of fire is $100. It was said yesterday that as soon as Chief Dale learned the name of the man who turned in the alarm he would cause his arrest.

Merchants, house owners and tenants were busy yesterday in Brooklyn pumping out water from their cellars and houses. In the Nineteenth Ward the water was from two to four feet deep in places. Many cellars were flooded in the business district, and the loss of valuable property stored beneath the sidewalk was considerable.

RECORD DEATH RATE IN BROOKLYN.

Dr. Sylvester J. Byrne, in charge of the Vital Statistics Bureau of the Health Office, in Brooklyn, said yesterday that the death rate for the week was 238 in excess of the highest death rate for a week ever known in the history of Brooklyn since records were kept. Deaths from all causes in Brooklyn, from noon on Saturday last till noon yesterday, reached the total of 938, of which 277 were due to the heat.

The distribution of free sterilized milk was begun yesterday. There was a liberal supply at all [illegible].

GARBAGE CAUSES A FLOOD.

Delay in removing the garbage in the neighborhood of the Wallabout Market caused a flood there in the storm on Friday, which may be the basis of damage suits against the city. The garbage barrels, which, it is said, had not been emptied for several days, were overturned by the rising waters and the garbage soon choked up the sewer inlets. The rising water then flowed over the walks and did great damage to the stocks of produce on the first floor of the market.

HITS FATHER, SPARES SON.

LIGHTNING ENTERS SICK ROOM THROUGH CHIMNEY AND KILLS PARENT SURROUNDED BY CHILDREN.

Freehold, N. J., July 6.—Daniel Parker, of Ely, near Freehold, was instantly killed by lightning during a terrible thunder shower that passed over this vicinity this afternoon. The shower was the worst known in years. Many buildings were struck.

Parker's death was swift and terrible. The electric current killed him as he lay upon a bed in a small upper room, yet it miraculously spared his three little children who were beside him. Parker had been poisoned with paris green and sat up to bathe himself with witch hazel and to take a nap. His children, Raymond, six years old; Nettie, three, and James, two years old, were at the foot of the bed, while the father lay with his head within a foot of the chimney.

All at once there was a blinding flash and a roar, and Mrs. Parker and her daughter Edna, who were downstairs, heard a great noise in the parlor and upstairs. Mrs. Parker shouted upstairs, but on receiving no answer started to investigate. She saw her husband half clothed and stretched dead on the mattress, while the children were apparently lifeless also. The room was in disorder, plaster being torn from the walls on either side of the bed.

Half frantic, Mrs. Parker raced down into the road and screamed for the neighbors, none of whom live very near. She at length got help, and it was found that, although Parker was dead, the children were not seriously hurt, and all soon recovered except Raymond, who was unconscious about half an hour and who is still very ill.

The bolt had struck the chimney, thence passing down to the bedroom, where it divided, part passing across the bed and Parker's breast and going out of the window, while the rest passed down the chimney and upset the organ and the parlor mantel.

C. H. MACKAY ESTATE DAMAGED.

LIGHTNING STRIKES CHURCH AND RAILROAD STATION ON LONG ISLAND.

Friday's storm did much damage at Roslyn, Long Island, and electric light and telephone wires were down in all directions. The roads throughout the county were badly washed out. On the estate of Clarence H. Mackay the downpour carried tons of earth down the hillside to the highways, and the grounds which had only recently been laid out were much damaged. Especially was this the case near the lodgehouse, where great masses of earth were washed away and deposited on the highways.

At Woodmere the Episcopal Church was struck by lightning and set on fire. The rector, the Rev. Thomas W. Martin, gave the alarm, and the flames were extinguished by the local chemical engine company.

The station of the Long Island Railroad at Syosset was struck by lightning, but the building did not catch fire.

DEATH FROM LIGHTNING.

IT KILLS ONE MAN, SHOCKS ANOTHER, AND ALMOST DESTROYS THE BUILDING THEY WERE WORKING ON.

In a heavy thunderstorm at 4 o'clock yesterday afternoon John Holt, a stone mason working for John Boomer, who is building a new house for Mrs. Havey, in Purchase-st., Harrison, was struck by lightning and instantly killed. The bolt came down a chimney and, after striking Holt, passed to Boomer and shocked him badly. It then tore through two stories and almost demolished the building. The dead man is thirty-five years old, and lived in Mamaroneck. He had a wife and three children. Coroner Banning, who examined the body, said that it was marked on the back and on each heel where the lightning passed out.

SUICIDES FOLLOW EXCESSIVE HEAT.

Temporary insanity, brought on by the recent excessively hot weather, caused Arthur Mackey, of No. 947 Third-ave., Brooklyn, to leap to his death through the third story window of his home yesterday morning. Mackey, who was thirty years old, was a shipsfitter. Recently he had been out of employment, and had spent much time in walking around in the hot sun looking for work. Yesterday morning he acted queerly when he got up, and in a few minutes ran to the window and leaped out in spite of the efforts of his wife to stop him. He died immediately after striking the stone flagging below.

James Smatheurst, forty-five years old, of No. 229 Twelfth-st., Jersey City, yesterday committed suicide in Dennis Gallagher's saloon, at No. 129 Pavonia-ave., by taking carbolic acid. His relatives say that he had been prostrated by the heat on Wednesday and they believed that he was temporarily deranged.

LIGHTNING STRIKES PASSENGER.

TELEGRAPH OPERATOR STANDS NEAR OPEN DOOR OF EXPRESS, WATCHING STORM, AND IS KNOCKED UNCONSCIOUS.

Hackensack, July 6 (Special).—George Hawk, a telegraph operator, while on his way to night duty, was struck by lightning this afternoon while a passenger on a West Shore express train, on which road Hawk is employed. A bolt of lightning shot between two of the cars of the train as it skimmed through East Hackensack, and Hawk, who was standing near one of the open doors watching the storm, fell. The passengers thought he had been killed, for blood rushed from a deep hole in his head and he was unconscious. Several of the passengers were dazed by the lightning, but none seriously injured. An ambulance took Hawk from the Ridgefield Park station to the Hackensack Hospital. It is believed that he will recover.

THREE KILLED AT FORT ERIE.

STABLES STRUCK BY LIGHTNING—MEN AND HORSES INJURED.

Fort Erie, Ont., July 6.—This place was visited by a severe electrical storm last night. At the racetrack the row of stables known as "Irish Row" was struck, and a colored jockey, William Scott, of Louisville, Ky., was instantly killed. William Benner, a farmer, whose stable is just outside the track, was killed and his son rendered unconscious. Mrs. Weaver, who lives on the Ridge Road, met death in the same manner. The other injured are William Nash, of Chicago, and William McCormick, of Toronto. Several valuable horses were injured.

BALTIMORE'S HIGH DEATH RATE.

[BY TELEGRAPH TO THE TRIBUNE.]

Baltimore, July 6.—The death rate in Baltimore the last week was the highest in the history of the city. There were 421 deaths in the week, as against 281 in the corresponding week of last year, and 344 in the week ending August 12, 1896, the previous highest record. There were seventy-eight deaths the last week from heat and 133 from cholera infantum. Heavy showers, being the first rain in several weeks, cooled off the city this afternoon.

COLUMBUS SPROTTO DEAD.

Columbus Sprotto, a broker, of No. 165 Water-st., died yesterday from paralysis. He had been ill for the last twelve months, but his condition did not become alarming until the recent heat, and the noise of the Fourth of July celebration weakened his system. He leaves a wife and two children, who live at No. 140 West One-hundred-and-third-st.

Mr. Sprotto was born in Hamburg forty-eight years ago. When his father was appointed consul-general to Venezuela he went to that country and lived there until he was ten years old. He then returned to Hamburg, where he received his education. In 1877, when he was eighteen years old, he came to this city and secured employment with the Amsing tobacco and champagne interests. When that company went out of business, in 1876, he went into business for himself as a broker. The funeral services will be held at his home this evening at 8 o'clock. He will be buried at Woodlawn Cemetery at 10 o'clock to-morrow morning.

CRUISER NEWARK HERE.

ONE OF HER CREW TRIES SUICIDE ON THE VOYAGE FROM HONG-KONG.

The United States cruiser Newark, with Captain McCalla in command, anchored last night in the North River at Forty-seventh-st. The ship had reached this port after a run of forty-seven days, having left Hong-Kong on May 20. A Tribune reporter who went aboard the ship last night learned that the captain had already been informed that he was to take command of the new battleship Kearsarge, as soon as the Newark was put out of commission.

Fatigued with the long trip the captain retired before midnight. He had expected to see his wife and his daughter, but was disappointed. They left Hong-Kong to cross the Pacific the same day that the Newark started home by way of the Suez Canal. The Newark reached New-York first, however, and the captain said that his wife and daughter were doubtless somewhere between San Francisco and this city. Three other daughters, however, were on the ship soon after she anchored, and with them was Lieutenant Miller, who married the eldest daughter.

The Newark will remain in this port only a few days, to land men who have served their time, and also to put ashore a large quantity of ammunition. The ship will then go to Boston, where she will be put out of commission.

The trip from Hong-Kong to New-York was marked by only one incident. When hardly out of Hong-Kong one of the crew, who had grown melancholy, tried to kill himself by jumping overboard. He was rescued and revived, but only a short time afterward he again tried to drown himself. He was again unsuccessful, and a close watch has been kept over him ever since. His name is said to be Charles Kimball.

On the home trip the Newark stopped at Colombo, Ceylon; Perim Island, Arabia; Suez, Port Said, Gibraltar and the Azores.

The cruiser, on going to the Philippines, left San Francisco in October, 1899. She reached Manila on Christmas Day, and, after duty there, she was assigned in November to the Department of Northern Luzon. It was at this post that Captain McCalla did efficient service in running gunboats up the river and landing troops for invasions inland with field guns. At this time he was co-operating with the land forces under General Young. She was ordered to Chinese waters on the outbreak of the Boxer troubles.

Captain McCalla went ashore only a few minutes yesterday at the Brooklyn Navy Yard, where he paid his respects to the commandant.

When asked concerning conditions in the Philippines, Captain McCalla said last night:

"They are most satisfactory. I do not see how they could be more so. Everybody in the islands—young and old, rich and poor—is going into politics. There are two parties—the Federalists and the Conservatives—and every man is looking for an office."

The captain said that the office seekers seemed to be looking more for the honor attached to office holding than to monetary considerations.

He brought back with him an interesting photograph. It is one that was taken in Hong-Kong of the survivors of the detail from the Newark that took part in the operations at Taku, China. One hundred and twelve men from the Newark went to the scene of trouble on Chinese soil, and one-fourth of the number were killed.

The ship had about one hundred and sixty-five men who had served their time and who will land to-day.

Y. P. S. C. E. CONVENTION.

LARGEST ATTENDANCE ON RECORD FOR THE TWENTIETH ANNUAL GATHERING.

Cincinnati, July 6.—With the largest attendance on record, the twentieth international convention of the Christian Endeavor Society began here to-day. Cool weather favored the delegates, and the business session with which the convention began was carried out in a pleasant atmosphere, after the severe hot weather of the last ten days. During the early hours receptions and rallies were held at different State headquarters. The delegates then marched by States to the auditorium, where the opening session of the convention was held.

Addresses of welcome were followed by the annual reports of the officers and business agents.

This evening the regulation welcoming addresses were heard at the auditorium. President Clark delivered his annual address, and Secretary Baer delivered his report on the society's progress during the last year.

Three large auditoriums and a large hall have been arranged on the old exposition grounds adjoining Washington Park, in Elm-st. A large platform has also been constructed in Washington Park for overflow open air meetings.

The business meeting of the society was opened by President Francis E. Clark and special devotional prayers for the Rev. Dr. Maltbie Babcock, who died recently in Italy, and for the Rev. Dr. J. Wilbur Chapman, who is said to be seriously ill in Indiana, were led by the Rev. Floyd W. Tompkins, of Philadelphia, and the Rev. W. H. McMillan, of Pittsburg. A resolution of condolence was ordered sent to the relatives of Dr. Babcock and a message of goodwill and sympathy was telegraphed to Dr. Chapman. The report of William Shaw, the treasurer, was then submitted. The total receipts for the year ending June 1 were $11,020; expenses, $10,864; balance on hand, $156. The following were then elected as general trustees: Bishop B. W. Arnett, Wilberforce, Ohio; the Rev. W. J. Darby, Evansville, Ind.; Bishop Samuel Fallows, Chicago; the Rev. Rufus W. Miller, Reading, Penn.; the Rev. W. H. McMillan, Allegheny, Penn.; the Rev. P. S. Henson, Chicago; Bishop A. Walters, Jersey City; the Rev. J. H. Garrison, St. Louis; Professor James L. Howe, Lexington, Va.; the Rev. H. F. Shupe, Dayton, Ohio; the Rev. J. M. Lowden, Providence; the Rev. Canon J. B. Richardson, London, Ont.; the Rev. Cleland B. McAfee, Chicago, and S. B. Capen, Boston.

Treasurer Shaw tendered his resignation as trustee, and S. B. Capen, of Boston was selected to succeed him. The Rev. Cleland B. McAfee was elected to succeed the late Dr. Babcock. The following officers were then re-elected by the convention:

Francis E. Clark, Boston, president; William Shaw, Boston, treasurer; John W. Baer, Boston, general secretary, and F. H. Kidder, Boston, auditor.

A new office of field secretary was created, and the Rev. Clarence E. Eberman, of Lancaster, Penn., was elected.

DR. CHAPMAN'S CONDITION CRITICAL.

Warsaw, Ind., July 6.—While the condition of the Rev. Dr. J. Wilbur Chapman showed a slight improvement during the day, his case is still critical, and the attending physicians are not sanguine as to his ultimate recovery. The patient to-night at intervals suffered intense pain about the heart, accompanied by extreme suffering from suffocation during each paroxysm.

A. G. VANDERBILT BUYS LAND.

SAGAMORE LODGE, IN THE ADIRONDACKS, PURCHASED FROM W. W. DURANT.

[BY TELEGRAPH TO THE TRIBUNE.]

Utica, N. Y., July 6.—William West Durant has sold Sagamore Lodge and a 1,500 acre property at South Inlet Falls, on Shedd Lake, in the Adirondacks, ten miles from Raquette Lake, to Alfred Gwynne Vanderbilt, of New-York. Sagamore Lodge is one of the finest places in the Adirondack woods. It is near Uncas Park, J. Pierpont Morgan's lodge, and not far from Mrs. Collis P. Huntington's camp and that of Lieutenant-Governor Woodruff.

Mr. Vanderbilt will take possession of his new property on July 16.

William West Durant inherited Sagamore Lodge and other land from his father, the late Dr. Thomas C. Durant, who died at North Creek, N. Y., in October, 1885. Dr. Durant was one of the builders and vice-president of the Union Pacific Railroad, president of the Credit Mobilier of America and president of the Adirondack Railway Company. He died intestate, and although he was much involved in litigation in the latter years of his life, he left an estate estimated to be worth from $1,500,000 to $2,000,000, of which William West Durant was appointed administrator.

HOPE ABOUT GIVEN UP.

MR. LORILLARD SAID TO BE SINKING—FEARED THE END MAY COME TO-DAY.

About half an hour before midnight last night Dr. Kilroe, the physician who was in attendance upon Pierre Lorillard at the Fifth Avenue Hotel, said that the patient was sinking gradually, but probably would live through the night.

"Will Mr. Lorillard live through Sunday?" the physician was asked.

Dr. Kilroe's was a doubtful shake of the head. It was said at the hotel that Mr. Lorillard was being kept alive by the regular administration of stimulants. Dr. Austin Flint, sr., was in consultation with Dr. Kilroe in the sickroom in the morning, and again in the afternoon, and it was said that he was in communication with Dr. Kilroe by telephone last night. T. Suffern Tailer, Mr. Lorillard's son-in-law, was at the hotel, and said there seemed to be no hope for the recovery of the sick man.

Dr. Flint left the hotel at 6 p. m. He said that Mr. Lorillard was sinking steadily and gradually. Several members of Mr. Lorillard's family were at his bedside in the parlor of Suite D, having been informed that his death might occur at any time.

CALLED "AN IGNORANT MAN."

SO DR. PEARSONS, OF CHICAGO, TERMS MR. ROGERS IN CRITICISING THE WILL.

[BY TELEGRAPH TO THE TRIBUNE.]

Chicago, July 6.—"An ignorant man" was the characterization by Dr. D. K. Pearsons of the late Jacob S. Rogers, the locomotive builder, who by his will left almost his entire fortune to the Metropolitan Museum of Art, in New-York City.

Dr. Pearsons has given away $3,000,000 to institutions of learning, and he has made a study of the art of bestowing money. He did not hesitate to-day to express his opinion of the old bachelor whose will was read yesterday in Paterson, N. J., shortly after the funeral. Dr. Pearsons said:

He had no conception of the way to provide for the disposition of his means so as to cause the greatest benefit. All his life he has saved and hoarded, and when he came to die he did not know what to do with his money. Depleted in body and brain, he was not in a condition to see things clearly. He was half crazy.

Money is the greatest trouble many rich men have when the end of their lives draw near. Eighty years old, and going, going, going. Gasping and staring, they cry out, "What shall I do with my stocks and bonds and my money in the bank?"

Never, never having made a study of the art of giving, they have no idea of how to give away their property. Often, through some insane notion, such as this old ignoramus had, they wish to cut off their relatives, and then the question comes, "To whom else shall my vast wealth go?"

Here we have the spectacle of this great fortune of millions of dollars being piled in a heap onto one institution, a museum of art, art of which he knew nothing, and cared less.

Would any man in normal condition of mind and body make such a preposterous bequest? It was the logical result of his manner of living and acting during life. Now, he cuts off his relatives to give this vast sum to a museum, an institution that does not need it, and that the people do not need. Well, the relatives will fight the will, and the estate will be eaten up, and it ought to be.

Think what a tremendous amount of good this ignorant old Rogers might have done with his millions that he has thrown away.

Let me say a word about the gifts of Andrew Carnegie. Instead of giving the libraries to cities and towns, I believe the gifts would be vastly more beneficial if presented to counties, instead of the cities. Then each town could erect a suitable building and things could be arranged so that the whole population of the country could get the benefit.

SAY BOY WAS THROWN FROM CAR.

IT IS THOUGHT THE LAD WILL DIE—POLICE SEARCHING FOR CONDUCTOR AND MOTORMAN.

Henry Langhard, fourteen years old, fell or was thrown from a northbound Third-ave. electric car last night, sustaining such injuries that the surgeons at the Hudson Street Hospital say he will die. The car was going at a rapid rate through the Bowery, and was about opposite No. 153 Bowery when Langhard was seen to fall from the rear platform. He rolled to the curb, and, when picked up, was unconscious from a concussion of the brain.

Detectives were detailed to look for the conductor and motorman, as several persons who witnessed the accident said that the boy was thrown from the car by the conductor. The number of the car was said to be 2,440.

STARVING MAN FAINTS IN MISSION

UNCONSCIOUS IN THE HOSPITAL UP TO A LATE HOUR LAST NIGHT.

An unknown man staggered into the Gospel Mission, at No. 805 Third-ave., last night, and, dropping into a chair at the rear of the hall, faintly asked for a glass of water. Before it could be brought to him he fell to the floor unconscious.

Policeman Peck, of the East Fifty-first-st. station, summoned an ambulance from Flower Hospital. Dr. Elkins said the man was suffering from starvation. He was taken to the hospital, where he was still unconscious up to a late hour. The man seemed to be a Swedish immigrant or a sailor. He appeared to be about forty-five years old, 5 feet 8 inches tall, had gray hair and mustache, and blue eyes, and wore a black homespun coat and waistcoat, brown check trousers, laced brogans and a blue yachting cap.

MAY ABSORB ALASKA STEAMSHIP CO.

PLANS OF THE NEW PACIFIC PACKING AND NAVIGATION COMPANY—CONFERENCE NEXT WEEK.

The new Pacific Packing and Navigation Company, consolidating thirty salmon packing concerns and having an authorized capital of $25,000,000, is negotiating with the Alaska Steamship Company with a view to the latter's absorption. Charles R. Flint is the most active of the New-York capitalists in the big corporation. It was admitted yesterday officially, though not by Mr. Flint, that Mr. Peabody, manager of the steamship company, would be in Wall Street again next week, when negotiations would be resumed. The official giving out this information would not discuss the report that J. P. Morgan & Co. have purchased the Washington and Alaska Steamship Company.

It was also said yesterday authoritatively that the new corporation not only did not oppose the purchase of the Anacortes Packing Company, a Puget Sound cannery, by the Alaska Packers' Association, but would rather have it bought than not. It was denied that any friction exists with the Alaska Packers' Association.

PLAN FOR THE SEVENTH NATIONAL.

AN UNDERWRITING SYNDICATE, IT IS SAID, WILL TAKE UP THE BANK'S OBLIGATIONS.

Nothing official could be learned yesterday with reference to a reorganization of the Seventh National Bank. William Nelson Cromwell, its counsel, was still in Washington. The rumors of a reorganization are fairly well authenticated, and it is said that those who will take up the work are among the wealthiest of the bank's directors, including Edwin Gould.

Their plan, as reported, is to form an underwriting syndicate, take up the bank's obligations, and in return get securities which will be comparatively slow to realize upon, but which will eventually be profitable if rightly "nursed," it is declared.

AMERICAN LOAN AND TRUST CO. BALANCE.

Justice McAdam, in the Supreme Court, yesterday confirmed the report of John H. Judge, the referee appointed to take testimony as to the accuracy of the accounts of J. Edward Simmons, receiver of the American Loan and Trust Company. Mr. Judge declared Receiver Simmons's accounts to be correct. They show a balance in his hands of $99,620.

MR. AARONS'S FIRST OPERATIC VENTURE.

Alfred S. Aarons, the theatrical manager, arrived from Europe on the St. Paul yesterday. Mr. Aarons will open the Metropolitan Opera House on September 2 in his first operatic venture with the musical extravaganza "Ladies' Paradise." The work is by George Dance and Evan Carroll. Mr. Aarons said the cast would be large, and would include Templar Saxe, barytone; Lydia West, Ethel Gordon, Josephine Hall, Richard Carl and D. Lewis, with a ballet of 350 persons. Mr. Aarons promises to suppress the ticket speculators at the Metropolitan Opera House.

ROCKS HOLD OLD DOMINION

WHALEBOATS LAND ALL THE PASSENGERS IN SAFETY.

JOY LINE STEAMER RUNS ON RACE ROCK IN DENSE FOG—CAPTAIN AND CREW QUIET EXCITED MEN AND WOMEN.

The steamship Old Dominion, of the Joy Line, with one hundred passengers aboard, while on her way to New-York went ashore at Pine Island, near Rye, on the Sound, at 2 o'clock yesterday morning. The pilot had evidently lost his course in the fog, which was so dense that it seemed like a solid barrier. The vessel lays straight on her keel in two feet of water at low tide, and is so tightly wedged in the rocks which pierced her hull that three tugs, working about her all day, have been unable to budge her an inch. Had she gone one hundred yards further she would have reached Pine Island and bumped squarely into the summer home of W. R. Crowe, a wealthy real estate owner of Harlem.

The steward and employes of the American Yacht Club, which is on Milton Point, just off the wreck, say that they were awakened shortly after 2 o'clock this morning by the blowing of the whistle of the distressed vessel, but were unable to see her until 8 o'clock, when the fog lifted slightly. The crew also sent up rockets, which were seen by some of the wealthy residents along the Sound. The passengers were put ashore in whaleboats early this morning at Milton Point, and took trolley cars to the Rye station, where they left for New-York by trains on the New-York, New-Haven and Hartford Railroad. There were about one hundred of them.

The passengers say that they felt the vessel going slow for quite a while before she struck, and that the engineer was blowing the whistle continually. Suddenly there was a terrific crash that shook every timber in the boat, this was followed by a rasping noise as if the steamer was dragging on the rocks. People rushed from their staterooms to the decks, and wild excitement reigned for a time. The boat had listed to the port side, and it was with difficulty that the passengers kept their feet. The captain and crew were already on deck in their oilskins, and they assured the passengers that they were close to land and that there was no danger. The captain had difficulty in persuading some of the men to abstain from putting on life preservers and attempting to go ashore in boats. They finally returned to the cabins, where they counted the minutes until day broke, and they made sure that their lives were safe. In the morning every one was taken off in safety. The captain and crew remained on board to assist the wreckers, who arrived later in the day. The stranded boat is in about thirteen feet of water at high tide. Late yesterday afternoon a heavy storm set in, and the tugs were obliged to abandon her until to-day, when another attempt will be made. The captain and crew are still aboard, as they believe that she is so tightly wedged that she will not go to pieces. The fog continued so dense all day that the regatta of the American Yacht Club had to be postponed, owing to the inability of the yachtsmen to see the buoys.

The Old Dominion left Providence on her regular trip on Friday night. Soon after starting a heavy fog set in, and the steamer was obliged to slow down. She came through at half speed and made frequent stops. Captain W. S. Durkee was in the wheelhouse. About 3 o'clock, when it was too thick to see two hundred feet ahead, the boat struck on Race Rock, the end of Parsonage Point. 2

President Dunbraugh of the Joy Line was still at his office on the pier at a late hour last night. He said General Manager Diamond had been sent to the scene of the wreck, to take charge of the rescue work. The Merritt-Chapman Wrecking Company's wrecking tug W. E. Chapman, which was sent to the assistance of the vessel, will stand by her during the night. Besides the Chapman, the Charles R. Flint and the John S. Nichols were sent up to assist in the work of rescue.

President Dunbraugh last night admitted that there is a hole in the steamer's starboard bow, through which a sharp rock has penetrated into the hull, and that she can only be kept afloat by constant pumping.

It was said that the point where the steamship stranded is full of dangerous rocks, and that if a southeasterly storm should arise in the night the vessel might be in danger of pounding to pieces on the rocks.

The vessel was due to sail from this port for Boston last night. The company had an extra boat at its pier, the Seaboard, and this vessel was cleared instead of the Old Dominion. She is only a freighter and carried no passengers.

The Old Dominion is a sidewheel steamer, and formerly ran between New-York and Old Point Comfort. When the Joy Line started its Boston service the Old Dominion was purchased. She is an iron vessel of 1,776 tons, and was built at Wilmington, Del., in 1872.

Captain William Durkee said last night that they struck a rock off Stamford, Conn., and were trying to run as close to the shore as possible when they went aground. The pilot declares that he could barely see the light at Captain's Island, just above the place where the vessel is wrecked, and that he could not hear the foghorn. In striking the reef the steamer stove half a dozen holes in her side.

The Old Dominion is a large iron side wheeler, about two hundred feet long, and draws about thirteen feet of water. She is the only one of her type in commission. She makes what is known as the outside course between Boston and New-York, stopping at Providence. She left Providence last evening and encountered a heavy fog all the way down the Sound. The pilot was constantly blowing the whistle, and there was a double lookout on the bridge, but they could see only a few feet ahead of them. The Old Dominion has been stranded twice before, and has been on fire once. The fire occurred at her dock in this city.

MORE READING MEN OUT.

FIFTY FREIGHT HANDLERS JOIN THE SHOP HANDS.

Reading, Penn., July 6.—The fifty Philadelphia and Reading freight handlers employed at the main freight station here struck to-day. The men have been organized for some time, and are in sympathy with the shop hands, who are already out in this city.

The strike was a surprise to Freight Agent Supplee, who, when asked earlier in the day whether there would be trouble, said he did not anticipate any.

The men want better wages. They say that their work is hard and that they will remain out until their grievances are adjusted. They struck principally out of sympathy with the shop hands, but also filed a petition for shorter hours and better pay. Work is completely tied up at the freight station.

The 1,250 striking shop hands held another long meeting here to-day. It was decided to stand out for better terms and to continue the strike. Not a man has gone back, and the leaders are well pleased. The tenor of the remarks made at the meeting was to the effect that, as the company's superintendents are already working against the men, the latter cannot expect any increase in wages in any conference which the strikers may hold with them. The men and the company are now wider apart than ever.

The telegram of Vice-President Voorhees was not even read at the meeting. He promised that the terms of the agreement which President Baer had made with the men should be carried out, but the meeting decided not to have anything to do with the communication, as it was not addressed to the strikers' committee, but to the Rev. R. W. Miller, who had tried to settle the strike. The meeting refused to hear Mr. Miller, who offered to deliver an address, explaining the attitude of the company. The men declare that the company has broken faith with them, and say they are going to hold out for positive and better terms.

NEW DIRECTOR OF NEW-HAVEN ROAD.

New-Haven, Conn., July 6.—At a meeting of the board of directors of the New-York, New-Haven and Hartford Railroad to-day Edwin Milner was chosen a director to fill the vacancy in the board caused by the death of ex-President Clark. Mr. Milner is vice-president of the American National Bank, of Providence, R. I.

Financial.

The Financial World.

If the Stock Exchange had been open yesterday, the bank statement would have given prices a set back. The loss in surplus reserve of $3,272,000, bringing that fund down to $5,211,000 would have made the average trader regard as something more than temporary, the rate of 25 per cent for call loans, which was recorded for a short while on the day before the Exchange closed for the week. The action of the Governing Committee in ordering that closing, has been criticised in some quarters, but it was as near a case of necessity as could well be. There was only one dissentient to the vote requesting the governing body to reconsider their previous refusal to close; and the abnormal weather conditions seemed to dispose every one to call a halt. It suffices to point to the insignificant amount of business done between Monday morning and Wednesday's close, to show how little disposed people were to do anything. There are times when the best thing to do is, if possible, to do nothing.

With the money market in the condition it is, the safe way would seem to be to let the stock market rest quiet for a while. There is, also, considerable uncertainty about the corn crop; which requires rain over a large area of the belt to assure a good yield. No great damage has been done so far; and the chances are that rains will come in time to secure at least a full average yield. Nevertheless, they have up to this writing come in quantity only over a rather limited area of it; and people who have special interest in the stocks of roads to which the corn output is important, are not disposed at the moment to add to their commitments on the bull side.

The chief point of interest in the market was the steel stocks, upon which the first dividends were declared. About the dividend on steel preferred there was, of course, no room for uncertainty, seeing that the by-laws of the company declared its status; but it was different with the common. It was generally understood, as stated here last week, that the dividend on this would be at the rate of 4 per cent; and that was declared. Why the directors should have failed to state that it was "a quarterly dividend," instead of saying only that it was "a dividend," is not easy to divine. The mistake has been corrected since, in the advertisements. The omission had a bad effect on the stock, the Street being in a somewhat pessimistic mood at the time; and the prices of both common and preferred shaded off. In London, however, there was better information, and the stocks have risen there since our Exchange closed.

The short statement given out officially by the corporation, that the earnings are in excess of the dividends declared, has a certain Morgan tone about it—brief, abrupt, and not conciliatory. It may have been dictated by Mr. Morgan himself, after he reached his office. He is satisfied, you can be if you want to, and if you are not and clamor for details—why, you will get them when we are ready. As to the strike among certain of the mills of the corporation, it is probably not nearly as serious as it looks. At the hot season of the year, strikes in the metal trade are epidemic, but it is very rare that they last beyond the time necessary to make the annual repairs and get the plants in condition for the next season's work.

While the general market may be dull and heavy for a while, and probably will be, there is nothing in the situation as respects railroad traffic, the coal trade, and other great industries, which gives other than cause for satisfaction. Affairs abroad are bad, in Germany particularly; which must have some temporary dampening effect on this market. On the other hand, the crop yields in Europe indicate that the demands upon us for food supplies this fall, will be unusually large; and if our own crops do not come up to full standard, it is a tolerably sure thing to calculate on enhanced prices for whatever we do have to export.

CUTHBERT MILLS.

HIRAM CALKINS ROBBED.

CHARGES A YOUNG MAN WITH TAKING HIS HIGHLY PRIZED GOLD WATCH.

Edward Lawless, of No. 393 Hudson-st., was arraigned in the Jefferson Market Court yesterday morning, charged with highway robbery. The complainant was Hiram Calkins, Assistant Port Warden, who gave his address as No. 1 Broadway. Mr. Calkins said that on June 28, at West and Charlton sts., he passed two young men. He heard one of them say, "Now is your chance, Chick," and a moment later he was knocked down. One of the men grabbed his watch from his pocket, and the pair made off. The watch, he said, was given to him by his coworkers when he was clerk of the Assembly in 1875. It was worth $550.

Lawless was identified by Mr. Calkins as one of his assailants. Lawless said that he could prove an alibi. He has until to-morrow morning to do so.

MULETEERS LIBEL THEIR SHIP.

New-Orleans, July 6 (Special).—Libel suits for $500 each have been filed in the United States court in this city against the British steamer European. The libellants are fourteen muleteers who received return passage on the steamer after reaching Cape Colony on a mule transport. According to their contracts, the men allege, they were to be sent back as passengers and their transportation was paid in Cape Town. Instead, however, of treating them as passengers, the captain of the European, it is alleged, forced them to sleep in the foul and filthy hold of the vessel, which had been used for mule stables, and their food consisted of soup and hash made from rotten salt meat, oatmeal filled with dirt and putrid oleomargarine. They received fresh meat only three times during the thirty days of the voyage from Durban to New-Orleans.

THIRTEENTH AT FISHER'S ISLAND.

Greenport, Long Island, July 6.—The 13th Regiment, of Brooklyn, Colonel David E. Austen, commander, arrived at Fisher's Island just before 7 a. m. to-day on the steamer Northam, and half an hour later had gone into camp at the eastern end of the island. The camp has been officially named Camp Roe by Colonel Austen.

Immediately on their arrival the men stacked arms and started in to complete the work begun by Quartermaster Kirby on Thursday. They soon had quarters established for all. There were no drills, but a parade was held in the evening. After the parade a concert was given by the regimental band.

Accompanying the regiment is Lieutenant-Colonel Nathaniel B. Thurston, who comes as the official representative of the State.

To-morrow the Rev. William C. P. Rhodes, pastor of the Marcy Avenue Baptist Church, of Brooklyn, who is the chaplain of the regiment, will hold services in the camp.

THE PRINT CLOTH MARKET.

Fall River, Mass., July 6 (Special).—Local brokers report that the sales in the print cloth market during the week amounted to 150,000 pieces, mostly odds. The sales, with a portion of the machinery stopped because of the heat, equalled the production. The market is showing the effect of the record breaking hot spell, and a midsummer dulness pervades the industry. In this city, as well as in other selling centres, manufacturers and brokers have been as inattentive to business as the requirements of the situation would permit. Buyers, evidently with the idea that the prices bid would prevent the transaction of business, have continued their offerings of 2⅝ cents for prints, and manufacturers have continued to refuse to trade on this basis. The business done has been purely of an imperative nature, buyers who were in the market being of the class which had not previously covered their needs in fancy and wide goods, and they were obliged to pay higher prices as a result, the trading of the week being on a 2 11-16 and 2¾ cent basis.

The present plan of these late buyers is that of simply covering their immediate needs, and is satisfactory to manufacturers because of its tendency to advance the quotation for print cloths. It is said that the retail trade is rapidly absorbing the goods which have recently been sold, and that converters are far from being stocked up with prints. The market is firm, but dull, on a basis of 2¾ cents for wide goods, 2⅝ being offered and refused for regulars.