

DEMAND DRIVER'S ARREST.

SHOPPERS THREATEN HIM WHEN HE RUNS OVER GIRL.

HE DROVE INTO CROWD AT HIGH SPEED—HURRIED TO STATION ON A CAR.

Hundreds of persons, many of them women shoppers, saw a girl, twelve years old, crushed by a heavy express wagon yesterday at Twenty-third-st. and Sixth-av. Wildly excited and indignant, the crowd surged about the driver of the wagon, demanding his arrest, and made such a demonstration that the policeman who witnessed the accident was obliged to take his prisoner to the West Thirtieth-st. station in a car to avoid the crowd.

Cecilia Harvey, of No. 1,058 Myrtle-ave., Brooklyn, went shopping yesterday with her aunt, Mrs. Mary Harvey. They were crossing Sixth-av. at Twenty-third-st., when, according to Policeman Craven, an express wagon, driven by John Fountain, twenty-four years old, of No. 415 West Thirty-second-st., came north at high speed. The driver, the policeman says, apparently paid no attention to the crowd, but came on without reducing speed. The people scattered, Craven having all he could do to get some of them back to the sidewalk.

Cecilia, holding her aunt's hand, started for the walk. The woman dropped her charge's hand as she neared the curb, and the girl stopped.

"Come on, aunt," she was saying when the rear horse of the team struck her, and she was thrown to the street. A cry of horror went up from those on the sidewalk. Craven jumped and caught the horses' heads. It was too late, though. The girl, struck by the hoofs of the animal, rolled under the wheels of the wagon, one of which went over her left foot, crushing it.

Instantly there was a hostile demonstration toward the driver on the part of the crowd. "Arrest him! Arrest him!" cried the women, while the men threatened him with bodily harm. Craven lifted the girl, who was unconscious, to the sidewalk. Another policeman sent in a call to the New-York Hospital. During this time the driver, who had started with his team had wanted to go for the crowd surrounded him. "If you don't arrest that driver," said a man in a high hat, "we will take the law in our own hands. There is too much reckless driving on our streets."

Craven, after seeing the girl attended to, ran to the wagon. He did not give the driver time to attempt an escape, but seized him from his seat and threw him to the ground. Then he ran his prisoner through the crowd and put him on a car which ran to Thirtieth-st. speed.

The girl was taken to the New-York Hospital, where it was found that besides sustaining a crushed leg her body was covered with bruises and abrasions, and scalp wounds. Her condition is serious, Mrs. Harvey, who became hysterical, was also taken to the hospital.

MR. LINDENTHAL'S REPORT.

MOVING PLATFORM FEATURE THOUGHT TO HAVE BEEN TAKEN OUT BY THE MAYOR.

The semi-annual report of Bridge Commissioner Lindenthal for the first six months of 1902 was published in "The City Record" yesterday. Mayor Low shortly after that time. Mr. Lindenthal refused to make it public then, on the ground that such an act would be discourteous to the Mayor. It is said that the report contained the announcement that the Bridge Commissioner intended installing a moving platform on the Brooklyn Bridge, and this is supported by the fact that Mayor Low recently declared that the moving platform plan was impracticable. Referring to the Manhattan Bridge, Mr. Lindenthal says that in view of the fact that wire cables have proved to be a source of great delay in construction of the Williamsburg Bridge, and also with a view to greater economy, the plan of the Williamsburg Bridge was revised so that cables of forged eye bars of a high grade steel may be used, in combination with a most effective system of stiffening. The report does not tell whether or not this is the eye bar cable invented by Mr. Lindenthal himself. The Commissioner believes the Manhattan Bridge will be the most important bridge to be built in New-York or Brooklyn, as "it is intended that the Manhattan approach on Canal-st. shall be on a line to the North River, and intersect all transportation lines running north and south in Manhattan."

The report goes into detail on all work, mechanical and clerical, that has been done, and mentions all changes in the department since the new year began. It also mentions the fact that the Commissioner says that delays have been very few in the traffic, and those chiefly due to heavy snowstorms in February and March. He does not estimate the number of people carried across the bridge in one day, but quotes figures of the Brooklyn Rapid Transit Company for a day of twenty-four hours, which were 25,648 passengers were carried on the trolley cars. This is an increase, he says, of 1,841 passengers over the previous count made last fall. Referring to plans for temporary relief, Mr. Lindenthal says:

A number of plans have been prepared providing for increased traffic facilities in the Manhattan section of the bridge, and the most feasible and least expensive being a plan for four additional loop tracks on the lower floor of the terminal for the use of the subway cars until plans for permanent improvement can be carried out, but before such tracks can be built it will be necessary to extend the subterranean tracks of the bridge through the approach-st. and lengthen out the platforms in order to obtain the approaches and stairways required to connect the bridge with the subway. Conducing interests and circumstances have thus far delayed all improvement.

These proposed temporary expedients have no relation to the permanent terminal improvements, which should be made as soon as possible, and which all future needs, and should include the other bridges over the East River now under construction.

The Commissioner then refers to the two plans for relief, one of which was devised by the three experts under the McCarran act, and the other by Chief Engineer Martin of the Brooklyn Bridge. The Commissioner says further:

DRIVE ITALIANS OUT OF COURT.

POLICE AFRAID OF RIOT AT INQUEST—OLD MAN AND HIS WIFE HELD FOR MURDER.

Fearing a riot, the patrolmen at the coroner's office yesterday drove out of the Criminal Court Building about three hundred Italians who had come to attend the inquest into the murder of Pietro Guardino, who was killed on Sunday in a car on the East River.

At about 10 o'clock the courtroom and the corridors became so crowded that it was almost impossible for the clerks and court officers to make their way about. The attitude of the crowd became so threatening that it was thought best to drive the Italians into the street and announce that they would not be allowed to attend the hearing.

The inquest was conducted by Coroner Goldenkrans. Guardino, who lived in Brooklyn, came to Manhattan on Sunday with his horse and wagon, which he stabled without permission at No. 126 Elizabeth-st., where Antonio Ziropoli, eighty-two years old, lives with his family. The fight in which Guardino was killed started because he did not ask Ziropoli's permission to use the stable.

The witnesses testified that the fight began between Guardino and a son of Ziropoli. While the two were struggling Ziropoli rushed to his son's assistance, and Mrs. Ziropoli, the wife of the old man, followed. She produced an open penknife from beneath her apron, and handed it to her husband. He killed Guardino with it.

The jury held that Guardino was killed by Ziropoli, and they also held Mrs. Ziropoli, who is fifty-one years old, as a principal. Both were committed to the Tombs without bail to await the action of the grand jury. The daughter of the accused couple fainted when she heard the verdict.

Ziropoli is said to be the wealthiest Italian in Elizabeth-st., having in his control forty houses, most of which he owns. He showed little emotion on being held.

KILLED HORSE TO SAVE BOY.

THE DRIVER TURNED OUT TO SAVE LAD AND THE ANIMAL STRUCK AN ELEPHANT ROAD PILLAR.

Old Tom, one of the oldest and best horses in the Fire Department, is dead. He was one of three bays which drew Engine No. 18, and he died in harness. Yesterday, while responding to a false alarm of fire, Michael Eudy, the driver of the engine, to avoid a small boy playing in the street at Waverley Place and Sixth-ave., turned his horses out, and Old Tom ran into an elevated road pillar. He died almost instantly, having struck on his head. The other horses were thrown down, but they regained their feet.

TAX RATE REDUCED.

ALDERMEN TO MEET NEXT WEDNESDAY TO CONSIDER IT.

Owing to the failure of the members of the finance committee of the Board of Aldermen to sign their report regarding the tax rate for 1902, the Board of Aldermen adjourned yesterday to meet on Wednesday afternoon to consider the report. It was decided at the same meeting to hold the next regular meeting of the board on September 4.

It is thought the finance committee will report a tax rate of \$27 for Manhattan, as the Tax Commissioners and Controller recommended. This is four points lower than the tax rate for 1901, which was \$31. The annual budget for 1902 is said to be \$20,000,000, as against \$23,385 last year. The Tax Commissioners have increased the real estate assessments by \$2,000,000, and the personal assessments by \$2,000,000. The reason assigned for this is that a number of millionaires have given up their residences in other cities.

FATE OF A DYNAMITE CRUISER.

THE VESUVIUS LIKELY TO BE CONVERTED INTO A DISPATCH BOAT.

Washington, Aug. 12.—The Secretary of the Navy recently asked the Naval Board of Construction to consider what should be done with the former dynamite cruiser Vesuvius, and that board decided to recommend that the board of construction be appointed to pass on her ultimate disposition. The Vesuvius attracted much attention at one time, as it was thought she might revolutionize naval warfare, but she proved a failure in the Spanish war. For some time she has been laid up in the Charleston Navy Yard. It costs about \$5,000 a year to take care of her when not in use. This board is now being asked to consider what should be done with her. It is thought that the board may recommend that she be converted into a dispatch boat, and the use of the craft as a dispatch boat.

TRAIN PLUNGES INTO RIVER

TWO KILLED AND TWO INJURED IN FREIGHT WRECK AT ELIZABETHPORT.



A freight train ran into the open draw of the bridge over the Elizabeth River, near Elizabethport, N. J., killing the fireman and a brakeman.

River, near Elizabethport, N. J., killing the fireman and a brakeman and seriously injuring the engineer and conductor.

THE DEAD.

THE INJURED.

THE ACCIDENT.

THE WRECK.

THE ENGINE.

THE TENDER.

THE CARS.

THE WRECKAGE.

THE INVESTIGATION.

THE CAUSE.

THE RESULT.

THE CONCLUSION.

THE VERDICT.

WIFE SUES E. F. SHEPARD

SEEKS ABSOLUTE DIVORCE FROM THE GRANDSON OF W. H. VANDERBILT.

A suit for absolute divorce has been entered against Elliott Fitch Shepard, son of the late Elliott F. Shepard, by his wife, Esther Shepard, whose marriage to him caused much comment. The cause for suit was not given. The papers in the case are sealed, and the lawyers, Howe & Hummel for the plaintiff, and J. C. De La Mare, of No. 277 Broadway, for Mr. Shepard, refused to give any information.

Mr. De La Mare was said to be out of the city. His associate, Mr. Morrison, would not discuss the case in Mr. De La Mare's absence.

In the Supreme Court, Special Term, Part II, yesterday, Justice Stecker appointed Colonel Franklin Bartlett referee to hear the testimony and determine the suit.

The parties to the suit were married April 19, 1877, by the late Rev. Dr. John Hall, pastor of the Fifth Avenue Presbyterian Church. None of their friends knew about it until the newspapers announced the ceremony. The bridegroom was then about twenty-four years old. He was wealthy in his own right. He is a grandson of William H. Vanderbilt.

His wife, five years his senior, was the widow of Alfred Potter, who died in Philadelphia. Not one of the Shepard family knew the woman. Dr. Hall was told that Mrs. Shepard had consented to the wedding, but her consent was forced by the statement that young Shepard had married Mrs. Potter by a civil ceremony three weeks previously.

In 1887 Shepard engaged in the liquor business in Paris, and later in a bank and other ventures of a similar kind in the French capital. His success was only moderate, and after a time he withdrew from active business.

Shepard was expelled from Yale, and the reason given was that he entertained women in his rooms. He afterward entered Harvard.

LIGHTNING HITS THE MOLTKE.

BOLT STRIKES THE AFTERMAST, BUT DOES LITTLE HARM—A SEAMAN STUNNED.

Lightning struck the aftermast of the Hamburg-American Line steamship Moltke, which arrived here from Hamburg yesterday. She ran into the storm that swept over the city on Monday evening. In the course of the storm a bolt of lightning struck the vessel, but did little damage. One of the men at the wheel was stunned, and was not restored to consciousness for nearly two hours. At first it was thought that he was blinded, but the ship's doctor found him all right, and yesterday morning, when the ship arrived, he was all right.

THINK THEY HAVE ITALIAN SWINDLERS.

TWO MEN ARRESTED IN HOBOKEN, ACCUSED OF ROBBERING COUNTRYMAN OF \$20.

Detectives Vachris and Farrell, of Brooklyn, have captured two Italians in Hoboken, who are accused of swindling a countryman out of \$20 by the use of "phony" gold coin. They are Giuseppe Gertella and Antonio Costello. They will be brought to Brooklyn as soon as the necessary requisition papers are obtained.

Antonio Costa, who was on his way from California to the Azores, met the two confidence men at a boarding house, No. 29 Hamilton-ave. It was the old story. Costa showed his money, \$20 in forty-eight pieces, and the two swindlers showed a larger amount. It was decided that the money should be placed together in a bag and Costa should carry it home. After some haggling, he got the bag, and the next day found it filled with bogus gold coins, made from iron. His good money was missing.

When the alleged swindlers were arrested on Monday night, under a determined effort to escape, and one of the detectives was knocked down. The Italians were finally brought to terms at the point of revolver.

WATER CAUSES BOAT TO BURN UP.

VESSEL WAS FILLED WITH UNSLAKED LIME—FIRE COMPANY TRIED TO PUT OUT BLAZE.

The folly of putting water on a fire caused by the slaking of quicklime was illustrated yesterday by the destruction of the canalboat James A. Mead, which was one of a fleet that reached this city from Coxsackie, N. Y., on Monday, and docked at West Forty-seventh-st. Soon after the pier was reached it was discovered that part of the cargo of lime which the boat was loaded had become wet and had set fire to the vessel. An alarm was turned in and a fire company turned water into the canalboat. The hose was left with the water running through it, and the hose company withdrew. Yesterday morning flames were discovered coming from all parts of the boat, and again an alarm was turned in. The fire was so intense that considerable difficulty toward the canalboat to the Jersey flats, where it was beached and burned. The loss was about \$400.

COMPLAINTS FROM VACATION TEACHERS.

Borough President Cantor is receiving complaints from vacation school teachers about an alleged unjust reduction of their wages. One of Mr. Cantor's correspondents says:

LAMB WOULD JOIN POWER.

WANTS TO GO TO MONTREAL, BUT SPECIAL EXAMINER HOLDS HIM.

CAMILLE WEIDENFELD DENIES THAT HE EMPLOYED POWER AS A DUMMY PLAIN JEFF.

George Alfred Lamb, attorney for the "vanishing plaintiff" in the suit against the Northern Pacific directors, endured some more troublesome examination yesterday before Mr. Mabey, the special examiner, in the Federal Building. He declared that he was anxious to go to Montreal, where his client, Peter Power, is staying at a hotel under the name of "E. Blake." He was being hampered in his efforts to get Mr. Power back into the jurisdiction of the court, he said, and he wanted an adjournment of the hearing.

W. D. Guthrie, of counsel for the railway directors, was obdurate. He insisted in continuing the examination of Mr. Lamb and making him tell more about the manner in which Peter Power was put forward as a "dummy" plaintiff in the suit. Then he called as a witness Camille Weidenfeld, the broker, at No. 45 Wall-st., who was said by Mr. Lamb to have been a moving spirit in the suit. Mr. Weidenfeld contradicted much of Mr. Lamb's story told in the witness chair on Monday. He declared that he never had transferred Northern Pacific stock to Power or to Lamb to enable them to start the suit. His cross-examination by Mr. Lamb in the afternoon failed to develop much additional information.

Before Mr. Weidenfeld took the witness chair Mr. Lamb denied that he had sent money directly to Power in Canada, but he said he had made arrangements with a correspondent there to have Power supplied with what money he needed. He declared that he had not paid a dollar to Power since the suit was brought.

Q.—Has Mr. Power paid you anything for your services?—A.—He has.

Q.—How much?—A.—I refuse to state.

Q.—How much has Mr. Weidenfeld paid to you?—A.—I would tell you if I could remember.

Q.—Approximately how much have you received from anybody in this case?—A.—From \$10,000 to \$12,000.

Q.—From whom?—A.—I refuse to say.

Mr. Lamb said at length that he had not received a dollar from Mr. Weidenfeld or from H. Content & Co. in the case. He declared that he would refuse to give the names of his clients in the suit unless the courts so ordered. "You may not understand it," he said, in a tone that might have withered the less sturdy lawyer than Mr. Guthrie, "but the people of this country are not interested in the happenings of May 9, 1901. These suits were instituted in such a manner as to prevent a repetition of such robbery of the people."

Q.—How much did Mr. Weidenfeld lose in the panic of May 9, 1901?—A.—I don't know.

Q.—Did he ever tell you he wanted somebody punished for that panic?—A.—He has expressed indignation. He has said they ought to be got after, but that they were too strong.

Q.—What pecuniary benefit do you expect to derive from this suit?—A.—None.

Q.—What did Power seek to gain?—A.—I have told you that he is simply acting as assignee for certain stock.

Mr. Lamb protested when Mr. Weidenfeld was called to the witness chair. He was anxious to start for Montreal, and wanted an adjournment. Mr. Weidenfeld did not seem anxious to testify, saying he had been ill for three days. He said in reply to Mr. Guthrie's questions that he did not know Peter Power and never had seen the man. He declared that he did not own any Northern Pacific common stock in 1900. Late in 1901 he secured an option on one hundred shares of the stock. He bought it on December 26 from H. Content & Co., and paid for it on December 30.

The certificate of stock was offered in evidence. Mr. Weidenfeld said he deeded the certificate over to Captain Stern, a friend, on December 30. The captain, he said, took the stock West, for the purpose of beginning a law suit. The witness said that the certificate of stock was returned to him about ten days later.

Q.—Has the certificate ever been under the control of Mr. Lamb?—A.—No.

Q.—Did you ever agree to carry 100 shares of Northern Pacific stock for Mr. Lamb or Mr. Power?—A.—No.

Q.—How got it?—A.—Captain Stern.

Q.—Did you ever tell Mr. Lamb you wished to publish anybody for the panic of May 9, 1901?—A.—I think not.

Q.—Did you lose on that day?—A.—No; I made money.

Q.—Did you understand this was a legitimate suit?—A.—Absolutely so.

Q.—Do you know the names of the other clients of Mr. Lamb in this suit?—A.—No, excepting Mr. Bouden.

Q.—Do you know who also contributed to this litigation besides yourself?—A.—No, unless it was Mr. Power. I thought he did.

Mr. Weidenfeld said that at present the relations between himself and Mr. Lamb were strained. He said that Mr. Lamb told him that Peter Power was a "man of property."

Q.—What did you expect to get out of this suit?—A.—I wanted to have these matters tested. If they are legal the knowledge would be valuable to me. Q.—Is that all?—A.—Yes.

Q.—When did you first ascertain that the defendant in this suit wanted to examine Peter Power?—A.—I think it was in June.

Mr. Weidenfeld said that Mr. Lamb had repudiated him or his firm in two or three suits. He denied that he ever suggested a figurehead as plaintiff in the litigation against the Northern Securities Company.

Q.—Did you, as Mr. Lamb has testified, agree to carry one hundred shares of stock for Peter Power?—A.—Never.

Q.—Do you ever, as testified by Mr. Lamb, assign any stock to Mr. Power?—A.—I did not.

Q.—Did you ever agree to deliver one hundred shares of stock to Mr. Lamb?—A.—I did not.

Q.—Did Mr. Lamb ever have control of the certificate in question and produce here?—A.—Not that I know of.

Mr. Lamb began his cross-examination of Mr. Weidenfeld after recess. He began by objecting to the presence of Treadwell Cleveland as counsel for the witness. Mr. Cleveland then withdrew as counsel so far as the hearing was concerned. Mr. Lamb then offered the 100 share certificate of Northern Pacific stock in evidence, asking that Mr. Mabey take charge of it.

Mr. Weidenfeld said that the firm of Lawson, Weidenfeld & Co. still existed for "the purposes of liquidation." He was asked if he had not been served with a subpoena duces tecum to produce the books and papers of Lawson, Weidenfeld & Co. He said he might have seen such a subpoena on Mr. Cleveland's desk.

Q.—Is there an agreement between yourself and your attorneys that these books and papers shall not be produced?—A.—There is not.

Q.—Are you willing to produce them?—A.—For you to pry into my personal business?—I guess not.

The witness said he would produce any and all books relating to deals of the firm in Northern Pacific stock, but Mr. Lamb was unable to get an opportunity to look at the books.

ern Pacific stock, but Mr. Lamb was unable to get an opportunity to look at the books.

Q.—What did you pay for that stock?—A.—One hundred and forty dollars.

Q.—Wasn't that above the market price?—A.—Don't know.

Mr. Lamb kept asking the witness every minute or two if he would consent to a trip to his office and allow an examination of his books. Mr. Weidenfeld would not consent unless so ordered by the court.

"There has evidently been the most careful arrangement that these books and papers should not be produced," declared Mr. Lamb.

"What did you say?" asked Mr. Kellogg, of the railroad counsel. "Take care what you are saying. You are going a little too far in this matter, and you may get yourself into more trouble."

Q.—Do you know Ellsworth Ives Chapman?—A.—I do.

Q.—How long have you known him?—A.—Don't know.

Q.—Do you know Sophia B. Chapman?—A.—Yes.

Q.—Do you know Milton Bouden?—A.—Yes.

Mr. Weidenfeld denied that he had tried to get Thomas C. Post, who held four hundred shares of Northern Pacific stock, to intervene in the present suit.

Q.—Do you recollect advising me as to the examination of Mr. Morgan?—A.—I do not.

Q.—Did you not instruct Judge Lancaster to bring a suit against the Northern Pacific in your own name?—A.—I did.

Q.—Were the instructions in writing?—A.—Yes.

Q.—How long ago was that?—A.—Ten days ago.

Q.—Do you remember having met Bourke Cockran?—A.—Yes.

Q.—Did you discuss the Northern Pacific matter with him?—A.—I may have.

Mr. Lamb asked that Mr. Cockran be subpoenaed. A discussion arose and Mr. Guthrie said:

"Why should we subpoena Mr. Cockran? What does he know about this case? Don't you know, Mr. Lamb, that Mr. Cockran is a practicing lawyer in this city?"

"I believe so," replied Mr. Lamb. "I have heard so."

Q.—Mr. Weidenfeld, does the firm of Lawson, Weidenfeld & Co. owe me any money?—A.—We may—something in the Chapman matter.

Mr. Weidenfeld admitted to Mr. Guthrie that he had contributed financially to the suits brought by Mr. Chapman and Mr. Bouden against the Northern Pacific.

Q.—Did you ever agree to buy or carry stock of any company for the purpose of affording a plaintiff in a suit?—A.—Never.

Q.—Did you ever suggest to Mr. Lamb that he should buy or carry stock of any company for the purpose of affording a plaintiff in a suit?—A.—I did not.

Q.—Is it not a fact that you bought stocks so that the Boston and Chicago suits might be started?—A.—It is not.

At the close of Mr. Weidenfeld's examination Mr. Guthrie asked: "To what date shall we adjourn? Do you wish to go on to-morrow, or do you wish to go to Montreal?"

"I wish to go on," said Mr. Lamb.

Then Mr. Lamb said he would prefer to go to Montreal. Finally, Mr. Mabey ordered the hearing to go on this morning.

HAS A CAPITAL OF \$120,000,000

THE INTERNATIONAL HARVESTER COMPANY INCORPORATED—ENTIRE AMOUNT IN COMMON STOCK.

[BY TELEGRAPH TO THE TRIBUNE.]

Trenton, N. J., Aug. 12.—The International Harvester Company was incorporated here to-night with an authorized capital stock of \$120,000,000. The company, according to the charter, is to manufacture harvesting machines, harvesters, binders, reapers, mowers, rakes, headers, shredders, and all kinds of agricultural machinery, tools and implements. The incorporators are Abram M. Hyatt, Allenhurst; George W. Hebard, New-York; Rowland R. Dennis, New-York; Edwin P. Miller, New-York; Robert O. Green, Elizabeth, N. J.; and Erastus M. Cravatt, New-York.

The only feature which is at all unusual in the charter is in relation to the character of the stock. The entire \$120,000,000 is to be common stock, but the charter provides that in the case of this being increased the present authorized stock may, upon vote of the holders of two-thirds of the stock voting for the first increase, be made preferred stock, in which case it shall be entitled to receive 6 per cent cumulative preferential dividends.

The company, according to the best information obtainable here, is to consolidate some of the large agricultural machine works of the country, chief among which are those of the McCormicks, in Chicago. It is known that the representatives of the McCormicks have been in New-York for some time, and that the organization of the International Harvester Company has been at least one of the causes of their presence there.

The company was incorporated through the Hudson Trust Company, and its registered office in this State is at Hoboken. The State's fee for filing the charter was \$24,000.

COURT MARTIAL REBUKED.

GENERAL HUGHES REVERSES THE DECISION AGAINST CORPORAL THORNTON.

San Francisco, Aug. 12.—Corporal Thornton, who kept accounts for Second Lieutenant John F. Davis, quartermaster of McKinley Camp, Hawaiian Islands, was tried recently by court martial on the charge of falsifying reports. The court which heard the case decided that Thornton was not guilty of crime, but it adjudged him guilty of conduct unbecoming his place and prejudicial to discipline. He was ordered to be discharged from the army, to forfeit all pay or fees due to him and to be confined at hard labor for two years.

The counsel for the defence objected that the testimony in the case showed a condition of affairs that permitted of lax and careless, if not dishonest, methods. Major General Hughes, to whom the court martial's first report and recommendations were forwarded for approval, has reversed its decision. He says that a condition of affairs which permits to pass unchallenged such criticism as the counsel for the defence made deserves grave reproof. He also orders Thornton's sentence revoked and the corporal to be re-enlisted in the service.

SILVER IN CRIPPLE CREEK.

COPPER, ALSO, IN SULPHIDE ORE 158 FEET DOWN.

Cripple Creek, Col., Aug. 12.—A strike of sulphide ore, carrying 4,000 ounces of silver and a large percentage of copper, has been made on Bull Hill, the very centre of the Cripple Creek district, at a depth of 1,365 feet.

This bears out the theory of many experts, who have predicted that the deep mining would change the character of the district's output.

DISORDERED STOMACH Carlsbad Sprudel Salt is an effective remedy for disordered stomach, dyspepsia, biliousness, etc. It cleanses the system, clears the complexion, and purifies the blood. Cools the entire system.

DO NOT BE IMPOSED UPON. The genuine bears the signature of EISSNER & MENDELSON CO. of New York, on every bottle.

TO GIVE THE MESSIAH AT OCEAN GROVE. Handful's "Messiah" will be given in the great auditorium in Ocean Grove on next Wednesday evening by the Ocean Grove Festival Chorus of three hundred and fifty voices, assisted by three hundred singers from this city and its vicinity who are familiar with the oratorio. The latter singers will be conveyed free in a special train on the New-Jersey Central Railroad. They will meet the director, Tail Eben Morgan, this evening for rehearsal in Dr. Deen's Memorial Church, Fifty-seventh-st., west of Eighth-ave.

TRIUMVIRS AGAIN FAIL TO MEET. The mirth prov