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The Sun.

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VOL. LIX.—NO. 350. NEW YORK, MONDAY, AUGUST 15, 1892.—COPYRIGHT, 1892, BY THE SUN PRINTING AND PUBLISHING ASSOCIATION. PRICE TWO CENTS.

CABLE NEWS FROM GERMANY

THE EMPEROR ELATED WITH THE RESULTS OF HIS ENGLISH TRIP.

He Will Send Three of His Sons to Visit Their Great-Grandmother, the Queen of England—Herrfurth's Resignation Said to Betoken a General Shaking Up of the Prussian Cabinet—The Coming Conference of Catholic Bishops at Fulda Attracting Much Attention—Valuable Historical Documents Found at Breslau.

BERLIN, Aug. 14.—Emperor William has returned from his visit at Osborne more enamored of the English and their ways than ever. The repeated defeats of the Meteor have not disturbed his confidence in her as a crack yacht, and he already has expressed his intention of entering her in the Cowes races of next year. The relations between the Queen and her grandson are closer than they have been before, and the political significance of this fact more than compensates the Emperor for all his disappointments as a sailor man. When the Emperor left Osborne the Queen urged him to send Crown Prince William, Prince Eitel Frederick, and Prince Albrecht to Osborne for a visit, at the end of which she would take them with her to the Highlands.

The Emperor accepted the invitation, saying that he believed travel to be the best of all educators for boys, especially for those who might some day be called to rule over great nations. The Crown Prince, the Emperor said, would begin next summer a series of trips in Europe, that he might be better fitted for his imperial responsibilities. His first trip will be to the north with his father, who told the Queen that "communing with the magnificent scenery of Norway and association with the rugged natives would broaden his mind and arouse his deeper feelings."

The Emperor's plans for the fall months are unsettled on account of the uncertainty of the date of the Empress's accouchment. The physicians think it certain, however, that the Empress will be convalescing by Sept. 1, and in that event the Emperor will begin his fall campaign on Sedan Day with a grand review of troops. On Sept. 4 or 5 the Emperor hopes to leave for Sweden, for a few days' elk hunting with King Oscar. This visit may have political consequences, as the Emperor has been disagreeably impressed by the frequent rumors of an understanding between Sweden and France, and doubtless will utilize his first opportunity to learn from King Oscar the true relations between Sweden and the Dual Alliance. Upon returning from Sweden the Emperor will go to his new estate, Urville, near Metz, and will inspect the Thirteenth and Fourteenth Army Corps. He will then meet the Grand Duke of Baden in Carlsruhe and the the King of Wurtenburg in Stuttgart, and per ans will go to Strassburg. The Fourteenth Army Corps will manœuvre before him near Dorcheim. To recover from the fatigue of this tour the Emperor will close his season with an eight-day hunt at his shooting box, Lorainter, in East Prussia.

The King of Denmark, who has passed several weeks at Wiesbaden, has been noticeably neglected by the Emperor. Nevertheless, he has gained strength and popularity at the baths, and when he left he received numerous gifts from the commander and commissioned officers of the Thirteenth Uhlans, of which regiment he is the honorary Colonel. The King is now in Gmunden with the Duke of Cumberland.

The demonstration to Bismarck at the Stettiner Bahnhof is still the chief subject of conversation and press comments. The overpowering enthusiasm manifested at the Prince's reception has opened many eyes to the unshaken hold that he still maintains among the common people. The revelation was all the more surprising, because the high politicians here tried hard to believe that the demonstrations in Vienna and South Germany were got up merely by malcontents and persons wishing to protest against the policy of the new régime. The demonstration here, however, was so spontaneous that it could be explained only on the assumption that the people still loved their old Chancellor. Bismarck mementoes have been boomed into unprecedented popularity. Everything appertaining to the Berlin reception of the Prince has been sold at ten times its intrinsic value, and Bismarck's photographs are sold as they were not sold even in the days of Emperor William.

All sorts of explanations of Herr von Herrfurth's retirement are made. One is that he opposed the Emperor's "Clear View" lottery plan; another is that the Conservatives, to whom Herrfurth has been a thorn in the flesh, demanded his resignation as the price of their support of Capriva in the next session of Parliament; still another is that Herrfurth was too bitter in his opposition to Miquel's plans for reforming communal taxation. All of the influences indicated probably militated against Herrfurth; the last undoubtedly was most potent. Perhaps, however, the most powerful of all was that Herrfurth was never a success as a courier, and, therefore, has been only tolerated by the present Emperor. Four years ago he succeeded Puttkamer whom the Emperor Frederick dismissed. William purposed to recall Puttkamer, but was dissuaded by Bismarck from doing so. Nevertheless Herrfurth's stiff-necked liberalism nettled the Emperor, and ever since William's accession to the throne it has been an open secret that Herrfurth enjoyed less high favor than other Prussian Ministers. Little significance is attached to the appointment of Count Botho von Eulenburg to Herrfurth's place. In fact, the whole affair is regarded mostly as a symptom of the unsettled condition of the Cabinet, and a sign that a general shaking up will not be delayed much beyond the assembling of the Reichstag next November.

On Thursday the eyes of all German statesmen will be upon the Conference of Catholic Bishops in Fulda. The conference has more significance for politics than religion. The friendliness of the Vatican toward France and Russia will be discussed, and the utterances of the Papal press against the Triple Alliance probably will be indirectly answered. The attitude recently assumed by the Vatican in its relations to the two great war camps of Europe has been viewed with unaffected disapproval by German Catholics, and, despite the fact that the Clerical party is not to be had for the asking, its deputies have been driven by the Vatican to the point where they declare themselves Germans first and Catholics afterward. A straw which shows whither the Conference will tend was given by Dr. Lieber, the Clerical leader, at Erfurt, on Friday, when he declared before the Catholic Convention: "Since Bismarck's campaign in South Germany against the Government the Clericals again have taken occasion to make clear to all that they are the open and sincere friends of the empire as conducted by the Emperor and Count Caprivi."

Herr Kahl, leader in the Royal Opera House, died last week. His death is deeply deplored by musical circles in Berlin, and most of the musical societies of the city have passed resolutions of regret and sympathy with his family.

Herr Wolff, the defaulting banker, who was sentenced on Friday to ten years' hard labor, is critically ill. It is believed that he will not survive the first year of his term. Little sympathy is felt for him, however, as at his trial he was shown to be a calloused swindler. Many of his aristocratic victims attended the court proceedings and applauded the announcement of the sentence.

An epidemic of suicides has broken out in Berlin and its suburbs. In the last six days twenty-two persons have killed themseves for more or less trivial reasons. A boy of fourteen years hanged himself because a girl of thirteen years had jilted him. An apprentice of sixteen years killed himself because in a fair fight he broke the collar bone of a fellow apprentice. A woman of the demi-monde jumped into the Spree because her lover was unfaithful, and two married men and one married woman drowned themselves because they were not happy in their homes.

Workmen discovered on Friday some four thousand historical documents under the floor of the Breslau Town Hall. Many of them are only of local interest, but others are of great value. They throw new light on the foreign relations of German States and on the policy of German princes in the period of 1430-1590, and are so well preserved as to constitute an almost continuous diplomatic record. Another historical discovery of importance has been made by the railway workmen near Hagneau, in Alsace. Three Roman graves were found in good condition. Each grave contained a Roman warrior's skeleton, his arms, armor, and many Roman coins. All these relics have been sent to the Kaiser Frederick University in Strasburg.

The trouble between soldiers and civilians in Mayence is again acute. On Friday evening two Lieutenants, who had been drinking heavily, shoved a civilian from the sidewalk. The civilian said that as the officers were drunk he would not have them arrested. Thereupon the Lieutenants seized him, cuffed him, and dragged him across the street to a stone wall. One of the officers held him against the wall while the other thrust his sword into the civilian's legs and occasionally pricked him in the ribs. The civilian shouted for help until a policeman came up and arrested him for disorderly conduct. The officers were allowed to go their way. The injured civilian will bring suit against the officers.

The Social Democratic dailies comment bitterly on the drowning of three Uhlans of the squadron of the Fifth Infantry Regiment. The men were ordered by the officers to bridge the river Pegnitz near Berg during the manœuvres along the banks. The river was swollen by floods, and the undertaking was pronounced subsequently to have been foolhardy. No adequate provision had been made for bridging so violent a stream, and consequently the bridge was hardly up before it was washed away. That only three men were drowned was due to good fortune.

Manufacturers in Saxony are agitating in favor of a commercial treaty with Germany. They urge especially that Russia be induced to reduce her tariff on textile machinery, in which, before Russia's tariff of 1884 went into effect, Saxony had a fine export trade. Many Saxon factories were ruined by the prohibitory duty of 1884, and others have been run at a loss in the hope that Russia would reconsider her action. There is little prospect, however, that the negotiations with Russia will come to anything, as a condition precedent of any concession on the part of Russia will be ready money for the Czar, and neither German statesmen nor German bankers now care to give sinews of war to an ally of France.

The appointment of Vice-Admiral Deinhard to be chief of the North Sea naval station is generally approved. Deinhard has filled with credit many naval posts, and is one of the most trusted men in the German marine.

The report that Gen. Von Schweinitz will retire from his position in St. Petersburg is denied. It is said that he possesses the full confidence of the Czar, as well as that of Emperor William. The Emperor has pressed him to retain his post, despite his failing health, and has made the remark that "Schweinitz is as indispensable in St. Petersburg as is Schouvaloff in Berlin." All this is from unofficial sources, and, therefore, is to be taken with a grain of salt.

GLADSTONE TAKING HIS TIME.

He Will Act With Great Deliberation in Selecting His Cabinet.

LONDON, Aug. 14.—Mr. Gladstone maintains sphynx-like silence on the subject of the personnel of his Cabinet. His lips are sealed until he has seen the Queen. Though her Majesty regards him with apprehension as a Radical, he really entertains the spirit of deference to the authority of the Crown, and is a stickler for the precedents and formulæ which custom dictates in such crises as this. There are only four men whom Mr. Gladstone takes into his confidence sufficiently to consult in regard to the Cabinet. These are Sir William Harcourt, Earl Spencer, John Morley, and Lord Herschell. He has cautiously sounded a few others as to their willingness to accept office, but has not committed himself to any appointments.

Of the four counsellors above named, Morley is thought to be sure of the post of Chief Secretary for Ireland, Lord Herschell is to be Lord High Chancellor, Earl Spencer Lord President of the Council, and Sir W. Harcourt Chancellor of the Exchequer.

The *Sunday Sun* denies the current rumors that there is a difference of opinion between Mr. Gladstone and Lord Rosebery as to the foreign policy that the new government should pursue, and that this is the reason Lord Rosebery will not take his old office as Foreign Minister. The *Sun* declares that Rosebery is in absolute accord with Gladstone. The real reason for his probable omission from the Cabinet is that he is in poor health, owing to his taking so greatly to heart the death of his wife. He is despondent and suffers from insomnia, so that he is in no condition to undertake the arduous duties of office.

Trying to Unite the Irish Factions.

LONDON, Aug. 14.—It is stated on good authority that there will be a meeting of the Irish sections on Tuesday, at which another effort will be made to compose the differences between the rival parties. Mr. Blake, the Canadian, Member of Parliament for Longford, has brought about the meeting, but it is not generally believed an agreement will result.

O'DOWD'S NEIGHBORS.

Four of Them Unite in Giving Him What He Called a "Surprise Party."

ELIZABETH, Aug. 14.—Thomas O'Dowd, who lives at 77 South Park street, Elizabethport, had a lively scrimmage with some of his neighbors about midnight. Four of them kicked and cuffed him unmercifully, and finished by stabbing him with a penknife in the nose, on the left jaw, and in the left breast.

He was found by Policeman O'Laughlin lying in the street, unconscious and bleeding profusely. A physician was called to attend him.

His wounds were not serious. His assailants were John O'Brien and wife, Joseph Kane, and Thomas Nash, all of whom live next door to O'Dowd. They were held for the Grand Jury.

"They gimme a surprise party," said O'Dowd when he regained his senses.

No Inquest in the Dunn Suicide Case.

DENVER, Aug. 14.—It has been decided that an inquest in the case of Gen. M. Gano Dunn, who committed suicide on Friday night, is unnecessary. Mrs. Shepherd, who is alleged to have been the woman in the case, said to-day that she first met the General in New York, and that he was simply a friend of the family. She expressed the greatest surprise that her name should be brought into the affair. The body, which is at the Coroner's office, will be sent to New York for burial.

Prof. McLauthlin Drowned.

BOSTON, Aug. 14.—George T. McLauthlin, an assistant professor at the Massachusetts Institute of Technology, was bathing at Lynn Beach this afternoon, and while attempting to swim to a raft 500 yards off was seized with cramps and drowned. He was 25 years old.

New West Shore Passenger Station and Ferry at the Foot of Franklin St., N. R.

The new West Shore passenger station and ferry at the foot of Franklin st., North River, is about completed, and will be opened for passenger traffic Monday, Aug. 15. The ferry and passenger business now being handled at West 18th st. ferry will be transferred to Franklin st. on the above date.—Adv.

TRIED TO DITCH THE TRAIN.

VIOLENCE AND LOSS OF PROPERTY IN THE RAILROAD STRIKE.

$175,000 Worth of Railroad Property Burned in East Buffalo—Three Fires Burst Out Simultaneously in Yards Half a Mile Apart—Eighteen Freight and Refrigerator Cars, Two Passenger Coaches, and Two Small Buildings Burned—Striking Switchmen Suspected of Being the Incendiaries.

BUFFALO, Aug. 14.—The switchmen's strike here has assumed alarming proportions. At 2 o'clock this morning the Lehigh Valley yards, in East Buffalo, were the scene of a series of incendiary fires, and the striking switchmen are suspected of being the incendiaries, but so far no arrests have been made.

Three fires were discovered at various points half a mile apart. Eighteen freight cars loaded with cotton, wool, merchandise, and hay, two passenger coaches, and two watchmen's houses, were burned.

A train of ten coal cars, which were standing on the trestles, were turned loose and started down the track. They crashed into the water tank, smashing it and wrecking an engine which was taking water.

There is no definite knowledge of how the fires started, but there is no doubt that they were of incendiary origin, because they all broke out at the same time at three points.

The fire first discovered was in what is known as the east-bound yards. Here the watchman saw flames burst from the little office building, and ran to give the alarm. This spot is fully half a mile from the west yards.

He had not gone half the distance when he turned around and saw that the flames had burst out among the 500 or more cars. In the mean time Yardmaster Mead, at the west end of the yards, had discovered flames in the two passenger coaches which were used to carry workmen up and down the road, and an alarm had been turned in from William and Dingens streets.

The firemen were delayed, owing to the bad condition of Dingens street, and when they got on the tracks the two cars and the little building had been destroyed.

The coaches were not particularly valuable, but they were said to contain a quantity of workmen's tools.

The firemen were astonished by the three separate conflagrations, and unanimously decided that incendiaries had caused them all. Superintendent of Police Morgenstern sent a force of twenty-five men into the yards at once.

They scoured the neighborhood, but could find no suspicious characters. In the mean time great difficulty was experienced in getting a line of hose to the burning cars in the west-bound yard. It took the entire stock of hose of three companies to run one line from the nearest hydrant to the fire.

This saved many cars from total destruction. Before the flames were under control, however, eighteen freight and refrigerator cars had been destroyed. These cars were in the midst of a great bunch of cars extending over five tracks.

The spot selected for the firing of the yards was where there were no hydrants from which water could be obtained. The firemen cut several trains in two and pulled the cars apart. As they coupled up to the hydrants on Dingens street and unrolled the hose, they were approached by several strangers, who said to them:

"Take your time, boys; take a rest, and don't hurry."

These men disappeared just before the arrival of the police, and they could not be found afterward.

Everything was peaceful in the yards up to midnight. The first intimation of trouble was when, without warning, the brakes on a train of coal cars on the trestle were loosened, and the train rolled down and crashed into the water tank, smashing it and an engine which was taking water.

Then came the fires, so suddenly that great damage was done before they could be reached. Eight freight cars were thrown from the Lehigh tracks and six from the Erie, on account of misplaced switches. The damage by fire is officially estimated at $175,000.

Chief of Police Morgenstern has a force of detectives working on the case. He is satisfied that the cars were fired, and naturally suspects the striking switchmen.

Three cars in the Western New York and Pittsburgh yards were burned this morning between 5 and 6 o'clock. They were set on fire.

During an incipient riot at the Erie yards this afternoon John Schaefer struck James Barrett on the head with a coupling pin. He was taken to the hospital, where he will probably die. Schaefer was arrested. No further disturbances have been reported.

The trouble really dates back to the time when the Lehigh Valley road posted a bulletin to the effect that, in order to comply with the State law, it would be necessary to pay the men by the hour, instead of by the month.

The men were then getting $60 and $65 a month for day work, and $65 and $70 for night work. They were satisfied with this pay, and were working at the rate of eleven hours a day. These men are not switchmen proper, but those who handle the switch engines in the yard and move the freight.

This afternoon the work of switching in the yards was done by such employees of the roads as could be spared from other work, but they were green hands, and, in consequence, the usual amount of freight was not handled.

As the Buffalo Creek is a terminal road only, the strike is more keenly felt there than in any of the other yards, and if continued the grain interests particularly will be likely to suffer during the next few days.

Passenger traffic has not been interfered with. The freight yards are badly blocked, and the blockade is becoming worse every hour.

The excitement caused by last night's fires and wreck had nearly calmed down when it was started anew by the boarding of the Erie train due at 11:10 A. M. by the strikers. The affair happened at the William street crossing, where there is a junction.

As the train stopped a number of men got aboard and drove something over a carload of men from the cars. The supposed "scabs" ran or were driven in every direction. One at least was badly hurt and removed to the hospital. His name is Henry Shrader.

When the incomers had been scattered, the strikers let the train go on its way. The men who were driven out were believed to be a party of men who were being brought here to take the strikers' places.

Chief Sweeny of the Switchmen's Union received a telegram to-night from Master Workman Powderly stating that fifty non-union men were on their way from Philadelphia to take the strikers' places in the Buffalo yards.

The violence of the strikers reached its farthest point early this evening, when an attempt was made to throw a train loaded with passengers into the ditch at the Erie yards in Cheektowaga. That there were no serious results, in loss of life or injury to some of the passengers, is marvellous.

Since late in the afternoon all city-bound passenger trains were obliged to make the run from Lancaster to the city over the eastern track, owing to the blockading of the west-bound track by two loaded freight trains which had been brought to a standstill by the strikers and left disabled on the main track.

About 9 o'clock the Hornellsville accommodation train, No. 17, reached the William street station, where it was to back up and take the west-bound track for the remainder of the run into the city. Before the train could be brought to a stop, however, and while still moving at a rate of three or four miles an hour, the switch directly opposite the telegraph station was pulled back, and the train was sent crashing over the tracks sideways.

There were four coaches on the accommodation, and all were crowded with passengers, many of them standing on the platforms at the time. The engine stuck to the track, but the baggage car was thrown diagonally across the space between the main track and the side track, into which the switch opened. The last three coaches did not leave the track, and after a delay of about half an hour they were backed on to the west-bound track and brought into the city.

The excitement over the wrecking of the train had not yet died down when the strikers had a new sensation ready. At about 10 o'clock a fire was started among a number of standing Lehigh Valley empty freight cars, about a half a mile from the city limits. After the destruction of about twenty-five cars the flames were subdued. The whole police reserve has been ordered on duty, and the situation is hourly growing worse.

During the afternoon a train of perishable goods on the Buffalo and Southwestern division of the Erie was boarded by men between Seneca street and the Western New York and Pennsylvania crossing and the pins pulled from every car, stalling the train. It was something over an hour before the train could be moved into the yards.

The roads which will probably be tied up next are the New York Central and West Shore. Action on the question of strike on these roads may possibly be taken to-morrow morning.

The strike on the Erie and Lehigh Valley lines has extended to Waverly and Sayre on the Lehigh, and freight traffic on that line is at a standstill. A train of beef stands on an Erie siding there, the switchmen refusing to allow it to be switched to the Lehigh tracks to proceed to its destination.

The division superintendent of the Lehigh has telegraphed to Oswego for the Sheriff to come to his aid, although the men are making no demonstration. To-morrow it is expected that the Erie men will also go out, and the traffic all through those towns will be at a standstill. The men are non-communicative, and their future movements are unknown.

The position of the other railroad orders toward the strikers is a subject of considerable interest. The Switchmen's Mutual Aid Association, the Brotherhood of Locomotive Men, the Brotherhood of Railway Trainmen, and the Brotherhood of Railway Conductors up to a year ago were in a body known as the Federation of Railways Employees. On account of the action of the trainmen in taking place of switchmen on the Burlington road this body was practically dissolved. This leaves the switchmen practically acting alone, but as the Brotherhood of Conductors and Brotherhood of Trainmen also have grievances, they have promised to join the switchmen in their fight.

AT THE JERSEY CITY END.

Reports differ as to the probability that the strike will extend from Buffalo to the Jersey City terminals of the Erie and the Lehigh Valley railroads. The organization of the men is the same in Jersey City as in Buffalo. The switchmen on the coal-carrying roads at Jersey City are members of Lodges 65 and 115 of the Switchmen's Mutual Aid Association of North America. The approximate numbers are: Jersey Central, 600 men; Erie, 700; Pennsylvania, 700; D., L. and W., 500; Lehigh Valley, 600. Yesterday afternoon a SUN reporter found the Jersey City switchmen somewhat excited over the strike, which they say they did not think would occur so soon, although they expected a strike in the near future. They said that they were in the same case as the Buffalo men, some of them working from twelve to fifteen hours a day, and that the strike might extend to Jersey City.

In the Lehigh Valley yards the men were unwilling to talk on the strike, but said they believed it was right. The freight superintendent was not present, but his assistant said:

"We have not had much inconvenience to-day here. The yards in Buffalo are probably about the largest in the Lehigh Valley division. Freight comes to these yards from all parts of the West for New York and all Eastern points. I hope there will be no further trouble."

In the Erie yards one of the switchmen said: "If the demand of the men in Buffalo is not granted the strike will reach here, and take about 3,000 men out. We are thoroughly organized. Only six men here knew that the strike was going to take place."

But no officer of the organization in a position to speak authoritatively could be found. No grievances have been presented here as far as can be learned. The switchmen on duty in the two yards last night said that they had no information that a strike at this end was contemplated.

LIKE THE HOMESTEAD RIOTERS.

The Tracy City Miners Have Picketed Their Town and are Ready for War.

NASHVILLE, Aug. 14.—The prison stockade at Tracy City having fallen at the hands of the free miners yesterday, all eyes are now turned upon Coal Creek, Inman, and Oliver Springs, where there are several hundred convicts at work. Coal is mined at Coal Creek and Oliver Springs and iron at Inman.

The miners at the two former places have been strongly opposed to the use of convict labor ever since it was first employed, but as iron ore is mined at Inman the few free miners employed there have never made any serious objection to the presence of the convicts. Free miners do not like the very heavy work necessary in getting out the ore.

Coal Creek is heavily guarded. There are probably forty guards at Oliver Springs, and a similar number at Inman. Within a few days fifty or more militiamen have been sent to Coal Creek, and the forces there are now prepared to defend the stockade against any attack that may be made.

The Tracy City affair will result in the immediate strengthening of the forces at all the branch prisons. The excitement at Tracy City has subsided, but the miners have been on the lookout, thinking Gov. Buchanan would order troops to that town.

As the stockade is in ashes and the convicts are in this city, no soldiers are necessary. Information received here to-night is to the effect that pickets have been placed on duty by the Tracy City mines at various points near the town, and all persons who are regarded with suspicion and are unable to satisfy the miners that they are all right are informed they must lose no time in leaving. Every train rolling into Tracy City is watched and every newcomer not known to the miners is closely questioned.

No arrests have been made. Gov. Buchanan has had conferences with State Superintendent of Prisons Wade and others connected with the management of prisons and the convicts, but nothing is known as to what will be done.

The Governor says he will go to the limit of the law in the matter.

WHAT PROHIBITION WOULD DO.

In a Generation, Dr. Funk Says, it Would Put the Capitalists in the Mills.

About 5,000 people filled the auditorium at Prohibition Park, Port Richmond, S. I., yesterday afternoon. The Rev. I. K. Funk, D. D., opened the meeting by reading and answering questions which had been sent to him. One question was:

"Which is the more important for the welfare of the workingmen, prohibition or the right adjustment of the labor question?"

Dr. Funk thought that both were necessary, but if a choice were to be made, then he would say that prohibition was the more important. The wealth of the working people of this country to-day, he said, is $3,000,000,000. In each year they spend $500,000,000 for drink.

If the drink traffic could be stopped for twelve years this wealth would be trebled, and in a generation of prohibition the workingmen would take the place of the capitalists and the capitalists would take the place of the workingmen in the mills.

Dr. Funk read a private letter from H. C. Frick, Chairman of the Carnegie Company, in which he said that the men who received the highest wages saved the least money, and spent that which they might save in drink.

GOOD FOR LIEUT. MACDONALD

OVERBOARD IN THE DARK TO SAVE A DROWNING AMI FRIIZ.

The German Came Near Drowning Him, Too—The Life Savers a Cavalryman on Gen. Howard's Staff—A West Pointer of '83.

Lieut. Godfrey H. Macdonald, aide-de-camp on Gen. Howard's staff, rescued a man from drowning on Saturday night, and in doing so nearly lost his own life. The Lieutenant, with Capt. Van Ness and Lieut. Patterson of the First Artillery, were returning to Governor's Island on the last trip of the propeller Atlantic at midnight. They were in the cabin, and when the boat got about midstream they heard cries of "Man overboard." They rushed on deck, and saw the Hamilton ferryboat Montauk near by, with the people on her crying out and throwing chairs and life preservers into the water.

The Atlantic reduced her speed and steamed slowly around the spot. It was very dark, and fifteen minutes elapsed before they caught sight of the man in the water. Capt. Van Ness, who was in the bow, was first to see him. He was about to throw a line to him when Macdonald, who had stripped off his outer clothing, sprang into the water. Macdonald got alongside of the man, who was swimming, and encouraged him to keep it up until the boat came, but the man had been in the water some time and was fast losing strength. He cried out in very German English to the Lieutenant to save him, saying that he didn't want to die.

Macdonald got the man's arms on his shoulders and struck out for the Atlantic. Just then the Montauk began moving away and the swell from her nearly drowned the men. The German lost his head, and clutched Macdonald tightly around the throat and they both sank. Macdonald shook off his burden, but the man grabbed him again, and again they sank.

It was so dark that the people on the Atlantic did not see anything of Macdonald after he jumped overboard until he came to the surface the second time. A life buoy was then thrown to him, which he caught. Then Macdonald went after the German again, and grabbed him by the hair just as he was sinking once more. Both men were then fished out.

Macdonald was completely exhausted, but he told those about to leave him and attend to that "poor devil of a Dutchman." The German didn't need much attention, and quickly recovered from the effects of his ducking.

After Lieut. Macdonald had been left at the Island the Atlantic returned to this city, and the rescued man was taken to the Old slip police station. There he said he was Fritz Fritsch, 29 years old, a bartender of the Mascot Hotel, 69 Bowery. He took off his wet clothing and passed the night in a cell wrapped in a blanket. He was released in the morning. Fritsch told a reporter yesterday afternoon that he started for Brooklyn last night to get his discharge papers from the German army, that a friend was keeping for him.

He got drunk before he reached the ferry and had but an indistinct recollection of what had happened until he fell into the water. He thinks he was aft on the boat and sat on the railing, supporting himself by one of the posts, and that he dropped asleep and fell overboard.

Lieut. Macdonald graduated from West Point in 1883, and was the best swimmer in his class. He is about 33 years old, and was appointed from Illinois. All his service has been in the first Cavalry and most of his time has been spent on the frontier. He became First Lieutenant on March 9, 1891.

WASHED AWAY THE STATION.

The Caving Banks of the Mississippi Bring Serious Trouble to New Orleans.

NEW ORLEANS, Aug. 14.—The caving in of the banks of the Mississippi River now going on in consequence of the falling water resulted this morning in the loss of the handsome station of the New Orleans, Fort Jackson and Grande Isle Railway at Algiers, the western district of New Orleans. The building was probably the most substantial in Algiers, and was built in 1889. It was 100 feet from the river, on land that had been built on since 1852, and was considered safe from danger of a caving in. Last year, however, there was a bad caving in near there. This morning the brick landing, a fine piece of work, went into the river at an early hour. Soon after the strong columns and posts supporting the roof of the depot began to careen, followed by a crashing of heavy timbers about midway of the building, and making a noise that could be heard for a mile. The woodwork and corrugated iron was twisted into many kinds of shapes. A great crowd hastened to the scene. The earth continued to slide off in great chunks.

Where the cave started the river has formed an eddy and is steadily eating away the foundation of the depot, and perhaps by to-morrow all of this costly building will pass out of sight. The cars and engines were removed from the depot at the first alarm of danger and all were saved. All other valuable portable property was removed. Algiers has been a bad sufferer from these cavings and where solid brick buildings and gardens once stood the river is now fifty feet deep. Divers who have had occasion to go down at this point claim that the river has made a subterranean passage under the land and at each examination find it growing larger and the velocity of the water greater. Algiers is on a peninsula, and the theory is that the Mississippi is cutting a subterranean passageway through the peninsula, which would leave New Orleans, like Vicksburg, off the main river.

CALLED HIMSELF A PARSON.

The Man Arrested Last Night for Trying to Play Parkhurst in the Tenderloin.

A tall, dark, bushy-haired man wearing a long-skirted frock coat of black and a slouched hat rang the bells of the houses in Thirty-first street between Sixth and Seventh avenues about 10 o'clock last night. He told whoever came to the door that he was an agent of Dr. Parkhurst's society, and that if the houses were not closed up he would have them raided.

A policeman, seeing that he was half drunk, ordered him to quit ringing the bells and to go home. He kept on and was arrested. At the station house he informed Sergeant Albertson that he was the Rev. Thomas Parker, the rector of St. James's Episcopal Church. There are two St. James's Episcopal Churches in town otherwise provided with rectors, and there is no Rev. Thomas Parker in the Directory at all.

In the prisoner's pockets were two hypodermic syringes, a bottle of quinine pills, a square quart bottle of whiskey, and a lot of prescription blanks with the printed heading, "Dr. O. R. K. Murphy, 310 Ocean avenue, Jersey City Heights."

"This is all a mistake," he said, "and I want to be released."

He was sent back to a cell. As he went he said that he was really Dr. Murphy, and not a clergyman.

HE WANTED THE LITTLE BOATS,

But the Swift Tide Whirled Them Away, and Reaching Out, He Fell.

Little Bobbie Irons, 5 years old, with fair curls and short dresses, hand in hand with a litti girl about his own age, walked along the sea wall of the east channel of the East River on the Ravenswood shore yesterday afternoon, watching the swift tide as it carried chips and sticks of wood oceanward. The children lived in the near vicinity, where the little boy's father, Ramsay Irons, owns a machine and boiler shop.

When the two little tots got to a place where the sea wall dipped down to a level with the water, Bobby told his companion he would catch some of the boats, as he called the chips as they went sailing by.

But the chips didn't float near enough. He stretched out his arms toward the water. There was a little splash as he lost his balance, and the fair head and fluttering skirts sank beneath the surface. The little girl ran screaming to Mr. Irons's house, and he hastened to the spot, joined by his neighbors. A boat was put out, and ten minutes later the body was brought to the surface by a grappling iron. But the light had gone out of the blue eyes.

He Shot in Self-defence.

LEON, Iowa, Aug. 14.—F. W. Curry, a member of the Democratic State Committee, last night shot and killed William F. Ellis, a tough citizen, who had repeatedly threatened Curry's life. Ellis hunted for Curry with the avowed intention of killing him. He was about to draw a revolver when Curry shot. Public sentiment is with Curry.

CANADA WANTS TO PARLEY.

Retaliation Induces Her to Take a More Reasonable View of the Canals Question.

MONTREAL, Aug. 14.—An official statement will be published in the Canadian Government organ to-morrow declaring that an assurance will at once be given to the United States Government that the present system of rebates on canal tolls on grain coming through the St. Lawrence canals will be abolished at the end of the present season of navigation.

It will further be announced that the Government will propose that a conference shall be held between representatives of the two governments at Washington during the coming winter to discuss the whole question of railway and inland navigation.

DEATH ENDED THE FESTIVAL.

Six Persons Killed and Many Injured by an Explosion of Fireworks.

NAPLES, Aug. 14.—The festival of St. Anselino was closed at Cesa this evening with fireworks in the market place. A crowd of several hundred had gathered around the spot where the fireworks were set off. A bunch of rockets was set too near a burning "wheel," and was ignited. The rods were driven in all directions through the crowd, carrying with them fire and panic.

Six men were struck in the face or neck by the rods, and were so badly torn and burned that they have since died. The sparks set fire to the light gowns worn by several girls, and before the fire could be extinguished four of the young women were seriously injured. In the panic many children were trampled.

Seven men suffered fractures of arms or legs while they were struggling in the crowd, and some twenty-five or thirty women were more or less injured. The festival ended with the explosion.

NEARLY RUN DOWN BY THE PEGASUS.

The Iron Steamboat Collides With a Sail Yacht Below Fort Hamilton.

The iron steamboat Pegasus, which left Pier A for Coney Island at 8 o'clock last night, narrowly escaped drowning a pleasure party aboard a small sail yacht with which she collided a little below Fort Hamilton.

The yacht, which contained about fourteen persons, including several women and children, bore no signal lights, to which neglect the collision is attributable.

The first intimation of approaching danger was a series of shrill screams from the women aboard the yacht, mingled with the warning cries of the men.

The pilot of the Pegasus signalled the engineer to stop the engines, and then to reverse them. The large boat was almost at a standstill when she came in contact with the pleasure boat.

The prow of the Pegasus struck the small craft amidships and slowly drove her ahead in the water. Several of the crew threw ropes to those on the yacht, who were too badly frightened to grasp them.

The small yacht gradually swung to one side, and, with boom pointed seaward, slowly grazed the starboard side of the iron steamboat. As she reached the paddle box the yacht drifted outward.

While the crafts were in contact, the women and children on the smaller one continued their screaming, and caused great alarm on board the Pegasus. Many of the passengers believed that the pleasure party was drowning.

Some, remembering the accident which befell the Cepheus on Friday night, imagined that the Pegasus had also met with a mishap. In the confusion a woman fainted but was quickly restored.

The Captain of the excursion boat ordered the pilot not to give the signal to go ahead until he had received assurance from the men in charge of the sail yacht that their boat was all right and that they required no assistance.

Shortly before the collision, the electric light on the Pegasus went out, and while the boats were in contact the vessel was in darkness.

WANTED TO SEE A PARKHURST CIRCUS.

A Man and a Woman from Omaha Arrested in a Disorderly House.

Among the prisoners captured in a raid on a disorderly house in West Third street early yesterday morning were a man and a woman, both good looking and well dressed, who were viewing a Parkhurst circus and showing their appreciation by purchasing champagne for all hands.

Policemen McConnell and Connors saw this couple in Washington square, and heard them make a bargain with a cabman to take them to the house. The policemen went to the station and woke up Capt. Creeden, who called out the reserves and took them through the house next door into the rear yard of the disorderly house. The policemen then climbed the fence and arrested eight men and eight women.

When arraigned in Jefferson Market the two strangers hung their heads and appeared very much ashamed of themselves. They said they were Mr. and Mrs. William Heinreich of Omaha. They had read of Dr. Parkhurst's crusade, and, being in New York, thought they would like to see for themselves some of the sights described by the reverend doctor. The Justice lectured them severely and discharged them.

John Flynn, one of the men captured, was sent up for six months. The rest of the men were discharged, while the women got one month each.

STOLE A SLOOP YACHT.

Mr. Rausch Wants to Make a Charge of Piracy Against Matthews.

Adam Rausch is a wealthy Brooklyn real estate dealer, who lives on Emmons avenue, Sheepshead Bay. Last Wednesday as Mr. Rausch sat on his veranda enjoying the beauty of his sloop yacht the Juanita, riding at anchor in the bay, he saw a catboat bear down, and its occupant cut the Juanita's moorings, make fast to her, and tow her off.

Mr. Rausch ran down to the beach, but as his small boat had been borrowed he could only threaten the piratical catboat man, who soon rounded the point and was out of sight.

A good description of the catboat furnished to Capt. Morris of the Sheepshead Bay police led that officer to hunt up Abraham Matthews, an oyster fisherman, who has a shady reputation in that vicinity and owns a catboat answering the description.

Matthews was found and arrested at Canarsie, and confessed to the theft of the Juanita. He said that Mr. Rausch's sloop could be found beached in a cove back of the Oriental Hotel. It was.

Yesterday Justice Gladding sentenced Matthews to twenty-nine days' imprisonment for grand larceny. Mr. Rausch wants to know if a charge of piracy could not be made against Matthews.

WHOLESALE THIEVING CHARGED.

Grave Accusations Against an Agent of the Big Four Railroad.

COLUMBUS, Aug. 14.—The Big Four Railroad detectives have for several months been tracing lost freight, and have now come to the conclusion that the thieves are men in the employ of the road here. Thousands of dollars' worth of goods that have been lost recently in transit were paid for by the Big Four Company.

Detective Schultz said to-night that he could prove that an agent of the road had loaded freight into his transfer wagons and hauled it away to points where it was disposed of through "fences." It is rumored to-night that several arrests will be made to-morrow.

A Mining Town Destroyed by Fire

SILVERTON, Col., Aug. 14.—The entire town of Red Mountain, a lively mining camp a short distance from here, was destroyed by fire this morning. Sixty buildings were burned, including the stamp mills, ore and shaft houses of a number of mines in the place.

The total loss is estimated at $275,000, with little insurance. The fire started a short time before daybreak, and was the work of an incendiary.

AURANIA WINS ONCE MORE.

PASSED SANDY HOOK LIGHTSHIP A MINUTE AHEAD OF THE ALASKA.

It Was Nip and Tuck All the Way and Again the Two Boats Were in Sight One of the Other Every Day, Leading by Turns

One of the liveliest ocean races of the year ended yesterday off Sandy Hook lightship between the Cunarder Aurania and the Guion liner Alaska. The Aurania whisked past the red hulk of the lightship at 8:33 A. M., with the old single-screw crack