The Sun.

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THE SOUTH SIDE DISASTER.

SEVEN LIVES LOST ON THE RAILROAD NEAR ROCKAWAY.

A Train Behind Time Trying to Catch up—Two Locomotives Running into Each Other at a Speed of Forty Miles an Hour—A Terrible Crash—The Killed and the Wounded.

The collision on the South Side Railroad of Long Island, at Rockaway, on Monday evening, was more serious and more inexcusable than was at first supposed. The collision occurred between the train which started from Williamsburgh at 12:30 P. M., called the "up train," and that which started from the Neptune House, at Rockaway Beach, at 12:30 P. M., known as the "down train." These trains should have met at Far Rockaway station at 40 P. M. The up train, from Williamsburgh, consisted of the locomotive, one smoking car, and six ordinary passenger coaches, well filled with excursionists. The passengers were mostly mechanics, with their wives and children. The train from the beach consisted of a locomotive, one baggage and smoking car combined, and two ordinary coaches. There were only a few passengers aboard this train. Among them was G. H. C. Poppenhusen, the general manager of the road, who had been to the beach that morning. He was slightly wounded in the collision. The train was under charge of Augustus Haldrich of Dover Plains, as conductor, who lost two fingers of his left hand in the smash up, and was otherwise badly bruised. The brakemen were Charles Coates and George Larned, both of Babylon. The former was slightly bruised, the latter escaped uninjured. George Miller of Babylon, the engineer, when he saw the collision was inevitable, reversed his locomotive and jumped, saving himself with a few bruises. William Finn of South Oyster Bay, the fireman, was caught on the engine. He received a severe scalp wound, and was injured internally. He lies at Rockaway, and has not been conscious since the disaster. He is subject to constantly recurring spasms, which give his friends occasion for serious apprehensions.

CONDUCTOR HEBBARD.

The up train, from Williamsburgh, was under charge of Conductor Jesse M. Hebbard, who was killed almost outright. He was only about thirty years old, and leaves a wife and two children. He had been employed on the road only a few months. Last year he was employed as a drawing room car conductor on the Saratoga special train of the Hudson River Railroad. His brakemen were H. Stanchiff, of Rockaway, who received some slight scratches, and Charles Heizeman, of Bushwick, who escaped unhurt. The engineer, Henry Ashmead, of Jamaica, jumped, after reversing his locomotive, and escaped scalded and bruised. He also lis fireman, Cornelius Sloper, of Bushwick.

The point of collision was on a long curve about one thousand or twelve hundred feet east of the Far Rockaway station. The road at this place runs on a steady curve through half a mile of high timber land and brush, so that at no place that distance is the track visible for more than three or four hundred feet ahead. The distance between Far Rockaway and the next station east, Lawrence, is one mile and a half, with a descending grade from each station to a point somewhere midway between the two. The country here is low and wet, requiring a high embankment for the track, which is made by excavating ditches on both sides, which are partly filled with water. The down train from the beach arrived at Far Rockaway 10 minutes behind time. Not finding the up train there, it waited the ten minutes prescribed by the rules of the company, and five minutes extra, an allowance made for variation of watches, and a half minute over for good time, and then, under express instructions from Mr. Poppenhusen, the general manager, proceeded. The grade descending from the station and the train being light, a rapid rate of speed was quickly attained, so that when the trains came together, within

TWO AND A HALF MINUTES

from the time of starting from the station, this train had attained its maximum speed. The up train from Williamsburgh was several minutes late on starting, and lost time by reason of the extra number of passengers it was required to receive at every station. It left Valley Stream, where the Rockaway branch debouches from the main road, it was fifteen minutes late. The card time from Valley Stream to Far Rockaway is sixteen minutes, so that the conductor must have known that he could not reach the meeting point in time unless he could run faster than card time. But he nevertheless went ahead. The only other place at which his time was noted was at Ocean Point, three miles east of Far Rockaway, which station he passed sixteen minutes behind time, thus showing conclusively that he was steadily losing time, and that it was impossible for him to reach the Far Rockaway station before the down train would start. He should have been satisfied of this fact when, at Woodsburgh station, four miles east of Far Rockaway, where the down train stands, and which he should have placed his train, there to await the down train.

Conductor Hebbard's train had the right of way for ten minutes behind its card time, and only for that time. Both trains were moving at a rate of not less than forty miles an hour. At this fearful rate the two ponderous locomotives crashed together almost instantly on becoming visible to each other. The long line of passenger coaches piled themselves into a heap of shattered ruins. The crash was heard for more than a mile away. Both engines were demolished, and their tenders so badly used up as to require rebuilding. The smoking car of the up train was entirely destroyed. The next car behind this rose up forward, with its front end and platform smashed, and rested at an angle of forty-five degrees on the wreck of the locomotives. The seats were torn from their fastenings, the windows were broken, and the coach was so badly damaged that no effort was made to save it. When clearing the wreck away it was tumbled over into the ditch to be burned. The forward platform and front end of two other coaches of this train were broken, but strangely enough, the cars themselves did not leave the track, nor did any of those in the rear. In the two rear cars, aside from the shock of the sudden stoppage and the crash of the collision, there was no indication of the disaster.

THE INSTANT OF THE CRASH.

Conductor Hebbard was in the smoking car when the alarm was sounded, the engineer suddenly whistling down brakes. Hebbard sprung for the rear platform to jump off. He had gained it when the crash came, and he was caught between the ends of the two cars and carried with the debris to the pile over the locomotives, and there he was pinned among a mass of broken timbers, bars of iron, and other material. He breathed when rescuers came to his relief, but never spoke or regained consciousness. He died before his body, horribly mangled, was released from the grip of the wreck.

Philip Hartman, a cigar maker, and Boemer Thurmer, a jeweller, both of Williamsburgh, were passengers on this train with their wives, and were both killed. Thurmer had been married only six weeks. The two families were intimate, and were enjoying the excursion together. The two men were standing on the platform smoking. Their wives had only recently been to the door expostulating with them upon the danger of riding on the platform, and they had promised to enter the car in a few minutes. Hartman's chest was badly mashed, and one arm was broken. He lived only two hours. Thurmer had one leg broken, and suffered internal injuries under which he died before 3 o'clock. In the evening the ladies were taken to a train of the South Side road, but the officials of the train unaccountably refused to accept them, and they were obliged to remain there until yesterday.

John D. Eviers, a bookkeper in his father's employ at Bedford and Flushing avenues, Williamsburgh, had his legs and thighs badly crushed. He lived only about two hours. He was about twenty years old.

William B. Mott, aged thirty, of 29 Stanton street, Brooklyn, a dry goods jobber, and in New York, was the fifth victim. He was hurt on the side of his head and neck, and was taken from the wreck dead. He had probably been riding in the smoking car. His body was not identified until late yesterday afternoon. His uncle and cousin were both members of the Coroner's jury, and had viewed the body without recognizing it. Yesterday afternoon his aunt and his sister, who was visiting with her, went out of curiosity to see the bodies, and at once identified this young man.

THE DOWN TRAIN.

Of the passengers on the down train two were killed outright and several badly injured. P. C. Pfeiffer, a real estate broker, of 246 North Seventh street, Williamsburgh, was riding in the smoking car. When found he was lying on the floor of the car, with the platform of the next car in the rear on top of him, pinning him down. Jack screws were required to release the telescoped part of the car so as to release him. He was mangled and crushed out of all shape, and probably was killed instantly. An insurance receipt for the premium on $2,500 insurance on his life, which was found in his pocket, served to identify him. He leaves a wife and one child, five years old.

William Gould, employed at Ocean Point, had been to Rockaway for medicine for his employer, and had taken the down train for home. He was cut about his face and badly bruised internally. He lived only two hours and a half after the collision. His body was taken by his friends.

The above makes the total fatal casualties seven. An addition to these is the person of William Finn, the fireman of the down train, is not unlikely. He suffered a severe scalp wound, and was doubtless injured internally. He has been unconscious ever since the accident, suffering extreme nervous prostration, with constant recurrence of spasms. He is cared for in a private house in Rockaway. The most of the wounded were only slightly hurt, and preferred to return direct to their homes. Many who were only bruised proceeded to the beach and enjoyed their day's sport, with some discount for aches. The following is the most complete list of non-fatal casualties that could be gathered yesterday:

THE WOUNDED.

Augustus Haldrige, conductor of down train, lost three fingers, leg jammed, and bruised about face.

Charles Coates, brakeman, down train, slightly bruised.

H. C. Poppenhusen, general manager, head cut.

John Slater, printer, 555 Union street, Brooklyn, slight scalp wound and compound fracture of foot and ankle.

Patrick Walsh, 9 Pearl street, New York, head cut.

Thomas Robinson, Leonard street, New York, contusion of both legs.

Jacob New, 98 Union place, Greenpoint, scalp wound, and slight abrasion of both legs.

Mrs. Pringel, 788 Greenwich street, New York, slight scalp wound. This was the only woman injured, so far as could be ascertained.

Patrick Kehoe, 71 Chambers street, New York, scalp wound and contusion of leg.

William Madison, 91 Madison street, New York, leg badly lacerated.

Thomas Lewis, 50 Henry street, New York, side hurt.

Frederick VanWinkle, Greenpoint, slightly.

H. O. Bernard, formerly of Bedford avenue, Brooklyn, slight.

The wounded, so far as they required surgical aid, were attended by Dr. Julius Auerbach of Ocean Point.

The unknown dead, when gathered from the wreck, were taken to Lockwood's Grove, adjoining the Long Island Railroad depot, and laid on the dancing floor, where they remained until identified and removed. The last one, William B. Mott, was taken away late yesterday afternoon. The body of Conductor Hebbard was taken to his residence opposite the station. William Gould's body was taken from the wreck directly to his former home. All the rest lay on the dancing floor until yesterday.

John R. Hill of Woodsburgh, the Coroner of Rockaway, was sent for immediately after the bodies were recovered; he impanelled the following-named jurors: Pliny Doughty, oysterman; James Monaugh, boarding house keeper; Benjamin C. Mott, hotel keeper; Wm. Smith, carpenter; Samuel J. Horton, farmer; Daniel Mott, boarding house keeper; Joseph McKim, boarding house keeper; DeWitt Bowker, oysterman; Charles Carroll, lawyer; Charles Pettit, oysterman; John A. Wood, builder; Edwin Maher, painter.

WHAT IS SAID BY A RAILROAD MAN.

William Bigelow, an employee of the South Side Railroad, was off duty after noon on Monday, and started for Rockaway on Conductor Hebbard's train. He rode with Hebbard in the baggage end of the smoking car. He says that Hebbard was fully aware of, and seemed anxious about, the tardiness of his train. He consulted his watch frequently, and as often looked out of the baggage door of the car in the direction of an approaching train. When the train had got fully under speed after leaving Lawrence station, both at the same instant saw the engineer and fireman leaping from the locomotive. They then both by one impulse made for the door leading to the smoking compartment, turning about to reach the platform and save themselves by jumping off. Hebbard was first in this race. Bigelow had just passed the door when the shock came, the car seemingly opened in the middle, and he had some recollection of being struck by flying slivers. As he lost recollection, he was conscious of frightened screams were ringing in his ears. When he recovered his consciousness he found within arms' length of him two of the dead passengers, but he escaped with a few trifling bruises and one wound on his head. As soon as he had taken account of his injuries and found them unimportant, he joined in the effort to relieve those who were still imprisoned in the wreck.

Near Bizelow lay John J. Slater of 555 Union street, Brooklyn. He is an employee of the American News Company, and had started on the excursion to Rockaway with William Kelly of Pacific and Smith streets, Brooklyn. These two occupied about the third seat from the partition of the baggage smoking car. Slater saw Hebbard and Bigelow entering the car with consternation in their faces. He rose to make some effort to escape just as the crash came, and then he knew nothing more until he awoke to the consciousness of a painful pressure across his hips, dullness of limbs, and general soreness of body from crown to toe. He judges nearly an hour, he thinks, before he was taken out of the wreck. His right leg had a comminuted fracture just below the knee. His left leg was so badly bruised that it was believed to be broken, and dents and wounds in his thighs led his physicians to suppose that there was a dangerous fracture of the pelvis.

As was afterward ascertained his fractured leg was his most serious wound, and after two hours living exposed to the sun he was removed to Cottage Hotel. Later was robbed of his watch and chain when being removed from the wreck. Robert Hudson of 239 Powers street, Brooklyn, was slightly wounded.

WHAT FATHER MURPHY SAW.

One of the first of the residents of Rockaway to go to the assistance of the sufferers was Father Murphy, parish priest. When he arrived upon the scene he was impressed, he says, with what seemed to him the unaccountable apathy as to the condition of the sufferers among the passengers, and more especially among the railway employees. Three or four victims had been relieved from their durance. They were of those whose death but who then showed some signs of life. They had been taken into the scrub timber, whose branches served to keep the flies from the wounds, but no provision was made to shield them from the sun. The wounded and dying were left exposed to the sun until Mr. Lockwood offered his dancing floor for the reception of those unmistakably dying, and for the dead, and those badly wounded were accommodated in the neighboring hotels.

Father Murphy soon after his arrival noticed the shoeless foot of one of the entombed passengers whose body was hidden from view by the debris. He called the attention of some of the railroad men thereto. They were lifting the floor of the baggage car of the west-bound train which had telescoped into the car following. They refused to leave their work.

Mr. Jacob New of 98 Union place, Greenpoint, was in the smoking car of the east-bound train, and had an almost miraculous escape. He attributes his own good fortune and that of those on the seats nearest him to the fact that all dropped to the floor as soon as the locomotive whistled "down brakes." The tender was piled up over them the next instant, and their car was an utter wreck. Both Mr. New's arms and legs were caught in the falling beams, and three unconscious passengers lay either on or close to him. Every moment, he says, he was expecting to see the few beams sustaining the tender give way and crush them. Those who were free escaped through the bottom of the car, which was torn into fragments. His right leg was badly bruised, and one of his hands and wrists was cut. One boot was gone, but, singularly, his coat was not even torn. He contrived to extricate his limbs from the beams, and then crawled out one of the windows. Thomas H. Robinson, who was with Mr. New, was less fortunate, having his right leg badly lacerated and his arms sprained. He was taken to Mott's Hotel, whence he was borne to Williamsburgh yesterday. Mr. New says that he saw the roof of the smoking car lying fifty feet away from the wreck, having been thrown thither by the shock.

Superintendent L. D. Barton was at Babylon when the accident occurred. The first intimation he received was from a disturbance of the telegraph circuit, from which the operator inferred that something had gone wrong at Rockaway. At 6 P. M. he says he received an almost unintelligible despatch concerning the accident, and he at once took a train and what force he could collect to the spot. He attributes the lack of enterprise in despatching at once an efficiently equipped wrecking train to the fact that no high officers were at the company's offices. He admitted that no orders had been received from Manager Poppenhusen, and less assistance. Still he thought it incontrovertible that the responsibility for the accident rested with Conductor Hebbard, who had violated the plainly printed running rules of the company.

Michael McLaughlin, one of the wrecking gang, was injured badly, if not fatally, by a singular accident while working yesterday morning. He and several others were tugging at a rope trying to extricate one of the large coupling bars of the locomotive Montauk. The bar gave way so unexpectedly that it was thrown with great force against McLaughlin's chest. It is thought that he is fatally injured. He lives at Valley Stream, and has a wife and family.

Mismanagement and Impertinence.

TO THE EDITOR OF THE SUN—*Sir:* The Rockaway train which left Hunter's Point depot at 9 A. M. on Monday was placed on a side track for two hours, two miles south of Jamaica. When asked the cause of the detention, not a civil word could be obtained from any of the employees. The result was that over 300 people were detained. If they could have received any information of a satisfactory nature, many of them would have walked to Jamaica and taken the cars for Brooklyn. M. E. P.

A Rivalry for a Young Woman's Hand Ended in a Murder.

SCRANTON, Pa., July 6.—Frank Doud was stabbed in the abdomen by Walter Whittaker last night. The tragedy was on Boose Hill, where the murderer and his victim have lived for several years. Doud and Whittaker, although boon companions, had been rival suitors for the hand of a young woman named McNamara. In the afternoon they indulged in a war of words, in which the young lady's name was freely mentioned. Doud said that he would take her away from all rivals, which so incensed Whittaker that he grew desperate. He went home and armed himself with a butcher's knife, swearing that he would take the life of Frank Doud as soon as he met him.

THE CONTEST AT SARATOGA

PREPARATIONS FOR THE COMING COLLEGE REGATTA.

The Crew that will Represent Amherst—How the Boys Look and What the Boys are Doing—The Rowing Men all at Sea.

Although Amherst College won the University race of '72, and held an honorable place at the finish in the race of '73, she failed to send a crew to compete for laurels last year. This was partly due to a prejudice against Saratoga, and partly to other reasons, all of which fell to the ground this year before the enthusiasm of the students. The crew arrived here on the 29th ult, and are quartered at Morgan Ramsdill's, on the west side of the lake, using the boat house occupied by Cornell last year. The crew had considerable practice before arrival, subject, however, to the drawback of a four mile tramp or ride to the Connecticut, the only available sheet of water suitable for rowing near the college. The crew were the only one out this morning, the water being a little rough on the regular course. They, however, pulled down toward the Yale quarters, where smoother water exists, and managed to have a good three-mile spin. The Amherst boys, with two exceptions, are the only crew on the lake that adhere to the regular American stroke. It is claimed by many professionals that the English stroke, though very good when rowing with the tide, as nearly all English races are rowed, cannot win on slack water like that of Saratoga Lake, and that given two crews of equal power and skill, one rowing the American, the other the English stroke, the former must win. The superiority of the one stroke over the other has not yet been decided at a college regatta, for the victory of Columbia last year for obvious reasons cannot be construed as a triumph for the English style of rowing. It is to be hoped, therefore, that the crews which adhere to the American stroke will be equal in form to those using the English, in order that the matter may be fairly tested. The Amherst's stroke was taught them by John Biglin in 1872, and it won them the race. In 1873 Ellis Ward coached the crew and the best principles of those skilful oarsmen have been sought to be retained, the stroke of the present crew, however, not being quite such as that of the former. It is a long and powerful stroke, generally well pulled, back, legs, and arms being made to do an equal share of duty. There are two weak spots in the crew, who are, however, daily improving, but the rest look like tough customers. The crew did very well this morning, and should they continue to improve, the purple and white colors will be sure at least of a good finish on the eventful 14th. The crew are brought up to this morning:

THE AMHERST CREW.

	Age.	Height.	Weight.
Bow—W. O. Weeden	20	5.9	148
2—Samuel R. Jennston	20	5.9	152
3—Jas. H. Wheelock	21	5.9	150
4—Geo. H. Reed	21	5.9½	163
5—Hadley A. Hull	23	6	165
Stroke—Jas. H. Snow	21	6	155
Substitute—John B. Stanchfield	21	5.10	152

Frank Green, who came up here as captain, has given way to Johnston. Johnston rowed in the Freshman race in 1873, as did Goodnow. The rest of the crew have pulled in class races, with the exception of Reed, who never sat in a shell before. Bow, who is of frightened writers, was pulled in the six-oared shell, which won the class race last fall in a three-mile race and a turn, in the fast time of 18 min. 6 sec. Blakey of Cambridge furnished the shell; it is 50 feet long and said to weigh but 90 pounds. The shell seems to trim well, but the captain thinks the weight has been understated, and the crew may possibly have to fall back on an old shell. The diet of the crew is liberal. Ale is allowed for dinner, and supper, and milk and coffee for breakfast. Steaks, chops and oatmeal are the staples, with plenty of vegetables and fruit thrown in. The crew are pulling about 31 to 33 in practice, and expect to get up to about 36 to 38 by the day of the race. They row twice a day, morning and afternoon, ten miles in the morning, over the course when the water permits. They have had a drawback in not yet receiving their new oars, which will be of Donohue's make, and they have been obliged to practice with old oars of ancient model. The new oars are expected tomorrow. The crew is not so heavy as the crews of 1872 and 1873. The boys have all enjoyed good health since their arrival.

DESCRIBED INDIVIDUALLY.

Capt. Johnson of Bellcentre, Ohio, is a wiry, well built man, with a formidable moustache and mutton chop whiskers. He is a fine debater, the best looking man in the crew and a favorite with the ladies. Bow is from a large town not yet named, about 18 miles from Lafayette, Ind. He is the musical man of the crew. Goodnow of Wilmington, Vt., is the heavy feeder of the crew, not from fondness of gormandizing but from a belief in the necessity for a free diet in training. Hull of Griswold, Conn., is the youthful giant of the crew. His limited notions of the amount of exercise necessary in training make the captain weep. Weeden of Providence is the best speaker in the crew, and is a fine mimic and a good singer, and is a great theorist. "Mug" Stanchfield, substitute, is a good looking, very studious youth, who was brought along to keep the crew in favor with the faculty. As a whistler he is a real treasure, notwithstanding his continuous practice, and he is also a good dancer. Reed of Moriah Centre, New York, is a powerful, fierce looking youth, who spends his spare time in forcing his moustache and side whiskers. He never sat in a shell before, but nevertheless he bids fair to pick up a wrinkle or two before the race.

The crew keep very quiet as regards their chances and affect to consider them very slim of even coming in at the conclusion of the University race unless they improve in future. While the Amherst crew at present does not equal in form and style several on the lake, it must be borne in mind that the stroke used is a very dangerous one in the hands of a good crew, and that there is yet time for the crew to achieve that necessary improvement in form which wrought out victory in '72. Amherst sends no freshman crew this year, nor does she enter for the single scull contest.

Rowing men up here are much more puzzled this year than they were last as to the probable result of the race, and the positions of the leaders at the finish. Then Harvard, Wesleyan, Amherst, Columbia, and Yale were pitted as morally certain to have the first four places, and except as to Yale the prediction proved true. This year there are several dark horses. Howard, Yale, Columbia, and Wesleyan all stand well, but Cornell, Princeton, and Dartmouth are also placed among the strong crews. Amherst, as yet, has not been taken into favor, and the other six are not spoken of as having a show except in the chapter of accidents.

ADVICE TO COLORED MEN.

Fred Douglass's Opinion of Certain Loud Philanthropists.

WASHINGTON, July 6.—In a speech at a Fourth of July celebration at Hillsdale, near this city, yesterday, Fred Douglass, in speaking of the colored race, said: "All we ask is a fair field to work in and the white man to leave us alone. We have been injured more than we have been helped by men who have professed to be our friends. They have sent without clients, broken-down ministers without churches, wandering teachers without schools. They are great beggars. They have the gift of begging down to a nicety. They are great at getting out circulars. They scatter them broadcast over the land as leaves before an autumnal gales. If you are worth anything they will find out where you live, and if you never get a letter before you will get one now. Fellow citizens, we must stop these men from begging for us. They misrepresent us, and cause the country to look upon us as a poor and helpless people."

Referring to the Freedmen's Savings Bank, he said: "We have had a 'Freedmen's Savings Institute,' but we don't hear any more. Our white friends told us that if we had cents, to bring them to them, and they would take care of them; and if we had dollars, or hundreds, or thousands, also to bring them to them. They told us they had a goose and a golden egg. Yes, we put our million there, but where are they now? The men who we trusted into that came a few years ago, poor men, are now domiciled in beautiful homes and drive their fine turn-outs."

New Appointments by the President.

WASHINGTON, July 6.—The President has appointed Charles S. Douglass of the District of Columbia to be United States Consul at Puerta Plata, San Domingo; William C. Nichols, Assistant Treasurer of the United States at Chicago, Ill.; Frederick E. Grossman, Collector of Customs for the District of Fernandina, Fla.; J. Tadlo of Nebraska, to be Secretary of the Territory of Colorado; John R. Clark of Nebraska, to be Surveyor-General of the United States for the District of Nebraska and Iowa; H. M. Keyser of Illinois, to be Receiver of Public Moneys at Helena, Montana; Thomas A. Ridley of Pennsylvania, Agent for the Indians of White River Agency in Dakota; and Charles N. Brewer, Attorney for the United States for the Territory of Colorado.

Employers to Strike against a Trade Union.

WASHINGTON, July 6.—The employing printers met here this evening and adopted resolutions declaring that the rules of the Columbia Typographical Union in regard to the conduct of printing establishments, rates of wages, hours of labor, &c., are onerous and detrimental to the private pecuniary interests of the District, and that they will not be governed by the Union in the matters complained of after August 2.

About 80 printers were furloughed to-day from the Government printing office on account of the decrease of work.

A Jersey City Fireman Killed.

Martin Davis, driver of Hook and Ladder 2 of Jersey City, while going to a fire yesterday morning was thrown from his seat and crushed to death under the wheels. He has been connected with the paid fire department since its organization.

SCHERINGER'S SPAVINED NAG.

Mr. Bergh Taking a Lesson from an Intelligent Veterinary Surgeon—One Question Settled for the Active Zoophilist.

Michael Scheringer owns a stair-building shop at 162d street and Cortlandt avenue. His motive power is furnished by a horse, which, acting on a shaft through the medium of a treadmill, keeps the lathes revolving. On the 1st of June one of Mr. Bergh's officers passed Mr. Scheringer's shop, and noticed that the horse limped. The officer watched, and learned that every time the machine stopped the horse drew one of his hind legs close up against his ribs. Mr. Bergh was informed of the fact, and yesterday Mr. Scheringer appeared in the Special Sessions to answer a charge of cruelty to animals.

John J. Healy, the agent, testified that the horse limped badly, and seemed to be in great pain. Then he explained how the horse, when he was idle, drew up one of his hind legs as though he wished to warm it.

"What made him draw up his leg?" asked Justice Otterbourg.

"I don't know," said the agent, "unless he wanted to tickle his ribs."

"Was it from a sensation of pain or pleasure?" the Justice asked.

Mr. Healy said that he really didn't know, but that it was rather unusual for a horse to stand on three legs and keep one laid away on the shelf.

Robert W. Finley, a veterinary surgeon, testified that the horse was spavined. It does not hurt a spavined horse to work, he said. Spavin is not a disease itself, but is the result of some disease. When a spavined horse is started he is lame for a few minutes, but he soon gets over it, and then he is just as good as any other horse.

"What makes a spavined horse limp, unless walking gives him pain?" Mr. Bergh asked.

"It's a bad habit they get into," the surgeon replied. "When they have the original disease they limp because it is painful for them to walk. Then when that disease disappears, and leaves them spavined, they are sometimes a little stiff, but oftener it is nothing but the remembrance of what they had before."

"Why did this horse lift his hind leg?" asked Mr. Bergh.

The surgeon explained that in lifting his foot the horse straightened the cords in his leg, and felt easier, just as a man does when he yawns and stretches his arms. The motion is the same, whether the horse works or not.

Mr. Bergh said that he was very anxious to have the question settled, once for all, whether or not a New York court will consider it cruel to work a spavined horse. The court settled the question by discharging the prisoner.

THE OLD WORLD'S NEWS.

The American Team in Belfast—An Enthusiastic Reception.

BELFAST, July 6.—The American team arrived in this city this evening. Their reception surpassed even that given them when they entered Dublin. Mayor Lindsay and the Corporation of the city were at the station to receive them as they stepped from the train, and escorted them to the carriages.

The crowd in and around the depot filled all available space. A procession was formed and the guests made a triumphal entry into the city. They passed through streets festooned with banners and packed on each side with crowds apparently comprising the entire population.

The cheering was unceasing from the moment they left the station until they reached the Imperial Hotel. There the enthusiasm of the population was so great, and the calls for the Captain of the team so urgent, that the Mayor introduced Col. Gildersleeve, who received round after round of applause, and as soon as silence could be obtained, Col. Gildersleeve said:

CITIZENS OF BELFAST—The gentlemen of the American team and their friends thank you most cordially for this enthusiastic welcome to your shores. We love our country, and are proud of the compliment to our country, and are proud of the great honor you do it. Accept my earnest and sincere thanks in behalf of the team and the land they delight to call home.

The cheering was tremendous.

The Mayor then introduced Major Leech, who was received with great applause. He said the highest honor that could be paid to him and the Irish team was in the cordial welcome the people of Belfast had given their conquerors.

The visitors then entered the hotel and dined with the Mayor and Corporation of the city.

Later in the evening they attended a fête given in their honor at the Botanic Gardens. On their way to the place of festivity they found the streets crowded with people, and the enthusiasm was irrepressible. The gardens presented a gala appearance. Fifteen thousand persons were present, and repeated cheers were given for the Americans.

The New Constitution for the Kingdom of Spain—Religious Liberty Declared.

MADRID, July 6.—The commission of nine members appointed to prepare the draft of a new Constitution for the Kingdom of Spain have concluded their labors. The draft opens with a declaration of individual and religious liberty. The Legislature is to consist of a Senate and Chamber of Deputies composed as in other liberal monarchical States. The monarchy is to be irremovable. It is believed the Constitution will be adopted without modification.

It is rumored that the Alfonsists have captured Cauta-Vieja.

The Carlists have cut the railway between Huesca and Barcelona at Tordlenta.

The Carlists Retreating.

MADRID, July 6.—The *Diario* says it has reason to believe that Dorregaray's army, feeling incapable of resisting an attack of the Alfonsist forces, left Cantavieja, and crossed the river Ebro, and is now marching into Catalonia.

Several gunboats and heavy calibre have been disembarked from steamers at San Sebastian. They are intended for the detached forts at Renteria. The Carlists have erected fresh batteries against San Sebastian.

Gen. Loma has effected a junction with Gen. Quesada.

M. Gambetta Declines Cassagnac's Challenge.

PARIS, July 6.—M. Gambetta has declined to accept Granier de Cassagnac's challenge to fight a duel on account of an article published in the *Republic Française*. He says he cannot hold himself at the disposal of the first comer among his political adversaries, as he has other duties and responsibilities to fulfil towards his party, France, and the republic.

Poor Prospects for the Harvests.

LONDON, July 6.—The *Mark Lane Express* of this week says the weather is calculated to hinder haying and harvesting. Dryness is required. Consequently, the prospects are rather threatening for the future. The prices of wheat are a shilling higher, and in some markets two shillings.

Don Carlos's Father Arrested.

PARIS, July 6.—The father of Don Carlos has been arrested at Hendaye, on the Spanish frontier, and conducted to Bayonne.

The Spanish man-of-war Vittoria has returned to the northern coast to complete the destruction of the Carlist ports.

Dissolution of the National Assembly.

PARIS, July 6.—The Bureaux of the Left have decided to introduce within a few days a motion for the dissolution of the Assembly and for general elections in the middle of November.

The Knife in Jersey City.

Thomas Lusty, aged 21, of Pacific avenue, Jersey City, was fatally stabbed in a row in the saloon of Philip Louss, on Handay street, at half past eleven last night. He was taken to the Charity Hospital, where Coroner Francis Whalen took his ante-mortem deposition. The alleged prisoner arrested is one "Red" Brinkerhoff and Barney Smith, who were engaged in the fight, and held in custody to await the result of Lusty's injuries.

Straw Bids for Mail Service in the South.

WASHINGTON, July 6.—The Post Office Department having received information that the contractors for carrying the mails between Vicksburg and New Orleans, and between Shine Pass and Weiss Bluff in Texas, have failed to perform the service, the Postmasters at these places have been directed to employ temporary service at a rate not exceeding the old prices. The department will relet the routes.

The Increased Railroad Fares.

WASHINGTON, July 6.—The sale of through tickets over the Baltimore and Ohio and Baltimore and Potomac Railroads at increased rates has been commenced, in pursuance of the agreement entered into in New York. The local fare between Baltimore and Washington over the latter road has also been advanced to $1.20 for a single trip, or $2 for the round trip, the same as the Baltimore and Ohio rates.

A Domestic Tragedy in Port Jervis.

PORT JERVIS, July 6.—Last evening O. G. Griswold of this village was killed by his stepson, Ezra Huntingdon, with a pistol. There had been a fight between them, and Huntingdon, who was intoxicated, was beaten and ejected from the house. He returned and shot his assailant. He was at once arrested and taken to Goshen.

Six Boys Drowned on a Sand Bar.

FALL RIVER, Mass., July 6.—A party of seven lads, while bathing at the junction of Watupper Lake and Tuequeeham river to-day, joined hands and waded off a sand bar into deep water. John W. Fielding, James and William Jacques, Wm. Dyer, Francis Kane, and George McManus, were drowned. The seventh lad reached the shore.

GRANT'S BROTHERS-IN-LAW

A GREAT MAN WHO IS FAITHFUL TO HIS RELATIONS.

Attorney-General Pierrepont's Troubles—His Work of Reform Checked by the Administration—A Brother-in-Law in the Case.

WASHINGTON, July 6.—I don't know a gentleman more to be pitied just at this time than Judge Pierrepont. THE SUN, in its kindness, cannot bestow too much sympathy on him. He reminds me of a thoroughly equipped and finely-modelled clipper ship leaving port under a press of canvas and a calm sea, but brought up a few miles from port and wrecked on a hidden rock. The hidden rock in this case is the Administration, and the Administration's brother-in-law. War, pestilence, famine, thunder, and lightning would not disturb the Administration's equanimity. But undertake to remove a brother-in-law from office, no matter how much he may have abused the trust or used the office for personal gain, and you touch the Administration in the only sensitive part it seems to have.

Judge Pierrepont is an honest, upright man, and no doubt consented to become the successor of Attorney-General Williams with the very best of intentions and a firm determination to do his whole duty. To reform the Department of Justice, or no justice, as it is commonly called, was a task a more resolute man than Mr. Pierrepont might have quailed before. No other department of the Government, if we except the Navy, had sunk so low, or become so utterly demoralized and corrupt in all its parts. Grant had ordered and Williams had so manipulated it in the interests of politicians until what was intended for a department of law and justice became a dangerous and corrupt machine, used by the very worst of men to elect themselves to Congress. To reform such an institution under the present Administration was a monster undertaking; but Mr. Pierrepont went about it manfully, and told his friends that he meant to purge it of the thieves and worthless men who had been fastened on it in the character of District Attorneys and marshals. His friends cheered him, encouraged him with kind words, and waited for good results.

This reform, like all other reforms, should begin at home, and there is no place where it is so much needed as in this very city of Washington. We have a United States Marshal here, a brother-in-law of the Administration, who has abused his trust shamefully, and made his office a willing instrument at the service of Boss Shepherd and his ring of robbers. It was this very United States Marshal who, during the Safeburgh trial, attempted to pack the jury with Harrington's most intimate friends and coniedcrates. As to District Attorney Fisher, go outside of Boss Shepherd's ring and there is but one opinion regarding him here. Fisher is not in his mental and morally unfit for the office, and has brought it into contempt. No one here has any confidence in his integrity or respect for him as a man. The report in the columns of THE SUN, a few days ago, that Mr. Pierrepont had this man Fisher down for dismissal was received here with a feeling of satisfaction I have rarely seen excelled. The only fear was that the news was too good to be true. "If he is not dismissed he ought to be," people said.

We have seen how this precious firm of Fisher & Fisher, and Fisher, Harrington & Fisher, served up in so many discreditable ways that the people of Washington have become nauseated with it, and pray to be relieved of the stench it has brought on the administration of Justice. Attorney-General Pierrepont may as may as well stop unearthing rogues in his department. He cannot obtain a conviction while Fisher is District Attorney. He is satisfied of that; but he is not satisfied as to the influences which protect such objects. If he will just step down to Mr. A. R. Shepherd's magnificent establishment, the Boss will enlighten him. He at one time owned all three members of that illustrious law firm, and could tell you to a cent the price he paid for each. We have had Fisher & Fisher attending to public business. We have had Fisher & Fisher attending to private law cases. And we have had Fisher & Fisher, precious father and worthy son, drawing large amounts of money from the Government as District Attorney and Assistant District Attorney, and both so utterly incompetent that the Government is forced to employ special counsel whenever it has a case of any importance.

Begin your great work of reforming the Department of Justice right here, Mr. Pierrepont. Do not be by summarily dismissing Fisher & Fisher and Marshal Sharp, then who have abused their trusts quite as much as any you will find in Arkansas, Alabama, or Mississippi. Perhaps I was too hasty in making this request, for here comes the news in a very pretty well authenticated form, that the Administration has interposed to save Brother-in-law Sharp, and Brother-in-law Sharp, in turn, has interposed to save Fisher & Fisher. In other words, that Mr. Pierrepont has been told that there is no objections to his reforming the Department of Justice, but he must not disturb Brother in-law Sharp. How very unfortunate was in Mr. Pierrepont not to have foreseen this. It was only a few days before the Administration left here to settle down at Long Branch for the summer and enjoy that rest it so much needed, that it got up a fight with a negro man and shot over our Brother-in-law Sharp's big dog Towser. On that occasion the Administration, with its new white hat on, struck out from the left, after the manner of the prize ring.

Is that man and brother with big grafs somewhat uncere nonfusily. If, then, the Administration would defend a brother-in-law's big dog in this pugilistic style, what would it not do for a brother-in-law himself? Yes, Mr. Pierrepont, thunder and lightning, pestilence and famine, war and all its attendants, would not disturb the solemn equanimity of the Administration. Attempt to remove a brother-in-law from office and you touch it in its only sensitive place.

"That man Jim Casey, brother-in-law of the President," said a gentleman from New Orleans to me a few days ago, "has been the cause of more mischief in Louisiana than people at a distance can imagine. Send him away from there and break up that Custom House clique and peace and prosperity would soon follow in our State. But I suppose the President is so blind in his selfishness that he could not be made to see that." COLUMBIA.

JAY COOKE'S ESTATE.

An Application for a Receiver for the "Real Estate Pool."

WASHINGTON, July 6.—Columbus Alexander, one of the creditors of Jay Cooke & Co., claims that what he terms the "real estate pool" of the late District Government is a debtor to the Jay Cooke estate to the amount of the profits arising from $25,000 invested by Cooke in the pool. Accordingly he has entered suit in the Supreme Court of the District against the pool, making E. M. Lewis and the several members of the Cooke firm plaintiffs, and Kilbourn & Latta, Senator Stewart, Senator Sargent, George C. Gorham, Jerome Chaffee, Field & Fox, W. W. Corcoran, Alexander Shepherd, George W. Riggs, and twenty-three others defendants. He has made application for a receiver for all the real estate purchased by them, and for an injunction to prevent them from disposing of any property in their hands. He also calls for bills and exhibits, and asks to have subpœnas issued to all of the