IDENTIFYING THE DEAD.

THE MORTALITY OF THE GARRISON'S WRECK FIXED AT 19.

Cause of the Accident Still a Mystery—Railroad Officials Think an Axle of the Engine Broke—That Point Will Be Determined To-Day When the Engine Will Be Raised.

No more bodies were recovered yesterday from the wrecked cars or the engine of the ill-fated New York and Buffalo special, which was precipitated into the Hudson by the giving way of the roadbed early on Sunday morning. A careful search was made by the two most expert divers in the employ of the Merritt-Chapman Wrecking Company during the morning, and again yesterday afternoon, but no more bodies were discovered, and the railroad officials are now satisfied that the death list will not exceed nineteen, the number given by THE SUN yesterday. It is possible that there are other dead, whose bodies, released by the hauling away of the sleeping car Glen Alpine on Sunday evening, drifted off with the tide unobserved in the darkness. The officials of the road think they have everybody accounted for now, and unless the day coach, which is still under water, reveals something they are sure that nineteen will represent the total number of dead. The bodies of the engineer and fireman and of young McKay, who is now known to have been in the engine at the time of the accident, have not been recovered. After several hours' search the divers located the engine at 1 o'clock yesterday afternoon, but they insist that there are no bodies in it. The probabilities are that the three bodies drifted away. Here is the list of the dead, all of whom have been identified but one woman and two Chinamen:

FOYLE, JOHN, of 85 East Third street, East Albany, engineer of the train. Body not recovered.

GREEN, EDWARD A., artist on Chicago *Herald*. Was 26 years of age and his home was in Binghamton. Identified by his uncle, George C. Green, counsel of the Lake Shore Railroad.

McKAY, A. G., of 29 East 112th street, private secretary to General Superintendent Van Etten. Body not recovered.

MEYERS, W. H. G., of Passaic. Body identified by his brother-in-law, who was traveling with him.

RILEY, THOMAS, of St. Louis. Identification rests entirely on some papers found in his pocket and an inscription in a ring which he wore.

SCHENCKENBECKER, WILLIAM S., of 83 South Thirteenth street, Newark. He is the man who was reported among the dead yesterday as W. S. Becker or Boeher.

TAGUNA, GIUSEPPE, of Hurlburtson, N. Y.

THOMAS, J., of 5 South Thirteenth street, East Albany, fireman of the train.

TINSMAN, Mrs. MAMIE, 26 years old, of 14 Whitesboro street, Utica. Identified by her husband, Robert, and his brother Fred. She had only been married about two months.

WILLIAMS, SAMUEL, of 781 Best street, Buffalo, a travelling salesman for an awning firm. Body positively identified by his brother, Henry C. Williams.

Woman, unidentified, but apparently from Hudson, N. Y. She wore a brown waist, dark cloth skirt, and a leather belt.

Eight Chinamen, six of whom have been identified as follows:

WONG GWI.
HOP SING.
LEE DONG SING.
WUN WAH.
CHIN LEE SANG.
CHIN FUNG HOP.

There is no longer any doubt that young McKay, General Superintendent Van Etten's stenographer, lost his life in the wreck. There was no positive information at first that he was on the engine, but yesterday the railroad people learned that he got on at Albany. Conductor Parrish saw him get into the locomotive cab, and, as the result of inquiries at all stations between Albany and this city, it was learned that he had not left the train at any of them. The young man, it is said, had a mania for riding on engines and always travelled along the road that way. He was personally acquainted with almost every engineer and fireman on the road.

The identifications at the morgue in Cold Spring yesterday were all very positive. H. C. Williams identified his brother, Samuel Williams, the commercial traveller, who was taken out of one of the cars alive, but who died on the way to the hospital at Peekskill. The identification of Mrs. Linds[illegible] was also very positive. The Chinamen were identified by Sam Fing Lee, a Mott street merchant, who calls himself the President of the Chinese Equal Rights Society. All of the six dead men he knew, he said, were from San Francisco. Wong Gim and Hop Sing have been in business in this city for a number of years and had been away on a visit. Chin Lee Sang and Chin Fung Hop are brothers, and sons of Chin Quong Hung, the Chinaman now in the hospital at Peekskill. Sam Fing Lee gave orders to local undertakers to prepare the bodies for burial and then ship them to this city. He says they will be interred in the Cypress Hills Cemetery.

The wrecking people didn't leave off work until about 4 o'clock yesterday morning. They succeeded in raising the Glen Alpine and deposited it on the deck of the Reliance, the big derrick boat. The sleeper was a mere shell. One side was swept off and the ends were hopeless masses of twisted iron bars and shattered boards. A search was made in it for bodies, but none were found.

At daylight work was resumed. It was resolved to explore the two submerged sleeping cars, the Hermes and the Niobe, again for bodies. Divers Olsen and Merritt did the work, and reported, after being under about twenty minutes, that there were no bodies in the cars or wedged under them. Work was then commenced on the Hermes. It took several hours to get the cables around the car on account of the position it had assumed. One end was deep in the mud and the divers had to work long and patiently before they could get the cables in place. At about 12 o'clock the engines were started up and the Hermes was hauled out and transferred to Highlands on a car float. Considering that it had been thrung the er was in pretty fair condition. The ends were broken up considerably and the vestibule arrangements were entirely demolished, but the car is not injured beyond repair. The Niobe was hauled out at about 5 o'clock. It is badly broken up, and with the Glen Alpine will probably be burned to-day.

The search for the engine was a difficult one. On the surface there was nothing to indicate its resting place, and the divers were entirely in the dark. Olsen and Merritt took turns in looking for it, and the latter located it at about 12:30 o'clock. He had been under water for nearly three-quarters of an hour when he found it. He spent fifteen minutes more in looking for the bodies of Engineer Foyle, Fireman Thomas, and of young McKay, but was unable to find any of them, and so he called a lightertable to the engine so as to be able to find it again, and came ashore.

The engine is in about forty feet of water at a point forty yards south of the break in the embankment and about fifty feet from the shore. The tracks are gone and the engine is lying on the left side with her smokestack pointing toward the shore. Diver Merritt told a SUN reporter that the engine was a complete wreck and would never be of any use again. He says that the front is buried deep in the mud at the bottom of the river, and that the cab, where he expected to find the three men, is totally demolished. If the men did not jump from the cab as the engine struck the water, but were drowned at their posts, Merritt says there was nothing to prevent the divers leaving the cab and drifting away. He is very sure that they are inside of the engine, and the probabilities are that they will be recovered at some other point along the river.

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The raising of the locomotive, if it is decided to raise it, will be undertaken to-day. The day coach will also be raised today in all probability. While the Merritt-Chapman men were at work on the cars yesterday a force of about 200 more was put at work by the railroad people shifting the two railroad tracks. The track beside the bluff was not affected at all by the landslide, and the workmen were busy laying ties and the embankment to make way for another track which is to run parallel with the track until the gap can be filled in and a new track laid on the site of the one on it. It will take several days to do this work.

Superintendent Pulitzer at the railroad pier at Fort Lee said yesterday that the fast express train, the double train that is not in all of the regular trains on the Chicago road, is bound to be delayed. All other trains and express cars, whether bound north or south, are to stop at the wreck, and somebody will be delayed for several minutes.

There were a number of railroad officials at the scene of the wreck yesterday. General Roadmaster W. D. Otis was one of the first on the scene. He came through on a special from Buffalo with Mr. S. Chilcott, assistant roadmaster; A. Sharrow, roadmaster of the Hudson division, and several other officials. Frank Leonard, representing Walter H. Webb; D. B. McCoy, the superintendent of the Hudson River division of the road, and Robert Wagner of the Wagner Sleeping Car Company came up on a train from New York. Mr. Wagner has had conductors and porters at work gathering together the effects of the passengers who were in the sleeping cars since Sunday afternoon, and he has a full line of unclaimed jewelry and baggage on hand awaiting owners. He said yesterday afternoon that he had already found $100 in bills, a half dozen gold watches, two diamond studs, a pearl scarf pin, two gold monogram pins, and several smaller articles of jewelry. In the pocket of a pair of trousers, the owner of which is not known, a 4-calibre revolver, loaded, with a pair of woman's blue silk garters tied around it, was found.

The railroad officials on the scene yesterday were all willing to talk about the accident and the cause of it. They said it was inexplicable, and that they were as anxious as the general public to know all about it. General Roadmaster Otis, who knows the roadbed of the New York Central system as well as any other official of the road, and under whose direction nearly all of the important repairs are made, was asked to give his views of the causes of the accident yesterday. He said:

"A report has been published, and my attention has been called to it, that we have been widening out the roadbed at the point where the accident occurred, and that in so doing we built an unsubstantial wall on sandy bottom without driving in piles. That report I want to characterize as absolutely false. It is a very mean misrepresentation at this time. The facts are these: Before the road was built there was a little cove at the spot where the accident occurred. It extended to the east some thirty feet beyond the east side of the present roadbed. The bottom was rock. It came from the hills to the east, and, curving under the pool, started off down into the river.

"When we laid our road there forty-five years ago, using that solid rock as a bottom, we filled in the space across the cove with stone taken from the cuts which had been blasted out. The sea wall was built at the same time, the same stones being used in its construction. That sea wall was still in existence on Saturday night. The work that we have been doing at that point has not been the widening of the roadbed out toward the river, but the raising of the surface of the bed. We have to do that sort of thing frequently, as the roadbed in spots like this has a tendency to sink.

"In raising the bed, however, I want it understood that we did not widen it at all or change the alignment of the tracks the least bit. Raising the bed, however, necessitated the raising of the sea wall. We built a new wall, using the old one as a foundation. The alignment of the old wall was not changed at all. It is protruding in some places above the water and in others just below the surface.

"This new wall, understand, reared as it was on top of the old wall, was simply a piece of masonry like the other wall, and it gave way, it would not weaken the roadbed at all. So that cannot be held responsible for the accident. At some places along the line where we were raising the roadbed we found the old sea wall slightly bulged out. It had been forced out by the pressure of filling in. The bulging, however, was only noticeable near the top. Down near the foundation it hadn't moved an inch from the position in which it was originally laid. The bulging was consequently of no importance. Bulging of this kind was noticeable wherever the new superstructure was laid in such a way as to make a straight stringpiece.

"It is next to impossible to say just what caused the accident. At the same time, knowing the treacherous character of the slanting rocks, full of cavities and ledges, I think it quite possible that the foundation beneath the engine broke away and that the engine sank in the deep water, the rear end following, and the other cars, as fast as they came to the place, piling in on top of it, and the latter being held at about 12:30 o'clock. He had been under water for nearly three-quarters of an hour when he found it. He spent fifteen minutes more in looking for the bodies of Engineer Foyle, Fireman Thomas, and of young McKay, but was unable to find any of them, and so he called a lighter able to lift the engine so as to be able to find it again, and came ashore.

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He referred again to the possibility that an axle of the engine had broken and the force of the impact driven out the embankment. Ashley W. Cole, Chairman of the State Railroad Commission, thinks that after the engine is raised a commission of civil engineers may be able to determine the cause of the accident. But he admits that it may be impossible to tell whether a broken axle was in itself the cause or a result of the accident.

Speaking of the possibility that the natural foundation of the railroad embankment slipped from place, and so threw the whole superstructure into the river as soon as the weight of this particular train was put upon it, Mr. Depew instanced an experience of the railroad company in 1893, when, near Yonkers, "a whole farm," as Dr. Depew expressed it, slid down over the company's tracks with no known exciting cause. The weather then was neither wet nor dry, Mr. Depew said; nevertheless, seven or eight acres slid down over the tracks, merely showing that slides may occur without any contributory act on the part of man.

Col. Cole said that it was the opinion of many that the natural dip of the rock on the Hudson banks was toward the river bed, adding that if a survey determined this it might account for the sliding away of the mass. Arthur Leonard, secretary to Third Vice-President H. Walter Webb, cited, as an instance of stratified or "shaley" rock slipping out of place without known cause, the slide that occurred on the westerly bank of the Harlem River during the construction of the Speedway, only a year or two ago.

Dr. Depew commented on the added misfortune attendant upon the loss of the engineer's life in that only the engineer, if any one, could tell what really happened to his train. It had been thought that the bodies of the engineer and fireman and Stenographer McKay of General Superintendent Van Etten's office would be found with the engine. When the engine was located yesterday and none of the bodies was found with it it became clear that the men must have jumped or were hurled out of the cab when the locomotive went over. That it was found seventy-five feet south of the place where it left the track and fifty feet out in the river, seemed to show somewhat the direction in which the train under way represented, and was cited by Dr. Depew as an indication of what damage to the embankment would have been done if an axle of the engine had broken.

One of the callers at the Grand Central Station yesterday was William Halpin, F. S. Gibbs's lieutenant in political warfare, who was a passenger on train 46. He says that the real hero of the wreck was W. D. Longford of Bayonne, N. J., who, as told yesterday, got Dow Clock and his son of Sayville, L. I., out of two of the cars. Mr. Halpin says that Longford also saved another man; that he saw a brakeman making poor progress at chopping into the roof of a car, and that he ran back and got an axe and chopped away to such good purpose that he was able to rescue the Clocks and the other man.

Jeremiah Ryan of 206 Barrow street, Jersey City, one of the injured, who was at a Peekskill hospital, got to the Grand Central Station yesterday at 4:10 o'clock. He had thought his right arm was broken. He got a bruised ear while he was getting out of one of the cars. Some man struck him and he afterward rescued the man. He managed then to get into a boat, but he was so frightened that he lost control of himself and fell out and had to be rescued again.

A baggage car arrived at the station at 3 o'clock with the goods that had been found in the sleeping car Glen Alpine. These had been collected by the Wagner Palace Car Company, and they were turned over to the New York Central Company, and await identification in the baggage room of the Grand Central Station. In the lot are all sorts of personal apparel, velvet and silk dresses, a hat trunk, two bundles of miscellaneous articles wrapped in sheets, a pair of crutches, and a woman's gold watch.

The body of W. H. C. Meyer of Tremont was brought down on the Albany local at 7:20 last evening and was taken from the train at the Mott Haven station. Several plue coffins were sent to Cold Spring yesterday afternoon from the Grand Central Station.

The American Express Company's car was not raised yesterday. The company received word that the door and some pieces of the car must be opened, as packages had been seen floating in the river. Some, it is said, were picked up by people in boats on Sunday. The company was unable to state yesterday just what was in the car. The company's messenger, John Smith, was still confined at the Flower Hospital yesterday, and it was thought that he would be obliged to remain there for a couple of days yet. Charles Buchanan it is expected will be released from the Flower Hospital to-day. John Flood was permitted to go home yesterday.

All the road locomotives of the New York Central Company had travelled in a body over the line at the point where the accident occurred on Thursday last. It is the custom to have them make an annual inspection of the entire line together. This was laid aside from the regular daily inspection of the road.

The company issued a statement yesterday as an indication of the usually safe manner in which its passengers are handled, which showed that in the course of the year ending on June 30 last it had carried, all told, 23,115,964 passengers; that the total number of passengers carried one mile was 689,764,624; that not a passenger was killed during that time; that not one was injured owing to the company's fault, but that five were injured owing to their own fault and that three injured trespassers losi-[illegible]

Mr. Depew yesterday sent a report to the Board of Railroad Commissioners asking that their investigation be at the earliest possible moment, and informing them that if they would name the day and place he would see to it that all the officers of the company possessed was at their service, and that the officers of the company were in attendance.

SUICIDE, NOT MURDER.

Autopsy, Made After Her Husband's Arrest, Showed That Mrs. Williams Took Poison.

Kate Williams, the wife of John F. Williams, a flour and feed dealer of 1414 Avenue A, was found dead on the floor in her bedroom early yesterday.

The records of the Yorkville Police Court for the last six months contain two entries of the woman's complaints against her husband for alleged ill treatment. When Williams went to Mrs. Mahoney, his mother-in-law, yesterday and advised her to go to his home and look after his wife, the Mahoneys jumped at the conclusion that he had beaten his wife rather more than usual. They found Mrs. Williams dead, and ran to tell the police that she had been murdered.

Dr. S. B. Ives, captain of the Yale '93 crew, the surgeon of the ambulance which was summoned from the Presbyterian Hospital, when his attention was called to bruises on the dead woman's lip and jaw said that these wounds might indicate the cause of death. On the other hand, there was nothing to show that death was not due to natural causes.

Williams came home during the investigation of his wife's death. Mahoney flew at him, loudly accusing him of murder. The police arrested Williams and sent out this bulletin:

"Twenty-fifth Precinct, 12:45 A. M.—Kate Williams, 29 years, was found dead in her apartment at 114 Avenue A. Had her teeth knocked out and bruises on face. John Williams, dealer in feed, her husband, arrested, charged with having committed murder. Joseph Mahoney accuses him of the murder. He is brother-in-law to John Williams. Kate Williams told Mahoney that her husband had beaten her. Coroner has been notified."

Coroner's Physician Schultz made a careful examination of the body later. He found carbolic acid burns on the woman's upper and lower lips. He will hand in a report to-day to the effect that Mrs. Williams committed suicide, if no other clues had been ascertained. Williams was arraigned in Yorkville Court, where he was confronted with witnesses who had heard sounds of quarrelling in his flat on Sunday. On advice of his lawyers he said nothing. When he was arrested he said only, "I can prove an alibi." The alibi will not be necessary now.

FEVER DEATH LIST GROWS.

Eleven Fatal Cases Reported in New Orleans—Scare Grows in Memphis.

NEW ORLEANS, Oct. 25.—The death list here to-day from yellow fever jumped up to eleven, the highest for any one day so far recorded in the present epidemic. The highest number of new cases heretofore reported was sixty. To-day's report shows fifty-seven up to 9 o'clock P. M. Two cases are reported at Birmingham, Ala., but this has not been confirmed. The two deaths to-day at Bay St. Louis are Brother Emilian and Sister Mary Francis.

The steamer Monte Bello is in the river coming up with 1,124 immigrants on board. They were not allowed to land here, and after inspection she will proceed on up the river and disembark her passengers at Plaquemine, where most of them will be employed on the sugar plantations.

MEMPHIS, Oct. 25.—There has been a change for the worse in the local fever situation during the twenty-four hours ending at 9 P. M. Four new cases, two proving fatal, is the record. Three new cases are pending investigation. Dr. Guiteras, Government expert, reached the city from Selma, Ala., at 4 P. M. Trains leaving the city are overcrowded and wholesale houses are closing.

LITTLE ROCK, Ark., Oct. 25.—The yellow fever deaths in Memphis have caused Arkansas to establish a shotgun quarantine against that place.

THE UNION PACIFIC SALE.

THE GOVERNMENT WANTS IT POSTPONED UNTIL CONGRESS CONVENES.

It Hopes to Get a Better Bid Than That of the Reorganization Committee, or to Escape the Responsibility of Making a Settlement.

WASHINGTON, Oct. 25.—After an interview with the President to-day lasting an hour and a half, and after the announcement of the Union Pacific Reorganization Committee had been received here, Attorney-General McKenna this afternoon admitted that the Government would ask a postponement of the sale of the Union Pacific Railroad property.

"Ex-Gov. Hoadly and Mr. Cowan of Omaha, special counsel for the United States in the foreclosure litigation," he said, "were instructed last week to make the application, and the members of the Reorganization Committee were notified of the intention of the Government."

"When will the application be made?"

"Probably to-morrow. Gov. Hoadly is now on his way to St. Paul, and will appear before Judge Sanborn, who issued the decree of sale, asking that the date be postponed until Dec. 15."

"What was the reason for the action of the Administration?"

"The fact that it had received assurances that if the sale were postponed until that day a bid would be made for the property equal to the full amount of the Government debt, about $70,000,000."

"From whom do these assurances come?"

"Excuse me; on that point I do not care to speak."

"Do these assurances relate to bids from more than one source?"

"I can give no information as to that."

The Attorney-General, evidently, was very well pleased with the prospects. "I think," he said, "that we are getting along pretty well. According to the statement of the Reorganization Committee they are willing to bid up to the full amount of the Government's debt on the main line rather than to have a postponement of the sale of that portion of the road. As to the Kansas Pacific branch, they say they have no objection to a postponement. At present they are ready to add eight or nine millions to the amount of their guaranteed bid for the property which had previously been raised about $4,000,000 above the original sum proposed."

The announcement of the Union Pacific Reorganization Committee referred to above is as follows:

"The Attorney-General has notified this committee that he proposes to ask the Court for an adjournment of the foreclosure sales of the Union Pacific and Kansas Pacific Railway properties to Dec. 15, so as to postpone final disposition until after Congress shall have met. This action is no doubt taken to free the Administration from embarrassment.

"The Reorganization Committee has, however, reached the conclusion that the interests of the security holders, represented by it, and of the syndicate furnishing the funds to finance the reorganization demand reorganization without any further delay. In this situation the committee contemplates, so as to gain prompt possession of the Union Pacific line, to oppose any adjournment of the sale of the main line, and to bid it in if need be for the full amount of the Government's claim, the additional sum involved in this being about $8,000,000.

"As to the Kansas lines, the foreclosure of the first liens upon the subsidized divisions of the Kansas Pacific Railway will be energetically pressed, and when these foreclosures shall have been accomplished the reorganization of the Kansas lines will be completed as planned.

"Allotments made under the plan to Kansas Pacific security holders and amounting to about $15,000,000 in new bonds and $20,000,000 in preferred stock, will remain reserved for the reorganization of the Kansas lines.

"The amount of new first mortgage bonds to be issued for the purposes of the reorganization of the Union Pacific line will not exceed $70,000,000, and of preferred stock $55,000,000. No change in the plan of reorganization is involved in the foregoing."

A member of the committee supplemented its formal statement with the following interview: "The foreclosure sale of the Union Pacific Road cannot be postponed now. It is not possible under this arrangement. The Government will be paid off, the committee being willing to bid $70,000,000 more, thus tendering the full amount of the Government claim, principal and interest. No reason remains for a postponement of the sale. As for the Kansas Pacific property, if the Government is not willing to take the bid of the committee the Government can take over the property.

"We have nothing about the reported existence of any other syndicate that intends to bid for the property. No interest which intended to make a bid would be apt to go to the newspapers to tell all about it beforehand. It has been reported to me that two checks for $5,000,000 each were certified by two local banks last week, but I know nothing about the matter or whom such checks could represent."

Gen. Louis Fitzgerald, Chairman of the Reorganization Committee, has gone West on business other than that of the Union Pacific, but will not return until after the date set for the foreclosure sale at Omaha Nov. 2. Mr. Krech, secretary of the committee, is also in the West. From other sources it is learned that the Reorganization Committee received information several days ago that the Government was not likely to live up to the contract with the committee and it has been making preparations to meet such an emergency. The committee, it can be stated, was prepared for any ordinary competition at the sale, but until a week ago it did not suspect that the Government itself would take steps to compel it to raise its minimum guarantee to the full amount of the unpaid balance of the United States subsidy and arrears of interest upon the same. This, it is asserted, is what yesterday's action of Attorney-General McKenna means. For if the committee is not successful in averting the postponement of the sale, the entire subject will go back to Congress, which has demonstrated for ten years or more past that it is unable to agree upon any plan for the adjustment or settlement of the Union Pacific debt to the Government. It was this circumstance that induced the Cleveland Administration to make the original contract with the Reorganization Committee, and it evidently had weight with the present Administration or it would not have virtually accepted that contract for its own by seeking and securing a modification of it.

The situation is so grave, involving, as it does, the interests of the holders of the many millions of various Union Pacific securities which are held by investors throughout this country and Europe, and so involving the credit of American railways both here and abroad, that the Reorganization Committee has evidently determined to comply with the exactions of the Government. Moreover, the committee, relying upon the good faith of the Government, has based its reorganization programme to a point where it is practically impossible to abandon it. Among other things it deposited several months ago with the credit of the Government a forfeiture fund of $4,500,000, which it cannot withdraw and which would certainly be forfeited should the committee fail to carry out its part of the contract. It has collected all the various classes of Union Pacific securities, has arranged for settlements with creditors, and has negotiated valuable traffic alliances, including the acquisition of connecting lines. The only thing for the committee to do is to increase the fixed charges of the reorganized company by the amount of interests that will have to be paid upon whatever amount of new bonds will have to be issued to satisfy the Government lien upon it, and by doing so prevent a postponement of the sale.

The most interesting question that will probably be raised before Judge Sanborn at St. Paul when the motion to postpone the sale is argued will be as to whether the Government will accept the proposition of the Reorganization Committee relative to the Union Pacific main line and be content with the postponement of the sales of the Kansas Pacific lines. Should it do so, the reorganization would be temporarily divided. The subsidized portion of the Kansas Pacific extends 400 miles west from Kansas City. The remainder of the Kansas Pacific road, known as the Denver Extension, is not burdened with a Government lien, and is air-ady controlled by the Reorganization Committee. The parts on which the Government has a lien would not form a through line, and would be of comparatively little value without the unsubsidized portions. The committee has acquired the Kansas Central Railroad, about 200 miles in length, which approximately parallels the subsidized division of Kansas Pacific, and in the absence of that division the construction of about 200 miles would put the new Union Pacific system in practically as good a geographical position as the present system. The chances are, therefore, that if the sale of the Kansas Pacific division is postponed, the committee will eventually obtain it.

There were no local developments in the Union Pacific situation yesterday except a slight decline in the prices of all Union Pacific securities, particularly the stock, which lost nearly four points in consequence of the possibility that the time of reorganization might be contributed for a long time to come, owing to the action of the Government. Mr. Russell Sage, who figured last week as one of the promoters of the *World's* Union Pacific syndicate, was invisible to reporters, and he also declined to see his old friend David Lamar, the *World's* emissary. So far as can be learned Gen. Thomas, who has been active in persuading the Administration to postpone the Union Pacific sale, did not come to town. Regarding Gen. Thomas's attitude toward the Union Pacific reorganization, it is proper to state that none of his former business associates, not even including the most intimate one of them, ex-United States Senator Brice, has cooperated with him in any way in his Union Pacific venture, nor do any of them share his views. As a matter of fact, many of them are interested in the regular reorganization syndicate, and are the reforms not especially pleased at his efforts to thwart their plans.

NEW POLICE COURT'S OPENING.

Date to Be Decided On by the City Magistrates on Saturday Night.

The Board of City Magistrates at its meeting last night was in doubt as to whether it would open the new West Fifty-fourth street Court on Nov. 3, and it will hold another meeting next Saturday night to decide the matter.

A letter was received from Alfred R. Conkling suggesting that the Magistrates in the courts below Fourteenth street sit until 9 o'clock on election night.

"Every prospective of election will violate the law," he wrote, "and in close districts it is possible they will make a false canvass. Watchers may ask for warrants."

The Magistrates smiled when the letter was read, and ordered it on file.

A communication was received from William H. Klinker saying that the Associated Cycling Clubs requested that any and all persons arrested for scorching be fined $10 when arraigned in a police court so as to discourage the practice. The letter was filed.

OBITUARY.

John Sartain, the eminent engraver and artist, and for many years the confidential friend of Edgar Allan Poe, died at his home in Philadelphia yesterday, aged 89 years. He was born in London, England, on Oct. 24, 1808. He came to the United States in 1830. In England he had studied painting under John Barley and Henry Richter, and in Philadelphia he became the pupil of Joshua Shaw and Manuel J. de Frances. He was the first to introduce the use of mezzotints in this country. Subsequently he usually mingled both styles with the addition of stippling. For about ten years after his arrival in this country he was also engaged in painting portraits in oils and miniatures on ivory. In 1843 he became proprietor and editor of *Campbell's Foreign Semi-Monthly Magazine*, and thereafter devoted himself entirely to engraving and literary work. In 1848 he purchased a one-half interest in the *Union Magazine*, a New York periodical, which he transferred to Philadelphia, changing the name to *Sartain's Union Magazine*. During the four years of the existence of the journal, which became widely known, Sartain produced an engraving quarterly to place for his subscribers. During his residence at Philadelphia Mr. Sartain took an active interest in art matters there. He held various offices in the Artists' Fund Society, the School of Design for Women, and the Pennsylvania Academy, and was actively associated with other educational institutions in that city. He visited Europe several times, and on the occasion of his second visit, in 1862, was elected a member of the society Artis et Amicitiæ, in Amsterdam. In 1876 he had charge of the art department of the Centennial Exhibition in Philadelphia. In recognition of his services there the King of Italy conferred on him the title of Cavaliere, and he has also received other decorations and medals. His architectural knowledge has been frequently called into requisition, and he has designed several monuments, notably that to Wilkes Booth and Lafayette in Monument Cemetery, Philadelphia, for which he also modelled the two medallion heads. His sons Samuel and William and his daughter Emily learned engraving from their father. William later became well known as an artist and teacher, and Emily was a painter.

John W. Hauser, said to have been the oldest florist in this city, died on Sunday afternoon at his home, 1012 Third avenue, of old age. He was born in Bavaria in 1816, and after an education in Leipsic, Vienna, and Paris, returned to his home. Before he was 25 his reputation as a horticulturist was such that the post of landscape artist at the Imperial Palace at Paris was offered to him. This post he held until 1844, when he came to this country, and, in partnership with Eugene Ball, a former Parisian and an old friend, started a greenhouse business on what was then the old Bloomingdale road, at a place which is now Fiftieth street and Broadway. Three years later the firm was dissolved and Mr. Hauser went into business at Twenty-eighth street and Third avenue. At that time he was famous for his Japonicas, which were the favorite flowers of the day, and to the time of his death he always declared that as a decorative flower the Japonica was not inferior to rose, orchid, or any other bloom. When the city expanded Mr. Hauser moved uptown and took up quarters at Third avenue and Sixty-second street. He was one of the original members of the Union League Club, but let his membership lapse some years ago. He also belonged to the New York Historical Society and the American Institute. The funeral will take place from the late residence, 1012 Third avenue, to-morrow, at the Sixty-first Street M. E. Church.