SOME BIG THREE-MASTERS.

FREIGHT CARRIERS THAT ARE INCREASING IN NUMBERS YEARLY.

Bigger Now than Many Square-rigged Vessels, and Easier to Handle Except on Long Voyages—The Advantages of Iron Hulls—Schooners with Four and Five Masts.

Two vessels were lying at Pier 14, East River, loading general merchandise. One had two masts, the forward one with yards for foresail, two topsails, a topgallant sail, and a royal. It was the brigantine Three Cheers, belonging to John R. Lithgow of Halifax. She registered 185 tons. Not very far astern of her was another vessel that had three tall masts without yards. She was the schooner Tom Williams, belonging to N. Edwards and others of this city. She registers 367 tons.

"We used to think that square sails were needed to drive large hulls through the water, but there you see the schooner is nearly twice as large as the square-rigged vessel," a sailor standing on the pier said. "Big schooners with three masts are becoming the fashion. I have seen full-rigged ships that were not much larger than that schooner there. Except for round-the-world voyages, the schooner as now built is the most economical vessel afloat."

"As now built?"

"Yes. As much improvement has been made in schooners as in other vessels. The chief difference is in the rig."

The words of the sailor were repeated to a vessel owner familiar with the history of the coasting trade. He said: "The man was about right. The schooner is a very economical vessel. She costs less to build, because there are no yards to make and rig. The masts cost less. A smaller crew can handle her with equal safety. Did you ever watch a ship go about from one tack to the other? What with rising tacks and sheets and bracing around the yards and getting everything snug again, it is a job that is performed when the watch is called, so that all hands can have a chance at the sport. Besides that, the ship while in stays often loses her headway, and drifts astern part of the time. But when a schooner is beating to windward the helm is put down by the man at the wheel. She comes up with her canvas shaking fore and aft. A man shifts the topsail tack and the booms swing over. The mate looks on with his hands in his pockets. Two men only are on deck. She never loses headway for an instant, but gains several lengths to windward every time she tacks. Once around she will run from one to two points nearer to the wind than the ship.

"The schooner rig is an American invention. Capt. Andrew Robinson of Gloucester, Mass., built the first one in 1713. It had two masts. It was a rig that came to stay. As the coasting trade increased the vessel owners built larger schooners and rigged them with three masts, and greater spread of canvas followed. They all had two masts only. About 1855 or 1856 they began to see that the great mainsail was too heavy a sail for the small crew of a schooner. The schooner spread too much canvas for a gale of wind, even when close reefed, and the strain made leaks in the schooners, making three sails out of the canvas formerly used for two. The schooner Lydia P. Cowperthwaite was launched at Forked Rivers, N. J., in 1856. She was a great schooner in her day, and she was not a bad one now. She was one of the first three-masted schooners. She will carry 600 tons of cargo. She is now the property of C. A. Williams of New London. But schooners are afloat now that could take her on board as a long boat, and not sensibly weigh much either. After the war, as the coasting trade increased, large schooners were a necessity, and the number of three-masters increased. One-fifth of the schooners in Lloyd's American Register have three masts. Nearly one-half the schooners launched in 1882 had three masts, and all schooners of 300 tons burden and upward are now rigged in that style.

"The advantages of having three high and narrow and therefore light and easily handled sails in place of two high and heavy ones are so obvious that schooners of only 200 tons are rigged with three masts. The John S. Case, a three-master of Rockland, Me., is only 112 feet in length overall. She was built by C. B. Wyman & Co. at Brewer, Me.

"How large are the largest three-masted schooners?"

"Wm. Ingersoll & Co.'s Mollie J. Saunders is one of the largest. She was built by David G. Carll at City Island in 1882. She will carry 1,500 to 1,600 tons of cargo. This would have been considered a good cargo for a ship once. There are larger schooners than she is, but not many. At that size the sails become pretty heavy, and then resort is had to four masts, all rigged with fore-and-aft sails. The Elliott B. Church, belonging to J. B. Phillips & Co., Taunton, has four masts. They are called the fore, main, mizzen, and spanker. That schooner is 192 feet long, 40 feet beam and 16 feet deep. She will carry more than 2,000 tons. There are plenty of barks that will not carry so much."

Mr. Jesse Carll of Northport, Long Island, was asked about the development of schooner building. He said: "For the coastwise and Gulf trades schooners are unequaled. The most profitable size for the coastwise trade is that will carry 800 or 900 tons of coal. For the West India trade larger ones are built, with great success. The whole question of rigging a ship is to get the necessary spread of canvas in the most convenient shape. For long voyages some owners prefer to have their vessels with square sails, because the square sails are more easily handled in a gale of wind. I have heard that men who had taken schooners to the East Indies once could not be persuaded to go again. After a gale of wind it is impossible to spread canvas to steady the vessel."

"Why so?"

"Don't you see that in a schooner there are no braces to steady the gaffs, as there are on a square-rigged ship to steady the yards. When a schooner is rolling around in a gale of wind the sails sway and surge across the deck with a report like that of a cannon. The sails have to be lowered to keep them from slatting out, and then the vessel lies wallowing in the swells like a log. That is unexpected to men in a square-rigged ship. On a square-rigged vessel the lower topsail could be set. Then in voyages to the East Indies the great spread of canvas in a square-rigged ship are a great advantage in the trade winds."

"Are schooners ever built of iron?" was asked of a down-town shipbuilder.

"Sometimes. There are half a dozen or more of them afloat."

"American built?"

"Two of them. Strictly speaking, one. The first iron vessel built in this country was the John W. Everman. She is a steam vessel now. She was a three-masted schooner when launched, in 1855. She was built by Harlan & Hollingsworth. In 1865 wooden sailyards were built up above her deck and another deck was put on over all. Machinery to convert her into a steam vessel was put in. She is the property of Wm. P. Clyde & Co. The only iron schooner afloat of American build is the Josephine, a centre-board schooner, built by Cramps in the spring of 1880. She is 129 feet 4 inches long between perpendiculars, 34 feet beam, and 10 feet 6 inches deep. She registers 366 tons. She is the property of John Middleton, Jr., and others of Philadelphia. She was caught in the ice last winter in the Delaware Breakwater and was sunk. The accident showed the great superiority of an iron vessel over a wooden one. If she had been a wooden vessel she would have been wrecked from stem to stern. An iron hull don't wrench. She had a big hole knocked in her, but she was easily raised and repaired. She was rated first-class sixteen years after the accident. The season's profits more than paid all the expenses of the repairs."

"Will American vessel owners ever use iron instead of wood for their schooners?" was asked of President Gerringer of the American Ship Building Company.

"Will they ever do so? They are doing so now. We have two schooners on the stocks now at Philadelphia. One is for Pleso, Etting and others of Philadelphia. She has a clipper model and is sparred like a racer. She is intended for the West India trade. She will carry 600 tons of cargo when drawing ten feet of water. We build the hull only of the other one. Capt. Jeremiah Mallory is managing owner. She is a keel schooner of 1,100 tons."

"What is the cost of an iron schooner?"

"It is a little greater, of course."

"Why should the owner pay you more for an iron hull?"

"Because the iron hull will almost carry enough more cargo in the first load to make up the difference in cost. Size for size the iron hull is much lighter and much stronger. We have to build our hulls according to rules devised for the rotten English iron, which makes them heavier than necessary, but they are of enormous strength. Each piece in an iron hull is riveted to every adjoining piece, so that practically the hull is composed of one solid sheet of metal, backed with transverse ribs that are practically a part of that sheet. In a wooden hull the planking and ceiling are pinned and bolted to the frames. The starboard streaks are edge bolted to the keel and to each other. The other streaks are independent of each other. In the lifting of the vessel on the waves there are unequal strains on different parts of the ship. These cause the frames and the planking and the ceiling to grind on one another. You have read of the creaking and groaning of a ship's timbers if you never heard the sounds. Nothing can make a wooden ship as strong as the buoyant hull of iron. The fastening and recalking and similar expenses of a wooden hull are all avoided in a proper hull of iron. Then the iron hull will outlast two wooden ones."

"Why do you call the building an iron hull? Why not iron masts?"

Iron masts are not a novelty. The Jesse H. Freeman, a three-masted schooner with auxiliary steam power, has a mizzenmast of iron that also serves as a smoke stack."

"Do you see that queer little craft there?" the sailor on Pier 14 said, pointing to the topsail schooner Julia Knitschy. She was only 83 feet in length, and she measured 112 tons. She carried schooner sails on her lower masts, but she crossed three yards forward. A topsail and a topgallantsail were neatly furled on the two upper yards.

"You should see a development of that idea called the David Dows, owned in Toledo, Ohio, and run in the grain trade on Lake Erie," he continued. "She carries a square sail on the fore yard, as well as on those above it, in addition to the fore and aft sail. She has four masts abaft the foremast, or five in all. She registers 1,481 tons, and is one of the largest schooners in the world. On account of the necessity of making short tacks in a head wind on the lakes, the schooner rig is practically the only one in use. There is one sail peculiar to the lake schooners. It is the raffle. Just under the fore crosstrees the builders sling a long fore yard with a sheave in each end. It is a greased instead of a painted yard. The sail it spreads is set or trailed in on either side at will. With the wind on the beam, all the fore and aft sails and the weather side of the squaresail or foresail are set. Then the sailors set the raffle. The raffle is a three-cornered sail with a sheet through the end of the fore yard, and a tack that runs down on deck by the foremast. The halliards are reeved through a block lashed just above the topsail sheave. There are, of course, two raffles in each foretop. The squaresail and the raffle are two very useful sails that are easily handled. There are four schooner-rigged vessels on the lakes larger than the Dows. The City of Cleveland registers 1,538 tons. She belongs to Bradley and others of Cleveland. The Magnette, 1,592 tons, and the Spencular, 1,602 tons, belong to the Republic Iron Company of Marquette, Mich. The king of all fore-and-aft vessels is the Golden Age, built and owned by V. Fries of Milan, Ohio. The Milan schooners are famous on the lakes for speed and strength. This one measures 1,753 tons, and carries 3,300 tons of coal on a draught of fifteen feet of water. She is larger than any bark afloat on salt water. She ranks in size with the larger full-rigged ships. Salt-water ship builders could learn something by taking a look over her and the others. Excessive competition has pared down lake freights to the lowest possible figure, and vessels there must be of the most economical construction."

EXCENTRIC CUSTOMERS.

Various Odd Habits and Queer Notions Noted by an Observant Clerk.

As a SUN reporter was about leaving a Broadway cigar store a few days ago, a customer entered whose appearance and manners were so peculiar as to attract instant attention. He approached the cigar counter as smoothly as though he were moving on casters. The dealer immediately took down a box of cigars, the man selected two, paid for them, slid to the lighting stand, and vanished.

"That's one of my best customers," said the dealer. "He has bought cigars here for three years, and he never spoke a word to me. But he is not dumb, for a friend of his remarked to him one day in here that it was a fine day. My customer bowed slightly, said 'Yes' very mildly, and disappeared. He looked as though he felt sorry for having said yes, when a bob of the head would have done as well. I asked his friend about him, but he only laughed and said the man had been knocked out by the barbers; conversationally crushed, as it were.

"I have two or three practically dumb customers on hand just now. One of them was caught in a violent storm. He ducked into a cigar store, and made a motion for me to select them. He holds up as many fingers as he wants cigars. I gave him the wrong change once, so as to get a word from him, but the only shoved the money back to me to count. Another man comes in generally with a friend, or two, and says: 'Lap-ladi-dyoes!' Of course there is no such brand, but I pass out his usual cigars, and while he lights up he looks his wondering companions in the eye without moving a muscle.

"There are my customers who get smokes, except on rainy days. He would never tell me why. Another one that I've had for five years always asks, 'How's the crops?' The question is invariably the same whether there's a crop or snow outside or a spring drizzle. You see, customers get habits, and if you let them alone they'll keep 'em up. I've got one man who buys his cigar regularly every morning, then goes out, and returns in about five seconds and asks me if my office is open. Then he sets his watch, winds it up, and I don't see him until the next morning. You see, this is his timing up place. But he can't seem to do it right without he goes out first and comes back. I've known him to stay here for five minutes, as though trying to think of something, and buy cigar after cigar in his effort to get his mind fixed right. All at once he flops down his hand impatiently and departs, only to come up to time smilingly in a minute or two, and ask the old question.

"No, no, I don't think of queer cranks by any means, but were sensible business men, as far as I have found out. I used to get some customers of the same sort when I was in the drug business. But I see more of them in the cigar trade, and most of the queer ones are heavy smokers—kind of nervous, perhaps. When I was prescription clerk over in Third avenue a man used to come in regularly every three weeks to get a tonic medicine. He always acted as though I was a perfect stranger, and went through the details of his case each time with perfect accuracy. His stories were as much alike as the speeches of two newly nominated Aldermen. Drug clerks get a good many confidences, and they have to be careful not to repeat a thing they hear. I can tell of the first woman who comes in with a teacup for paregoric a good stiff yarn about some one in the neighborhood, and in ten minutes you will have a teacup trade which will last for two hours. A piece of gossip at about 11 o'clock in the morning is the best tonic a neighborhood can have, and I have known women sick in bed to get up and drop in for full particulars. I knew a drug clerk who used to amuse himself by putting up such jobs; the druggist had to discharge him. The great druggist was in getting two, or perhaps three, of the women in at a time.

"There are some people who come in and ask pretty regularly for precisely what they don't want. I had one lady who used to come regularly over from Jersey to buy something and forget what she wished to purchase the moment she entered the store. She would go out after a while, and after walking homeward a few blocks her memory would return. Once or twice she forgot her business the second time, and once went home wholly unable to think of what she wanted. I asked her why she didn't make a memorandum at home of what she wanted. She said she always forgot that, too, or if she did happen to make it would forget to bring the paper with her. At last I began to remember what she wanted and to say the goods off to her until I hit the mark. Finally she used to come in and ask, 'What do I want?'

"One regular customer couldn't buy anything until he had taken off his overcoat and tilted it up on a chair. In warm weather he would take off his hat and put it down carefully until he could make up his mind to buy. One nice old gentleman who called occasionally would not give his order until he had put on his eyeglasses. Yet he always called for some patent cough drops already put up, and wouldn't even look at the box itself after he got his glasses on.

"Some customers will go out without paying, until you ask them if they found their change correct; some will regularly leave their change on the counter, and plenty on going out will ask if they have paid for what they had, although they know perfectly well they have done so. Then there are people who will leave their medicine behind them, and others who will take their own and other people's too, if they get the chance.

"In knowing just what they want, buying it, and never disputing the price, the Italians have the call. The Germans are particular buyers, and ask many questions about both goods and prices. An Englishman is a square buyer, and always wants the best. He generally seems satisfied, though I've known Englishmen to grumble away for ten minutes while waiting for a prescription. Irishmen are liberal buyers, and generally lively and good-natured, but if anything goes wrong with their medicines, we expect what they call a laying out. Americans buy liberally and don't object to prices, but the American trade is the hardest on earth to hold. They would as soon buy of one man as another. The Yankee generally goes to the nearest shop."

Lord Coleridge Gives Canada the Go-by.

TORONTO, Oct. 28.—Even before Lord Coleridge had reached America, elaborate preparations were begun to entertain him here. There were flattered out by the announcement that he would be too busy to give any time to Canada at all. When it was stated recently that Lord Coleridge had requested his kind entertainers to allow him a few days' rest, there were some hopes that he would come here in an "unofficial" way at least. Prof. Goldwin Smith, who resides here, was Lord Coleridge's "big" at Eaton, and has expressed his close personal acquaintance in his future years. He wrote, asking Lord Coleridge to make him a visit, and a number of prominent citizens were in hope of seeing the distinguished Englishman in the side of the time after all. Lord Coleridge's reply settled the matter, however. He excused himself from coming on the ground of want of time, stating that he had arranged to spend Christmas in Ireland, and the 27th inst. Lord Coleridge's action in keeping altogether on the American side during his visit is a severe blow to Canadian national self love.

Murdered in the Presence of his Wife.

GALVESTON, Oct. 28.—A despatch to the *News* from Lovelady, Texas, says: "Last night two drunken roughs named Standley and Turner stopped at the house of Mr. Montzinger, an estimable citizen, and, calling him outside, literally cut him to pieces in the presence of his wife and child. Mrs. Montzinger ran for her life, and an axe handle and attacked the murderers, while her little son crept out his father's gun and attempted to shoot them. The weapon was wrenched out of the child's hands by Standley, who threatened to kill both mother and child if they raised an alarm. After the murderers went away an alarm was given and a posse soon started in pursuit of the men, who, if caught, will be lynched without ceremony."

Mr. Sprague and the Quidnick Company.

PROVIDENCE, Oct. 28.—The Hon. O. B. Farnsworth, receiver of the personal property of the Quidnick Company, has applied to the Supreme Court for a writ of assistance to enable him to receive possession of the personal property of the company now withheld from him by William Sprague.

THE HON. JAMES O'BRIEN SPEAKS.

A Report of an Interview Revised and Corrected by the Ex-Congressman.

Ex-Congressman O'Brien was at his headquarters yesterday supervising the preparation of circulars to be distributed among the voters, and receiving reports from his lieutenants.

"The people have nominated me for Register," he said. "I am not running against Jake Hess nor John Reilly. Leave them on their own merits outside of their machines and they don't amount to anything. I am running for Register against the bosses and the machines. If they win, the people will find themselves bound hand and foot, as they were under the Tweed Ring. I was on the side of the people then, and I take the same stand now. I had everything to gain by going with the Ring at that time, and everything to lose by going against them. Tweed himself swore that he gave one man $200,000 to try to stop me from fighting them, and Connolly said that he gave as much to other men for a similar object. It was money thrown away. I fought them to the end, and I shall do the same in this fight. Every decent Democrat ought to uphold me, for every Democrat is excluded from the councils of the Tammany and County Democracy if he shows the least personal independence. He must be simply a cog in the machine, or he is fired out. My fight will benefit both the taxpayer and the Democracy. I expect considerable support from independent Republicans, who want to break the Allenites machine rule. A vote for Hess is a vote for Reilly, and a vote for either is a vote for the continuance of Ring rule.

"Do you intend to support the Democratic State ticket?"

"Yes. I have always been a Democrat. In all our local squabbles I never cut or sold out the State ticket, as Kelly and Tammany Hall have done. The machines help each other. The instant Kelly gets in a tight corner the Republican machine rushes to his aid. Look at Murphy's district if you don't believe it. There the Republicans have endorsed Slevin, the Tammany candidate for Senator. A prominent Republican machine leader told me the other day that they could get all they wanted out of Kelly by giving the independent Democrats the cold shoulder. You can see the result already. Kelly's action threatens to give them three Senate districts in this city, and possibly four. He will give the Republicans the Senate and sell out the State ticket, as he has done before, to get control of the Board of Aldermen.

"I see that THE SUN comments unfavorably on my proposition to give my fees, if elected Register, to charitable institutions. I am a man of my word, and I mean what I say. If I am elected, Mr. Dunn can be one of a Board of five men to see that I carry out my pledge. THE SUN says that I am running for Register for some inscrutable reason. The reason ought to be plain, for I am planted on THE SUN'S side of the fight against the machines, the people against the machines. We are fighting all along the line, and we mean business. Our meetings are large and enthusiastic. Look at the outpouring of independent Democrats in grand street on Saturday night. Why, your reporter said that many went away without getting within ear shot of the speakers. On Monday night we are to have two big meetings, one at Washington Hall, 403 First avenue, and the other at Gass Hall, Thirty-fourth street, near Third avenue. Aleck Henriques will speak. Send up a reporter and see how the people are aroused."

TOMBSTONES SLUGGISH.

Ridiculous Prices Offered for Angels, Cupids, and Plain Stones.

"At ten dollars—at ten-or-ten-or-ten. Do I hear twelve? At ten-or-ten—ah, thank you—at ten and a half, n'alf, n'alf. Why, gentlemen, this is a shame. That tombstone is worth ninety dollars if it's worth a cent, and yet only ten dollars and a half is the bid. Look at it. Solid New Hampshire granite, and only ten dollars and a half is bid. At ten n'alf I am bid. The dear departed would never rest easy under a stone sacrificed like this. n'alf, n'alf, at twelve dollars, at twelve. Going once, going twice, going third and last time, going—gone, and sold to—what's your name? I might have guessed it—sold to Mr. Smith."

Then the crowd followed the auctioneer into a building where were the statuary and other "works of art." It was a marble yard near Greenwood Cemetery. The yard was filled with tombstones of every variety and size from the little footstone to the massive granite shaft. It was a motley crowd that elbowed its way around. In it were six women heavily veiled in mourning.

"Why, gentlemen," the auctioneer continued, "you don't want us to give these monuments away? These stones will not be thrown at you. Now, we will try some of these works of art, and I tell you that you will be fortunate if you am I offered for this beautiful piece?" and he placed his hand benevolently upon the head of a kneeling angel. "Look at her, gentlemen. And what am I bid?"

"Twenty-five dollars."

"Twenty-five dollars. This is depressing. Why, gentlemen, just look at this angel. To be sure, some of her wing feathers have moulted away, but angels can fly if their wings are clipped. I give my word of honor, gentlemen, that if in ten years from now anybody is the cause of that yellow streak across the forehead. Who ever heard of a bilious angel? At twenty-five dollars I am bid; but no, the feelings of that angel shall not be outraged by such a price. She is withdrawn.

"Who will give me a bid for this piece? Cupid asleep. Look at him, gentlemen. See how pretty he curls his little legs up under him, and lies down to pleasant—what is it? Only $2 for this Cupid? Gentlemen, I declare this sale off. Such unheard-of bids as have been offered here to-day would ruin the tombstone trade. This entire sale is off."

DR. JUTTEN'S DISAPPOINTMENT.

His Farewell Sermon to a Congregation that Let Slip $70,000.

The Rev. Dr. David B. Jutten preached his farewell sermon in the Sixteenth Baptist Church yesterday. He has been the pastor of the church for more than ten years. It was his ambition to build a new church further up town. A wealthy widow in his congregation, Mrs. Sherman, offered $50,000 for the purpose, with the proviso that the church should be called the Memorial Baptist Church, to commemorate her husband. The church accepted the gift, and raised $16,000 more. A few of the members, however, who wished to keep the name of Sixteenth Baptist Church, obstructed the project, and delayed action so long that Mrs. Sherman withdrew her gift. Then Dr. Jutten resigned.

The church was crowded yesterday. When Dr. Jutten said, in advising the church how to treat their next pastor, "Do not almost suffocate him with kindness when he comes, and then treat him like a barrel of herrings when he goes," there was a rustling in the pews. He reminded the congregation that they had thrown away $70,000, and said that some one might hereafter answer for it. The old members of the Memorial Church were alluded to frequently in the sermon as "misguided ones," who had robbed the majority of the church of a home. The spiritual life of the church had been killed by these few, who had excited agitation and discord, but to all he could say, "I forgive you, as I hope to be forgiven." Considering the policy of indifference and obstruction that these men had pursued, he wondered that the church had prospered so much as it had.

The church members have not decided whom to call for their next pastor. Dr. Jutten says he has no place in view, and until the church has found a shepherd will minister to it if desired.

Time is Money.

From the Providence Journal.

There lives in Pawtucket a man whose whole existence seems to be connected similar to a piece of machinery. His movements and transactions are always "on time;" in fact, his great hobby is time. "Be on time and save time" is his motto. At the same hour every morning he gets out of bed. A few seconds later his light is out, and then his left breakfast is finished in a separate time, and he is seen at his place of business just at the stroke of 7. He is especially enraging on the immense quantity of time that is wasted and thrown away by every man and woman every hour. He illustrated his hobby the other day in a rather amusing and instructive manner. A friend presented him with a very fine looking cat. Calling the next day, he found the cat without any tail, she had been cut off as close to the body as could be without cutting the tail off behind the cat's ears. When asked why he had done this, he replied: "I have to hold this cat in and out of life a great many times a day. Now, if that cat had a long tail don't you see I would have to lose so much time waiting for the tail to go out and in? Whereas now I have only to wait for the cat, and I save all the time in cutting out and especially in this cat, so you will see I have the cat but the same and only the time in letting the cat in and out, which is saving all that time that would be lost in letting the tail in and out."

Alligators Taking to Land.

From the American Recorder.

It is so dry in Lee county that the alligators that lived in the ponds there have taken to land, and are very often seen a mile and a half from water. One was caught last week, and measured ten feet in length.

The List of Referees.

The following referees were appointed in cases in the State courts in this city last week:

SUPREME COURT.

By Judge Barrett.

White agt. Terry	Gilbert H. Crawford.
Rogers agt. Rogers	Geo. R. Morris.
Winans agt. Winans	Philo T. Ruggles.
Vogel agt. Bridge	Silas E. Lydecker.
Young agt. Hyde	Francis K. Parker.
Jackson agt. Gault	Amasa B. Redfield.
Miles agt. Miles	John H. Litchen.
Lake agt. Mitchell	Francis K. Parker.
Young agt. Hyde	Francis K. Parker.
Weimore agt. Weimore	J. Stewart Bell.
Gaspel agt. Mailhamer	Frank K. Parker.
Eustis agt. Harris	Erelog H. Smith.

By Judge Larremore.

Schnarr agt Schnarr	E. M. Shepard.

SUPERIOR COURT.

By Judge O'Gorman.

The Metropolitan Concert Company agt. Abbey	Hamilton Cole.
Tuttle agt. Wood	John R. Lambarch.
Gilman agt. Gage	John Whalen.
Hickox agt. Armstrong	Chas. P. Miller.
Freeman agt. Freeman	Chas. W. Sloane.

COURT OF COMMON PLEAS.

By Judge Van Brunt.

Matter of Maud Harriman	Nathaniel Jarvis, Jr.
Matter of Wolff	Abram King.

By Judge Daly.

Deane agt. Tracy	Richard M. Henry

TRADES TAUGHT IN SCHOOL.

A PLAN TO MAKE SKILLED WORKMEN WITHOUT APPRENTICESHIPS.

Mr. Auchmuty's Idea of Enabling Young Men to Learn Plumbing, Bricklaying, and Other Trades Without Loss of Time—The Scope and Cost of the Schools to be Established.

The New York Trade Schools, which are to be reopened for pupils on Nov. 5, at First avenue and Sixty-seventh street, for the third winter session, appear to have supplied a pressing want which has long been felt wherever trades unions are plentiful and the division of labor is extensive. This want is the opportunity to learn a mechanical trade. It is a fact well known to poor boys who desire to learn trades that it is only with the greatest difficulty that an apprenticeship can be obtained in most trades. The rules of the trades unions regarding apprentices are very strict, and only a certain specified number is allowed in proportion to the number of journeymen employed. Not unfrequently a young man is unable to learn the trade of his father for lack of an opportunity to get an apprenticeship.

Another consideration has been that the method of learning a trade by apprenticeship is very slow, because so much of the time must be spent in mere drudgery, and the cupidity of the employer postponed the day when the apprentice shall have mastered his trade.

Several years ago Mr. R. T. Auchmuty of this city resolved to start a trade school to give deserving young men an opportunity to learn trades. He did not intend it as a charity, or as a money-making institution. He was content to advance the capital and risk its loss for the purpose of giving a trial to his pet idea. Thus far he has invested about $40,000 in land and buildings located in First avenue, and extending along the whole block from Sixty-seventh to Sixty-eighth streets, running back about 71 feet on the two streets. The place is within view of the old Schermerhorn mansion, adjoining the Pastime Pleasure Club grounds, the birthplace of the wife of Mr. Auchmuty.

The buildings are plain, low, brick structures, with ample room for several hundred scholars engaged in learning the trades of plumbing, bricklaying, fresco painting, stone cutting, plastering, scroll sawing, pattern making for moulders and machinists, and turning. When the buildings are completed there will be ample accommodations for teaching all these trades with the best of tools and instructors.

Thus far, about 200 young men have availed themselves of this opportunity for education in the trades of plumbing, bricklaying, fresco painting, and pattern making. The work done by some of these young men is now on exhibition at the fair of the American Institute, and constitutes one of the most interesting features of that show. The plumbing shows some rare skill in the manipulation of tools and the use of materials. The examples of lead joints, wiping joints, sand bends, lead safes, bath and basin fittings, sinks, wash tubs, and so on, show that the young men have made good use of their time. It may seem almost incredible that such proficiency could be attained in the short time of five months. This is accounted for first by the fact that the whole of the five months was devoted to the actual learning of the trade under the tuition of a competent instructor. Another explanation is the fact that the learners were not only earnest seekers after knowledge, but also, in most cases, already skilled in the use of tools. To such young men it is comparatively easy to substitute one trade for another. The ordinary restrictions of trades unions put great obstacles in the way of changing from one trade to another. But the trade school offers an opportunity to a young man who has, unfortunately, learned an unremunerative trade to learn another which will be more congenial or profitable. The cost to the learners of plumbing is $3 per month, or $10 for the course. The instruction in this department is limited to young men between 16 and 25.

Some opposition from the trades unions has kept young men from availing themselves of the advantages of the institution. The rules of the trades unions forbid the election of a member who has not served an apprenticeship, and the trades union leaders, in some cases, announced that they would not permit graduates of the schools to work in the shops with them. Several of the graduates from the bricklaying school have been compelled to go to work with non-union men because they could not get into the unions. Yet the fact that these young men were competent workmen is proved by the building which they erected to be occupied as a bricklaying school this winter at first avenue and Sixty-eighth street. The pupils worked under the supervision of their instructor, and were paid by Mr. Auchmuty at the same rate at which journeymen bricklayers belonging to the unions are paid. The teaching is done in a building 50 by 70, where there is a good supply of bricks and mortar. The pupils use the same bricks over and over again. For instruction in bricklaying the terms are $5 a month or $12 for the course, and the class is reserved for young men between 17 and 25 years of age. There will be a class in laying face brick and in cutting brick arches twice a week for three months commencing Dec. 10, provided sufficient applications are made by Dec. 4.

For the class in pattern making from drawings, and preparing models for moulding the terms are $3 a month or $10 for the course. For the class in plastering the terms are $5 per month or $12 for the course. Instruction in fresco painting is given for $2.50 per month or $10 for the course. The new class in stonecutting begins work this season, the terms being $3 per month or $10 for the course. The terms for the class in turning, scroll sawing, and so on, are the same.

Thus far the fees have covered but a tithe of the expenses, but the founder is well pleased with the results achieved, and hopes, by the character of the work turned out, to convince the trades unions that there is no injustice to them in this effort to educate skilled workmen on a new plan.

Rufus Reed and the Elephant.

From the Charlotte Observer.

Rufus Reed, a colored man, was arraigned before the Mayor, charged with assaulting little elephant that had been exhibited in the place. It appeared that Reed, who is tall and muscular, had been giving the elephant apples, and put one in his vest pocket. While his attention was turned the elephant reached out its trunk, and getting hold of Rufus's pocket, tried to pull the apple out, tearing the vest nearly off. Reed seized the proboscis and tried to rescue his garment, but the elephant disengaged his trunk and, gave Reed a severe blow on the side of the head with it. Reed drew back, and filled the elephant full of the apples, which he took from his hat, delivered over the eye. The elephant's keeper then attacked Reed, and Reed knocked him down. In the mean time the elephant had regained its legs, and gave Reed another blow on the side. Reed was now thoroughly exasperated, and actually knocked the elephant over on its back, and then left the tent. He was let off easy by the magistrate, who thought the elephant deserved his punishment.

FACTS ABOUT WOMEN.

The best carriage painter at Grand Forks, is a woman.

A young woman in Erie, Pa., has married her brother's wife's father. She therefore becomes her brother's mother-in-law.

The Howland prize for the best essay on civil service reform was won by Miss Agnes Emory of the Commencement of the University of Kansas.

An old lady named Brown, of Saginaw, Mich., has the gravest of fear that it now turning to the original color. She is cutting her third set of teeth. She has had her second eyesight for years, and can see to do fine work.

MILITARY NOTES.

First Lieutenant W. L. Candee of Company B, Twenty-third Regiment, has been elected Captain.

The Mexican war veterans will hold a national convention at Washington on Dec. 6, 7, and 8.

A new company is organizing at Long Branch. It has been accepted by the military authorities of New Jersey.

Company H, Eighth Regiment will give a dramatic entertainment and hop at the Lexington Avenue Opera House on Oct. 31.

Capt. Fred W. Herring of the Fourth New Jersey has been arrested on a charge of stealing the daughter of Nat Jenks, drum major of the seventy-first.

Company F, Twenty-second Regiment, challenges a team from any regiment in the First or Second Divisions to a game of tenpins for a trophy.

The officers of the Adjutant's of the Seventy-first Regiment and Lieut. Daniel Chauncey, Jr., Company I, Seventh Regiment, have tendered their resignations.

Col. Fred Unkehaut of the Eleventh Regiment says that Major Parker from the Adjutant's office, however, says the country needs his services, and declines to go. Col. Unkehaut has petitioned the Adjutant-general to discharge him for cause.

Private Wood Mc Cave of Company D, Seventh Regiment, preferred to parade with the Veterans instead of with his company on the Newburgh trip. He will parade altogether with the Veterans hereafter, as Capt. Kipp has discharged him from the company.

HOURS OF LEISURE.

Ball of the Actors. Everett Hall, to-night.

Prohibition meeting. Choral Hall, Harlem, to-night.

Reception in the Metropolitan Museum of Art. Nov. 5.

Ball of Dionysius Lodge, Knights of Pythias. Irving Hall, to-morrow evening.

Gramercy Boat Club's house warming at the boat house, Saturday evening.

Sociable of Knites Post Drum Corps, Rank's Assembly Rooms, 73 Ludlow street, Saturday evening.

Miss Emily Faithfull's first lecture for the season at Chickering Hall, on Nov. 6. Subject: "Modern Shams."

Entertainment of Branch No. 32, St. Patrick's Alliance of America, Lyric Hall, Sixth avenue and Forty-second street, this evening.

Reception of the Hon. Thomas Foley by the residents of the First Assembly district at the pavilion on Pier 1, North River, to-night.

The Rev. Dr. Bernard O'Reilly will give in Chickering Hall, on Nov. 14, his first lecture after a three years' absence abroad. His subject is "The Old World versus the New."

Mr. Tustin will read before the Academy of Political Science in Columbia College on Saturday evening an essay on "The Development of Banks of Issue in the United States."

The fair of the Church of Jesus, at Ninety-seventh street and Tenth avenue, that was opened a week ago, is to be continued for several days. The proceeds are to go toward the purchase of lots in Ninety-sixth street.

Mother Swan's Worm Syrup.

Infallible, tasteless, harmless, cathartic: for feverishness, restlessness, worms, constipation. 25c.—*Adv.*

CUMMINGS FIGHTS M'CARTHY.

The Former Driven Away at the End of the Third Round by a False Alarm.

About two hundred men from Brooklyn and New York visited a resort in the neighborhood of Long Island City yesterday morning to witness a fight, according to the Marquis of Queensberry rules, between Mickey Cummings, alias Mick the Stuff, of Williamsburgh, and Jack McCarthy, alias English Jack, for a purse of $100 and the middle-weight championship of Brooklyn. Cummings is about 22 years old, 5 feet 8½ inches tall, stoutly built, and he weighed 142 pounds. McCarthy is 24 years old, 5 feet 10 inches tall, and weighed two pounds more. Mike Kelly of Williamsburgh seconded Cummings, and Jack Moriarty of New York performed the same duties for McCarthy. Jack Londergan of Williamsburgh was selected referee and stakeholder. At 1½ A. M. Cummings entered the ring, and was quickly followed by McCarthy. Time was called at 1¾. After some sparring Cummings led off with a right hander on McCarthy's left cheek, which the latter returned on Cummings's mouth, drawing the first blood. The men clinched, and some hard hitting and severe punishment was administered on both sides, McCarthy finally bringing Cummings to earth. The second round was a repetition of the first. They clinched finally, and both men fell heavily Cummings on top.

Both came promptly to the call of time for the third round, and after some fine sparring, the first during the fight, McCarthy led off with a left-hander on Cummings's breast, knocking him against the ropes. They clinched again, but somebody said "The police are on us," and they separated, the crowd dispersing in all directions. The alarm was false.

On time being called for the fourth round McCarthy stepped into the ring, but Cummings could not be found. McCarthy claimed the stakes, but the referee refused to give them up, declaring that the men should fight it out. The owner of the hall turned out the gas and ordered all hands out of his place. It was learned yesterday that the men would meet again next week.

THE NATIONAL GAME.

The Arbitration Committee of the national professional associations concluded their second day's session at the Fifth Avenue Hotel yesterday, and each member signed the report, which is to be submitted for adoption at the annual convention in December. The report embodies several important amendments to the agreement of last year. One of these opens the door to new associations. It suggests the adoption of a rule recognizing as binding all contracts emanating from regularly organized professional clubs, whether these belong to any professional association or not. But there is one amendment which, if carried, will effectually close the door to any new club in cities where either a League, an American, or a Northwestern club exists. This is designed to put a stop to the new clubs projected for Philadelphia, Boston, St. Louis, and Baltimore. In cities in which there are no association clubs the rule will not apply. The idea is that if the new Eastern League association adopts cities from Richmond, Washington, Wilmington, Camden, Trenton, Newark, and Hartford, and has nothing to do with any new clubs in Baltimore, Philadelphia, New York, or Boston, the old associations will allow them to join in the "union agreement," but not otherwise. As regards the other new association emanating from Pittsburgh, it is proposed to make the "non-intercourse act unless their war upon the reserve rule ceases."

A union composed of players from the Metropolitan and New York clubs visited Allentown yesterday, and defeated the club of that place by 14 to 0. The game was a perfect one, not an error being made on either side. The New Yorkers made the only three-base hits of the game.

Secretary Williams of the American Association has accepted an offer of $2,500 to play next season in St. Louis.

In the Park and On the Road.

On the track at Fleetwood last week John Murphy drove the little bay gelding Frank and running mate, the chestnut gelding J. O. Nay, a mile in 2:16, and repeated in 2:12¼. He would have done better but he had to turn out for two teams. He went on as far as the quarter pole, and the watches clicked at 31¾ seconds, a 2:07 gait. Murphy also drove Mr. Isidor Cohnfeld's new team, Maxey Cobb and Helene, a mile to a road wagon in 2:18¼.