P. S. Changes page 1

The Sun.

Showers to-day; not so warm to-night.

VOL. LXVI.—NO. 294. NEW YORK, WEDNESDAY, JUNE 21, 1899.—COPYRIGHT, 1899, BY THE SUN PRINTING AND PUBLISHING ASSOCIATION. PRICE TWO CENTS.

RIOTING WITHOUT CHECK.

SEVEN CARS DESTROYED BY A CLEVELAND MOB AND TEN DAMAGED.

One Man Shot by a Non-Union Motorman Who Was Attacked—New Employees Beaten Repeatedly by Small Mobs—Women Assail a Car—Strikers Name Terms.

CLEVELAND, O., June 20.—Rioting was the most violent to-day of all the days since the street car strike began. Many assaults were made on non-union men in various parts of the city. In fact, Cleveland's rioting to-day might be termed almost a reign of terror.

To-night at 7:45 o'clock a mob of 8,000 persons attacked the Holmden avenue barns of the street car company and for two hours devoted themselves to destroying the cars and other contents of the barns. Everything that could be broken was broken. Seven cars were destroyed and ten others so seriously damaged that they will have to be rebuilt.

The mob tried to get at thirty-five non-union men who had been installed in the barns to-day and would have reached them but for the act of three Deputy Sheriffs. As a last resort, when it appeared certain that the non-union men would be taken, the division superintendent armed each man with an axe helve and told him to look out for himself. They made their way to the office. At the front of the office the three deputies took positions, and with their pistols levelled at the crowd defied them and held them in check for nearly an hour or until reinforcements in the shape of forty-five policemen came.

Seven street car switches were taken up to-night and thrown into the river.

One striker was shot to-day by a motorman. A cross-town car was attacked shortly before 10 o'clock this morning at Quincy street by a mob of about 100 men. The car was south bound and contained men accompanied by police. The track had been blockaded with large building stones taken from a new building nearby.

When the motorman and conductor left the car to remove the obstructions, the mob sailed out yelling and throwing stones and eggs. The conductor succeeded in boarding the car first, but the crowd closed in on the motorman. He tried to defend himself, but the stones and other missiles flew about his head, and, driven to desperation, he drew his revolver and fired three times at his tormentors. The third shot took effect in the left leg of George Berg of 543 Central avenue.

The motorman then boarded the car and hastened to the Wilson avenue barns. There he was arrested by Sergt. Prang and locked up at the Fourth precinct station charged with shooting with intent to kill. He gave his name as Charles Webster and his home Grand Rapids, Mich.

A crowd of about twenty men boarded a Wade Park west-bound car on Wade Park avenue, between Lindus and Annedale, at 10:45 A.M. to-day. Non-union Motorman W. F. Thompson of Buffalo was dragged from the car and carried into Doan street, where he was beaten about the head with fists and stones. He was covered with blood and was apparently unconscious when his assailants left him and turned their attention to the non-union conductor, who had deserted the car and taken to the street. The conductor was George Pottinger, also of Buffalo.

While the crowd chased the conductor the motorman dragged himself to his car, turned on the current and went full speed toward downtown. Pottinger would have fared badly at the hands of his assailants had not W. H. Cowling, who lives at the corner of Wade Park and Rosedale avenues, and who was an eyewitness of the affair, gone to Pottinger's rescue armed with a pitchfork. The assailants scattered when Cowling got close to them.

Another Wade Park car, in charge of non-union Motorman Charles Steinbuch, was stoned near Annedale avenue shortly before noon. The motorman reversed the car and ran back to the barns. At 9:30 A. M. an open, eastbound Euclid avenue car was attacked by a party of eight men near Annedale avenue. A shower of bricks and stones was hurled at the motorman and conductor. Most of the missiles went wide of their mark, but many of them entered the car.

The three women and one girl passenger were panic stricken and shrieked hysterically. A paving stone nearly hit the head of one of the women and she fainted. She was taken off the car and carried into a drug store.

The crew of a south car 224 was badly beaten by ten men to-day. The car was on its way downtown. At Wilson avenue one man got on, and at every crossing thereafter one or two more men boarded the car until there were ten passengers. When Harry C. Clark, the conductor, was taking up fares, one of the men gave him a 50-cent piece. As Clark started to make change he was struck on the head from behind by a coupling pin in the hands of another of the passengers. Several of the other men then jumped on him and pounded him into insensibility. The others turned their attention to the motorman, John Clark. He was also hit on the head and body. He sank to the floor in a semi-conscious condition. By this time the car had reached Hackman street. Here the men all left the car. A block further on, Clark, the motorman, revived sufficiently to shut off the current and bring the car to a stop. After a short wait it was run back to the barn. Both men were badly hurt. They were attended to by Dr. Prim.

As the result of the stoning of a Euclid avenue car this morning, A. W. Weigel, a mail carrier, was seriously injured. Weigel had finished collecting mail from his route near Lakeview and boarded an open Euclid avenue car at the barns, bound downtown. He was busy sorting his mail when a stone the size of a man's fist struck him in the face. Weigel fell senseless to the floor of the car. The motor was reversed and the car and its unconscious passenger were rushed back to the barn at Lakeview, where doctors were in attendance. Weigel's nose was found to be broken, his cheek was laid open to the bone and his upper lip was mashed to a pulp.

A big blockade of street cars was caused on Prospect street this afternoon by the breaking of a trolley wire. A strike sympathizer on one of the Euclid avenue cars pulled the trolley rope while the conductor was inside the car. The trolley pole struck one of the side supports and as a result about 200 yards of wire fell into the street. Three of the imported men at the Central avenue barns struck today because no policemen had been provided to take out cars. They were promptly discharged and cars went on running.

The Big Consolidated attempted to send a car around the Bank-St. Clair-Water street loop this afternoon without any police protection. It turned out to be very unwise. When the car reached St. Clair street the girls in the factories in that neighborhood used the ammunition they have been saving up for several days and bombarded the car. Meanwhile a crowd gathered in the street. The men threw stones, bricks and anything that came handy at the car. Nearly all of its windows were shattered, and the conductor was hit with a stone. A hurry call was sent to the Central for police, but there were no police to send. They were all out on strike duty. There was not even an available patrol wagon.

Guarded by Chief of Police Corner and ninety policemen, in addition to a strong force of non-union men, the street car company made its first successful attempt to run cars on the south side to-day. The cars were run only after the police had repeatedly charged the mob of 5,000 persons which opposed them and made several arrests.

The cars proceeded to the barns on Pearl street. The non-union men were quartered at the Holmden avenue barn in the building which has long been prepared for their reception. The cars continued to run at short intervals with police on board. Near the corner of Erie street a Central car was stoned by a mob and the conductor and motorman abandoned their posts.

Obstructions were placed on many of the Big Consolidated tracks last night. On Wilson avenue near Superior street a part of a house had been moved on the track. Large cable rods and innumerable boulders were found along the tracks. On Quincy street, boulders and other obstructions were placed on the track for half a mile. In some places the obstructions were nearly three feet high. On Central avenue near Greenwood street large paving stones and stones used for crosswalks blocked the tracks.

Twenty-seven strikers' sympathizers were fined in the police court for interfering with the company's operations of its cars.

Business men of Cleveland held a meeting at the Chamber of Commerce at noon to-day to consider the situation, and to devise ways and means, if possible, to bring about an end of the trouble. After much discussion it was decided to call a meeting officially of the Chamber of Commerce to take means to end the strike.

All of to-day a committee of the City Council appointed to settle the strike wrestled with the problem. The committee met first alone, and later had the executive board of the strikers and President Everett and other officials of the company on the carpet. Attorney Daniel Reynolds spoke for the strikers. He said the employees recognized the right of the company to promulgate rules for the government of its employees and entertained the friendliest feelings for the company. They deplored the violence and destruction of property which had resulted from the strike. They had formulated a statement upon which they would stand, and believed and hoped the company would acquiesce in the suggestions it contained. The statement was then read. It was:

"First—The company, on all matters of difference arising with its employees, shall recognize and negotiate the settlement of the same with such committee or agents of the employees as such employees may appoint.

"Second—When employees are discharged or suspended, the company shall give, on request of the committee of employees, written reasons to the committee for the suspension or discharge of the employees in question.

"Third—That in all cases where it is impossible for the committee and the company to reach a mutual agreement three arbitrators, one chosen by the company, one by the employees and the two thus chosen selecting the third, shall decide the case, their award to be final; that upon the request of said committee, the discharge of any employee since April 1, 1896, shall be thus treated.

"Fourth—That the employees now on strike shall be reinstated to the positions formerly held by them, excepting such as have been found guilty of the charge of destruction of property; otherwise their reinstatement to be made without prejudice.

"Fifth—The parties hereto shall comform to all the terms for one year."

President Everett said the proposition was the first written statement the company had received from its employees. He said he would call the directors together at the earliest possible moment to consider the proposition. He asked for twenty-four hours in which to report the company's decision. The committee told Mr. Everett that time was precious and asked if he could have an answer ready by 9 to-morrow. Mr. Everett said he didn't think he could.

"We are not to be stampeded in this matter," he said, "either by rotten eggs or by any other matter." Mr. Everett promised to have the company's answer ready by 11 A. M. to-morrow. With that understanding the meeting was declared adjourned until that hour.

TO FORM AN AUTOMOBILE CLUB.

Preliminary Meeting Held Last Night—Plans of the Organization.

Several men who own automobiles met last evening at the Waldorf-Astoria to form a temporary organization of what is to be known as the New York Automobile Club. Among those present were Charles R. Flint, Gen. George Moore Smith, William H. Hall, Whitney Lyon, Dr. Frank Hollister, Capt. Homer W. Hedge and George F. Chamberlin, the last having been chosen Chairman of the Organization Committee.

"Very soon," said Mr. Chamberlin after the meeting, "club runs will be inaugurated and suitable prizes will be offered. The first annual meeting will be held early in September, and at that time a permanent organization will be effected. A suitable clubhouse will then be selected."

Mr. Chamberlin was asked if anything had been done by the owners of automobiles to secure entrance for the vehicles to Central Park, which is the only park in the city where the automobiles are not allowed.

"One of the objects of this meeting," said Mr. Chamberlin, "is to secure what we regard as our rights in Central Park and in all the other parks. We want it understood, however, that we are not opposing the owners of horses in any way. As a matter of fact, the most of us own horses as well as automobiles and, of course, we don't want to do anything that will interfere with the ordinary vehicles. Still, we think we have a right in there. We don't consider the point as absorbingly important, however, and we are not going to make any trouble by getting arrested for entering the Park, as was done in Chicago by the automobile owners."

There seems to be no record of any regulation excluding automobiles from the Park, and the only basis for such exclusion is said to be in the declarations of Park Board President Clausen, and of Clerk Willis Holly. The two sections in the printed regulations regulating traffic in the Park that contain any reference that can be applied to automobiles are these: "The drivers shall be used only by persons in pleasure carriages or bicycles or on horseback," and "No omnibus or express wagon, and no wagon, cart or other vehicle, carrying or ordinarily used to carry merchandise, goods, tools, or rubbish, and no fire engine shall enter or be allowed upon any part of the Park."

COGHLAN TALKS TO FRIENDS.

He's Against "Hyphenated Citizens"—Dewey Won't Go Junketing Around.

TERRE HAUTE, Ind., June 20.—Capt. Coghlan, formerly of the Raleigh, who stopped here on his way to Puget Sound to visit friends of Mrs. Coghlan and himself, talked with these friends of the occurrences which have brought Capt. Coghlan into prominence except the Union League Club speech, with the recitation of "Hoch der Kaiser."

"That affair," he said, "is a closed incident."

That the Captain does not much regret the occurrence is evident, however, for he spoke with pride of the fact that of a trunkful of letters received from all parts of the United States only fifteen were in criticism, and of the fifteen fourteen were written by ignorant persons. The Captain spoke with feeling against what he calls "hyphenated Americans." He said:

"If a man is an American citizen he is an American citizen pure and simple. I have no patience with this hyphenated citizenship. There is nothing that Europe would rather see to-day than the existence of factional lines in our citizenship. If these foreign colonists get a foothold in the United States our power will be on the wane.

Capt. Coghlan was asked about Admiral Dewey's health, and what he thought the Admiral's programme would be on his arrival in this country. He replied:

"When I left Manila the Admiral was in good health, but was fatigued by the prolonged campaign. When he returns to America I believe he will go at once to his home in Washington. He will not take a trip over the country, in response to invitations to attend jubilee celebrations. He does not like that kind of glory, nor do any of the officers. Admiral Dewey will no doubt attend a banquet in New York, as Gov. Roosevelt, who is his intimate personal friend, will be present officially."

MUST KEEP OUT OF SALOONS.

Wesleyan Students Who Hold Tuition Scholarships to Sign a Double Pledge.

MIDDLETOWN, Conn., June 20.—President Raymond announced in an address to the students this morning that all applicants for tuition scholarships must sign the following pledge:

"On consideration of receiving aid from Wesleyan University in payment of part or all of the charge for tuition in 1899 and 1900, I hereby promise, so long as I hold a tuition scholarship, not to visit a saloon nor to indulge in the use of intoxicating liquors."

President Raymond said he would not go around to the various Methodist conferences begging money for students to spend in the saloons of Middletown. This will affect quite a number of the applicants, as over two-thirds of the students receive the whole or part of their tuition gratis. Each year the President raises $3,000 in addition to $15,000 appropriated by the trustees for needy and worthy students.

FIRE IN A LODGING HOUSE.

Three Persons Slightly Injured in a Fire Early This Morning.

The two-story brick house at 213 West Seventeenth street, occupied as a lodging house by Mrs. Mary Cauldwell, caught fire shortly after 1 o'clock this morning. Mrs. Cauldwell and her son, John, 14 years old, made their way to the roof, whence they were helped down through the adjoining house by Central Office Detective John Millmore, who was passing.

John Cody, 44 years old, a laborer and one of Mrs. Cauldwell's lodgers, was not awakened by the fire, even when it spread to the bed in which he was sleeping. Firemen rescued him. The Cauldwells and Cody were burned about the legs and body, Cody more seriously than the others. All were taken to New York Hospital. The interior of the building was torn out and the fire extinguished with but little trouble.

SCHLEY NOT MISQUOTED.

LIEUTENANT-COMMANDER HEILNER CONFIRMS THE SUN'S REPORT.

In an Official Statement He Says It Was Practically the Conversation Repeated to Him by Lieutenant-Commander Hodgson—Correction to Hodgson's Statement.

WASHINGTON, June 20.—Another chapter was added to the controversy over the Brooklyn's loop to-day by Capt. French E. Chadwick, commanding the armored cruiser New York, in a report giving the result of an examination made by him of Lieutenant-Commander Lewis C. Heilner, in regard to the latter's statement that Lieutenant-Commander Hodgson repeated to him the colloquy between Admiral Schley and Mr. Hodgson on the Brooklyn when Schley gave the order for the Brooklyn to make her peculiar manœuvre. The report of Capt. Chadwick was received at the Navy Department this morning through the ordinary official channels. Lieutenant-Commander Heilner told Capt. Chadwick that the report of the colloquy as published in THE SUN was practically the conversation repeated to him by Lieutenant-Commander Hodgson. Capt. Chadwick's report is as follows:

U. S. S. NEW YORK,
BOSTON, Mass., June 19, 1899.

"SIR: In obedience to the orders of the Secretary of the Navy, I have the honor to make the following report of an examination of Lieutenant-Commander Heilner, with respect to his knowledge of a conversation reported to have occurred between Rear Admiral Schley and Lieutenant-Commander Hodgson during the action of July 3, 1898. Lieutenant-Commander Heilner states as follows:

"At one of the early sessions of the board on ships' positions during the action of July 3 I strongly expressed my doubt as to the Brooklyn's position before making the loop as laid down by Mr. Hodgson; several other navigators, Mr. Comly and Mr. Schuetze, I know, sided with me. Mr. Hodgson and I, on this particular occasion, walked up and down the port side of the cabin of the Brooklyn in which the board was sitting. It is my impression that Mr. Hodgson claimed that the Brooklyn was 1,100 yards from the leading Spanish ship when the turn was made. The board, I think, put it later at 1,400 yards. Mr. Hodgson told me that he felt certain they were closer than 1,400 yards, and that their stadimeter gave 800 yards. He said: 'We were so close that Schley gave the order "Hard a-port." I said to him: "You mean starboard, do you not?" The Commodore said: "No, I mean port. We are close enough to them now." Mr. Hodgson then said he called attention to the position of the Texas, and told the Commodore he thought there was danger of running her down. The Commodore replied: 'Damn the Texas. Let her look out for herself.' This conversation was repeated to me on several different occasions.

"'Nothing of the now was contained in Mr. Hodgson's statement. The words may have been a little different. He may have said "Don't you mean starboard, Commodore?" instead of the first phraseology. He certainly said "We are near enough to them now" and also "Damn the Texas; let her look out for herself."

"'He repeated this conversation to me at least three times during the sessions of the board, because every time a discussion arose I recurred to the position given by him, which I did not think correct. I based no dependence on any observation by stadimeter or sextant during gun fire. My experience was that during the action I could not get a single observation by the stadimeter on which I could place any confidence, though I was using two stadimeters and had a man in the conning tower with telescopic material, whose only duty was to try to keep the glasses clean. With the utmost care this could not be done. I tried keeping the stadimeter under my coat, but it was of no use. I mention this as a reason for the doubts which brought up the discussion.

"'The report as published by THE SUN was practically the conversation as repeated to me.'

"Lieutenant-Commander Heilner appends his signature as an attestation of the correctness of the foregoing as then given. Very respectfully,

"F. E. CHADWICK, Captain, U. S. N.,
"L. C. HEILNER,
Lieutenant-Commander, U. S. N.

"To the Commander-in-Chief."

The Navy Department this morning issued a statement in the form of a report to Capt. Chadwick on the explanation made by Lieutenant-Commander Hodgson, regarding the colloquy between Admiral Schley and Lieut. Hodgson. In the statement given out yesterday the copyist in the department made an error in copying Capt. Chadwick's letter. The error was in the omission of an important remark credited to Admiral Schley by Lieut. Hodgson. The correction as issued by the Navy Department reads:

"The typewritten copy of statement of Capt. Chadwick and Lieutenant Commander Hodgson, given to the press yesterday, was in error in the following points: About one-third from the beginning, where published statement reads: 'I intended him to understand there was danger of running into the Texas,' it should read: 'All right, or words to that effect; I cannot repeat verbatim.'

BOB EVANS TELLS A STORY

About a Detroit Man on the Iowa Who Wanted to Lick the Spaniards.

NORFOLK, Va., June 20.—The Master Mechanics' Convention at Old Point was called to order this morning by President Quayle, who introduced Capt. Robley D. Evans, United States Navy.

Capt. Evans spoke of the importance of mechanics in the navy. He said that on the night of April 21, 1898, our fleet off Key West was on a peace footing. Eleven o'clock came. The squadron was still on a peace footing. Then word came to prepare to blockade Havana. At 11:30 o'clock the fleet was on a war footing. At 4 o'clock the next morning it sailed, and at 4 o'clock the following afternoon Havana was blockaded. He spoke of the skill of the officers and men of the navy, and called attention to the fact that no accident occurred on board any ship of the blockading squadron.

Capt. Evans said that thirty-six Detroit men were assigned to duty aboard his ship, the Iowa, and shortly afterward a torpedo boat of the enemy approached apparently to attack. As he stood by the after turret, one of the Detroit men sang out:

"Say, mister, I came here to fight. Where will I go?"

"Well, my man, where are you assigned to?"

"To the after turret."

"Well, that is the after turret."

"I know that," said the recruit, "but how the hell do you get into it?"

Capt. Evans said that he related the incident as it occurred to illustrate his point that we need not only fighters, but men who know how to get into the turrets. He said that the navy was always ready to execute the wishes of the American people.

"You wanted us to take the Philippines and we took them," he said. "If you want us to hold them we will hold them. There is a big watermelon going to be cut in the East; if you want a slice of the melon just tell us and we'll get it."

Three cheers and a tiger were given Capt. Evans upon the suggestion of President Quayle, and the convention took a recess that those present might shake hands with him. The Chautauqua salute was also given and the ladies joined in the waving of handkerchiefs.

Sheehan's Committee Has a Big Meeting.

The General Committee of Tammany Hall in the Ninth Assembly district held a meeting last night, the first one since John C. Sheehan began an active campaign to keep the friends of Richard Croker from getting possession of the district. The meeting was the largest ever held of the committee in the district. The committee voted to nominate for election officers the men who have served at the polls in the district in former years.

Mississippi's Rise Damages Iowa Crops.

DUBUQUE, Ia., June 20.—There is an extraordinary rise in the Mississippi River and it is now within a foot of the danger line here. The inland streams are overflowing their banks, ruining crops and driving lowland dwellers out of their homes.

Platt's Chlorides, a True Disinfectant.
An odorless liquid, very cheap and efficient.—Adv.

ABDUCTED A WEAK-MINDED MAN.

Moses E. Chase, Aged 21, and Heir to a Fortune, Stolen at Detroit.

DETROIT, Mich., June 20.—The abduction of Moses E. Chase, 21 years old, of Lafayette, Ind., from the Hotel Cadillac here on Sunday has just become known through the efforts of the police to trace the abductors and through the fact that the Governor has been asked to give requisition papers in blank so as to extradite the abductors wherever found.

Young Chase is heir to $900,000, which, in event of his death, goes to his aunt. His father was his guardian until he was 21 years old. Chase was mentally unbalanced and sent to the Flint Sanitarium. He has just passed 21 years, and his father, Frederick Chase, a leading lawyer of Lafayette, went to Flint on Saturday and, accompanied by a nurse, brought the boy to Detroit in order to have a guardian appointed. When they left the train the boy's aunt and uncle, accompanied by two men, supposed to be nurses, rushed up and hurriedly forced the boy into a hack, driving him to the Cadillac Hotel.

The father thought the nurse had the boy, and was unsuspicious, even all day Sunday, when he failed to get admittance to the boy's room. The excuse was that young Chase was too ill to be seen. On Sunday night the aunt and uncle, aided, it is charged, by their two helpers, spirited the boy out of the hotel, and put him aboard the Cleveland boat. The father learned of this just in time to get a private detective on the track. To-day that detective telegraphed the father here that the party travelled in a great hurry, and that, as soon as reaching Cleveland, they took a train for Cincinnati and from there started east. The detective said that he traced them to Albany and there lost them.

The Police Department is greatly excited and telegrams have been sent to all the leading cities to head off the abductors.

A CHRISTIAN SCIENCE VICTIM.

Coroner to Investigate the Death of William Edward Bradford of Minneapolis.

MINNEAPOLIS, Minn., June 20.—William Edward Bradford, a well-known young man of this city and nephew of Prof. Hickman of the State University, died to-day without medical attendance. Bradford was first taken sick about June 1 and was one of many similarly afflicted through eating a certain salad prepared for the participants in the senior promenade held at the University on the evening of May 4. At the ouset his illness was not alarming, and he continued working.

On Tuesday last he consulted Abigail D. Thompson, one of the leaders of the Christian Scientists of this city. He was treated by Christian Science methods, and no other medical aid was summoned until after midnight on Saturday, when Dr. L. D. Alger was called. Dr. Alger says that Mrs. Bradford told him not to administer any more, whereupon he took his leave. Another doctor was called, but he also left after receiving the same instructions. No others were called and the young man died to-day.

The matter was reported to the Health Department, but Dr. Norton was advised by the City Attorney that he could do nothing further than issue a burial permit whenever asked by the Coroner. It is possible that some action will be instituted by the Coroner.

MOVING A BIG STEEL ARCH.

Process of Lengthening the Great Pennsylvania Train Shed in Jersey.

The big steel arch forming the riverward end of the Penn-sylvania Railroad train shed in Jersey City was moved forty-six feet yesterday afternoon. The engineering feat was watched by a large crowd of passengers from the trains and ferryboats. The arch is parallel with the river and is being moved toward the river. When the huge mass of steel was moved three feet about a week ago it was pushed forward by a number of powerful jacks. Yesterday the motive power was furnished by two stationary steam engines, one on each side of the arch. Strong chains were attached to the base of the arch on the north and south sides and connected with a system of ropes and pulleys.

At a signal the engines were started simultaneously, the ropes became taut and the immense structure began to glide slowly along the double roller track toward the river. After it had traversed eleven feet a halt was called and a number of workmen perched away upon the apex strengthened the braces. From the ground the men looked like dwarfs. At the end of fifteen minutes the engines were set in motion and the arch was pulled along again, when there was another brief delay for inspection. Work was suspended when the arch had been moved forty-six feet. It is to be moved 160 feet from its original location, and the train shed will be lengthened to that extent.

GIRL AND BABY LOST AND FOUND.

Picked Up in an East Side Vacant Lot and Turned Over to the Police.

Solomon Ginsberg of 511 East Eighty-first street went to the Eldridge street police station yesterday afternoon accompanied by a 14-year-old girl, who carried a five months old baby in her arms. The girl appeared to be demented. Ginsberg told Sergt. McCoy that he found her wandering aimlessly around a vacant lot at Mercer and Third streets.

The girl said she was Esther Jacobs, a nurse girl. Her employer had sent her out to give the baby an airing, the girl said, and she was unable to find her way back. When questioned further she changed her original statement and gave different addresses.

Both the girl and the baby were taken to the Essex Market Police Court. Magistrate Deuel could get no better information out of her, so he committed the girl and baby to the care of the Charities Department. Jacob Weinstock of 145 Ridge street claimed both at Bellevue Hospital last night. The girl was his daughter, he said, and the baby was her sister.

PEARISBURG HAS ANOTHER QUAKE.

The West Virginia Town Shaken Again Severely—Its Many Earthquakes.

PEARISBURG, Va., June 20.—An unusually severe earthquake shock was felt in this neighborhood about 9 o'clock last night. The oscillations, which were attended by a loud roar, lasted nearly a minute and caused much alarm. Brick work was cracked and the stone chimneys of rude dwellings were shaken down. Immediately before the shock the temperature fell so low that frost was feared. The sky was clear at the time. Ever since the shock the unusual cold has prevailed.

The more credulous inhabitants are apprehensive to an extent bordering on alarm. The convulsion seems to have been little felt outside the county. The series of earthquakes here have excited the attention of scientific men, but no satisfactory solution of them has yet been made. They occur scores of times a year.

$125,000,000 DISTILLERY COMBINE.

Some of the Important Interests That Are Likely to Be Included.

Negotiations have been going on looking to the consolidation of the important distilling interests of the country. Levy Mayer of Chicago is in this city to see about it. It was said yesterday that the plans contemplate the organization of a new company with $125,000,000 capital stock. This company, it was reported, will combine the Standard Distilling Company, with a capital stock of $24,000,000, the Kentucky Distilling and Warehouse Company, capital stock $42,000,000, and the Eastern rye distillers, as well as various allied and affiliated interests, including the American Sports Manufacturing Company, with a capital stock of $35,000,000 and a bond issue of $2,000,000.

Police Signal Box Knocked Out.

During the storm last night box 112 of the police signal system at Fairview and Monticello avenues, Jersey City, became charged with electricity, causing a continuous buzzing and ringing at the Montgomery street station. Detective Gallagher was sent out to investigate it. When he inserted his key in the box he received a shock that knocked him off his feet. Policemen Tobin and Abernethy reported afterward that they had had a similar experience. Telegraph Superintendent Foley had the box taken out.

New Secretary Replaces Smith E. Lane.

The East River Bridge Commission has reorganized for the year by electing Lewis Nixon President, James W. Boyle Vice-President, James D. Bell Secretary, and Julius T. Fairchild Treasurer. Smith E. Lane has been Secretary of the commission since it was reorganized by Mayor Van Wyck in 1898. Why he was not reelected was not learned yesterday.

MARY POWELL HIT HARD.

HER SMOKESTACKS KNOCKED DOWN BY A FURIOUS GALE.

Two Storms United and Struck Her as She Was Passing Haverstraw Bay—Alarm Among Her Passengers—Her Trip Finished Under Natural Draught—A Steamer Ashore—Damage in Various Places.

POUGHKEEPSIE, June 20.—The passengers on the steamer Mary Powell this afternoon, on her trip up from New York, had a thrilling experience. As the vessel emerged from Haverstraw Bay two storms, one from the southwest and the other from the north, met somewhere in that vicinity and formed a combination whose violence suggested a tornado. Several Poughkeepsie people, including Mr. and Mrs. Smith Heroy, and Mr. and Mrs. Sheldon Wing, were sitting on the main deck after watching the meteorological display, when they saw a funnel-shaped cloud of dust gather on the west shore, to which the steamer at that time was nearest.

With tremendous swiftness the whirling mass approached the steamer and enveloped it. They felt the hull strain and quiver, and the whole superstructure seemed to be moved upward. In a few seconds the storm released its grasp and the boat surged downward and careened to starboard. The smokestack on that side came down with a crash and smashed in the upper part of the wheelhouse. After an interval the other smokestack fell across the upper deck toward the same side of the vessel, and struck and was held by some of the iron braces which had not been torn away.

There was a scene of wild confusion among the passengers. The storm brought darkness with it, and was accompanied by torrents of rain. It was feared that at any moment the steamer might go to the bottom. The electric lights were not turned on for some time, and this added to the feeling of uncertainty and alarm. Capt. Anderson came into the cabin and reassured the passengers, declaring that all danger had passed. His words had a calming effect, and the alertness and self-possession of the other officers and members of the crew finally restored order.

An examination disclosed that the fury of the wind had racked the joiner work on the vessel, loosening some of the posts supporting the upper deck, but that no serious damage had been done save for the wrecking of the smokestacks. Natural draught was successfully used to keep up steam, and the vessel resumed her course, making her landings.

Capt. Anderson said at the Poughkeepsie wharf that the storm was the worst he had encountered in a quarter of a century's experience, and it was the Powell's stanchness that saved her from more serious damage. He said that repairs would be made at once, and that the vessel's trips would not be interrupted.

There were about forty passengers from this city on the Powell. All were glad to get safely home.

On the way up, a steamer, believed to be the Emaline of Newburg, was noticed ashore at Stony Point, and a tow was seen to part in Haverstraw Bay. Among the passengers was E. J. Allen of the Astor House, who has a summer home here, and the Rev. C. W. Fritts of Fishkill Landing. The women on the steamer displayed great courage.

The tug Slocum was passed by the Powell going down the river just before the storm burst. She probably escaped it. The storm extended as far north as New Hamburg, where all the Western Union wires were blown down. Messages are being sent by the way of Albany and the Harlem.

BOISTEROUS STORM AT PEEKSKILL.

Trees Blown Down, a Horse Killed and Shipping Interests Injured.

PEEKSKILL, N. Y., June 20.—A wind and rain storm which broke over this section shortly after 5 o'clock this afternoon did considerable damage in a brief space of time. The wind attained a great velocity. The rain, accompanied by thunder and lightning, continued a half hour. At 7 o'clock the skies were again clear, but there is hardly a rod of street tonight which does not contain evidences of the havoc wrought by the storm. Scores of large trees are down in the streets, blocking traffic. Rods and rolls of telephone and electric-light wire are down. A horse was killed on South street, a large new barn on Union avenue was almost demolished, several places were struck by lightning and shipping interests along the wharves were injured. The flagpole was blown off the Post Office building. One of the freaks of the wind was to lift forty-five feet of a ten-foot fence on the New York Central property on South street and carry it over walk and street and terrace to the lawn of the Hon. James W. Husted, several rods away.

Reports coming in late to-night indicate serious damage to crops, trees and buildings in the country.

LIGHTNING AT SOMERVILLE.

Electric Lighting System Burned Out—Streets Flooded and Impassable.

SOMERVILLE, N. J., June 20.—The heaviest thunderstorm of the season struck here at 6 o'clock to-night. A tenement on the estate of Mrs. James Coats, two miles east of here, was set on fire by lightning. The flames quickly consumed the building and spread to the stock barns, which were totally destroyed. The barn of Philip Gazelle on North Washington street was struck and a valuable horse killed by lightning.

The electric lighting system of the town is burned out. The trolley cars on the New York and Philadelphia traction line are at a standstill, the motors in several cars having been burned out by lightning. The rain fell in torrents and flooded the streets so that they were impassable. The entire Fire Department of the town turned out at the several alarms of fire that were sounded during the evening, but the streets were flooded to such an extent that they were obliged to turn back and allow the fires to burn out. Numerous fires were seen blazing in the surrounding country during the storm.

A SPECTACULAR STORM.

It Came On at Sunset with Lightning, Torrents of Rain and a Rainbow.

A thunderstorm, growling and spitting fire, came nosing its way up the New Jersey coast an hour before sunset last evening. It grumbled so long that, though the sky grew dark, folks who had thought of hurrying to get out of its way made up their minds that it was going somewhere else and ignored it. But at last, with a pattering swirl, came great raindrops in a torrent so dense that it seemed to move forward like a glittering wall of chain arrows.

Then out of the blackness that hung over Brooklyn sprang a great rainbow, that grew and spread down its ends until one rested over the navy yard and the other on the bay. Under the rainbow and above it threads of lightning danced. While this was going on in the east, the sky in the west was a glaring yellow, and nearly an hour after the first breaking of the storm broad salmon-colored bands stretched along the horizon.

STORM DAMAGE IN THE STATE.

Trees, Crops and Buildings Suffer from Wind and Lightning.

FORT PLAIN, June 20.—The first fierce storm of the season in central New York passed over here this afternoon and did thousands of dollars' damage. At Sprout's Brook, a hamlet near here, six barns were demolished and many other barns unroofed as well as several houses. Large trees were uprooted, apple orchards were destroyed and great damage done to all growing crops and to hops in particular. Two barns were struck by lightning and burned to the ground, and the West Shore freight house was damaged by lightning.

NEWBURG, June 20.—A violent wind and rain storm accompanied by lightning passed southward over this city this afternoon. Great damage was done to fruit trees.

Storm Stopped Trolley Cars.

The trolley cars on Coney Island stopped running for half an hour during the storm last night on account of the excess of electricity in the air, but no damage was done. Balls of fire were seen on some of the telegraph wires, and there was a brilliant display of lightning.

The smoothest pleasure trips in the world are via the Albany Day Line. See Exc. and St'mb't Ads.—Adv.

A YELLOW FEVER PREVENTIVE.

Health Officer Doty Hopes He Has Found a Valuable Serum.

Dr. Alvah H. Doty, the Health Officer of the port, is much elated over the results of the experiments with a serum for the prevention of yellow fever. For the past eighteen months Dr. Doty and his assistants have been producing this serum at the Quarantine laboratory and have inoculated a number of guinea pigs, previously fed with germs of yellow fever. For some time the experiments have been doubtful in their results, but for the past month or six weeks they have succeeded in preserving the lives of the animals, thus affording sure evidence of the value of the serum in the prevention of yellow fever.

Dr. Doty says he will send samples of the serum to his agent at Havana, where it is hoped that its use will be attended with good results in the treatment of yellow fever cases.

HAD 15,000 STOLEN LETTERS.

Former New York Post Office Men Commit Mail Robberies in Chicago.

CHICAGO, June 20.—What is regarded as one of the boldest mail robberies in the history of the Chicago Post Office was detected to-day, and two drivers of mail wagons, Walter Porter and John Newman, were arrested. Porter confessed his guilt to-night, implicating Newman. An immense quantity of letters, thousands of them, and many money orders and checks were found in a lodging house at 260 Halsted street, where the two men occupied a room. When brought to Inspector Stuart's office the stolen mail matter covered the floor. There were letters, checks and money orders intended for nearly every State in the Union and in all parts of Europe. One check was for $20,000 and another for a large amount was sent from Marcus Daly's bank in Anaconda.

The men who had been pillaging the mails have been in the employ of the Chicago Post Office only since June 1. All the mail was taken in pouches while in transit between the Post Office and railway stations. The prisoners will not admit that they secured any large sums of money, but declare they would have been much richer had their scheme not been discovered so soon. When arrested they were preparing to destroy the mail matter, and had hidden most of it in sacks in an attic at the Halsted street lodging house. There were over 15,000 of the stolen letters.

Porter and Newman came from New York, where both had been employed as drivers of mail wagons in the New York Post Office for upward of four years. Newman has a wife and two children in New York. Porter is single. It is believed that they realized hundreds, possibly thousands, of dollars from their mail robberies.

PASTOR WIDDEMER VINDICATED.

Congregation Acquits Him of All Charges—His Resignation Not Accepted.

ASBURY PARK, N. J., June 20.—The Rev. Howard T. Widdemer, the pastor of the First Congregational Church of this city, who has been accused of a variety of offences, was exonerated to-night by the church.

The meeting was a warm one, and was not over until 1 o'clock this morning. After rejecting the pastor's resignation, which was tendered, the church voted to accept the findings of a committee that has been investigating him that he was not guilty of any immorality, and then it gave him a vote of confidence and a vote of sympathy for himself and his family.

DEATH OF MRS. FREDERIC C. WALCOTT

At Yokohama, on Her Wedding Tour—A Daughter of John D. Archbold.

Mr. John D. Archbold of this city received by cable yesterday the news of the death at Yokohama of his youngest daughter, Frances Dana, wife of Frederic C. Walcott. Mrs. Walcott died on Monday night. She was taken sick about a month ago and was understood to be convalescent, but had a very sudden relapse. She was on her wedding tour, having been married last St. Valentine's day in St. Bartholomew's Church here. Her husband is from New York Mills, near Utica, and is interested in one of the largest cotton mills in the country. He was in the class of 1891 at Yale.

POLICE STOP CASINO BOXING SHOW.

Jeffries Not Allowed to Spar with Daly on the Roof Garden Stage.

President York of the Police Board called the attention of his colleagues yesterday to the fact that the Horton law was being violated by the giving of boxing exhibitions as part of the entertainment at the Casino Roof Garden. Chief Devery was called on to see about it and he sent word to Capt. Price of the Tenderloin, who ordered Wardman Henderson to stop any violations.

James Jeffries and Daly, his boxing partner, have been giving exhibitions at the Casino recently and there is also a burlesque boxing act by the Glenroy brothers in the bill. Manager Lederer decided to cut out even the burlesque last night. He intends, however, to ask that the law may be interpreted liberally enough to allow the burlesque hereafter.

MISER TORTURED AND KILLED.

Thieves Get His Wealth—Bloodhounds Fail to Locate Them.

AUBURN, Neb., June 20.