THAT FAMOUS SCENE AT RIO,

WHEN THE DETROIT THREATENED TO SINK TWO OF GAMA'S SHIPS,

And Fired Our First Warlike Shot in Thirty Years—How the Little White Cruiser Took the Yankee Merchantmen to Their Piers in Spite of the Threatening Insurgent Ships—The British Flag Dragged in the Dirt on the Praça Harmonia—Englishmen Say They Must Apply to the Yankees Now If They Want Protection.

RIO DE JANEIRO, Feb. 8.—The first gun fired with warlike intent by an American war ship at another ship within thirty years was fired from the Detroit early on the morning of Jan. 29 at the insurgent Brazilian ship Trajano in this harbor. A second shot was fired a few minutes later at the Guanabara, another insurgent Brazilian lying not far from the one first assaulted. Some of the facts of this incident were told in THE SUN on the next day after they occurred, but the whole story will be found of interest even at the date when this can be published after transmission to New York by mail.

The trouble which made the firing necessary arose unexpectedly early in the last week of January. For some time before that date Admiral Gama, the insurgent leader, had been in communication with Admiral Benham with a view of enlisting the services of the American Admiral as a mediator in compromising the fight that had been wasting the substance of the nation for more than four months. So far as any one could see, Gama was sincere in saying that he desired peace and would make all honorable concessions to obtain it. Peixoto's Government was notified of these negotiations, and in answer a promise to submit propositions for peace was obtained. But before the Government had had sufficient time for deliberation in the matter several Captains of American merchant vessels made application to Admiral Benham for protection from the fire of the insurgents while en route to the piers to discharge cargoes. The insurgents had notified the merchantmen that if they attempted to go to the piers to discharge cargo they would be fired upon.

This matter was brought to the attention of Gama when, as a private citizen, he called on Benham to talk over the propositions for compromise. Gama explained his position at length. He did not wish, he said, to prevent the American ships from discharging their cargoes; he wanted only that they discharge into lighters while moored in the bay in order that he might inspect their cargoes and search for munitions of war destined for the Government. He added that this right had been conceded to him by all the foreign naval commanders theretofore—Capt. Lang, the British senior officer, Capt. Picking, the American senior officer before Benham's arrival, and others, had united in prohibiting the landing of even a search light intended for Government use, and the machine had in consequence been sent around to Santos and landed. Gama, in short, claimed the right to blockade the port of Rio on the ground that he was the Brazilian master afloat—that the Government could not function to any extent whatever on the waters of the bay.

To this position Benham at once objected. He piled up all the laws and decisions in Admiralty bearing on the subject, and proved that an insurgent to whom belligerent rights had not been accorded could not lawfully interfere with the movements of foreign ships within any harbor. It was not intended that the American ships should cross any line of fire, or serve as a bulwark for Government troops. It was stated that they would assume the risk of damage from fire when at the piers if Government troops took refuge behind them, and all risk of damage from stray shot. The contention was for freedom of movement and freedom from search at the hands of an unrecognized insurgent, no matter what their errands.

To the plain statements of authorities, to the bearings of Admiralty decisions, and to the friendly arguments of the American Admiral the insurgent Admiral remained impervious. It therefore became necessary for Admiral Benham to say plainly that the American merchant ships should go freely about the harbor as their Captains might wish them to do, and that any interference with such movements would be resisted with force. Because Benham was affable and courteous, as it now appears, Gama did not believe force would be used, and so reiterated the threat to fire on the first American ship that tried to go to the piers.

It was on Sunday, Jan. 28, that the issue was joined verbally. Admiral Benham acted decisively and at once. The Captains of the various American naval ships in the harbor were called on board the flagship San Francisco and were instructed immediately to prepare their ships for action at daylight the next morning, that being the hour when the American merchant ships wanted to start for the piers.

At 5 o'clock that evening the work of stripping ship began on the white squadron. The transformation thus wrought was remarkable. With their awnings spread, their boats at the davits, and their bunting aloft, they had seemed to tower out of the water, and the English officers had jocosely remarked that more beautiful targets could scarcely be found. And so they seemed as the sun went down. But with the break of day not an awning or a stanchion or a boat davit was in sight to obstruct the view or the sweep of the long black guns, and the wall-sided ships had shrunk down into the semblance of tigers ready to spring.

Apparently the insurgents had anticipated and were ready to fight. The white steam was hissing from the safety valve pipes on the Aquidaban and the Tamandare, lying well up the bay above Vianna Island, and the chains of their anchors had been hove short, ready for tripping on an instant's warning. The crews of the Trajano, the Guanabara, and the fleet of armed tugs had been augmented by almost the entire force garrisoning Cobras and Villegaignon. The Liberdade, with her little blue ensign fluttering from the flag halliards on the main, showing that Admiral Gama was on board, was also under steam and, with the Trajano and the Guanabara, was lying just north of Enchados Island and within pistol shot of the trim Yankee bark Amy, one of the number that wished to go to the piers to discharge.

Away to the north of these lay the Yankee barkentine Good News, a handsome craft, too, but not alone, for one of the swift Brazilian cruisers, the Parahyba, which Mello had seized and armed, was at anchor not far away with steam up and crew at the guns; so, too, the bark Agate was guarded by one of these armed steamers as she lay at anchor in the merchant fleet. With the American fleet stripped for battle, with the American merchant ships under the guns of the insurgent fleet, and with the crews of all on deck and ready for action, the picture on the bay as daylight came was one to thrill every spectator.

At 6 o'clock sharp the Detroit, with Capt. W. H. Brownson on the bridge, got up her anchor and steamed slowly in toward the city, heading through between Enchados and Cobras Islands. As if this had been a signal prearranged for the occasion, two of the insurgent tugs left the vicinity of the Liberdade, Gama's flagship, and started in toward the north part of the city, where shipping piers are. They at once opened fire on the soldiers stationed at intervals behind sand bags on the bulkheads. It had been and still is the custom of these tugs to so assault the north littoral of the city, but on that morning they were making a live line of fire against the piers, which the American ships had no right to cross.

Fortunately, as it appeared, the Detroit on getting her anchor to the hawse pipe found it badly fouled, and here was an ample excuse for proceeding slowly. She did so. She did not want to go with the Yankee clippers to the piers at a time when the act would interfere with a legitimate, if useless fight. For about an hour the tugs swept up and down the beach, pouring a hail of Nordenfelt projectiles on the piers, and then a bullet from a soldier's rifle struck and killed the nephew of Admiral Gama, a young officer on one of the tugs, and both drew off, though their fire was kept up until they were a mile away, among the merchant ships.

Then when the last shot had been fired and the smoke of the fight was still hanging low over the smooth water of the bay, the Detroit came slowly around Enchados Island and ranged up starboardside to starboard and within sixty yards of the Trajano as she lay at anchor. Every man was at his post on the Yankee cruiser, the gunners standing behind their shotted guns, now glancing over the sights and then up toward the bridge at Capt. Brownson in anticipation of an order to fire. Without a word or move on either ship the Detroit passed on, while the sailors on the Amy started away in a yawl to carry a line to a ship at anchor, that they might warp their ship on its way to the piers. As these sailors pulled away a marine on the Trajano levelled his musket and fired a shot over their heads. Then two of the heaviest insurgent tugs began to get into position for ramming the white Yankee.

At that moment a tiny blood-red roll of bunting hung just beneath the San Francisco's truck—the signal for all the American fleet to begin the battle—and a Yankee quartermaster with a strong hand held the halliards, eager to fling the signal to the breeze. The moment the shot was fired Capt. Brownson turned to the gunner, who stood at a six-pounder, and ordered him to fire into the Trajano, striking her at the water line six feet abaft the stem. The gunner misunderstood the order and fired across the Trajano's bow. Thereat Capt. Brownson hailed the insurgent vessel.

"Trajano, ahoy!" he shouted. "If you fire again I will return the fire, and if you persist I will sink you."

It was a critical moment. The accidental discharge of one of the Trajano's guns by the excited crews that stood behind them would have left Capt. Brownson no alternative. The Trajano's guns were modern rifles, and they were aimed at the Yankee. The shot would have gone clean through the Detroit, and the Detroit would have replied with a broadside at a range of but sixty yards; and then, with helm hard aport, she would have run in between the Trajano and the Guanabara, out of range of their guns and where she could have riddled their hulls with her rapid-fire guns and swept their unprotected decks with the wicked man killers called the secondary battery.

Happily, as is known, the shot was not fired, although the insurgents were still ugly. Instead a blank shot was fired to leeward as a protest. To this no attention was paid.

Turning to the bark Amy, Capt. Brownson saw that her sailors had been intimidated somewhat by the shot fired over them.

"You go ahead," he shouted to them, "and I'll protect you."

So the sailors rowed on with the warp line, while the Detroit steamed slowly ahead until she began to lap the hull of the Guanabara. Here, as on the Trajano, the crew stood ready at their guns—four six-inch rifles.

"Aim at the Guanabara," ordered Capt. Brownson, and at the word the Detroit's four broadside and two pivot rifles swung around from the Trajano as though moved by one man and pointed their muzzles at the old insurgent cruiser. Then turning to the insurgent crew, Capt. Brownson told them to be right careful what they did, for even an accidental shot would be considered as intentional. He finished his warning by waving his hand at a gun's crew that showed exceptional nervousness and told them they had better get away from the gun entirely.

The crew of the Guanabara were Brazilians to a man, and they did not understand English. But they were looking at short taw into the muzzles of guns that were eloquent in appearance, if silent, and when Brownson's hand was waved they didn't stop to argue or even shrug their shoulders; they went away.

The Detroit steamed on until clear of the Guanabara and then turned square across her stern and stopped. She now had the two insurgent ships that threatened the Amy where she could rake them fore and aft and sink them in five minutes. The Liberdade with three small rifles was near by, and the tugs had their noses well pointed, but should the insurgent Admiral still wish to fight, the Detroit would not need any help. The other members of the white squadron could look after the monitor Aquidaban and the armed merchant ships.

Although Admiral Gama did not want to fight, he was like a boy who was sulky enough to need a whipping. Seeing the sailors of the Amy carrying out the wharf line he ordered a blank shot from a cannon fired at them from the Guanabara. As this was plainly only a matter of form, Capt. Brownson replied with a musket. A member of the crew fired a bullet into the Guanabara's stern.

Then a launch was lowered and a junior officer sent to Admiral Gama to say that while there was no wish to take active steps, the American merchant ships would be protected in going to the piers, that any shots fired at them would be returned, and that if shooting were persisted in the insurgent ships would be sunk. In reply Gama sent word that if he was fired on by the American ship he would instantly surrender the whole fleet to the American Admiral. On hearing this Capt. Brownson sent the cadet back to say that the Guanabara had been fired on and hit. The haste with which the cadet was sent on this mission makes the American colony here think that the Yankee naval sailors were to a man willing to have Gama surrender, that they might get away from the yellow fever port. But, as was cabled to THE SUN, Gama did not surrender. He would have been glad to do so, but his enthusiastic youngsters and his British backers would not let him.

Of the British backers more will be told at another time, but there was one man mentioned in the cable of whom something should be said now. This is G. M. Rollins of New York. Rollins has been a mystery to the English speaking people of the port. He came here on the steamer Wordsworth about Dec. 1. He lived on the Wordsworth for a time, and then moved to the Vandyke, a hulk owned by the Lamport & Holt line, and used as a warehouse. Here he lived with "the manager off shore" of the line. In some way he got acquainted with Gama and the two became good friends. It was on this account that Gama opened negotiations for a compromise with the Government through Admiral Benham. When people learned this, there were many wild conjectures about Rollins. These conjectures were the wilder because Rollins did not choose to tell people why he came here, and, further, because he said he was authorized by Mr. Taylor of the New York *Herald* to send letters to that paper, while the *Herald's* special representative published a note in *O Paiz* saying that Rollins was a fraud.

Rollins tried to get the American barks to remain out in the bay, and promised them the free use of a tug and lighters if they would do so. At first they agreed to this, but afterward went to the piers. Rollins would have supplied Lamport & Holt lighters and tugs had they remained, and it is guessed that Gama would have paid the bill through Rollins.

To fully understand the result of Admiral Benham's action it should be said that until the Detroit opened the way the port was practically blockaded to all commerce save that of the regular liners. Ships had been lying in port four months, waiting opportunity to discharge and load. Gama had all of the tugs of the harbor, save two belonging to the Lamport & Holt line, one to Wilson, Sons & Co., one under the German flag, and one that was captured by the British naval fleet when Borton tried to blow up the Aquidaban with it. This last was used as a British war ship tender, but occasionally towed a merchant ship. The line's tugs were naturally to be had by other ships, but rarely and at high prices. Lighters were equally scarce. Gama would not let the ships go to the piers, and was in this supported by the foreign war ships so long as Capt. Lang of the British ship Sirius dominated the foreign fleet.

The coming of Benham changed all this. The Yankee barks led the way to the piers—led at the head of a great procession. The ships of other nations locked yardarms and crushed fenders that they might get into the line. Time has been when the American flag and the American naval fleet have been jeered and scoffed at in foreign ports, and Americans insulted because they were Americans. I have seen that done myself, but the next day after the Detroit ranged up along the insurgent fleet to demonstrate that the American ships could not be fired on with impunity, I saw the flag of Great Britain dragged in the dirt of the Praça Harmonia and denounced as "the red rag of Brazilian rebels." I saw British ship Captains look on, and I heard one say, while others applauded:

"That's right. By God, if you want protection after this you must apply to the Yankees."

JOHN R. SPEARS.

DENOUNCED THE BRITISH OFFICERS.

Mr. Furness Says They Do Not Assist the English at Rio.

LONDON, March 9.—Mr. Christopher Furness, member of Parliament for Hartlepool, acting on behalf of the British residents and owners and commanders of British merchant vessels at Rio, has addressed a letter to the Earl of Kimberley, Secretary of State for Foreign Affairs, requesting him to instruct Capt. John Pipon, senior officer of the British fleet at Rio, to assist in the removal of yellow fever patients from the infected port. Mr. Furness says that if something in the direction of compliance with his request is not done at once he will move the adjournment of the House to discuss the inaction and apparent indifference of the Admiralty in the matter of affording protection from disease and otherwise to British subjects at the Brazilian capital.

Mr. Furness, who is himself a shipowner, being the head of the firm of Furness, Withey & Co., steamship builders and shipowners of Hartlepool, based his letter to Lord Kimberley on this telegram, which he received from the masters of British ships at Rio this morning:

"The American navy is rendering the necessary assistance in landing the sick and supplying us with water. Our navy refuses to grant us such assistance. Can you do anything in our behalf? Mortality terrible. Only hospital available is ten miles from anchorage."

Mr. Furness was unsparing in his denunciation of the conduct of the British naval officers at Rio during the last three months.

THE WRECK OF THE KEARSARGE.

The Testimony All Being in, the Court Goes into Secret Session.

There was a reminder of the old navy in the surroundings of the concluding session yesterday of the Kearsarge court of inquiry, which met aboard the dismantled ship-of-the-line Vermont. Surgeon M. C. Drennan reported that Capt Miller, who has been ill for the past three days, had improved sufficiently to permit his attending court if it could be held aboard the receiving ship. It was accordingly held in Capt. Miller's cabin aft on the upper gun deck. The scene might have been taken bodily from the service of forty years ago. The only things to, in part, destroy the illusion were the absence of high black stocks about the necks of the officers and the presence of incandescent globes overhead. The low white deckbeams and knees of live-oak, the old-fashioned joiner work, the wide, square stern ports with vistas of the river and the busy Navy Yard, and the hum of the ship's crew as they tramped about the decks without, were a fitting frame for the last scene of the investigation as to the loss of the famous old corvette.

When the court opened, Commander Kelley announced that Lieut. Lyman did not desire further to delay the action of the court, and would forego the taking of other witnesses, one of whom was to have been Capt. Crowell of the steamer Premier, plying between this port and Colon. The Judge Advocate also said that the court did not doubt that the Kearsarge's navigator had taken personal sights both at noon and afternoon of Feb. 2.

Commander Crowninshield and Lieut. Bowan appeared before the court to identify their previous testimony.

When Chief Engineer Gowling was called he told the story of the wreck. When the ship struck, the two bells to the engine room were promptly obeyed. Inside of five seconds the engines were backing at full speed. At 7.13 o'clock the two remaining boilers were fired and all steam was crowded on.

Lieut. Lyman explained the fact that many of the Kearsarge's books of navigation and sailing directions were not up to date by the long voyages so frequently taken by the ship. Through Commander Kelley the navigator said that no sights had been taken on the evening of Feb. 2 on account of poor atmospheric conditions. The red glow in the west made a fine mark for a sight difficult.

Shortly before 12 o'clock the court went into secret session to pass upon the evidence. Its opinion, together with all the testimony, will be forwarded to Judge Advocate-General Samuel C. Lemly at Washington, who will in turn give an opinion to Secretary of the Navy Herbert for final action.

Neither Commander Heyerman nor Lieut. Lyman addressed the court, to which privilege they were entitled.

TO SAVE THE KEARSARGE.

A Boston Company Gets the Contract to Try to Bring the Old Ship Back.

BOSTON, March 9.—The United States Government yesterday awarded to the Boston Towboat Company the contract for raising the United States corvette Kearsarge, recently wrecked on Roncador Reef. The company's largest boat, the Orion, Capt. Smith, with all the necessary wrecking apparatus and a gang of thirty wreckers, will leave here next Monday or Tuesday.

WASHINGTON, March 9.—Lieut. Brainerd said to-day he did not think there was much chance of saving the Kearsarge. Then the war ship Galena was towed from Brooklyn to Portsmouth a few years ago and was wrecked at Gay Head, Martha's Vineyard, the same company saved her.

Naval officers say that the company will endeavor to get back all possible salvage from the wreck, whether the vessel is saved or not. Her contents are valuable, and Congress would probably authorize the purchase of anything useful that is saved.

AN INSANE WOMAN'S PETITIONS.

Her Daily Letter to the Fulton Street Meetings for Prayer in Her Behalf.

T. A. Gillette of 335 Broadway led the exercises yesterday at the regular daily prayer meeting held at noon at 113 Fulton street. About thirty letters from various parts of the country, England, and Canada asking for prayer were received. They were read except one from an insane woman living in Illinois, who has never failed each day for years to ask prayer in her behalf.

"She lost her mind over the loss of her husband," said Mr. Cutter, who is in charge of the meetings, "and is completely distracted on all subjects except her faith in God. I have over a bushel of letters from her, and the mail never fails to bring me a letter. Her letters are never read in the meeting, but she is mentioned always. These letters are in fragments, and are almost unintelligible except her pleadings for God's help."

A. Gerald Hull's Will Sustained.

SARATOGA, March 9.—Surrogate Peters this afternoon decided the case of the contested will of the late A. Gerald Hull, a wealthy young New Yorker who committed suicide by shooting himself in his rooms here on Feb. 9, 1893. He sustains the will. The will bequeaths about $300,000 to Mr. and Mrs. William M. Strong of Golden's Bridge, Westchester county, the parents of the testator's deceased wife. The bequest is for life, with reversion to the legatees' daughter, Miss Alma Strong. Letters executory will be issued to Willard Lester of this place, who has been temporary administrator of the estate. The contestant was M. Brittain Savre of Baltimore, a cousin on the maternal side, as next of kin, the contest being on the grounds of insanity, mental incapacity, and undue influence.

Fifth of the Family Assassinated.

HATCHECHUBBEE, Ala., March 9.—The murder of James Walker at Forest City, Ark., makes the fourth son of Judge J. P. Walker and the fifth of the family who has met his death by an assassin. Judge Walker left this place in 1882 and went to Arkansas. He sent three of his sons through the country with some valuable stock.

They were murdered in the outskirts of Aberdeen, Miss. The Judge was himself murdered at his home in Arkansas, in 1885, by a man whom he had befriended.

Blair Will Have a Rival.

MANCHESTER, N. H., March 9.—The Hon. John C. Crawford of this city has published a letter to the Republican electors of the First Congress district, formally announcing his candidacy for the nomination for Representative to succeed Congressman Blair.

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

MILHOLLAND DEMANDS PATRONAGE.

Says His Organization Should Be Recognized by the Park Commissioners.

It is probably the general belief in this city that the bill authorizing the expenditure of $1,000,000 on park improvements was passed by the Legislature solely because of the desire to supply work for the unemployed. It remained for Mr. John E. Milholland, who has organized the Republicans of the city who are in accord with the Republican State machine, to give another reason for its passage.

"When that Park bill was passed," said he last night, "it was the distinct understanding that there should be an equal distribution of the patronage under it between the Republicans and the Democrats."

This declaration was made in explanation of an attempt on the part of a committee of Mr. Milholland's organization, appointed at a recent meeting at the Fifth Avenue Hotel, to secure from the Park Commissioners laborers' tickets for distribution among its members.

Chester H. Southworth of that committee called on President Tappen of the Park Board yesterday afternoon, presented his credentials signed by Mr. Milholland, and made a demand in the name of the organization for the tickets. President Tappen seemed surprised. He has been pretty busy of late trying to satisfy the demand of Democratic applicants for tickets, and was almost knocked out by this sudden onslaught on the part of Milholland.

The President began to spar for wind. He is clever at temporizing with his antagonist, and he tried to put Mr. Southworth off with the statement that he would endeavor to have his organization recognized in the distribution of laborers' tickets. This, he said, however, would be a difficult matter, as the number of applicants at present outnumber the places ten to one. Mr. Southworth was not at all pleased with the outcome of his visit, and Mr. Milholland, to whom he reported, was even less pleased.

"All Southworth got was guff and sweet talk," said Mr. Milholland last evening, "but we propose to see that those jobs do not all go to Tammany Hall. That bill was not passed to bolster up an organization. The Republicans are not getting their share of the patronage, and it is the purpose of our organization to see that they do, or know the reason why. If our claims are ignored by the Park Commissioners we will go to Albany and explain to the Legislature that the Democrats have broken faith. We don't care a continental for the chatter and cries about 'bone-hunting.' We are after a share of the patronage under this measure for the Republican party. The bill was passed by a Republican Legislature to give work to the destitute, irrespective of their party affiliations. We are confronted with a situation which, as practical politicians, we must meet practically, and we propose to do it."

FORESEES REPUBLICAN VICTORY.

William E. Grace Renews His Ancient Prediction and Calls Time on It.

William E. Grace publicly declared last night that it isn't the Mayoralty he is looking for. He also took occasion to say to the New York State Democrats who assembled to hear him that it is his purpose and that of his political associates to fight Tammany Hall and offer no quarter next fall. Mr. Grace finds it necessary to make this statement every time he gets a few of his friends together now, because of his not very graceful backdown from a similar position assumed in 1892.

These and several other interesting statements were made at a meeting of Immigration Inspector John J. Quinlan's Cleveland Club of the Twenty-fourth Assembly district, held at 247 East Eighty-fourth street. Herman Ridder presided at this meeting and after Aqueduct Commissioner Francis M. Scott had recited his anglesworn anti-Tammany speech of 1892 with typical embellishments, Mr. Grace was introduced.

An enthusiastic admirer of the gentleman from Hanover square called for "three cheers for our next Mayor." The cheers were given and with them the suggestion for Mr. Grace to deny that he was a candidate for the office and to assert that he would not take it under any circumstances. He did not do it what he did want, but proceeded to pledge his word and that of his associates of the New York State Democracy that unless no reform was will the organization make a combination with Tammany Hall this year.

"Personally," said he, "I have nothing to say against some of the Tammany leaders. In fact, I am on intimate terms with some of them. In view of the present state of things in this city, however, I am impelled to refer to one of my ancient predictions, which I think has about come true, that if Tammany controlled the administration of this city for seven years, the city Government would be turned over to the Republicans."

Mr. Grace said that the Democratic administration in the State and city had been making Republicans of Democrats; that a member of his own family voted the straight Republican ticket last fall.

"Although this is a State organization," said Mr. Grace, "its principal object is the regeneration of the administration of the city of New York."

Other addresses were made by Col. Robert Grier Monroe and F. De Forest Baldwin, and resolutions denunciatory of Tammany Hall were adopted.

NINETEEN NEW JERSEY CUCKOOS.

They Pass Resolutions and Organize the New Jersey State Democracy.

Nineteen gentlemen from various parts of New Jersey held a meeting yesterday afternoon in Taylor's Hotel, Jersey City. The advertised purpose of the meeting was to reorganize the Democratic party in the State. Among them was W. S. McKean, who, in the summer of 1892, managed the Cleveland literary bureau in the State, and is now a candidate for the office of Public Printer. He was secretary of the meeting. George H. Yeaman of Morris county was chairman.

Resolutions were adopted approving of the Administration of President Cleveland, recommending the early enactment of the Wilson bill, and denouncing the course of the Democratic Senators at Trenton.

Chairman Yeaman made a speech, in which he attacked the Democratic United States Senators who have opposed Administration measures, and advised them to go over to the Republican party. He also attacked New Jersey Democrats, and styled them "a squad of vulgar gamblers and buccaneers, who are in politics for revenue only."

Mr. McKean offered a resolution to organize as a permanent association to be known as the New Jersey State Democracy. The resolution was adopted, and the meeting adjourned subject to the call of the Committee on Organization.

SAYS KOLB IS A TRAITOR.

One of the Alabama Nominee's Followers Deserts and Fires a Shot.

BIRMINGHAM, Ala., March 9.—The Greenville, Ala., *Living Truth*, edited by Judge J. M. Whitehead, who until recently has been an ardent third party man, threw a bomb into the ranks of the Kolbites to-day by printing a statement that Kolb and his party leaders obligated themselves in writing in consideration of their receiving the Republican vote in State elections in 1892, to vote for Harrison in the Electoral College, if it should be apparent that Weaver could not be elected. Whitehead says he signed the agreement, and saw the others sign it. The fact that Kolb and his followers claim to be Jeffersonian or true Democrats, in order to catch the farmer vote, which is naturally Democratic, makes Whitehead's manifesto exceedingly interesting. The editorial article closes by saying: "Kolb's masquerading in Democratic grave clothes must cease."

Run Over by a Stolen Horse.

William Fitzpatrick, aged 23, of 35 Colden street, and John Durkin, aged 20, of 128 Bank street, Newark, were driving through Harrison avenue, Harrison, on Thursday night with a stolen horse and buggy, when they ran over eight-year-old Tommy Fitzsimmons and nearly killed him. They were subsequently caught and locked up. The child is said to be in a critical condition. The horse and buggy were claimed yesterday by ex-Alderman Benedict Ulrich of Newark.

For the Greater Brooklyn.

Mayor Schieren held a conference last night in the Common Council chamber in Brooklyn with a number of leading residents of the four county towns in reference to the proposed annexation of the towns to the city. The speakers in general spoke in favor of the movement, and suggested that a commission should be appointed to draft a suitable bill for presentation to the next Legislature.

HERMAN CLARKE HEARD FROM.

It's Said He Will Be Here on Sunday—His Father Sues Clarke's Old Firm.

There is reason to believe that Herman Clarke, the absent member of the firm Hunter, Clarke & Jacob, whose suspension was announced on the Stock Exchange on Wednesday, is nearer New York than North Carolina. It was stated late yesterday afternoon that T. C. Clarke, his brother, had received advices that led him to believe that Mr. Clarke would return to New York on Sunday. At the office of Hunter, Clarke & Jacob it was said that no word had been received from Mr. Clarke by the firm.

Thomas C. Clarke, the father of Herman Clarke, and Joseph S. Smith, the father of Wallace B. Smith, have begun suit against the former firm of La Montagne, Clarke & Co., in which Herman Clarke and Wallace B. Smith were partners, to learn what has become of $150,000 worth of bonds which plaintiffs allege were loaned to La Montagne, Clarke & Co. This firm was founded in 1888. La Montagne represented the firm on the Exchange and Clarke ran the business. Thomas C. Clarke and Joseph S. Smith say that they lent to Herman Clarke and Wallace B. Smith $150,000 in bonds on account of the firm. A year ago last fall E. M. Fulton, Sr., and his son were taken into the firm. They put $250,000 into the firm, and, according to their statement, nothing was said to them about the $150,000 debt. Then the firm branched out and established new offices in different cities. Just at this stage of their apparent prosperity it was announced that they had dissolved partnership. Thomas C. Clarke and Joseph S. Smith heard nothing about their $150,000 in bonds, and so they have begun suit to find out what has become of them. The Fultons are made defendants with the original members of the firm, and they have retained Lawyer Eliot Norton of 59 Wall street to defend them. Mr. Norton said yesterday:

"This is purely a friendly action. While the bonds were originally loaned to the first firm of La Montagne, Clarke & Co., the second firm never received them or their value in any way. Mr. Clarke, Sr., and Mr. Smith, Sr., are litigating in good faith, but the transaction can only be regarded, so far as the new firm is concerned, as similar to the transactions of Mr. Herman Clarke, which have forced Hunter, Clarke & Jacob to suspend."

Holmes, Adams & Colt, all street are counsel for the plaintiffs, and they say that there is no charge of criminal conduct.

TO THE EDITOR OF THE SUN—Sir: Will you kindly announce, in justice to me, that I in no manner authorized the publication of my name as about to be a member of a new firm, to be styled Hunter & Co., as successors of the suspended firm of Hunter, Clarke & Co. This is in no way intended as a reflection on the late firm or any of its members. Yours truly,

JOHN S. EGNEST.

WILL IT LEAD TO MORE MURDER?

A Man Said to Be Marked for Removal as the Result of the Coughlin Trial.

CHICAGO, March 9.—Daniel Coughlin, his wife, children, and father will leave to-morrow or Sunday night for the old Coughlin home, in Hancock, Mich. Coughlin's wife is in a distressing mental and physical condition. The entire night before the case was given to the jury was spent in prayer for her husband's freedom.

An afternoon newspaper says, on the authority of an "Irish agitator," that one of the men most prominently identified with the "old triangle" has been marked for death by the men who believe he was the arch-conspirator in the Cronin murder. It is said that the acquittal of Coughlin has only served to increase the intense hatred between the factions which have existed since the murder, and that the removal of this man was set originally for three weeks ago, but postponed on account of the effect it might have on the Coughlin jury.

OBITUARY.

John Rutt Andrews, who died on Wednesday, had been for many years well known in the jewelry business. In 1870, when Tiffany & Co. moved to their present site on Union square, they purchased Mr. Andrews's entire plant. He then became a stockholder in the corporation of Tiffany & Co. and general manager of their jewelry manufacturing department. He withdrew from the business in September, 1882, and entered into partnership with A. de Cordova, as stockbrokers. He met reverses and formed a new partnership with Joseph G. Doty, under the firm name of Andrews & Doty, wholesale dealers in diamonds and precious stones. He was also President of the American Turquoise Company. In 1861 Mr. Andrews enlisted as a private under Capt. Smith, in the Seventh Regiment. He soon rose to First Lieutenant. He served over ten years in the regiment. Upon retiring he became a member of the Seventh Regiment Veteran Association, and was appointed on the staff of Major-Gen. Shaler, with the rank of Major.

Thomas Thomas, probably the best-known colored citizen of western Massachusetts, died yesterday at his home in Springfield, Mass., aged 77 years. He was born a slave in Oxford, Md., and in his boyhood had Frederick Douglass as a playmate. His life was full of adventure and interest. He began his career as a waiter. In the fifties he moved to Springfield, Ill., and while there came in constant contact with President Lincoln, who wanted to take him to Washington.

Joseph Bertram, who had served as ship's barber on the receiving ship Vermont at the Brooklyn Navy Yard for twenty-three years and was known as "Joe the Barber," was buried in Calvary Cemetery on Thursday. He was a native of Spain, but came to this country when a boy. He served in the navy all through the war and at its close was attached to the Vermont. He had a general store on the Cove Lock, and the estate he has left to his widow is valued at $60,000.

Sigmund Loresch died at his residence, 47 East Sixty-fourth street, yesterday after a brief illness. He was born in Munich, Bavaria, in 1817, and came to this country when 12 years old. He went into the musical instrument business, and in the age of 20 formed the firm of Sussfeld, Loresch & Co. Mr. Loresch leaves a wife and four children.

Capt. Henry Vreeland of Belleville, N. J., died on Thursday afternoon, aged 71. He lived in Belleville all his life. During the war he served in the Second New Jersey Volunteers as Lieutenant and Captain. He was officially complimented for bravery three times. He leaves a widow, three sons, and two daughters.

Major George Cooper Connor, a well-known newspaper writer, died in Chattanooga yesterday. He was a partner of Sheldon & Co., publishers in New York city, directly after the war, and later was an assistant to President Scott of the Cincinnati Southern Railroad.

James Haslet, formerly a resident of Brooklyn, died yesterday at the home of his son-in-law, Charles D. Pratt, at Englewood, N. J., in his ninety-third year. He made a fortune in the fur business. He served as a Brooklyn Alderman over fifty years ago.

Cardinal Leon Benoit Charles Thomas, Archbishop of Rouen, who has been ill for some time, died in Rouen yesterday morning. He was born in France in 1816 and was elevated to the Cardinalate in 1886.

Horace Holcomb, President of the Holcomb National Bank of Toledo, and one of the oldest and wealthiest residents in that city, died yesterday of pneumonia, after a brief illness.

Prof. Emil Baur, a well-known horticulturist of Ann Arbor, Mich., was found dead in a woodshed there on Thursday afternoon. Death resulted from heart disease.

C. A. De Baun of Montvale, Bergen county, N. J., died yesterday, aged 94. His fortune is estimated at $100,000. He leaves a widow and a daughter.

Cardinal Francesco Ricci Paracciani is dead. He was born in Rome in 1830 and was created a Cardinal in 1884.

The St. Patrick's Day Parade.

A meeting of Irish societies to make final arrangements for the parade on St. Patrick's day was held last evening at 229 East Forty-seventh street. The parade will be led by Grand Marshal Patrick Costello, and, starting at 1:30 in the afternoon, will march through Fifth avenue to Twelfth street, to Broadway, to Fourteenth street, around Washington's statue, to Broadway, to Seventeenth street, passing the review station; to Fourth avenue, to Eighteenth street, to Fifth avenue, to Fifty-seventh street, to Eastern Boulevard, to Jones's Wood, where dinner will be served.

Calve Still Ill in Boston.

BOSTON, March 9.—Mme. Calvé, who was to sing in "Carmen" at the opera yesterday afternoon, is still suffering from her fall the other night, and unable to sing. Mme. Calvé said she would be obliged to rest until Saturday, when she would sing in "Carmen." She has been suffering from severe pains in her back.

"WORSE THAN FREE SUGAR."

REFINERS FIND NO PROTECTION IN THE AMENDED TARIFF SCHEDULE.

An Ugly Feeling in Wall Street Over the way "News" from Washington Alternated Before the Schedule was Announced.

Nothing more interesting has come to Wall street in many years than the information from Washington yesterday that Senator William Alfred Peffer, the Populist Senator from Topeka and Shawnee county, had introduced a resolution in the Senate calling for the appointment of a select committee to investigate the stories that certain Senators had made use of knowledge gained as Senators for dealing in stocks, notably in Sugar Trust certificates.

There were two interpretations put upon Mr. Peffer's action. It will be recalled that the Senate sub-committee having charge of the sugar and other schedules was composed of Senator John Martin of Topeka, Mr. Peffer's colleague, Senator George Graham Vest of Kansas City, and Senator Roger Q. Mills of Texas. Mr. Peffer's resolution was believed to be a drive at the members of this sub-committee and their friends, and it was also the opinion that Mr. Peffer would not feel discouraged if he obtained a little political capital in Kansas. It turned out, though, by later despatches, that he had no personal knowledge that any of the Senators had lined their pockets by speculations in Sugar certificates, and that he had consented that his resolution should lie on the table temporarily.

There is an ugly feeling among certain very prominent Wall street operators toward a number of United States Senators. Just what foundation there is for this feeling none of the eminent men of Wall street cared to say, further than to declare that the conduct of the members of the sub-committee of the Senate had been inexplicable. The Wall street critics could not understand the alleged backing and filling on the sugar, lead, and other schedules.

The speculation in American Sugar Refining certificates on the New York Stock Exchange fell off very materially yesterday. It looked as if the rag-tag and bobtail of the Sugar pool was manipulating every wire to get out with the smallest loss possible. The speculation aggregated only 65,700 shares at the following range of prices: Opening, 87⅞ 88½; highest, 90½; lowest, 86½; closing, 88½. With the smoke of Thursday cleared away, more attention was directed toward ascertaining the exact bearing of the proposed sugar schedule on the fortunes of the American Sugar Refining Company.

Willett & Gray for many years have been considered experts on sugar statistics and sugar duties. In a statement issued yesterday they said:

"A careful study of the provisions of the schedule brings out the following facts:

"First—The difference in duty between 80 and 90 degrees polarization is only half that between 16 and 18, while the difference in market value between the lower and the higher grades is double. The effect of the schedule as arranged will be to discriminate largely against the low grade raw sugars, which come principally from the East Indies and West India Islands, and are the sugars most essential to the refiners for the production of the cheaper grades of refined sugar. This discrimination will give the London market the preference for all such sugars.

"Second—The schedule provides that on all sugars above 16 degrees polarization the duty shall be 1.40. This will make raw sugars of 96 and 96 degrees test sugars, which are largely imported from Java, pay the same duty as foreign refined. Moreover, it will not be safe to import 96 degrees Cuba centrifugals, which is the standard importation of the better grades of centrifugal sugars, for the reason that a slight improvement in the test in transit would subject them to the same duty as refined sugar.

"Third—Perhaps the most damaging feature of the schedule is shown in its relation to the importation of beet sugars. It is not generally known that beet sugars are sought on the basis of analysis instead of polarization, an allowance being made on the polarization to cover the ash in the sugars, which destroys a large percentage of their commercial value; hence sugars testing by the polariscope 14 to 16 degrees are bought on the basis of 88 degrees analysis, their value being thus figured at 88 per cent. of sugar. Under the schedule as proposed these sugars would pay a duty of 1.4 or 1.6 degrees, while their intrinsic value is only the equivalent of 88.

"Fourth—Under the most favorable conditions the margin granted the American refiners under this bill on the better grades of raw sugars, saying centrifugals, is against foreign refined, virtually amounts to nothing, the duty on 96 centrifugals being 1.22, and on refined 1.40, leaving .18 cent apparent margin, from which, however, must be deducted the value of 4 degrees polarization, which is equivalent to about 1.7 cents per 100 pounds.

"By the