SEARCHING FOR THE DEAD.

STORIES OF THE FOUR DIVERS WHO GROPED ABOUT THE BOTTOM OF THE TAY.

The Railway Carriages Broken to Pieces and No Bodies Within Them—A Probability that the Dead will be Carried Up and Down at the Mercy of the Tides Until Washed Ashore, if they are not, Indeed, Buried in the Quicksands Beyond Recovery.

From the London Times.

DUNDEE, Jan. 1.—Four divers were employed this morning in the portion of the river where the train is engulfed. Fox, the harbor diver, and Simpson, Barclay, and Gray, who have been engaged by the railway company. Fox relates his experience as follows: "I made my descent this morning at the spot where I went down yesterday. My object in so doing was to set at rest some doubts regarding the position and the contents of the first-class carriage. The water was as dark and muddy as before, and I could only grope about. I went down to the bed of the river, and from there climbed up on to the girder which at that point stands four feet above ground. I walked along the ends of the girders and searched all through the carriage. Office windows and doors were facing the east, and I knew by this that the carriage was on its wheels and not lying on its side like the others. I did not, however, find the wheels. I walked along the girder and searched with a grappling iron through every opening in the broken framework I could find, and convinced myself that there were no bodies there. It is undoubtedly the case that the roof of the carriage and also the compartments are gone. The framework only remains, and some loose materials which float about, but are evidently held fast at one end. I speak of cushions and remnants of carriage furniture. I assure you I should only be glad to find a body and bring it to the surface, but I am sure there are none to bring. When I made sure of that I walked along the girder for, I should say, about thirty feet southward, but found no other carriage. Both the third-class carriages discovered lie to the north of the first-class. I could not walk further than I did in search of the missing carriages, for I must have been in the water altogether about an hour and a quarter, and it was laborious work, hanging on to the girder with one hand and groping with the other. There was a swinging door on the first-class carriage. I tried to wrench it off but failed. After I had gone to the surface, on one occasion, a piece of polished wood floated to the surface; I suppose it was from that door."

Barclay makes the following statement: On going down this morning I first touched the bed of the river, but a few steps brought me into contact with one of the girders. I did not know where I was with certainty, for I had found other carriages already discovered. I could only explore around me in the best way I could. Equipped with a small grappling iron, four or five feet long, I groped along the girder, feeling through the excess as far as I could reach. I suppose I had gone about twenty feet when my grappling iron caught a carriage lamp. The spaces of the girder were very much silted up with sand, in which the lamp seemed to be imbedded. It was not attached to anything for it came away freely when I pulled. The glass of it I found was broken, but the framework was uninjured. I signalled for a line, and had the lamp hauled up to the surface at once. I continued my exploration, but did not succeed in finding anything more—no woodwork or any signs of bodies."

DUNDEE, Jan. 2.—A new diver named Watts has come from Sunderland. Both the gunboats Firm and Netley have arrived in the Tay to assist in dealing with the wreck and in recovering bodies. The latter vessel, it is believed, will use the remains of the carriages still undiscovered has been pretty generally abandoned. All of them, it is thought, must have been swept away by the tide, and as the time is approaching when they may be expected to reappear efforts are being taken for recovering them. Some fifteen boats from the whaling fleet are to begin a search in all the sandbanks and bays of the Firth to-morrow, and Mr. Walker, general Manager of the North British Railway Company, has written to the Chief Constable of Forfarshire, Fifeshire, and Berwickshire, asking them to instruct their officers to keep a diligent look-out along the shore. Mr. Walker has also asked that the greatest care should be taken in the treatment of the bodies, and has offered not only to pay all the expenses so incurred, but also to give a gratuity of £5 for every body found. Evidence is already to hand for the identification of nearly every passenger in the lost train. Many relatives and friends of the dead have come from a distance, and are patiently waiting in the town. Others have sent photographs. In several instances the numbers marked on boys carried by the missing passengers have been furnished.

Such a quantity of wreckage has now come ashore that very little of the undiscovered carriages can still be remaining inside the girders. The action of the tide is evidently breaking them up more and more every day. Last night a lady's hat was observed floating in the river close to the side of the Esplanade. It was at once brought ashore and handed to the station master of the Tay Bridge station, and it was believed to be the hat of one of the passengers. It is a good deal torn and otherwise damaged.

It will come out in the evidence at the official inquiry to-morrow that the driver and stoker of the last train which passed over the bridge observed a continuous shower of sparks from their engine wheels while upon it. This would, no doubt, be caused by the friction of the wheels upon the guard rail, owing to the great lateral pressure of the wind.

THE FIRST BODY FOUND.

From the London Daily News.

DUNDEE, Jan. 2.—The body of Ann Cruikshanks, the only one yet recovered, was removed for interment to-day. Mr. Benson, a photographer from Cockburnspath, is supposed to have travelled by the Edinburgh train on Sunday night. With regard to Miss Brand, mentioned yesterday, it is stated that he was returning from Ladbroke. He mentioned to a gentleman at Lasybank that he intended to take his friends in Dundee by surprise. The anxious mother of this lady and another young person to the Lasybank friend, who saw that the likeness is that of the young man to whom he spoke. The artillery can found yesterday at Broughty Ferry was lost from the Castle there, and did not belong to any regiment. Since the determination of the authorities not to resume diving at its turn of the tide this evening, the wind which was then blowing has become very violent, and threatens to try the stability of the remainder of the ruined structure.

The crews of the Dundee whalers at present in dock are to make a systematic search for bodies as soon as the weather will allow. It seems that in the Tay the bodies of the drowned frequently rise to the surface during the ebb of the tides for a long time, and come to the surface after a storm. It is anticipated that the storm now raging will cast some ashore if they have not long since been washed out to sea. Mr. Grothe, who was the resident engineer during the building of the bridge, and who is now in Spain, has been telegraphed to come over to Dundee to give evidence. A new theory has been formed as to the cause of the accident. It is clear as far as the writer in the correspondents' column of the *Dundee Advertiser* that the accident is a judgment on the North British Railway Company because they have not been content with the fruit of six working days, but have work and used the seventh. This gentleman is convinced that the North British Company have always been sinners in this respect, but in connection with this bridge they were particularly assiduous in the business of Sabbath profanation, and "all circumstances faithfully considered, one can't fail to see that the fall of the bridge is a judgment." Upon this theory it seems a little remarkable that the directors should be alive and well at the Dundee station to-day, while there is probably not a shareholder among the drowned.

A portion of the guard's van, about six feet square, has been to-day washed ashore at East Newport, on the south side of the Tay. Some of the seats of a second-class carriage have also been found. The shattered condition of the portion of the van is held to confirm the theory of the engineers that the latter part of the train was blown off the rails. It is their belief that the missing carriages were wrecked by contact with the girders before the bridge and the remainder of the train fell into the river.

HOW DID THE ACCIDENT OCCUR?

From the Times.

Sir T. Bouch's theory of the cause of the accident is very generally accepted. As has been already stated, that theory is that the train was tilted up by the force of the wind on its western side and thrown against the eastern lattices, and that the girders gave way under the combined pressure of wind and steam. Few persons now doubt that what is here described really happened. It is consistent with the erratic movement of the lights of the train observed by spectators on shore, and with the fact that the tops of the carriages found have been in every case torn off. At the same time it is doubted by many whether this explanation is of itself sufficient to account for the extent of the accident. It would have necessitated for the breaking away of three or four girders, or parts of girders, or for the collapse of two or three sets of pillars, had that been all the damage done; but it is felt to be difficult to understand how the pressure of a train only 160 yards long could have carried away a section of the bridge upward of 1,000 yards long, or more than ten times its length, unless there was some inherent weakness in the bridge itself. In this connection two points are noted: The first is that the fact of the entire centre and high level section giving way is a proof that the several parts of that section were more strongly bound to one another than the whole of it was to the other parts of the structure. The force of this observation can hardly be denied by any who look at a plan of the bridge, and still less by any who examine the bridge in its present state. It is evident that the tie between the girders turned upward and the girders turned downward was very slight in comparison with the height of the bridge and with the depth of the girders themselves. Of course, the engineers and the Board of Trade authorities must have been satisfied as to the strength of these connections when the plans were sanctioned; but the fact remains that it was precisely at these two points that the bridge gave way. The other point noted is that the greater height to which the bridge was carried in this section greatly increased the strain on the pillars; but, it is added, while this would account for one or two sets of pillars giving way, it would not of itself account for the disappearance of the entire section.

ANOTHER EXPLANATION.

From the Pall Mall Gazette.

The first point ascertained by the discovery by the divers of a part of the wreck of the train is, that the bridge did not fall before the moment when the train was upon the portion that fell. If so, the idea of an independent destruction of the bridge by the gale, and of the leap of the engine and train into the chasm, must be definitely abandoned. Next, it is in evidence that the train was proceeding at a foot pace of three miles or thereabouts per hour. The theory of a violent concussion of the engine against the girder must, therefore, be given up. It would be too much to declare it impossible for the train to have left the rails (provided as they were with guards) at that speed; but it is extremely improbable that such was the case. We have thus to regard the girders that gave way as supporting a slowly moving weight of some 80 or 100 tons, distributed over about the length of one span of the bridge. As far as weight is concerned, this would have added to the stability of the bridge, unless so considerable an amount of oscillation had been set up as would have passed the limit of safety were the bridge unloaded. We are thus led to regard the bad effect of the train on the bridge as mainly limited to the addition of a surface of some 2,000 to 2,500 feet to the resisting area of one or two girders at a time.

The actual shock caused to either unloaded or loaded girder by the fury of the storm is less easy to estimate. A pressure of 55 pounds per square foot is said, in "Knight's Encyclopædia of Engineering," to have been actually registered at the Glasgow Observatory. But the measurement of pressure is one thing, and the exceptional fury of a pulsating gust up a funnel like that afforded by a river valley is another. We will not attempt at the moment to estimate the maximum pressure. But we shall probably be within the mark in taking a minimum force of 45 pounds per square foot. The area exposed by the girders is given at 7,615 superficial feet. But as this is not plain surface, but iron network or lattice, a large deduction must be made from that sum. On the other hand, the wind that rushed through one interval might strike another bar of the girder. If we allow one-third of the exposed area to be resisting surface, we shall have again in round numbers a surface of 2,500 superficial feet. On this estimate the pressure of the train on the bridge just about doubled the resistance offered to the wind; or, in other words, halved the resisting power of the bridge. And the lateral force to which a girder, or an equivalent part, was out of two continuous girders, was exposed, was more than 100 tons, acting as laterally displacing pressure. Keeping still to round figures, which it will be easy to correct if necessary, we find that the train had arrived at a point between the fourth and fifth piers when the collapse occurred. This is shown by the position of the wreck. The width of the piers was twenty-seven feet, and the width between the centres of the iron columns which stood on them was of course less. The height from the water to the rails is given at ninety-two feet, and above this was the thickness of the roadway and the depth of the girder. It follows that the effect of the force of the wind to tip the structure sideways was resisted by only three elements of stability. Of these one was the continuity of the girder; one was the weight of the bridge; the third was the disposition made to tie down the superstructure to the earth, so as to check a disposition to tip over.

The weight of the girder and the elements may hereafter be calculated; the second may be taken at under 400 tons for the span of bridge and train. This resistance would be exactly balanced by such a force as we have above estimated—namely, a pressure of 100 tons, acting with a leverage of four to one, directed to pull up the windward columns supporting the girder, the base of the leeward columns acting as a fulcrum. In this case the stability of the bridge would have depended solely on the continuity of the side girders, and on the provision for holding down the girders to the earth. This latter provision, however, seems to have been omitted. It may, of course, prove that such was not the case; but no mention is made of holding-down bolts. Had an iron plate been built in at the bottom of each cylinder, with bolts of adequate diameter keyed below it, and brought up through the concrete and masonry, the girder would have superstructure and prevent it sidelong tipping over on its narrow base, the bridge in all probability would have been safe. Now we are told that the sixth pier had been neatly cut across as by a knife, leaving a small piece of the lower portion of the iron columns remained on the masonry, which had been started, and showed cracks in several places." The fifth pier showed signs of a terrific wrench; the top coping was cracked, the legally cracked, and torn to pieces. The iron columns lay like so many matches." Here, then, we see the point of yielding. The "clean cut" on the sixth pier must have been due to the "way on" the yielding girder by the time the moment reached that pier, the splintered work on the fifth pier bearing the struggle where the structure first yielded. Thus the point of yielding was the attachment of the iron work to the piers—strong such substantial, no doubt, if regarded as intended to resist weight and vibration, but, so far as the accounts go, not secured in such a manner to the bottom of the masonry as to bind all together in one homogeneous structure and offer an adequate resistance to lateral displacement.

TRUST COMPANY REPORTS.

The Condition of these Institutions in New York and Brooklyn as Reported in Albany.

ALBANY, Jan. 15.—The following is the condition of the city and Brooklyn trust companies, as shown upon the recent annual examinations:

Union Stores.—*Resources*—Bonds and mortgages, $2,[illegible]; United States bonds, $4,150,000; State bonds, $[illegible]; city bonds, $[illegible]; railroad bonds, $[illegible]; bills receivable, $[illegible]; loans secured by collaterals, $[illegible]; real estate, $[illegible]; furniture, $[illegible]; banking house, $[illegible]; real estate other than banking house, $[illegible]; interest accrued, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Farmers' Loan and Trust.—*Resources*—Bonds and mortgages, $17,[illegible]; United States bonds, $2,[illegible]; railroad bonds, $[illegible]; State bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks, $[illegible]; loans secured by stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; due from banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Mechanics'.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Mechanics' and Traders'.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Manufacturers' and Builders'.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Leather Manufacturers'.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Merchants'.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Metropolitan.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Manufacturers' and Traders'.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Citizens'.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Nassau.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Metropolitan.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

Kings County.—*Resources*—Bonds and mortgages, $[illegible]; United States bonds, $[illegible]; State bonds, $[illegible]; railroad bonds, $[illegible]; bank stocks, $[illegible]; railroad stocks and bonds, $[illegible]; cash on hand and in banks, $[illegible]; real estate, $[illegible]; other assets, $[illegible]; total resources, $[illegible]. *Liabilities*—Capital stock paid in, $[illegible]; surplus fund, $[illegible]; undivided profits, $[illegible]; interest accrued on deposits, $[illegible]; dividends unpaid, $[illegible]; deposits, $[illegible]; total liabilities, $[illegible].

LILLIE BRAND'S STORY.

Prosecuting her Lover for Breaking his Promise of Marriage.

Miss Lillie E. Brand, a 19-year-old girl of 974 Jefferson street, who is a member of a Williamsburgh Sunday school and the organist of a Presbyterian church, was before Justice Semler in Brooklyn yesterday to prosecute John Leviss of 1,230 Broadway for breach of promise of marriage. Andrew Jackson of 592 Kosciusko street, who had been the mutual friend of both parties, having introduced them, testified that Leviss had told him that he was tired of living a bachelor's life, and wished a wife. He talked so business-like that Jackson invited him to his house to meet Miss Brand, who came there with her parents to meet Leviss. They went to Miss Brand's home together that evening. Two weeks later Leviss said that the girl was too young, and he asked to be introduced to some other young lady. Mrs. Jackson told the witness that he had made a mistake, as alliances contracted in that set way hardly ever amounted to anything. Leviss was introduced to another lady, but she did not suit him, and he turned to Miss Brand again.

Justice Semler said that it was important to know whether Leviss sought the introduction to the young ladies on the ground that he wished to marry.

Jackson said that he was positive about that.

Miss Brand was then called, and as she went upon the stand her mother burst into tears, and hysterically exclaimed: "I never had dealings with such a rascal before." Miss Brand testified that she made a trip to Coney Island with Leviss, that he enrolled his name in her autograph album, gave her a pair of bracelets which he afterward wanted returned, and a ring which her father gave back to him. He also gave her presents of fancy soaps and eau de cologne. He used to visit her four or five times a day and took tea with her on Sundays. He seemed anxious about her health, and told her not to go so much to church as she was killing herself with religion. Then he urged her not to play the organ or to go to Sunday school so much. One day she went to gather leaves with Mr. Leviss's sister, and that evening she took tea with the Levisses. The next day she went with Leviss for a walk to Ridgewood reservoir, and on their way home late in the afternoon she said he made an offer of marriage which she accepted. He said that as they hadn't known each other long they would not be married right away. He went home with her and soon after that ceased to visit her.

WASHINGTON MARKET FARMERS.

Marketmen's Protests Against their Removal to Gansevoort Street.

The Washington and West Washington Marketmen's Protective Association elected, yesterday, James Kny, President; John Nix, Vice-President; James Van Buren, Treasurer; and A. Morrison, Secretary. The members enrolled numbered 288. Each paid $1 initiation, and $1 for a year's dues in advance, making in all $576. In reference to the compulsory removal of the farmers from the neighboring streets to Gansevoort Market, and the proposal to move Washington Market itself there, Mr. Garrett Bergen said that the marketmen, by their unanimity of action, showed that they intended to stay where they were.

Judge Cropsey said that the farmers were forming associations all through the suburbs against the compulsory removal, and that a meeting would take place at the Town Hall, New Utrecht, to-morrow evening. Mr. Robert G. Cornell remarked that the marketmen could not be legally driven away for ten years to come, and that the money in the wagons was safe enough from animosity, but from a misconception as to what was the best thing to do. If the case were fairly brought before the Comptroller it could be settled, and the marketmen would not be disturbed for many years. If the Comptroller should decline to appear, at his convenience, a conference committee of three for each market, the officers of the association to be ex-officio members of both. An adjournment took place to next Monday at 1 o'clock, and subsequent to the meeting eight real estate holders of the market vicinity announced that they would hold a meeting at the same place to-morrow at 2 o'clock to inquire, among other matters, why the wagons had been driven away, and to consult as to modes of resisting any removal of the market.

JOHNSON IN HOT WATER.

New Charges Against the Man who Stole ex-Gov. Tilden's Law Books.

James B. Johnson, who caused the arrest on Wednesday of John Hayes, accusing him of swindling at faro, and who was lately released from State prison, where he was sent for stealing law books from Samuel J. Tilden, was yesterday arrested at the House of Detention by Detective Golden on the charge of operating as a boarding house thief. He was identified as such by several persons at the Police Central Office.

On Dec. 28, 1879, a man called at 250 East Seventy-eighth street, and inquired for Dr. Davidson. The Doctor was out, and the caller said he would wait. When the Doctor returned the man was gone, and an overcoat and a diamond pin were missing. Detective Golden made inquiries of the Superintendent of State Prisons and learned that Johnson had lately been released, and his description tallied with that of the man who robbed Dr. Davidson.

In the Jefferson Market Police Court, yesterday, Johnson was identified as the man who hired a room at 297 Fifth avenue, on Dec. 31, and stole from an adjoining room diamonds valued at $500 from the wife of Major Norton.

Johnson denied his guilt and was remanded. It is said that his father is a clergyman in St. Louis, and that his brother is a clergyman on Long Island.

MERE MENTION.

They have begun cutting ice in Albany, but the quality is poor.

Mayor Cooper will receive in his office contributions to the Irish relief fund.

The sum has been received for Mrs. Neutlinger $1 from T. for the Cummings family $1 from D.

Entertainment by Equity Lodge, 141, I. O. G. T., 269 West Twenty-fifth street, to-morrow night.

Alexander Ketchum, General Appraiser of the Port, is seriously ill at his residence in Williamsburgh.

For fifty-two consecutive years Joel S. Robinson of Ewing's Neck, South Jersey, has been a Justice of the Peace.

No one could be found who would accept the postmastership of Lincoln Park, N. J., and the office has been discontinued.

The body of a man about 30 years of age, who had evidently frozen to death, was found on the meadows near Bayonne, N. J., on Thursday morning.

Ripe strawberries and blossoms were picked by E. H. White of Seaboard, L. I., from his garden on Tuesday. They had ripened in the open air.

The children of a Gloucester city (N. J.) school handed their teacher a dollar for her birthday, to be distributed among the poor. Each pupil contributed a cent.

Abraham Valentine of Woodbury, L. I., was probably fatally wounded in the abdomen by the accidental discharge of his gun while hunting on Wednesday.

William Woolley, a painter, fell from a scaffold 30 feet high while painting a new house belonging to Dr. Janeway in seabright, N. J., yesterday, and was instantly killed.

Thomas Welsh, a laborer on the Scranton coal wharf at the foot of Hudson street, Jersey City, was crushed to death yesterday by the fall of some machinery on which he was at work.

A Bridgeton, N. J., machine company have received an order from the Japanese Government for dies to use in the manufacture of sardine cans, a factory having been established there.

The Grand Jury of Hudson County N. J., have returned a true bill against Charles Wurtz, Sr., the defaulting Treasurer of Union Hill. Wurtz is now in Canada. He is short in his accounts over $70,000.

Engineer Cummings of the Central Railroad of New Jersey freight train that plunged through an open draw bridge at Woodbridge Creek on Jan. 6, and John Nash, the bridge tender, have been discharged.

The employees of the Cumberland Nail and Iron Works, Bridgeton, N. J., have been informed that their wages will be increased 10 per cent. on February 1. This is the third advance made within a few months.

A grand bicycle tournament under the auspices of the Manhattan Club is to take place in American Institute Hall on the evening of Jan. 23. Some of the foreign bicyclists and prominent American amateurs will take part.

Mrs. Lathrop of 130 West Tenth street was knocked down yesterday by a runaway horse at Thirteenth street and University place, and suffered a broken nose and other severe injuries on the head.

Little George Moore, who amused himself by playing with matches, when his parents left him alone in their apartments at 946 East Fifteenth street, on Wednesday, died yesterday from the burns received by his setting the furniture on fire.

At a special meeting of the Chamber of Commerce yesterday, William M. Morgan was unanimously chosen to represent the Chamber in the Board of Pilot Commissioners in place of Mr. Charles H. Marshall, who resigned to accept the office of Alderman-at-Large.

The wife of the Rev. A. P. Cobb in Englishtown, N. J., was robbed of $800 worth of jewelry, silverware, and clothing on Sunday night. Yesterday George Murray who gave his alias and Joseph Latman were arrested and held for the Grand Jury, on a charge of being the burglars.

Arthur M. Clark, representing Beecher & Benedict, insurance agents, of Philadelphia, was arrested in Trenton, N. J., yesterday, on five charges of soliciting risks without having procured a license and without having conformed to the laws of the State. He was held in $1,000 bail on each charge.

The managers of the mask ball of the Cercle Francais de l'Harmonie to be held at the Academy of Music on the evening of the 20th inst., announce novelties from Europe in the way of masks and costumes. The music will be furnished by Max Schwab and Gratulla, and the supper by the Hotel Brunswick.

The Cyrenic phenomenon at the Aquarium broke the cord attached to his collar yesterday, and reached the tanks around the building with one bound. There was some alarm among the audience at the circus, but Mr. Frank Melville threw a lariat about the beast's head and soon brought him back to the ring.

The Fifth street police, by order of Capt. McCullagh, began making raids yesterday on unlicensed barrooms. Tucy arrested Andrew Meder of 519 East Eleventh street, Gustave Werner, 65 First street, Benedict Ess, 110 Third avenue, Patrick Collins, 507 East Thirteenth street, and others. All were placed under bonds by Justice Flammer.

In Association Hall, to-night, there will be a public debate between three members of the Literary society of the Y. M. C. A. of New York and three members of the Lyceum of the Y. M. C. A. of Philadelphia. Question: *Resolved*, That it is opposed to the interests of Ireland to sever her governmental connection with Great Britain. Affirmative, New York—Thomas J. Bush, Wm. H. St. John, Wm. H. Sage. Negative, Philadelphia—J. Henry Nevin, George B. Carr, James R. Dever.

Wanted—Females.

A.—UP-TOWN ADVERTISERS May leave their favors for THE SUN at the only authorized up-town advertisement offices.
1,938 Broadway, corner of 31st st., till 9 P. M., and
806 West 23d st., corner of 9th av., till 8 P. M.
766 3d av., corner of 47th st., till 8 P. M.
93 East 14th st., corner Union square, till 9 P. M.
No extra charge.

A.—SIEGEL BROTHERS want 300 operators on ladies' undergarments; W. & W. and W. & G.; steady work and good pay by piece or week. Entrance to workrooms, 103 and 105 South 5th av.

AT THE KURSHEEDT MFG. CO., operators on Willcox & Gibbs machine for hemming and banding ruffings; also girls to tie up goods and other light work. 194 South 5th av.

A.—WANTED—A few ladies to make feather stitching at home; please bring sample. JACKMAN & O'HARA, 200 Church st.

A MIDDLE-AGED woman for general housework; wages, $6; must have good reference. 204 E. 10th st.

AN ORDER COOK. Call at 10 o'clock, morning, 56 Broadway, Brooklyn, E. D.

A GIRL to do general housework. Apply, with references, at 922 East 83d st.

A GOOD chambermaid; call after 11. 153 Greene st.

BROWNING, KING & CO. want operators on white vests; steady work. Factory, 541 West 23d st.

BROWNING, KING & CO. want finishers on pants, at home or at factory. 541 West 23d st.

CORSET stitchers and boners wanted. Apply at 222 West 26th st., 4th floor.

EXPERIENCED hands on calico shirts; reference required; steady work and good pay.
HAAS & FRANKEL, 18 Mercer st.

FREE Sewing Machine School, open daily from 9 to 5, at Girls' Lodging House, 27 St. Mark's place, 8th st.

GIRLS wanted to make umbrellas by J. W. HEWITT, successor to Dawes & Fanning, 98-100 Franklin st.

G. SIMON & CO., 26 and 28 Lispenard st., want collar-stitche bunders; only those experienced need apply.

G. SIMON & CO., 26 and 28 Lispenard st., want banders on ruffings.

OPERATORS, fitters, and pasters on ladies' fine shoes wanted at 70 Warren st.

OPERATORS and fitters wanted on men's fine shoes, at 57 Warren st.

PAPER BOXES.—Wanted, several girls to make paper boxes; none but experienced hands need apply to HENRY MEYER, 87 Walker st.

SEWING MACHINES rented, privilege buying; sold cheap; splendid cabinet, half-case, $10 up. 23 Greenwich av., corner West 10th st., or 137 East Broadway, near Canal st.

SEWING machines, wholesale and retail; Howe, Home, Domestic, W. & W., Singer, &c., new, from $15 to $35; discount to dealers. 161 CLIN'N ST. 57 and 59 Murray st.

SEWING MACHINES, all kinds, $7; warranted for 3 years. 304 East Broadway, junction of Grand st.

SMART girls to sew. 219 Grand st. Ring first bell.

TO Blank Book Sewers.—A first-class full-bound sewer wanted. YOUNG & KELLY, 40 Fulton st.

WANTED—Hands to make drawers, undershirts, overalls, fancy and white shirts; work given out; references required; apply at 48 Leonard st.
T. HENRY ROTHSCHILD.

WANTED—Experienced hands to embroider white ties; also hands on calico flat scarfs. 440 Broadway.
H. RICHTER'S SONS.

WANTED—Tassel makers, ruffmakers, and netters.
DEAN & MATTHEWS, 19 East 14th st.

WANTED—A strong woman to scrub and sweep, by a janitor. 78 Nassau st.

YOUNG GIRLS can obtain situations free, lodging and meals at 6 cents each, at the Girls' Lodging House, 27 St. Mark's place, one block east of Cooper Institute (under care of Children's Aid Society).

30 NEW SHIRT ironers wanted; steady work and prompt pay. 188 and 190 West Houston st.

Wanted—Males.

A.—EXTRAORDINARY REDUCTIONS. —Closing out our entire stock of men's, boys' and children's overcoats and suits, at DAVIES'S, successor to Cameron, 172 Bridge st., Brooklyn.

A FOREMAN on bread and cake; single man; a short distance in the country. Apply, from 10 to 1, No. 1,002 3d av., corner 55th st.

A FEW well-furnished rooms; single, $1.50; double rooms, $2 weekly. Carleton House, William, corner Frankfort st.

A BOY to learn the drug business; salary first year, $100; must reside in city or Brooklyn. Apply at 44 Cortlandt st.

A AGENTS—The original Hit-a-cos Cough Drops, $1.50 per 100 packages, samples free. 38 New Chambers st.

A FIRST-CLASS hand sawyer.
F. J. KALDENBERG, 125 Fulton st.

A GOOD job wood turner wanted.
JOHN HANSON, 91st st., near 1st av.

A AGENTS and peddlers on a specialty. Apply at 7 Murray st., room 28, from 10 A. M.

A STRONG, willing boy to make himself useful in a butcher shop. 417 3d av.

BRASS MOULDER wanted; a first-class, sober and steady man only. Address ORLANDO & S. R. GREACEN, 74 Lawrence st., Newark, N. J.

BROWNING, KING & CO. want first-class operators on singer buttonhole machine. 541 West 23d st.

BOY wanted, 12 or 13 years of age; wages first year $1.50 per week. Address BOY, box 159, Sun office.

BOXMAKER wanted; one who uses a knife preferred. I. N. BURDICK, 121 Greene st.

BLOCK CUTTERS wanted. Apply at 125 East 42d st., will paper manufactory.

COOPER and Norway iron, sash and bell hangers' chain manufacturer, 64 Elizabeth st., not to be sold by the hardware trade generally. These chains are warranted for ten years. Agents wanted. THOMAS MORTON.

COPPER-PLATE ENGRAVER can hear of a permanent situation in a responsable house by applying at once to
PORTER & BAINBRIDGE, 33 Beekman st.

CARPENTERS—Attend public meeting at 147 West 32d st. Saturday, Jan. 17, at 8 P. M. sharp.

FAMILIES with children wishing to go West assisted, also boys and girls provided with homes, by the Children's Aid Society, 19 East 4th st. Next company going Tuesday, 20th.

FOR HOUSEWORK.—A young man who can drive; reference required. Address C., 1,037 3d av.

GLOBE PRESS FEEDER wanted at 11 Spruce st., 3d floor. D. C. HAYES.

KNIFE CUTTERS wanted; those having cut hats and understand it.
CHAS. FOX'S SON & CO., 74 and 76 Greene st.

MASONS to estimate on small job at 391 Bowery liquor store. Call after 11 o'clock.

MACHINISTS.—Wanted, a good lathe and planer hand, at 324 East 129th st.

SIXPENNY Searles book binders bought for cash.
NEWKIRK & CO., 29 Vesey st., near Astor House.

WANTED—A man and wife to go a short distance in the country; German preferred; the man must understand the care of a horse, garden, fruit, milking, and general farm work; the wife to do general housework, plain cooking, washing, and ironing. Address, stating wages wanted, COUNTRY, box 140, Sun office.

WANTED—An overseer to take charge of broad silk weaving; where power looms are employed; no one need apply who is not thoroughly competent to take charge of such a department in all its branches. Address Post Office box 323, Paterson, N. J.

WANTED—An active, intelligent boy, who writes a good hand and is quick at figures, to assist in office work. Apply to own handwriting.
H. T., box 164, Sun office.

WANTED—Metal spinners, and a young man who has had some experience in metal spinning. Call cor. John and Pearl sts., Brooklyn, near Catharine Ferry.

WANTED—For a country office, a job compositor capable also of a two-thirds' steady situation to right parties; now in operation. Address Office Pat. Gazette, Ill.

WANTED—A stout, willing boy of 18 to work in a grocery. Apply at 1,385 3d av., in grocery.

WANTED—At 9 Great Jones st. a carpenter. Inquire in the laundry.

WANTED—An engineer at 924 Broadway.

5 POUNDS best tea or coffee at wholesale prices. THE CANTON TEA CO., 148 Chambers st.

5 POUNDS sample tea, $1; 5 pounds pure coffee, 90c. THE CANTON TEA CO., 263 Pearl st., and 46 Fulton st.

7 POUNDS pure tea, $1; 10 pounds p