THE CONEY ISLAND RACES.

WINDING UP THE FIRST DAY WITH AN EVENTFUL STEEPLECHASE.

Hindoo's Easy Victory—Sympathy with Parole—A Favorite Badly Defeated—A Jockey Hurt—Lizzie D.'s Unfortunate Stumble.

The Coney Island races were begun yesterday with a good programme and fine sport. There is no better placed race track in the country. It is surrounded by groves, and in the distance the ocean waves and the stately and harmonious lines of the hotels on the beach are seen. The weather was delightful, the pretty and uniquely designed grand stand was filled with ladies, the track was in good condition, and the only drawbacks were the ten-cent charge for miniature glasses of beer, and the fifty cents a dozen charge for dubious oysters.

The first race was a five furlong dash for a purse of $500. The starters were Nelson's Bonnie Lizzie, G. L. Lorillard's Memento, Babcock & Co.'s Sioux, L. W. Jerome's Blue Lodge, Jerome P. Wilson's Reporter, P. Lorillard's Godiva, and J. E. Cook's Wakefield. They stood in the auction pools in the above order, Bonnie Lizzie selling very little above Memento. Bonnie Lizzie and Memento showed ahead at the start, with Sioux and Wakefield next. The contest was between Bonnie Lizzie and Memento, who ran neck and neck, with the rest in a bunch five lengths behind. Memento had his nose ahead at the judges' stand, and won in 1:02¼. Bonnie Lizzie second, and then, some lengths behind, Wakefield, Sioux, Godiva, Blue Lodge, and Reporter. Mutual tickets paid $11.20.

The feature of the second race, a mile and a quarter, for a purse of $500, was the remarkable defeat of the favorite, Dwyer Brothers' Warfield, who in the pools sold away ahead of Babcock & Co.'s Ventriloquist, the second choice. The other starters stood in the pools in the following order: P. Lorillard's Spark, G. L. Lorillard's Bambler, Wm. Mulkey's Rosalie, C. W. Evans's Buster, and W. C. Daley's Bellona. Rosalie showed ahead as soon as the dust of the start cleared away, Spark second, Ventriloquist third, and then Buster. As they came down the stretch to the stand, Buster went toward the front and lapped Rosalie, who still led. Warfield, the favorite, was last, and on the outside. There was some shifting of places in the pack, but the leaders maintained their positions, Rosalie keeping her lead amid the cheers of her backers, while Warfield still remained in the rear. The expectation was that Rosalie would be cut down in the final rush, and there was a loud shout as she darted still further ahead, and came in winner six lengths ahead of Spark, Buster third, and then Ventriloquist, Bambler, Warfield, and Bellona. Time, 2:10¼. Mutual tickets paid $42.60.

The third race, mile heats, for a purse of $700, was interesting, because it is always interesting to watch Hindoo run. Unlike most famous horses in their three-year-old form, his temper is gentle and action quiet. His only opponent, G. L. Lorillard's Sir Hugh, was superior about with a groom at his head when Hindoo jogged quietly up to the post, the weather was cloudy, the sky showing through his glistening skin, and his mane smoothly plaited and pranked out with tan-colored ribbons. On the first heat, Farley, his jockey, allowed Sir Hugh to get in advance. At the half-mile pole Hindoo went easily to the front, without a skin of sweat on his fine action, and his jockey sat as he were in play. He came in three lengths ahead, winning in 1:42¾. In the next heat Hindoo took the lead, and won in an easy canter by a few lengths in 1:45¾.

For the fourth race, one mile and a half, for a purse of $1,000, G. L. Lorillard's Monitor was the favorite, P. Lorillard's Parole selling much lower for second place, and F. M. Lilly's Wildmoor third. Wildmoor got the lead at the start, Parole second, and then Monitor. Monitor rushed up to first place at once, and at the three-quarter pole led Wildmoor by a length, with Parole three lengths behind. The sympathies of the spectators were with Parole, and there was a loud clapping of hands and cheering as the famous old horse began to draw up at the close of the mile. He passed Wildmoor, and at the stable turn lapped Monitor, whose younger competitor had a reserve strength that the old horse could not equal, and although Peakes used the whip on Parole, Monitor came in two lengths ahead of Parole, with Wildmoor some ten lengths further in the rear. Time, 2:37. Mutual tickets paid $7.35.

The steeplechase for a purse of $650, $100 to second and $50 to third, which closed the day's sport, was an exciting contest full of mishaps. The starters were W. C. Daley's Lizzie D., Cattanach & Son's Highland Fling, L. Hart's Redding, J. P. McMahon's Dovey, P. Donnelly's Dispute, C. Morris's Lilly Monson, A. McCaw's Dora Doon, and Philip Reilly's G. Washington. They stood in the pools in the above order, Lizzie D. being a great favorite on account of her victories at Monmouth Park. The race was over the short course. The infield is interspersed with trees, not numerous enough to interrupt the view, and it has a smooth, firm turf. When the horses were gathered, with their gayly dressed jockeys, the spectacle was picturesque. Highland Fling got the lead, Lizzie D., however, capturing it at the first jump. Devon coming third, and Dora Doon fourth. G. Washington would not take the jump, and was left out of the race. Lizzie D. is ordinarily a clean jumper, and her backers were feeling confident when, at the fourth jump, she was seen to stumble and her jockey went heading to the ground. Devon, who was second, fell over her, and horses and jockeys rolled on the ground together. One jockey managed to pick himself up; the other lay stunned, and had to be carried away. Lilly Monson then had the lead, Dora Doon a close second. At the eighth jump Dora's hoofs struck, and her rider, too, was thrown. The race now seemed to be sure for Lilly Monson, when just at the last jump before taking the track she, too, struck and threw her jockey. This gave the lead to Redding, but Highland Fling was close behind, and his game was loudly shouted, as it was thought that he would easily beat Redding. Redding, however, came in three lengths ahead of Highland Fling, who was ten lengths in advance of Dispute. Time, 4:42. Mutual tickets paid $51.50.

BEST THREE MILES ON RECORD.

Thora Beating Ten Broeck's Time by One Second—Close of the Season in Saratoga.

SARATOGA, Aug. 27.—The racing season here closed to-day auspiciously. The season has been successful in every particular. There were 148 races run, with no failures and no postponements, while the receipts are close on twenty-five per cent. above those of any previous meeting that the association has held. Next season the gates of the course are to be thrown open earlier and closed later.

The sport opened to-day with a mile dash for a purse of $650, of which $50 to the second horse. Morris & Co.'s Knight Templar, Churchill & Co.'s Churchill, D. Colaizzi's Valparaiso, C. G. Shaw's Valentino, and Miller & Co.'s Monk were the starters. Pools—Knight Templar, $200; Churchill, $160; Valparaiso, $150; field, $60. Churchill took the lead at the start, and held it to the half-mile pole, where Valentino headed him and showed the way to the head of the stretch. Then Valparaiso took the lead, and won by two lengths, Churchill second, a length in front of Knight Templar, and Valentino fourth. Time, 1:42¾. French pools sold $14.80.

The next race was the Baden-Baden Handicap, at $50 each, or only $20 if declared out, with $1,500 added, of which $300 to the second, three miles. The stake was opened last year, when Elias Lawrence beat Irish King and Chimney Sweep in 5:28¾. It was expected that Checkatee and Bushwhacker would again try conclusions but their owners declined to enter two horses. Therefore only Thora, 3 years, with 95 lbs. up, and Ella Warfield, 4 years, 92 lbs., came to the post. Thora was the favorite in the pools at $500 to $50 for Ella Warfield. For the first mile Ella Warfield led, both horses being under a strong pull. After passing the stand Thora took the lead, and at the quarter was two open lengths in front, which was increased half a length at the beginning of the third mile. Then Thora was put at top speed, and went away from her competitor, finishing in a canter with her ears pricked, ten lengths in front of Ella Warfield. Time—First mile, 1:46¾; two miles, 3:32; three miles, 5:23¼. The performance is the best ever made at the distance and weights. Ten Broeck's 5:26¼ at Louisville in September, 1876, was the best on record up to to-day. Thora beat this one second. French pools paid $5.70.

The final event was a consolation purse of $150, for horses beaten and not having won a race at Saratoga in 1881, of which $100 to the second, one mile and a furlong. The starters were M. Young's Bancroft, T. B. Davis's Kinkead, B. Frost's Enniskillen, Morris & Co.'s Explorer, Poole—Bancroft, $100; field, $20. Bancroft won the race by a length, Kinkead coming in second, a length in front of Explorer and Enniskillen, who made a dead heat for third place. Time, 1:57¾. Mutuals paid $8.35.

The last event of the day and the last of the meeting was a handicap steeplechase for a purse of $400, for all ages, of which $100 to the second and $50 to the third, over the fractional course No. 2; about a mile and a half. The starters were C. Reid's Disturbance, T. A. Lynch's Derby, W. Irving's Postguard, J. Bawes's Rose, and J. Young's M. C. McDonald. Pools—Postguard, $250; Disturbance, $100; Derby, $60; field, $40. Derby showed the way over the first seven jumps; then Postguard went up and led at the finish by four lengths. Derby and Rose ran a dead heat for second place, Disturbance and McDonald in the order named six lengths behind. Time, 2:37. French pools paid $10.10.

A $1,000,000 FIRE IN CHICAGO.

A Pork-Packing Establishment Burned, with 4,000,000 Pounds of Meat.

CHICAGO, Aug. 27.—A fire was discovered at about 8 o'clock last evening in John Hateley's pork-packing establishment at the Union stock yards. It smouldered for nearly three hours, and the firemen thought they would have no difficulty in subduing it; but at about 11 o'clock the flames broke out from every part of the building, and alarms were sent out which brought to the scene a large part of the fire department of the city. The stock yards are about a mile and a half south of the city limits, or six miles from the business centre of the city, and there is no telegraphic communication with them at night. The sky was brightly illuminated by the flames, and many exaggerated rumors as to the extent of the fire gained currency. At 1 A. M. it was learned that the fire was confined to Hateley's establishment, in which 4,000,000 pounds of meat were stored. Hateley's loss is $150,000 on the stock and $100,000 on the building and fixtures. Peter Metcalfe of Milwaukee and Chicago was the agency of the principal loser, his stock in store being valued at $500,000. Other smaller losses will bring the total up to $1,000,000. The stock was so well underwritten that the above figures represent also about the total insurance, which was placed in small amounts in nearly all of the companies represented in this city through the agency of W. G. McCormick & Co. The immense insurance is a heavy blow to the insurance interest, as nearly every company doing business in this part of the country had lines on the property. The agencies are so scattered that no full list can as yet be obtained.

The property destroyed was situated at Forty-fourth street and Packer's avenue, and occupied a block of ground. The main building was a three-story structure, and extended about 275 feet north and south by 175 feet east and west. At the southeast corner was a three-story ice house, about 175 by 150 feet, and at the southwest corner was another addition about half the size of the main building, which was used for cattle pens. The men employed in storing meats in the basement were accustomed to use candles as lights, which they fastened to the beams with nails. It is supposed that some splinters caught fire from a candle, and that the flames were communicated to the boxes and to the walls. The scenes at the fire were exciting, and several firemen narrowly escaped death from suffocation, being dragged from the building insensible by their comrades. The provisions destroyed were held by a large number of firms on warehouse receipts, and it will probably be several days before the names of all the losers can be ascertained. Mr. Hateley says about 300 men are thrown out of employment. James S. Kirk & Co. said he did not know a company doing business in Chicago which was not represented in this fire, except, perhaps, the Phœnix of Hartford, Conn., which had but recently gone into the packing business here.

At 3 A. M. a fire broke out in the foundry at McCormick's reaper works here. The building was used for repairing, and was separated from the main structure, which escaped material damage. The loss is about $50,000, covered by insurance on the whole establishment. The insurance is placed through the agency of W. G. McCormick & Co.

The Superintendent of the Insurance Patrol gives the insurances on the property burned at the Union Stock Yards as follows: On John Hateley's building, $80,000; on Hateley's stock, $41,000; on provisions stored for McGeoch, Everingham & Co., including $70,000 in open policies, $534,500; on provisions stored for Poole, Keith & Co., $250,000; on provisions stored for Morton, Kirk & Co., $100,000; total, $985,500. The building and machinery damaged at McCormick's Reaping Factory were insured for $10,000. There was no insurance on stock.

THE REFITTED TALLAPOOSA.

A Description of the Apartment that was Intended for the President.

After extensive alterations and repairs, covering a period of about five months, at the Washington Navy Yard, the United States despatch and junketing boat Tallapoosa reappeared in her new dress at the Brooklyn Navy Yard yesterday. She has been elaborately fitted up at great expense. The apartment which was specially fitted up for the President, to be used as soon as he was in condition to warrant his removal from the White House, is on the upper deck, on the port side, amidships. The apartment occupies the space that formerly made three ordinary staterooms, the bulkheads having been removed. The self-levelling berth relieves the occupant from every inconvenience caused by the vessel's motion. It is 6 1-6 feet in length and 2 5-6 feet in width, and is supported in a frame by trunnions. The frame is suspended by a bar on ring bolts, which permit the swinging of the berth by its own gravitation, thus counteracting the motion of the vessel either while lying or sailing. The frame and berth are of mahogany and cherry, and the panels of bird's-eye maple. A wire-woven mattress takes the place of a spring bed. The draperies and hangings are of Turkish satin. The entire fittings cost nearly $4,000.

The Secretary of the Navy's apartments are on the opposite side of the ship, and are more spacious than those assigned for the President, and are fitted up in elegant style. The dining hall is adjoining this apartment, and makes a fine parlor. The quarters of the officers are also elegantly fitted up. The vessel is commanded by Commander A. G. Kellogg, as Joint—Lieut. McBride, who had commanded the vessel for seventeen years, being ordered to the Lancaster.

The Tallapoosa is ordered to sail from here on Monday, and will convoy the torpedo boat Alarm to Washington, to be fitted as the flagship of Admiral Porter, who will command the naval forces at the Yorktown celebration.

THE STRUGGLING NINES.

The Metropolitans Routed by the Bostons in a Lively Contest.

The Boston team played their seventh game with the Metropolitans yesterday on the Polo grounds, in the presence of the largest crowd of the week. The spectators were disappointed at the signal defeat of the home team in a one-sided, lively game, in which the Bostons revelled in two and three base hits hand running to their heart's content. They gave Doyle a worse beating than Providence did, as the appended score shows:

METROPOLITAN.	r	h	p.o.	a.	e.	BOSTON.	r	h	p.o.	a.	e.
Brady, 2d b	0	0	2	4	1	Barnes	1	1	4	1	1
Muldoon, 3d b	0	0	1	2	1	Morrell	1	2	0	0	0
Say, s.s	1	1	2	2	0	Gilman	2	3	3	2	0
Esterbrook, 1b	1	2	9	0	2	Whitney	3	1	1	1	2
Dickerson, r.f	0	0	1	0	0	Morrill	4	4	4	0	0
Clinton, c.f	0	1	1	1	0	Hornung	2	1	0	0	0
Sullivan, c	0	1	5	1	4	Hornung	3	2	1	0	0
Kennedy, l.f	0	0	2	1	0	Withers	1	3	0	0	0
Doyle, p	0	0	0	2	2	Snyder	0	2	0	1	3
Totals	3	8	23	11	9	Totals	15	21	23	10	7

RUNS SCORED EACH INNING.

Metropolitan	2	0	0	0	0	0	0	1	0—3
Boston	0	1	5	0	1	5	3	0	0—15

First Base by Error—Metropolitan, 3; Boston, 4. Earned Runs—Metropolitan, 0; Boston, 10.

The last match of the championship series between the paper warehouse commercial nine of Beekman street and the Union Square of Broadway yesterday on the Union grounds, at Second the Duke street nine had to win the game if they did not wish to lose the series. The contest opened in favor of the Beekman street nine by Bell's hit and the Union street nine took the lead. Excitement ran high as they closed their fourth innings with a lead of 17 to 11. Then the Beekman street nine rallied, at the bat for seven earned runs and ten scored runs. The Union Square nine had the contest ended with a victory for Beekman street by 24 to 24.

In Providence, Worcester, 1; Providence, 3; in Detroit, Detroit, 6; Chicago, 11; in Boston, Boston, 4; Cleveland, 5.

The Worcester Club has resigned Hoosing.

The Detroit Club has to pay $15 to the city for every game it plays there.

The Buffalo club has engaged Wellman as change pitcher.

Philadelphia is talking of entering the League next season with the following well-known players: Richmond and Silvey, pitcher and catcher; Bray, Bastian, and Fisler on base; Blakely, John Manning, and Crowley, in the field, and Daly and O'Brien, change pitcher and catcher.

Manager Morrill of the Metropolitan club said yesterday that while Cleveland, Detroit, and Buffalo each claimed that it would have the championship nine next season, yet New York would have something to say about that. Already a number of the best players in the League have made applications for positions in the club.

Next week the Metropolitans will play the Atlantic Club, on Monday at Jersey City, the Quickstep on Tuesday and Wednesday they will play the Albany club, on Thursday the Troy club, and on Friday and Saturday the Alerts.

The event on the Polo grounds this fall will be the match between the amateur base ball players and the eleven English professionals, which Manager Morrill is arranging. The base ball players will include Harry, George, and Sam Wright, Leonard, Start, Sullivan, Birch, Higham, Hatfield, Sprague, Hallard, Farley, and other old ball players who are passed in cricket.

Trotting on the Fleetwood Course.

The members of the Gentlemen's Driving Park Assoc also matched in full force at their grounds yesterday afternoon to witness a trotting match for $250 a side, mile heats, best two in three, in harness. The contesting horses were G. F. Jones's bay mare Lady Thorndale and John Gore's roan gelding Boy. Lady Thorndale was a great favorite. The judges were A. H. Parker, Wm. H. Smith, and John G. Morrison. Lady Thorndale took the lead and was never headed, winning in the style by an angle in 2:30¾. In the second heat the pair went away well together, and trotted head and head for half mile, when Lady Thorndale made a break. Then Lady Thorndale broke, and Boy went to the front, winning by a length in 2:32¾. The horses were sent away on even terms for the third heat. Lady Thorndale at the half-mile pole led by a length, which she increased to two lengths at the head of the home stretch. The boy raised a little to the furlong pole, but Lady Thorndale won the heat and trot in 2:28¾.

In the course of the afternoon John Murphy drove Mr. Frank Work's bay gelding Dick Swiveller a half mile to a trot against time, the distance he did in 34 seconds and the half in the excellent time of 1:07.

Dan Mace drove Mr. S. Foster Dealy's bay team Boston and William H. to a two-wagon mile in 3:25.

Mr. Charles Shaw's Lady Jane, sired by Lady Adelaide and Arandor, showed good speed, trotting at a 2:20 gait.

The Charter Oak Park Trotting.

HARTFORD, Aug. 27.—At the Charter Oak Park this morning the unfinished 2:29-class trot, begun yesterday, was won by Picard, who took both heats after the fifth and sixth of the race—already having one to his credit was yesterday. Time, 2:26¼ and 2:23. The pools favored Josephus until the closing heat, when Picard sold even with the field.

SUICIDE WITH RAT POISON.

How a Girl's Merry Freak was Followed by Her Lover's Tragical Death.

Coroner Parker late on Friday night finished the inquest in the case of John Pidgeon of Newell street, Greenpoint, who died on Monday last of a dose of rat poison which he swallowed on Aug. 15, in the presence of his 14-year-old sweetheart, Miss Nellie Stillwell of 160 Newell street, because she refused to go with him to Rockaway. Pidgeon was a bookkeeper for his uncle, and was deemed a promising young man, as he had graduated with honor from a public school. He entered Cornell University, but remained there only a short time. His infatuation for Miss Stillwell had led to an estrangement between himself and his parents, who were opposed to his engagement to her.

At the inquest, Dr. A. M. Burns testified that when he was called to Mr. Stillwell's to see Pidgeon, the latter said that he took poison because he was disheartened. He said that the death was caused by acute mania, which developed very strongly a few days after the taking of the poison, and the witness thought that the poison led to it. Dr. Metcalf also testified that in his opinion the poison caused death.

James H. Matthews, young Pidgeon's cousin, testified that he saw Pidgeon take the poison. He (Pidgeon) dropped a silver dollar upon the floor, and then asked Maggie Stillwell to pick it up, saying he wanted to buy some poison. Nellie Stillwell said that there was some in the house, and at Pidgeon's request she went to a closet and brought out a box containing a white powder. The box was labelled "Rough on Rats." Pidgeon grasped the box and eagerly put some of the powder in his mouth. He kept it there half an hour before swallowing it, and was repeatedly asked by Nellie and others to throw it away, but he refused.

Nellie Stillwell, who looks even younger than 14 years, and is still in short dresses, testified that she had known Pidgeon about two and a half years, and that he had been her company since last winter. She went to the theatre with him, and sometimes went carriage riding. On Aug. 15 he called to ask her to go to Rockaway with him. She told him that her mother was sick, and she could not go. He said, "It will be the last time that you can go with me, and you had better go." When he spoke about having poison she said, "John, we have some in the house." "He asked me to go and get it," she testified. "I went to the closet and got the box, and he ran after me and took it out of my hand. He put it in his mouth, and in about twenty minutes he said, 'Nellie, shall I swallow it? I want you for too.' I said, 'Yes or no.' Then I said 'No.' He said, 'It is too late; I have swallowed it.'"

On the following Wednesday Pidgeon came to her house and said: "Nellie, don't worry; you won't be blamed for this; I took the poison on account of the pains in the small of my back."

The jury brought in a divided verdict, six finding that Pidgeon's death was caused by acute mania, superinduced by poison administered by himself, while laboring under temporary aberration of mind. Three others agreed with this verdict, but censured Nellie Stillwell for providing the poison with which her lover killed himself. The girl burst into tears when the minority verdict was read, and was violent in her manifestations of grief as she was escorted away.

TROY'S MUNICIPAL DEADLOCK.

The Muddle in which Partisan Legislation has Placed the City.

TROY, Aug. 27.—The municipal muddle thickens. The Board of Estimates this afternoon prepared the estimates for the fiscal year ending in March next, which, according to the charter, must be presented to the Common Council on or before Sept. 1, and adopted by that body on or before Sept. 15; but the Board of Aldermen is prohibited from meeting by an act of the Legislature until a special election is held in the Fourth Ward, and that election has not been ordered, on account of the deadlock in the Police Commission, and the consequent inability to secure the appointment of inspectors and poll clerks. As the tax levy must be ordered by the Common Council before it can be collected, it is the intention of the Mayor to convoke the Council, and, if the legality of the tax levy is questioned, to urge the passage of an enabling act by the next Legislature. The city is without any officers to conduct elections, and as general election day is rapidly approaching and there are no signs of a break in the deadlock in the Police Board, by which inspectors and poll clerks are appointed, it is proposed to institute proceedings to compel the Commissioners to meet.

COLLISION IN BOSTON HARBOR.

A Schooner Sunk by a Steamship and her Captain Injured so that he Died.

BOSTON, Aug. 27.—This morning at about 6½, as the steamship Missouri of the Warren line, from Liverpool, was making for this port and off Minot's Ledge, she ran into and sank the schooner Jesse Williamson, Jr., of Boston, from New York. The steamer struck the schooner on the port quarter and completely severed her stern, which caused her to sink in about two minutes. It is surmised that the Captain of the Williamson must have been injured by the collision, as he made but a feeble effort to save himself. The steamer at once came to and promptly sent off two boats to the assistance of the schooner's crew, who were swinging in the water, and succeeded in saving them, with the exception of the Captain, who died immediately after being taken aboard. Capt. Andrew P. Crouse of the Jesse Williamson was from St. Andrew's, N. B., and leaves a widow and five children. The crew are all from the same place. They have lost everything, and are in a destitute condition. The cargo of the schooner was consigned to the South Boston Iron Works. There was no insurance on the Jesse Williamson. The cargo was insured in New York offices.

Two Prisoners for One Ten-Cent Can.

Thomas Sullivan, who had just come out of Bellevue Hospital, was charged at Essex Market yesterday with stealing a tin can worth ten cents, and with assaulting Policeman Thomas Stapleton. Philip Hendradly and his wife Nora of 227 Cherry street said that Sullivan had stolen the can on Sunday morning last.

"Be sure of your facts," said Justice Power to Hendradly, who for the Special Sessions yesterday heard you charge Michael Murray with taking the can, and we sentenced him to three months' imprisonment.

Hendradly reiterated the charge against Sullivan, but Justice Power acquitted him. Then Policeman Stapleton testified that he had found Sullivan's nose on the stoop at 227 Cherry street. He waked him, and Sullivan struck him in the face.

"You were a witness against Michael Murray in the Special Sessions Court?" asked Justice Power.

"Yes, sir," answered Stapleton. "He was charged with stealing a tin can."

Sullivan was then assisted to the magistrate's desk. "Have you anything to say?" he was asked.

"I was sitting on the stoop at 227 Cherry street. I had been drinking. Some one handed me a glass of beer, and I took it down. The next thing I remember was to be and shook me. I asked what was the matter, he said, 'I want you,' and had me to stand up. I did so, and he struck me in the face. Then he put his nose over the eye with his club. I have been in Bellevue Hospital ever since. The doctors say that my left eye is gone."

Justice Power held Sullivan for trial.

Capt. Edwin H. Moodie's Death.

A cable despatch from Liverpool was received in this city yesterday announcing the death of Capt. Edwin H. Moodie, late of the Cunard line of steamships. Capt. Moodie was about 60 years old. He entered the service of the Cunard line in 1840, and was assigned to the post of first officer. He quickly rose to the command of his vessel, and before 1850 had commanded nearly every steamship of the Cunard line. In 1854 he was in command of the Cuba, and afterward took charge of the Africa, which vessel he commanded when John Bull rolling mission. He was vice of the company in 1870. He was a prominent member of the Cunard Club of Liverpool. Lack of health necessitated his retirement from active service. He was then appointed by the Board of Trustees of Liverpool College, which office he held until his death. He died of cancer of the stomach. He leaves a wife and seven children.

J. F. J. Lanier Dead.

James F. D. Lanier, the veteran banker and railroad loan negotiator, died yesterday at his residence in this city, at the advanced age of 81.

Mr. Lanier was the inventor or the present system of dividing up the debts of railroad corporations into bonds of small amounts, secured by one mortgage to trustees for the benefit of all the bondholders severally. Being, as it were, the pioneer in the business, the firm of Winslow, Lanier & Co. had, for many years a practical monopoly of the placing of new railroad loans, and he accumulated a large fortune. He withdrew from the firm several years ago, on account of his advancing age. He leaves no child, leaving the business with his son and several partners.

Richard C. Bostwick Dead.

The death of Richard C. Bostwick was announced to the stock exchange yesterday. Mr. Bostwick was 42 years of age, and had been an active member of the Exchange some years. For several years he was a member of the firm of George C. Ferry & Co., of late years he had been with the firm of George H. Pulsifer & Co., 27 New street. He had been in ill health last January, but was in the street in the early part of the week. He died on Sunday at his residence, 524 West Forty-sixth street. He leaves a widow and two children. The funeral will be from his late residence at 2 o'clock Monday afternoon.

Jo Wah and Ah Leu.

Jo Wah, a laundryman, at 176 Greenwich street, was basely robbed yesterday morning by Leu, who was employed in a rival laundry, was caught stealing $20 from the money drawer in the room where Jo Wah works. The latter seized Ah Leu, who, in order to free himself, it is alleged, stabbed Jo Wah in the abdomen with a knife, inflicting a wound which may prove fatal. Ah Leu made his escape, and the police are in the search of the police. Jo Wah refused to go to a hospital, and is under the treatment of a Chinese doctor.

Mad Dogs Killed by Policemen.

Yesterday Policeman Pellett of the Thirteenth street squad killed a mad dog at 237 Broadway. Policeman Sick of the Twentieth street squad killed another at West 34th street, ninth street.

A CRASH IN UNION SQUARE.

TWO MEN KILLED AND FOUR OTHERS MORE OR LESS INJURED.

A Terrible Fall from the Tall Pole Erected for Electric Lights—The Breaking of a Gear Wheel the Cause of the Accident.

The Brush Electric Illuminating Company recently set up a tall pole in the central grass plot in Union square. The design was to hang electric lights from the top of the pole, which is 150 feet high, that would do away with the many electric lamp posts that are strung along both sides of Broadway in the neighborhood of Fourteenth street. To determine how many of these minor lights could be dispensed with, experiments with the lights to be hung from the pole were necessary. These experiments have been made at an early hour for several mornings past, so that crowds that would annoy the workmen might not be attracted. At about 2½ o'clock yesterday morning, A. A. Hayes, Jr., the secretary and general manager of the company; W. H. McGrath, the engineer; R. J. Sheehy, the superintendent, and five workmen—Robert Stuart of 211 Franklin avenue, Brooklyn; Ernest Duchesney of 142 West Twenty-fifth street, Paul Egger of Staten Island, Charles Sauervin of 138 West Twenty-fifth street, and Spencer Cook of Tenth avenue and 110th street—met at the pole with a view to making experiments. A ladder was put against the pole, and Superintendent Sheehy and the workmen climbed to a platform encircling the pole about eighteen feet from the ground. The platform is narrow and is guarded by an iron railing. Under the platform is an iron drum. The drum is worked by gearing connected with winches on the platform. The workmen, under Superintendent Sheehy's direction, adjusted six electric lamps, each of 6,000-candle power, upon the lamp carriage, a wide and heavy iron belt, set on wheels, running on narrow iron rails fixed on four sides of the pole.

The test was regarded as important, in view of the fact that it was the desire of the company to have the lights ready for use to-morrow evening, and Mr. Hayes went up to the platform to assure himself as to the proper adjustment of the lamps. Engineer McGrath also made an inspection. They were both satisfied with the arrangement of the lamps and with the condition of the hoisting gear. They then quitted the platform to give the men room to work at the winches. They stood, however, on the lower rungs of the ladder as the drum began to coil up the slack of the wire cable suspending the lamp carriage. The carriage rose slowly and smoothly, the lights blazing out over the quiet square and the closed dwellings and stores surrounding it.

The workmen were in high spirits, Mr. Hayes having promised to treat them to some good cheer after the experiment was over. They joked and laughed and broke into snatches of song as they worked. When the carriage had ascended about 75 feet from the platform there was a sudden jar and the loud snap of breaking metal. Then the drum began to reverse at a frightful rate, filling the square with its disordant noise. The lamp carriage was seen to falter and then to drop downward, its freight of light looking like a blazing meteorite. Its rate of speed was accelerated every second, and before the men upon the platform could stir it crashed upon them with a great shivering of glass. The lamps were extinguished, and cries were heard from the platform, and the bodies of two men were upon the beat and twisted railing to the grass below. Two men were seen clinging to the railing.

Mr. Hayes and Engineer McGrath ran up the ladder and helped the men down. Superintendent Sheehy, Officer Kelly, and other police men detailed to keep order during the excitement hurried to the assistance of Stuart, Duchesney, Egger, and Sauervin, who lay upon the ground. An ambulance was telegraphed for, and one from the New York Hospital, with Dr. Townsend in charge, came. Superintendent Sheehy was found in charge, the shock to his nervous system, but not otherwise. The back of his coat was ripped by some part of the falling carriage from the collar to the waist. Cook, who had been standing nearest Superintendent Sheehy, was wounded upon the head and Linford Myers the arms and back. His injuries were slight. But Dr. Townsend found that the other four men were seriously injured about the head and body, and, in his judgment, more or less internally. Stuart and Duchesney had suffered Dr. Townsend stated, from a crushing of their chests, the latter being injured internally. Superintendent Sheehy declined to go to the hospital, preferring to go home, but the other men were taken to the hospital. The wounds were dressed, and he was allowed to go home, the injured men being put into the surgical ward. Stuartdied at 6 o'clock, and Duchesney at 1 o'clock. Some hope of the recovery of Egger and Sauervin was entertained yesterday afternoon. Coroner Ellinger adequately, Dr. Ellinger went to the hospital, and gave a permit for the burial of Stuart. Coroner Ellinger's remains, Stuart had a wife and children.

"I cannot say how much this unfortunate affair distresses us," Mr. Hayes said. "We feel, however, that it was one of those accidents that cannot be guarded against by precautions. I have not gone to bed at all since the accident, being determined to ascertain the cause of it. I have now satisfied myself that it was due to the breaking of a gear wheel. This wheel, like all of the other parts of the hoisting gear, was new, it having been put up within the last five days. The fullest details, however, will be obtained to-morrow by an expert, whom I have ordered to make a thorough investigation. He says that he is unable to work to-day, because of the nervous shock given him by the accident. The company may have erred in expense in regard to the setting up of the pole. We have paid even fancy prices in order to secure the greatest strength in the materials and the best workmanship. The pole is strongly braced under ground, and is held in place by four wire cables. The hoisting gear was tested to lift five times the weight that we had to raise. No doubt as to the quality of the material and the work upon it was entertained. I would have taken my wife and children up to the platform without hesitation. It is a remarkable fact that Stuart was the foreman of the firm that put up the pole for us. He was so proud of his work that he wanted to have a band in using it. He gave up his place and entered our employ."

A report that the wire cable with which the lamp carriage was hoisted was defective and that it broke was circulated in Union square. Mr. Hayes denied that the wire was to blame in the report, reiterating that the breaking of a gear wheel caused the accident. The report could be traced to no responsible source.

John P. Jackman's Flight.

John P. Jackman, the fugitive partner of the firm of Jackman & O'Hara, manufacturers of cloaks at 27 White street, began to speculate in Wall street more than a year ago, and, although successful at first, soon began to lose money. Upward of six months ago he suffered a series of losses, to meet which he used the firm's capital, so that it became necessary to make paper to raise money to keep the firm afloat. It is said that he then stopped speculating, and endeavored to relieve the firm of its embarrassment. Their credit was stretched to the utmost sale of paper to take care of that maturing, owing to the recent stringency of the money market the paper did not sell readily, as at first it had done. Knowing that the notes would go to protest on Saturday, the 20th inst., and being asked to meet the consequences of his acts, which would then become known, he suddenly left the city. It is said that he went as a poor man. The liabilities, it is now believed, will not exceed $100,000, including merchandise and paper. It is thought that he is still in debt to his former friends, who, it is known, it seems to be the general opinion that he sailed for Europe under an assumed name.

Disappearance of a Furniture Manufacturer.

Theodore Doench, manufacturer of furniture at 307 West Twenty-seventh street, disappeared on the night of the 14th inst., and his creditors and the Sheriff have been unable to discover his whereabouts. The Sheriff is in possession of the factory on two executions obtained by creditors for about $875, but the machinery and fixtures are all mortgaged, and will not, if sold, realize enough over the mortgages to pay the first mortgage. Doench has been in business for about two years, and has always had the reputation of being a man of business ability. Many of his creditors were not paid. It is not definitely known how much he owes, but it is thought his liabilities will amount to about $10,000. He is said to have sold all the stock he had on hand, and to have left no assets to pay his creditors. Lack of health necessitated his retirement from active service. He was then assumed to be the leading spirit in the firm, and his sudden disappearance has led until his death. He died of cancer of the stomach. He leaves a wife and seven children.

J. F. J. Lanier Dead.

James F. D. Lanier, the veteran banker and railroad loan negotiator, died yesterday at his residence in this city, at the advanced age of 81.

Mr. Lanier was the inventor or the present system of dividing up the debts of railroad corporations into bonds of small amounts, secured by one mortgage to trustees for the benefit of all the bondholders severally. Being, as it were, the pioneer in the business, the firm of Winslow, Lanier & Co. had, for many years a practical monopoly of the placing of new railroad loans, and he accumulated a large fortune. He withdrew from the firm several years ago, on account of his advancing age. He leaves no child, leaving the business with his son and several partners.

Richard C. Bostwick Dead.

The death of Richard C. Bostwick was announced to the stock exchange yesterday. Mr. Bostwick was 42 years of age, and had been an active member of the Exchange some years. For several years he was a member of the firm of George C. Ferry & Co., of late years he had been with the firm of George H. Pulsifer & Co., 27 New street. He had been in ill health last January, but was in the street in the early part of the week. He died on Sunday at his residence, 524 West Forty-sixth street. He leaves a widow and two children. The funeral will be from his late residence at 2 o'clock Monday afternoon.

Jo Wah and Ah Leu.

Jo Wah, a laundryman, at 176 Greenwich street, was basely robbed yesterday morning by Leu, who was employed in a rival laundry, was caught stealing $20 from the money drawer in the room where Jo Wah works. The latter seized Ah Leu, who, in order to free himself, it is alleged, stabbed Jo Wah in the abdomen with a knife, inflicting a wound which may prove fatal. Ah Leu made his escape, and the police are in the search of the police. Jo Wah refused to go to a hospital, and is under the treatment of a Chinese doctor.

Mad Dogs Killed by Policemen.

Yesterday Policeman Pellett of the Thirteenth street squad killed a mad dog at 237 Broadway. Policeman Sick of the Twentieth street squad killed another at West 34th street, ninth street.

THE SAVIN ROCK MYSTERY.

A MAN WITH A BLACK MOUSTACHE SUMMONED TO GIVE TESTIMONY.

An Alleged Discovery by the Coroner's Jury—One of the Witnesses Denounced in a Published Card—James Malley, Jr.'s, Alibi.

NEW HAVEN, Conn., Aug. 27.—The authorities claim to believe that the man with the black moustache, of whom so much has been said in the testimony before the Coroner's jury in the Jennie Cramer case, is Harry Ford, a Boston sporting man, formerly of New Haven. Some great mistakes have been made if he is the man, and, again, he answers to a great deal that has been testified. He was at Savin Rock this morning, and Chief Webster had an interview with him. He said that he was at the shore on Thursday and Friday evenings, Aug. 4 and 5, but that he did not