

THAT GENTLEMANLY THIEF.

turned on the pawn ticket. I really could not remember all the houses I called at.

Homeless, he was taken to the Hogan at Jefferson Market Court yesterday, where he was examined by a physician. He says that he gets a long session he will probably die in prison, as he has had consumption for several years.

"DAVE THE FISH" IN THE TOLLS. He's Usually Robbing or Fighting Some One When He Is Seized by a Life.

David Barrett, alias "Dave the Fish," a down-town tough and ex-convict, is in the toils again, this time charged with helping in the assault on Policeman Whitworth last Saturday night. Barrett is famous as a life saver and has rescued over twenty-three persons from the East River. His career has been eventful, but it is doubtful if he will ever add to it if he is found guilty of the present charge.

A suspended sentence is hanging over his head and no mercy will be shown him. Barrett is at present the leader of a gang of young toughs who spend most of their time at the corner of Monroe and Pike streets. Many of these were arrested by William E. Worthen himself as served about five short terms for petty larceny and disorderly conduct since Judge Martins suspended sentence on him on June 20, 1890.

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IN THE ALDERMEN'S HANDS.

PLANS FOR RAPID TRANSIT READY FOR THEIR CONSIDERATION.

Mr. Worthen's four-track underground system formally presented by the Commission on Rapid Transit in regard to the Method of Construction.

Early in the year Mayor Grant appointed William Steinway, John H. Starin, Samuel Spencer, John H. Inman, and Eugene L. Bushe a Commission to devise a suitable plan of rapid transit for this growing town.

The Commission began actual work in March. Since then the five gentlemen who form the Commission have spent a great deal of time listening to plans, and for the past few months have considered those plans in executive sessions.

From time to time the Commissioners made reports until the general plans got sifted down to plans for two underground systems. One of these was submitted by William E. Worthen, the engineer of the Board, and the other by W. Barclay Parsons, the assistant engineer. Mr. Worthen's plan called for a four-track road on a level, while Mr. Parsons' scheme was for four tracks set in pairs one above the other and commonly spoken of as the double-deck plan. Two tracks in both instances were to

be devoted exclusively to express trains and two to locals.

These plans were submitted for separate reports to four consulting engineers, Octave Chanute of Chicago, Joseph M. Wilson of Philadelphia, Theodore Cooper of New York, and John Bogart, State Engineer of New York.

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WEDDING AND HOLIDAY GIFTS.

MAJOR HAYWARD'S IMPORTATIONS.

Shall William Be Forgotten for the Smiles of a Maiden Who Once Drove a Broom?

It has ever been the habit of mankind to be ungrateful, and since the dawn of human life we have all been crying out: "The King is dead; long live the King!" So it is little wonder that no sooner had William ceased to coo over those pale ticklers which won for him the title of the Great Mixer, than those who had formerly pruned and petted him forgot his services and fell down to worship his successors.

At all events it is an unquestioned fact that Major Hayward's new barmaids were welcomed with effusion by all his old customers yesterday. All day long the bar was lined with customers who slipped their drinks down and tried hard to gaze into the eyes of the girls behind the bar.

Visitors are cordially invited to inspect these goods, which will be found on our second and third floors.

Theodore B. Starr, 200 FIFTH AV. BETWEEN MADISON SQ. 25TH AND 26TH STREETS.

NEW OF THE CYCLES. Stories of Some of the Battered Fleet that Battered Fleet of many kinds of craft got in yesterday with more news of the cyclones.

The British tramp steamship Cyprus, from Barrow, ran out of oil in her battle with the seas, and had to put in at Sydney, Cape Breton, for a new supply.

The schooner William Jones, Capt. Fuller, reached here to-day and was inaugurated President of Lafayette College to-day.

The Ladies' Health Protective Association met at a meeting of the Ladies' Health Protective Association yesterday morning at 11 West Eleventh street.

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THE GRATITUDE OF A MERCHANT.

A STORY OF FIFTEEN YEARS OF SUFFERING AND ITS REQUEL.

Mr. William H. Seely Tells How He Tried Several Different Doctors Without Getting Relief, and Then He Says He Went to Dr. McCoy and Wildman and They Cured Him in Three Months.

Mr. William H. Seely is a merchant of Bedford, New Jersey. He is also a dealer in coal and wood, and one of the men of the town. Bedford is down near the Atlantic Highlands. Everybody knows Mr. Seely there. He is 55 years old, although he doesn't look it, and he lives in the house of his father, who died a few years ago. He is a very successful man, and he has a large family. He has a wife and five children. He is a very kind and generous man, and he is very popular in his town.

Mr. Seely has been troubled with tumors in his nose for fifteen years. This unnatural growth has led to catarrh, and to a great deal of suffering. He has tried many different doctors, but he has not been cured. He has spent a great deal of money, but he has not been cured. He has been very miserable, and he has been very anxious to get well.

Mr. Seely has been cured by Dr. McCoy and Wildman. He has been cured in three months. He is now very well, and he is very happy. He is very grateful to Dr. McCoy and Wildman, and he has written a story of his suffering and its sequel.

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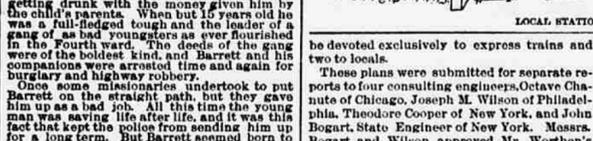
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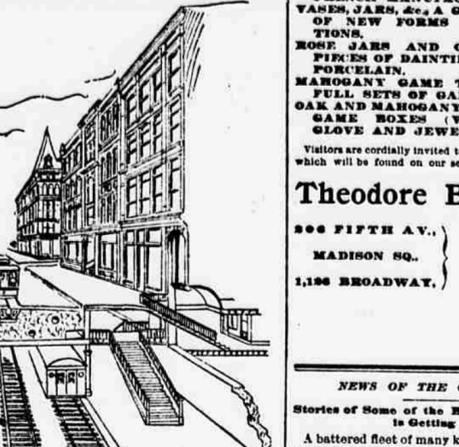
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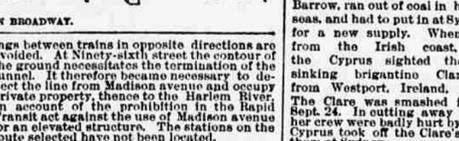
DAVID BARRETT.



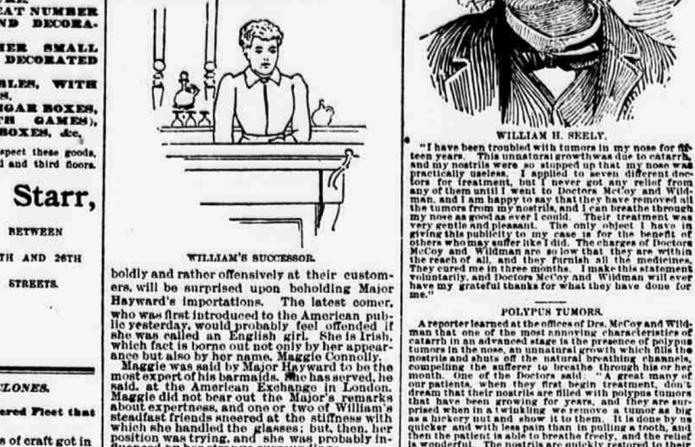
LOCAL STATION IN BROADWAY.



THE STEAMSHIP DIDAM.



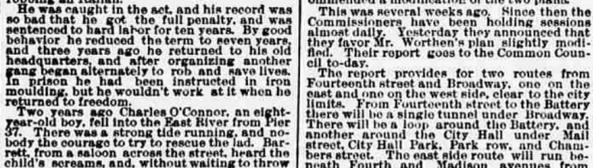
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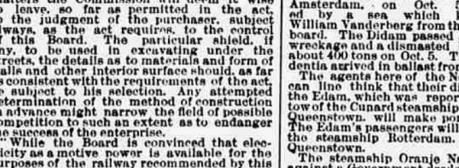
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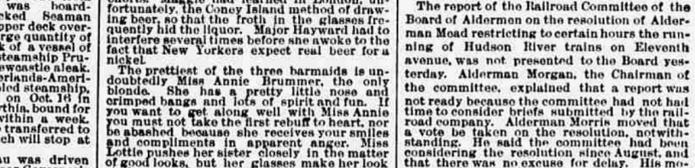
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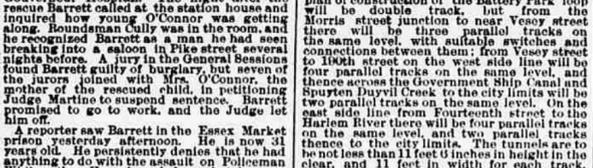
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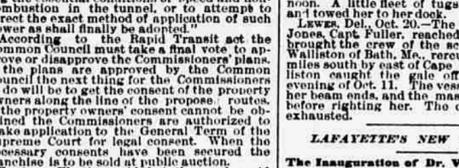
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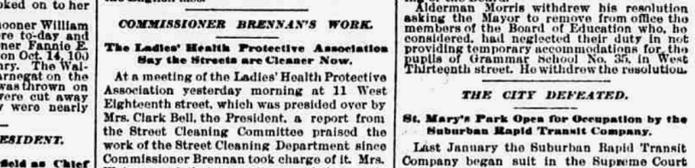
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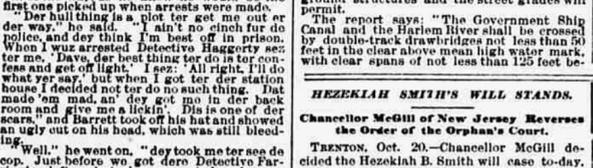
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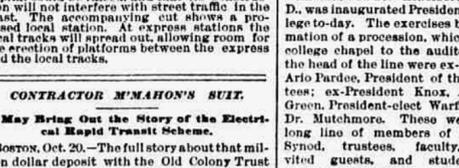
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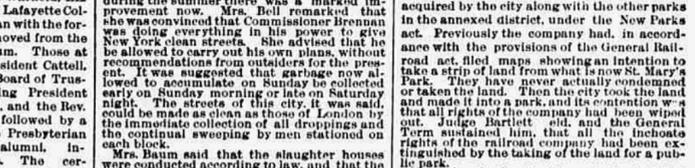
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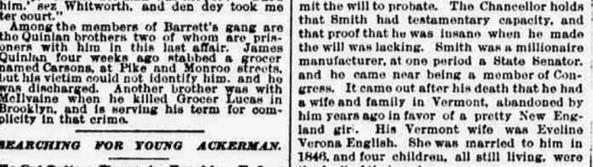
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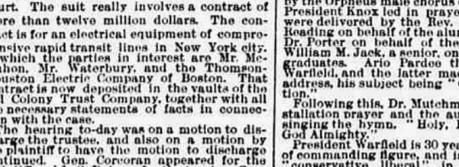
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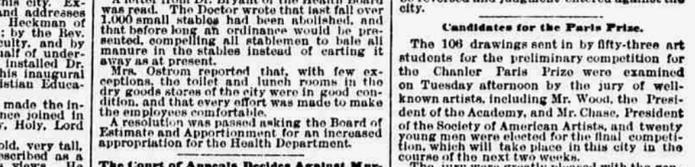
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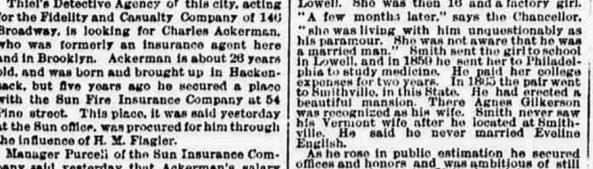
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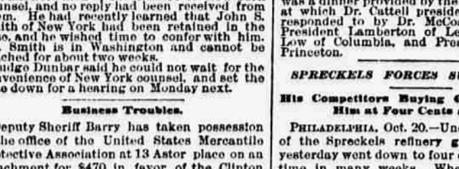
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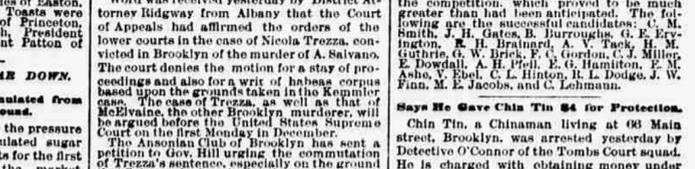
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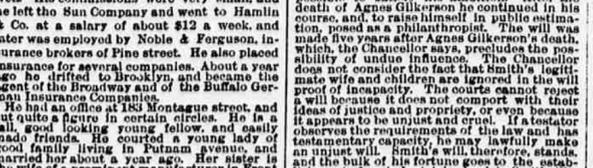
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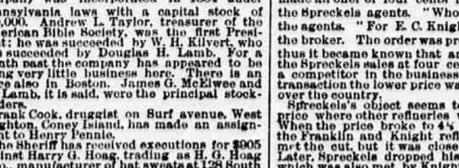
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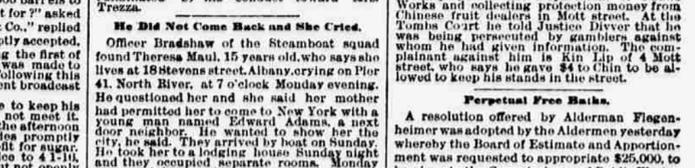
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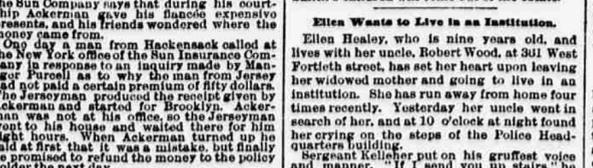
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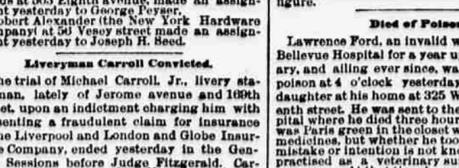
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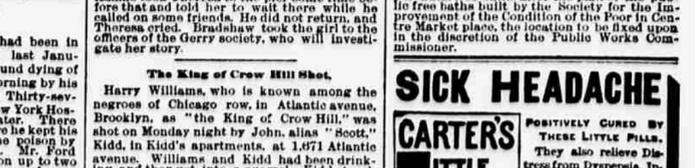
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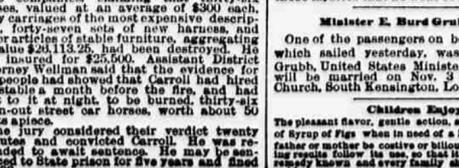
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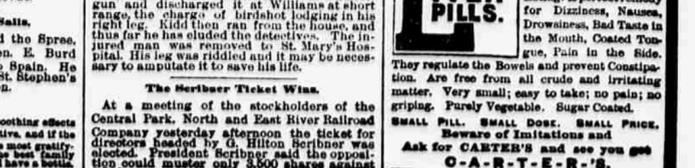
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