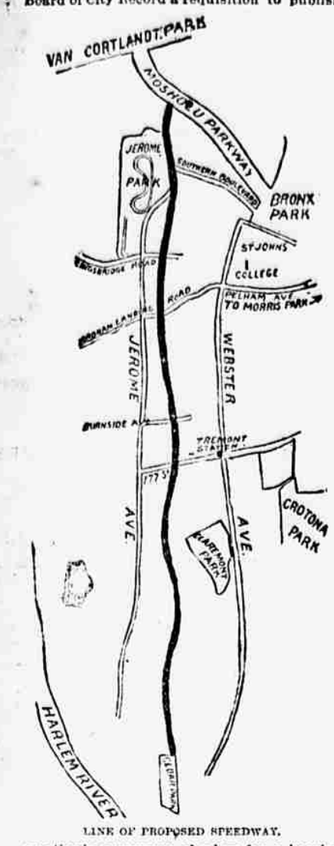
BOULEVARD AND SPEEDWAY.

STREET COMMISSIONER HEINTZ SUBMITS A PLAN.

He Proposes that the City Take Possession of a Ridge of Land in the Annexed District and Build on it a Grand Driveway Four Miles Long and 182 Feet Broad.

Mayor Grant made public yesterday the proposed plan for what will be New York's finest boulevard and speedway. The plan was accompanied by a letter from its originator, Street Commissioner Louis J. Heintz of the Twenty-third and Twenty-fourth wards. The Mayor did not want to talk about the matter, further than to say that the plan had not been formally approved. It is believed that he is heartily in favor of it. Mayor-elect Gilroy did not care to talk about it either. Commissioner Heintz's letter descriptive of the plan is as follows:

"DEAR SIR: I have this day forwarded to the Board of City Record a requisition to publish



LINE OF PROPOSED SPEEDWAY.

a notice in pursuance of a law for a hearing on the proposed revision of the street system in the Twenty-third and Twenty-fourth wards within the following boundaries:

"On the south by Third avenue, Westchester avenue, Prospect avenue, East 165th street, Westchester avenue, Southern Boulevard, Hunt's Point road, and Mohawk avenue; on the east by the Bronx River; on the north by the northern boundary of the city of New York,

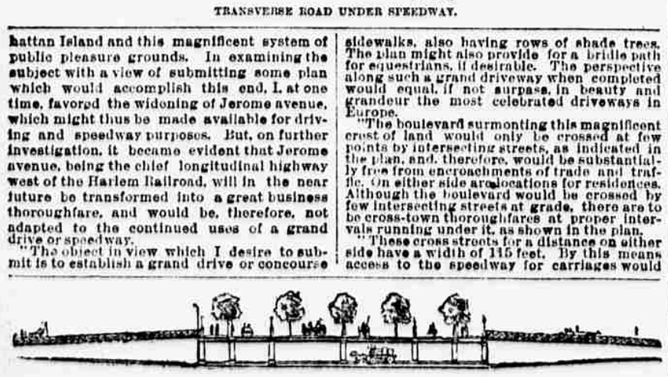
SPEEDWAY AS COMPLETED.

and on the west by the Hudson River, the Spuyten Duyvil Creek and the Harlem River.

"In connection with these contemplated changes I beg to submit a plan of a grand boulevard or speedway concourse of the width of 182 feet, subdivided in the manner and for the purposes indicated in the plan, and of the length of over four miles.

"Ever since the purchase of the new parks it became apparent to any one who studied the subject that as pleasure grounds and healthful resorts they are practically inaccessible to the people of the city at large, there being no means provided for establishing an adequate connecting highway between Manhattan Island and this magnificent system of public pleasure grounds. In examining the subject with a view of submitting some plan which would accomplish this end, I, at one time, favored the widening of Jerome avenue, which might thus be made available for driving and speedway purposes. But, on further investigation, it became evident that Jerome avenue, being the chief longitudinal highway west of the Harlem Railroad, will in the near future be transformed into a great business thoroughfare, and would be, therefore, not adapted to the continued uses of a grand drive or speedway.

"The object in view which I desire to submit is to establish a grand drive or concourse



TRANSVERSE ROAD UNDER SPEEDWAY.

SECTION OF TRANSVERSE ROAD.

of a permanent character which will serve the double purpose of a driving course and speedway, and a connecting link between the system of new parks and that portion of the city lying south of the Harlem River.

"Judging from the agitation of last winter relating to the speedway bill it seems to me that public sentiment in this city is clearly in favor of establishing a grand boulevard or speedway in some appropriate section within the limits of the city. The objection to the bill of last winter was not to a speedway, but to a speedway in Central Park. With its vast population and commercial supremacy, which even within the next decade will surpass in growth and splendor the highest estimate of its rapid progress, with its untold wealth and unbounded public spirit, this imperial city of the country should proceed without unnecessary delay to the construction of a boulevard which will be worthy of its great name and in harmony with its future destiny as the foremost city in the world.

"Assuming, then, that such a boulevard is desirable, if not absolutely essential, to the enjoyment and health of the people of this city, the problem to be solved is, where can it be constructed with the greatest economy and advantage and with the least possible interference with the present and future conditions of streets and avenues, and the inevitable growth of trade and business enterprises?

"It is out of the question that such a boulevard can be constructed on Manhattan Island, as there is no space within its limits available for such purposes. Its construction will involve an expenditure of a considerable sum of money. It would be almost idle for the city to construct it in a locality where it would inevitably be subjected to the conditions and requirements of increasing trade and traffic, and where in a few years it would consequently be rendered inappropriate for the uses for which it was constructed. Whenever and wherever it is constructed, it should be with a view to its permanency and durability. It should not be built for a time, but for all time. The plan and design of such a boulevard should be such that it will be free for all time from the encroachments and demands of traffic and business, and that while it will be a lasting source of enjoyment and health for present and future generations it will in no way impede the progress of our city's growth in trade, traffic, and commerce, but, on the contrary, strengthen and accelerate it.

"A grand boulevard or speedway concourse constructed under such circumstances would not only repay the city for the outlay, but would be a perpetual source of increasing revenues from the enhancement of the real estate lying adjacent to its route. The plan which I herewith transmit is designed to meet all the requirements and conditions above set forth and will, I respectfully submit, be a practical solution of the problem.

"In considering this plan it is well to remember that New York grows in population at the rate of 90,000 annually. This brings in five years an added population of 300,000. The progress of the city's population is necessarily northward, and, considering the present crowded condition of the city below the Harlem, it is not unreasonable to suppose that with the new and improved facilities for travel at least one-half of this increase will be added to the population located north of the Harlem. It, therefore, needs no stretch of the imagination to reach the conclusion that within the next five years the Twenty-third and Twenty-fourth wards will have a population of 250,000, and that inside of twenty-five years 1,000,000 people will reside within that territory.

"The location of the proposed boulevard, as shown on the plan submitted herewith, is from East 161st street in the Twenty-third ward to the Mosholu Parkway in the Twenty-fourth ward, and runs along the summit of an almost continuous ridge or elevation of land, a distance of 4.09 miles. It runs north and south, and lies west of the Harlem Railroad. From the configuration of this section the contemplated boulevard will be almost entirely free from the crossing of transverse streets at grade.

"If this ridge, however, is not utilized for such a boulevard the section referred to is laid out in the ordinary manner, it will entail great difficulty and an enormous expense. The ridge would have to be cut down, and, besides this and other disadvantages, the natural beauty of the adjacent acres would be greatly marred. The most advisable course, therefore, from every standpoint, is to follow out the hint of nature, preserve this magnificent crest of land, and utilize it as a grand drive and speedway.

"The plan contemplates a boulevard 182 feet wide, with four roadways; two 'turf' speedways in the middle, marked off by sidewalks or promenades and rows of shade trees from two macadamized roadways, one on either side for general traffic, and with broad outer sidewalks, also having rows of shade trees. The plan might also provide for a bridle path for equestrians, if desirable. The perspective along such a grand driveway when completed would equal, if not surpass, in beauty and grandeur the most celebrated driveways in Europe.

"The boulevard surmounting this magnificent crest of land would only be crossed at few points by intersecting streets, as indicated in the plan, and, therefore, would be substantially free from encroachments of trade and traffic, on either side as locations for residences. Although the boulevard would be crossed by few intersecting streets at grade, there are to be cross-town thoroughfares at proper intervals running under it, as shown in the plan.

"These cross streets for a distance on either side have a width of 115 feet. By this means access to the speedway for carriages would be provided. A roadway 35 feet in width rising to the grade of the speedway would be constructed on either side of the depressed street under the speedway, and thus afford means of access to the adjacent residences. Thus the speedway could be reached from any point, and the cross streets would not be in any way damaged by violent changes of grade.

"It will be also borne in mind that this proposed boulevard will establish a direct line of communication between Manhattan Island and the system of new parks which at present are practically inaccessible, as before stated.

"The approach to and connection with the speedway on the west would be through East 162d street with the new McComb's Dam bridge to Jerome avenue; easterly through East 161st street, which is to be widened 100 feet, and southerly through Mott avenue, connecting with East 138th street and the Madison avenue bridge. A more direct route, however, could be had by the construction of a bridge across the Harlem River at 149th street, connecting Seventh and Lenox avenues on the west side and Mott avenue on the east.

The extension of the Washington Bridge easterly by means of a steel viaduct to the speedway and Claremont Park will afford a direct communication with the west side of Manhattan Island and Washington Heights.

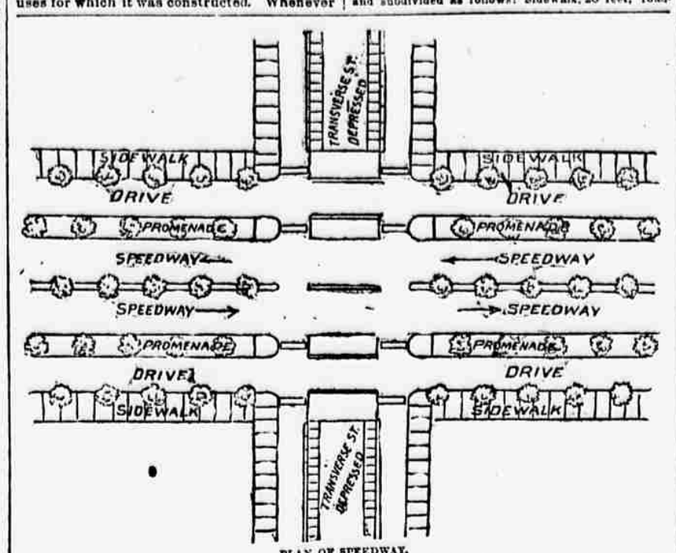
"The following will give a synopsis of the main features and the dimensions of the boulevard:

First—Total length of the proposed boulevard from East 161st street to the south side of Mosholu Parkway, 21,000 feet or 4.09 miles. (If deemed necessary, the speedway could be extended across Mosholu Parkway and through Van Cortlandt Park to the city line, an additional length of about 10,000 feet, or nearly two miles more.)

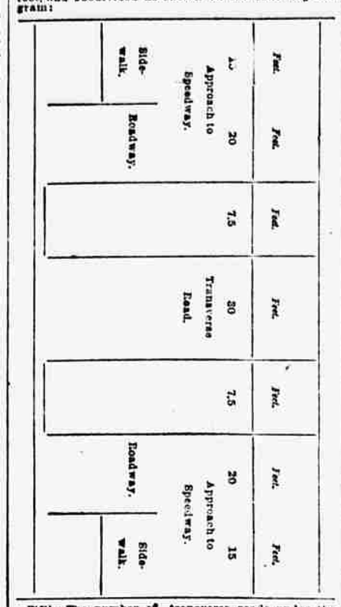
Second—Length of approach from Jerome avenue to new McComb's Dam Bridge, 100 feet in width, will be 2,100 feet.

Third—The width of the boulevard will be 182 feet and subdivided as follows: Sidewalk, 20 feet; roadway, 24 feet; walk, 15 feet; speedway, 30 feet; walk, 4 feet; speedway, 30 feet; walk, 15 feet; roadway, 24 feet; sidewalk, 20 feet.

Fourth—The width of the transverse roads will be 115 feet, and subdivided as shown on the following diagram:



PLAN OF SPEEDWAY.



Fifth—The number of transverse roads under the speedway will be 26, with one tunnel at East 174th st.

Sixth—The location and width of each transverse road under the speedway will be as follows:

Name.	East of Speedway Ft.	West of Speedway Ft.	Under Ft.
1st—East 163d st.	300	250	182
2d—East 163d st.	300	250	182
3d—East 165th st.	620	250	182
4th—East 166th st.	335	325	182
5th—East 167th st.	190	220	182
6th—Arcularius place	550	350	182
7th—Elliot st.	235	315	182
8th—Washington Bridge viaduct	620	220	182
9th—Wolf st.	555	740	182
10th—Fleetwood av.	none	350	182
11th—East 170th st.	400	180	182
12th—East 171st st.	350	450	182
13th—Burnside av.	350	360	182
14th—East 181st st.	100	220	182
15th—East 182d st.	180	185	182
16th—East 183d st.	180	440	182
17th—East 184th st.	360	435	182
18th—Welch st.	260	220	182
19th—St. James st.	180	280	182
20th—Primrose st.	185	250	182
21st—Kingsbridge road	190	225	182
22d—Dannybrook st.	185	520	182
23d—Travers st.	440	400	182
24th—Southern Boulevard	510	460	182
25th—Potter place	480	465	182
26th—Van Cortlandt av.	410	460	182
Total	9,035	8,820	4,732
Grand total			22,587 feet

Seventh—The grade crossings over the speedway concourse will exist at:

1st—Charles place.
2d—Clarke place.
3d—Marcy place.
4th—Stebbins place.
5th—Martindale place.
6th—Gray st.
7th—Mount Hope place.
8th—Buckhout place.
9th—Ash st.
10th—Osterly st.
11th—Bush st.
12th—Unnamed street north of Burnside av.
13th—Unnamed street south of East 181st st.
14th—Kirk place.
15th—Jerome av.
16th—Garfield st.
17th—Kristofer place.
18th—Mosholu Parkway, south.

"These, with the 26 transverse roads, which have also approaches to the grade of the speedway, make 44 crossings between East 161st street and Mosholu Parkway.

Eighth—The number of bridges is 43. Twenty five of them will carry the speedway, and 18 of them will carry the streets running parallel to the speedway over the transverse roads.

Ninth—The speedway is carried over the depression between East 174th and East 176th streets by a viaduct. Length of the viaduct 800 feet, and extreme height above the valley 60 feet.

Tenth—Land to be taken for the construction of the Boulevard and speedway concourse and the approaches thereto:

	City Lots.
(a) For the speedway concourse, 182 feet wide	1,594.32
(b) For transverse roads, 115 feet wide	821.33
(c) For the approach from Jerome avenue, 100 feet wide	84.00
Total	2,499.65
From this, existing avenues and streets for which only a nominal award will be made, are to be deducted	578.28
Therefore the land to be acquired will be	1,921.37

Eleventh—The following buildings will fall within the lines of the boulevard, speedway, and approaches: One brick house, 4 villas, 60 dwellings of miscellaneous sizes, and 30 sheds. Two villas, 80 dwellings, and 25 sheds partially taken. Respectfully,

LOUIS J. HEINTZ."

DRIVERS AND RIDERS BOTH PLEASED.

A Speedway We Should Have, and This Would Be a Good One.

Representatives of the men who take pleasure in driving speedy trotters and of their rivals for the use of Central Park, the riders, were seen last night by SUN reporters.

From the opinions they expressed it would appear that Commissioner Heintz's plan is pretty sure of the approval of all lovers of a good horse and a straightaway course.

Some of the trotting men did not care to express themselves strongly until they had gone over the ground; others unhesitatingly approved the plan.

"I have heard of this plan before," said David Bonner, "and I consider it a feasible one. I know the district well, and no place could be better suited for the purpose. For more than two miles along the proposed boulevard there would be no grade crossings, and any streets would have to be tunnelled through the hill. Thus there would be no danger of collisions with vehicles darting through the cross streets. There could be a good clear three-mile spin along the speedway.

"Again, a boulevard in that place would be permanent; that is, comparatively so. It would outlast the needs of the youngest of the present generation. I have often felt that in a great city like this it is strange that there should not be such a boulevard for heavy and light traffic."

Robert Bonner said he would be glad that such a boulevard could be built broad enough for heavy and light traffic and not likely to interfere with general traffic. He had not heard of the plan before, and had not been over the ground.

"I think, however," he said, "that it is an outrage that those who drive are not able to exercise in that way. There is a plenty of opportunity for horsemen, but no place for trotters. I have to do all the work in Tarrytown. Talking of speedways, it is not generally known that the first man to suggest a speedway was the late William H. Vanderbilt. He sent John D. Rockefeller to talk to me about it about eight years ago. He wanted the speedway on the line of Central Park. There was a good deal of agitation about it, but eventually the matter was dropped. As a general proposition I may say it would be a good thing to have such a boulevard if it interferes with no one's rights, but I would like to visit the neighborhood before I commit myself any further."

D. H. Hammond was seen at the Murray Hill Hotel. "It is about time," he said, "that people should concede some rights to the drivers. Up to the present it has looked as if we had none. I believe this plan, as I understand it, is a good one, and I hope it will not interfere with any one's convenience.

"That would be a fatal objection. There is no place for trotting at present. A cab can go through Central Park at a three-minute gait or a rider can go at a gallop, but if a trotter gets up any speed there is an outcry. Yet the drivers or owners of trotters must have some rights, or else why are trotters and trotting tolerated? I do not know the neighborhood well enough to say offhand what I think of the location."

Several well-known riders expressed much pleasure when informed of the plan as given out by the Mayor.

Lawyer Thomas M. North, when told of the plan, exclaimed: "Excellent! Excellent!"

He said that it was not the desire of the riders to deprive the owners of fast trotters of opportunities to speed their horses, but they were anxious that the bridle paths should not be converted to this use. "However," he said, "if the plan is successfully carried out it will be a grand thing for everybody. You see, if the drivers had the privilege of speeding their horses in any of the parks they would keep out every other kind of drivers as well as the riders."

Charles Addison Miller, the broker, agreed with Mr. North that the drivers should be provided for, but he said provisions should not be made by depriving the riders of their present privileges.

He was pleased with the plan, he said, and hoped it would be adopted.

Dr. Thomas of 690 Madison avenue, who is a member of the Riding Club, said that he has always advocated a speedway for the owners of fast horses.

Nothing gave him more pleasure, he said, than to sanction the adoption of the proposed plan. Daniel E. Seytel of the New York Riding Club and Howard Carroll agree with the others interviewed.

Helping Along the Work for Good Roads.

Interest in the object of the National League for Good Roads is increasing, and Secretary Roy Stone is daily receiving letters of encouragement. State Leagues have been organized in Pennsylvania and Maryland. Contributions amounting to $1,865 have recently been received. Among the contributors are: Roy Stone, Augustus T. Gillender, J. Adriance Bush, Robert Bonner, and W. Seward Webb, each $100; Stuyvesant Fish, $50; Dr. Chauncey S. Ripley of New Jersey, $150; Wm. H. Rhawn of Philadelphia, $100, and Albert A. Pope of Boston, $100.

A STAMPEDE INTO MEXICO.

The Government Expects a Revolutionist Plot to Explode on Christmas Day.

MONTEREY, Mexico, Dec. 24.—The military authorities of this city have received word from Gen. Manuel Garcia, Commander of the northern military zone, with headquarters in the State of Tamaus Lipas, that information has been received that the several detachments of revolutionists who now have their rendezvous in the border counties of Texas will make a simultaneous march across the Rio Grande River into Mexico to-morrow. The Christmas festivities will be in progress among the Mexican soldiers, and the revolutionists had expected to capture Guerrero, San Miguel, and other towns near the border.

Gen. Garcia claims to have received the information from a trustworthy source, and it is supposed that it came from spies who are known to be with the revolutionists.

Orders have been issued to all frontier garrisons to dispense with the usual Christmas and holiday feasts, and be prepared for attack. It is reported here that several arrests will be made within a few days of prominent merchants of Laredo and other frontier Texas towns at the instance of Mexican authorities upon the charge that they have lent aid to the revolutionists. By selling them large quantities of ammunition and firearms. Another proclamation has been circulated by secret agents. The document calls upon the Mexicans to take up arms against the Diaz tyrannical administration.

STUCK IN THE ICE.

The Steamer New Brunswick Stopped in the Raritan River Near Sayreville.

NEW BRUNSWICK, Dec. 24.—The steamer New Brunswick, Capt. Barto, plying between New York and New Brunswick is stuck fast in the ice in the Raritan River near Sayerville, eight miles below New Brunswick. The steamer started at 6¾ o'clock this morning to make the first trip to New York.

There was considerable ice in the river and progress was slow. Near Sayville she lay in the ice for nearly ten hours. She got through to New York late and started back again with a cargo at 9½ o'clock to-night. It is impossible for her to get further than Sayville on her return trip.

Stack—McLaughlin.

County Clerk Dennis McLaughlin of Hudson county was married last night to Miss Teresa Stack of Hoboken. The ceremony took place in St. Michael's Church in Jersey City, the Rev. Mgr. De Concilio officiating. The affair was kept very quiet, only one or two of Mr. McLaughlin's most intimate friends being in the secret.

The couple, accompanied by President Feeney of the Jersey City Police Board and the bride's sister and her brother, Maurice Stack, drove to the church about 8 o'clock. They went in through the rectory, and the ceremony was performed before the main altar, while Mr. McLaughlin's constituents were down stairs in the basement, waiting their turn to go to the confessional. The bride's sister acted as bridesmaid and President Feeney was groomsman. The bride is a remarkably pretty girl, about 22 years old. Mr. McLaughlin was a widower.

Williams May Not Recover.

Clinton E. Williams, the Baltimore Railroad man who was murderously assaulted on Thursday night in John Brennan's saloon in New Brunswick by a gang of toughs led by John Welch, is in a precarious condition.

Dr. P. A. Shannon said to-night that Williams would have a hard fight for his life. "Butch" Welch, against whom the charge of assault and battery was made by Williams, went before Justice Ford and furnished bail in the sum of $1,000. The bond was given by Brennan, the saloonkeeper, in whose place the fight occurred.

Welch then swore out a warrant for the arrest of Williams on the charge of assault and battery. Williams will change his complaint against Welch from assault and battery to assault with intent to kill.

National Convention of Socialists.

A national convention of Hebrew Socialists and labor organizations was held in Botanic Hall, 68 East Broadway, yesterday, and it will be continued for several days. J. Ortman was Chairman and B. Weinstein Secretary of the meeting.

Twenty organizations were represented, including the Jewish section of the Socialist Labor party of New York, Brooklyn, Newark, Elizabethport, Chicago, Philadelphia, Brownsville, N. Y., Minneapolis, Hartford, and Hoboken.

There were also a number of local independent Socialist organizations. Part of the business was the discussion of Socialist propaganda and arranging for the publication of pamphlets.

Concordia Schuetzen Bund Funds Gone.

Frederick Kampf of 507 East Sixteenth street has been treasurer of the Concordia Schetzen Bund, a benevolent insurance organization. Kampf is a poor man, with a wife and seven children.

On Wednesday night, he says, he went to bed with $900 of the bund's money under his pillow. He says the money was there when he awoke in the morning. He went down stairs and returned in half an hour.

The money was gone. The bedclothes were on the floor and some of the furniture had been overturned. Kampf told the police about it yesterday.

SPARKS FROM THE TELEGRAPH.

P. P. Smith, one of the best known attorneys of northeastern Pennsylvania, has been appointed additional Law Judge of Lackawanna county, to succeed the late Judge Connolly. He is 41 years old and served one term as District Attorney of Wayne county.

Secretary Noble has appointed I. W. Funck of Nebraska, vice Wm. L. Byers, resigned, a Commissioner to negotiate with the Yankton tribe of Indians in South Dakota for the cession to the United States of the surplus lands of their reservation under the provisions of the act of July 13, 1892.

The Wells-Fargo Express Company has applied to the Secretary of State for permission to continue business in New York under the provisions of the new stock corporation law affecting foreign corporations. Senator David B. Hill appeared before the Attorney-General yesterday on behalf of the company. A hearing was set for next Tuesday.

Secretary Noble has directed D. S. Hall, Chairman of the Chippewa Commission, to bring to Washington six chiefs and head men of the Mille Lac band of Chippewas for the purpose of conferring with the President as to the necessity for their removal to the White Earth reservation, in accordance with the terms of a recent treaty. The Indians strongly protest against going to White Earth, and hope to convince the President that it is for their best interest to remain where they are.

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Persian, and Samarkand.

THE BUSH-LOUNSBERRY CONTEST.

Constable Maley's Testimony About Republican Bribery.

KINGSTON, Dec. 24.—The Bush-Lounsberry Assembly contest came before Judge Parker in Supreme Court Chambers this morning. Before the opening of the court there was served an order signed by Judge Landon of the Supreme Court ordering Judge Parker and George H. Bush to show cause on Dec. 27, at Albany, why an alternative writ of prohibition should not be issued commanding them to refrain from any further proceedings in the intended contest. The witnesses, Bush and his attorneys, were forbidden to prosecute the contest until the determination of the application for a writ of prohibition.

On application of the attorney for Bush an order to show cause, returnable forthwith, why Judge Landon's order should not be vacated was granted, and this was argued at length. Judge Parker decided to set aside the stay and to hear testimony.

The only witness examined was Anthony Maley, a barber and constable of Port Ewen. His examination laid bare a system of bribery which prevailed in districts No. 1 and 2 in the town of Esopus, where the twenty-six marked ballots were cut. Maley swore that at the request of Dr. Josiah J. Hasbrouck, a Republican leader, he went to the Doctor's house on the night before election and cut off on a bias a number of pasters for William Lubey for Coroner, and otherwise marked them for identification.

These were put on Republican paster ballots upside down and given to a number of boatmen to vote, in return for which they were to receive a certain amount of money to pay their railroad fares. Lubey stood at one poll and watched the marked ballots come out, and Dr. Hasbrouck at the other. Some of the inspectors of election, Maley testified, were in the scheme.

Before the conclusion of Maley's testimony an adjournment was taken until Wednesday morning.

REPUBLICANS WIN IN MONTANA.

Alleged Fraudulent Votes in the Box Elder Precinct Thrown Out.

HELENA, Mont., Dec. 24.—The Democrats had an unfortunate day in the contested election case yesterday. John Henry, registry agent, and one of the judges of election at Box Elder precinct at the recent election, was put on the stand, and the check list, official register, and poll book showed the names of sixteen alleged illegal voters, five of whom came from Havre and voted at Box Elder. He knew every one of the alleged illegal voters personally; had known them since 1879.

The decision in the case was reached this morning. The court to-day issued a writ to compel the canvassers of Choteau county to meet and canvass the voters of Box Elder precinct. This is a victory for the Republicans, as with this precinct counted in it elects a Republican and gives them the Legislature.

An Off Day in Cabinet Making.

Mr. Cleveland took a day off yesterday, and there was little additional gossip concerning the Cabinet. Senator Vest visited him again before returning to Washington.

The report that Col. Daniel S. Lamont might be made Secretary of the Navy was received with pleasure by Democrats of all complexions. All were enthusiastically in favor of the Colonel's appointment.

Mr. Cleveland will have more or less of a busy time this week. A good many Democrats have promised to come to town, and still greater progress in Cabinet-building is promised.

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TAMMANY'S SHOAL OF RECRUITS.

So Many Federal Officeholders Want to Get In that the Leaders Are Shy.

Tammany will make a great haul of Republicans, Voorhis men, and County Democrats at the primaries on Wednesday. Some of the converts have already been announced, but there are plenty more. Down town there was hardly anybody to capture. Justice Divver says the Second district will have several recruits from the few Republican laboring men down there. "We've got everybody here anyhow," said his Honor. "There's nobody here to convert."

Timothy D. Sullivan, as THE SUN has already said, has for recruits in the Third Assembly district Alderman Goetz, Samuel Engel, Max Engel, Philip Wissig, and J. W. Reppenhagen. Mr. Sullivan also said that the indications were that Gus Schurman, Republican leader of the district, would join the ranks of Tammany. Besides those named over 100 working Republicans have signified their intention of becoming members of the Tammany organization.

The Fifth Assembly Tammany organization will gain a recruit in Moses Lehrberger of 588 Grand street, who has been for twenty years a Republican worker in the district. He is a letter carrier, and Leader W. J. McKenna considers him a valuable acquisition. The remnant of the County Democracy left in the district and other independent Democrats have lately joined the Tammany district organization. Timothy J. Campbell will go on the General Committee of the district.

Senator George F. Roesch has been kept busy for a month declining to accept recent Republican converts who want to get into Tammany's fold. They are all officeholders in the district, and the Senator is suspicious.

"I'll wait," he says, "until their places have been filled by Democrats for a while, and then if they still want to join us, we'll take them on probation." Joseph Martin, the former leader of the Voorhis Democrats, and eighty of his followers will go on the Tammany Hall General Committee from this district.

Leader James Fitzpatrick of the Ninth Assembly district says that Ed Gilon, one of the city assessors; Matthew Walsh, and James Carroll, all members of the Voorhis Democracy, will come into the fold, and will carry a number of their followers with them. He also expects to get in a number of Republicans, some of whom now hold Federal offices.

John R. Nugent is the only man who has as yet come over in the Tenth district, though several of his friends are contemplating a change.

The principal changes in the Twelfth district are Judge Samson Lachman and Andrew J. Flynn, County Democrats, and John R. Pope, Republican.

John C. Sheehan, leader of the Thirteenth, has as a convert Morgan D. McMonagal, at one time a leading Republican under Gibbs.

In the Fourteenth district the following men have changed to Tammany Hall: James F. Sharp, Timothy J. Naughton, Abram Strausky, Republicans, and Joseph Boylston and James Houlihan, County Democrats.

In John F. Carroll's district, the Sixteenth, it is reported that David Earle, Republican, is thinking of coming into Tammany Hall.

William E. Dalton, leader of the Fifteenth Assembly district, says that among those who will unite with Tammany Hall in his district are Henry J. Jackson, former Secretary of the State Board of Emigration; Hugh Dolan, President of the Liquor Dealers' Association; Edward Taylor, a Republican, and about fifty others from the County Democracy and Republican ranks.

Tammany Hall expects to receive numerous converts in the Seventeenth, where Alderman Dooling is chief. Among others is Clemens M. Smith, lieutenant to ex-Justice Henry Murray, who for twenty years was leader of the County Democrats in the Seventeenth and Eighteenth Assembly districts. Smith and seven or eight of his followers were dissatisfied with Judge Murray's affiliating with the Republicans in the last election. Some thirty or forty men from the carpet factories and jute mills of the district who have always affiliated with the Republicans are also coming over to Tammany Hall. It is expected that some 200 voters will be added to Tammany Hall in this district.

It is learned on good authority that in the Eighteenth district, in which are many solid real estate men and manufacturers, twelve or fifteen well-to-do Republicans will join Tammany. The majority of these are manufacturers and real estate men interested in the development of the west side. Among them are four who have always carried their election districts. These twelve men, it is estimated, will bring with them a number of followers, and it was stated yesterday that Tammany Hall will thus gain some 200 votes. Many of these men, it was stated, were dissatisfied with the efforts of the Republicans to form combinations with the Voorhis Democracy and other outside elements.

Police Justice Daniel F. McMahon, leader in the Nineteenth Assembly district, said that about twenty-five names from his district will be added to the General Committee. In this list are William C. Anderson, who ran twice for the Assembly on the Republican ticket, and nine other Republicans, all active workers. In addition to these, fifteen men will be elected from the Voorhis Democracy. These twenty-five men, it is expected, will bring with them 250 voters to the support of Tammany Hall. A Tammany Hall politician of some importance said that recently three Republicans, who hold Federal appointments, one of whom is brother to a Republican well known in State politics, had tried to come to an understanding with Tammany Hall with a view to retaining their places under Cleveland. These men were told that Tammany did not meddle with Federal patronage and that they could not not enter the organization on any such understanding. It was also stated in the district yesterday that many of the Republicans in the district were displeased at the way that Republicans outside of the county and the State were trying to boss Republicans in the city.

Police Commissioner James J. Martin of the Twenty-first district has D. Morgan Hildreth, at one time Republican Assemblyman from that district, and Franklin Pierce, a lawyer of 120 Broadway, as his most prominent converts.

Mr. Pierce was an active worker for the Democratic national ticket in the last campaign, and has now associated himself with the Tammany organization. Abraham I. Jacobs of the County Democracy and a number of other Democrats hitherto identified with none of the regular organizations have joined Tammany.

William E. Stillings, leader of the Twenty-eighth district, has among his recruits John H. Seuman, ex-Alderman of the Ninth district; Elmore Cohen, Chairman of the local County Democracy; Fred B. House, Frank E. Hipple, ex-Treasurer of the Voorhis organization, and a delegation of twelve anti-snappers led by Benno Lewinson.

MUST CORRECT THE RETURNS.

Justice Bartlett Orders Assistant Clerk Hayes to Send Them Back.

The legal controversy over the fight between Mayor Gleason and Horatio S. Sanford for the Mayoralty of Long Island City was before Justice Bartlett in the Supreme Court, Brooklyn, yesterday, on a motion for a writ of mandamus to compel Assistant City Clerk John R. Hayes to send back the disputed election returns to the inspectors for correction and to recanvass the vote and give the certificate to the candidate having the largest number of votes. Justice Bartlett granted a similar mandamus in the case of City Clerk Burke on Dec. 7, and as Burke cannot be found it was served upon Assistant Clerk Hayes, but he refused to act as Clerk.

In opposing the motion Lawyer Noble read an affidavit from Hayes in which he said that he simply acted as clerk for Burke and that his appointment had not been authorized by the Common Council, and also an affidavit from Mayor Gleason saying that Hayes was neither Burke's attorney or his assistant.

Justice Bartlett, on finding that Hayes had not taken an oath of office, said:

"Then I am satisfied that the Legislature never intended to confer the important duty of canvassing votes upon an unsworn officer. That disposes of one part of the matter. The fact is that the City Clerk who has been directed by the writ of mandamus to do certain things has absconded. Hasn't the Court power to order the present custodian of the papers, the Assistant City Clerk, to send the papers to the election officers? Can a public officer seek to evade the process of the Court by leaving the papers in the custody of his assistant? Can't the Court interfere to the extent of compelling the assistant to send the papers to the election inspectors?"

Lawyer Montfort—There is no man of fair reasoning and honest judgment who would not conclude that Mr. Sanford was Mayor elect of Long Island City. Gleason is attempting to subvert the government.

Justice Bartlett said it was quite clear that in some way or other the Assistant City Clerk, the custodian of the papers, should be compelled to transmit them to the inspectors, but he was inclined to think that the power to canvass rested with the City Clerk alone.

"A great wrong," he continued, "has been done to Mr. Sanford, but Mr. Sanford could gain no benefit by an act of the Court in excess of its authority."

Justice Bartlett then ordered that Hayes should transmit the returns back to the inspectors for correction, and denied that part of the motion asking that he be directed to canvass the corrected returns. He also granted a new writ against Burke returnable on Dec. 31.

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JACK M'AULIFFE SIGNS.

He Agrees to Meet Burge at the Coney Island A. C.—Burge Not on Hand.

Owing to the non-appearance of Dick Burge or his representatives, the great light-weight championship match between Jack McAuliffe and Burge for the stupendous purse of $45,000 was not clinched last night.

Yesterday was the time set to ratify and arrange the preliminaries of the impending fistic struggle.

After McAuliffe left the Manhattan Athletic Club, where he acted as referee at the bouts held there, he and his friends proceeded to Jerry Mahoney's place on Third avenue. Judge Newton was on hand, and the representatives of both sides were to meet to do business.

Dick Roche, Eddie Stoddard, George McDonald, Burge's old trainer, and a lot of sporting men were present.

After a few trips to the barroom all hands adjourned to a private room. Burge nor anyone of his representatives were on hand when Judge Newton began proceedings.

McAuliffe was quite reluctant at first to go ahead, stating that he would like to size up Burge before he signed to fight him.

He offered this argument as a criterion that Jack Dempsey lost his reputation and friends by not seeing his opponent before the fight.

When Jack became persistent Judge Newton became excited. The Judge soon regained his composure, however, and settling down to business he arranged the following articles, which Jack signed:

We, the undersigned, Dick Burge of England and Jack McAuliffe of America, do hereby agree to engage in a glove contest of twenty rounds, or more, with five-ounce gloves, according to Marquis of Queensberry rules, before the Coney Island Athletic Club, at Coney Island, N. Y., on a day between March 27, and April 3, 1893, inclusive, at 8:30 P. M., and the Coney Island Athletic Club hereby agrees to pay to said Burge and McAuliffe for the said contest of $45,000, the winner to take all; and

We hereby agree to weigh not more than 133 pounds, give or take two pounds, to weigh naked at 8:25 P. M. on the day of the contest at said clubhouse, and

We do hereby agree that should either of us fail to appear, or weigh more than the 135 pounds at the appointed time, we are to forfeit the sum of $10,000, which said forfeit is to be posted by us with the club at the time of the execution of this agreement, and if forfeited, to be equally divided between the man that weighs in and the club, $5,000 each.

And the said Coney Island Club hereby agree that in case it fails to carry out its part of the contract to forfeit $10,000, to be equally divided between said Burge and McAuliffe. The club is to select the referee and official timekeeper.

We each reserve the right to appoint a timekeeper to act for us. The referee shall have the power at all times to stop the contest when it is, in his judgment, brutal and when humanity demands it.

Should either of us commit a deliberate foul, thereby injuring the other man's chances of winning, the one so doing shall forfeit and lose all right of, in, and to said purse. JACK MCAULIFFE.

DEC. 24, 1892. ED. STODDARD, witness.

PAY DIRECTOR CLARK KILLED.

Supposed to Have Fallen Off a Train On His Way to New Haven.

BRIDGEPORT, Conn., Dec. 24.—Late this afternoon the conductor of a work train at a switch just outside this city found the