

STORM BLOCKS THE ELEVATED

SLEET TEMPORARILY DISABLES THE THIRD-RAIL SYSTEM.

The Manhattan Promises to Have Its Motors Properly Equipped Before the Next Storm Comes. Heavy Wind Accompanies the Inch or So of Snowfall.

The storm which began with rain on Thursday evening and turned to sleet during the night was a full-fledged snowstorm yesterday morning. Less than an inch fell, but the fifty-mile gale that came with it made it seem like a blizzard.

It interrupted the telephone and telegraph service and, what was worse, practically put the elevated out of business for several hours. This was because ice formed on the third rail. Passengers on the elevated found they couldn't get downtown, and deserted to the surface cars by wholesale. This hampered the street cars, and a man who started from Harlem in the morning was lucky if he got downtown in two hours.

Four of the elevated trains have yet been provided with devices to keep the contact rail free from sleet, but the Manhattan company, in a statement issued last night, promised that the next storm would find them prepared. The device is an iron scraper attached to the trucks in front of the "plough" which picks up the current.

According to those who travel on the system yesterday several other things will have to be remedied. There was great trouble in switching the electric trains, and for about an hour yesterday there was a complete suspension of traffic while the railroad officials tried to unravel the tangle.

The block was felt most on the Second and Third avenue lines, where only electric trams are run. On Sixth avenue only one car of the trains are electric, but, satisfied in case they were, the steam trains could not help matters much.

At 9 o'clock yesterday morning almost every station on the West Side line from Fifty-ninth street up had a crowd extending down the stairs to the sidewalk. When a train pulled into a station, it was so packed that those on the platform had little chance to board it. Then it would start, run a little way and stop while a line of trains piled up behind it. Some effort was made by track hands to scrape the ice from the rail, but this was ineffective, and the only way stalled trains could be moved was for a train that had a grip on the rail pushing the whole lot ahead.

On the East Side lines a worse state of affairs prevailed. At 9 o'clock yesterday morning at the stations in the Bronx notices were posted that no trains were running. The first regular Bronx train did not get downtown until 7 o'clock, and it was an hour and a half before the next one arrived at the City Hall station. The switches had been clogged with ice, and the only way stalled trains could be moved was for a train that had a grip on the rail pushing the whole lot ahead.

At 11 o'clock yesterday morning a complete suspension of traffic on the West Side line from Fifty-ninth street up had a crowd extending down the stairs to the sidewalk. When a train pulled into a station, it was so packed that those on the platform had little chance to board it. Then it would start, run a little way and stop while a line of trains piled up behind it. Some effort was made by track hands to scrape the ice from the rail, but this was ineffective, and the only way stalled trains could be moved was for a train that had a grip on the rail pushing the whole lot ahead.

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cleaners were summoned and they worked over the men for several hours. When the men were taken to the Dobbs Ferry hospital.

About a dozen of the other boats in this tow were blown ashore opposite Dobbs Ferry and Hastings, and the crew of a man's boat on the other side Terrell is known to be drowned, but his name is not known.

The southbound tow passed Hastings about 11 A. M. and broke just below the village. The loaded brick, ice and coal scows scattered in every direction. One brick scow floated against Harriman's dock and was secured. Several other barges floated into Harriman's dock and were loaded with coal consigned to Samuel Untermyer, which was tied up at his dock, broke loose and floated as far as Harriman's dock, where an Italian workman jumped into the river when he found the barge afloat and swam to shore.

Despite the fact that his clothing quickly froze stiff he made his way to a trolley car, rode to Yonkers and took a train for New York. The captain of the coal barge has not been seen since. It broke loose and it is believed to have drifted down the river.

Dozens of poor people are gathering the driftwood and lumber that is floating in the water in Kingsway. The top of the Kingsway was caught and on it were a woman's coat and belt. The owner is probably lost.

Old barges along the riverfront declare that the storm was one of the most severe that has ever visited this region.

CITY HARD UP FOR COAL.

Cold Snap Sent the Price Up About \$2—Little to Be Had at That.

The cold snap yesterday made the coal situation in this city more acute than at any other time during the coal strike or since the strike. The retailers, however, are not so much affected as the dealers, who had no coal for sale.

Dealers who were asked about this said that on account of the increased demand they had to buy from speculators and individual operators, who had managed, somehow, to secure coal and had taken advantage of the cold snap to put on the price.

Henry Breinick of 317 Stanton street, former president of the Retail Coal Dealers' Association, said to a SUN reporter that he could not get half the quantity of coal he needed to supply the demand, but speculators seemed to get hold of it and were able to sell it to dealers at a premium. Asked what the price was, he said:

"It is in the \$2 range. Wherever you can buy coal, you buy it. Wherever you can't, you don't. The general understanding that coal was to be \$2.50 a ton after the strike ended. He replied that that was the theory, but the coal mined did not supply one-fourth of the demand at a time when cellars were empty all over the city. About \$7 a ton was the regular price, he said.

Another dealer quoted \$8.50 a ton and a third \$9. The latter two were willing to deliver at the door, but the first one would not sell until he had no coal to sell.

J. Parker Simmons, superintendent of supplies of the Board of Education, said that the scarcity of coal was a great one for the Brooklyn schools were very much hampered.

"I bought a large quantity of coal for the Brooklyn schools," he continued, "and we have enough for two months, at least, and this applies to the other side of the city. A week in the two boroughs will close for lack of coal."

The depot at 377 Water street, where the city stores coal, is selling coal at a profit of a dollar a ton. It is a business. Long before 6:30 in the morning a line of shoveling, people lined up for coal. The depot was closed until nearly 9 P. M. and about five thousand piles were piled up.

G. B. Curtis of Curtis & Blaisdell, who have a general supervision of the selling of coal by the city, said that the business was also suffering at the depot at East Fifty-sixth and Fifty-ninth and 119th streets. In these depots the price charged is 12 cents a pile.

The quantity of coal being sold in the city is estimated to be from 50,000 to 60,000 tons daily, and some of the companies are making the normal quantity.

The cold snap yesterday very hard, as there are districts where people have been buying coal from hand to mouth. Dealers in South Brooklyn had long lines of people waiting for coal. The dealers, however, could not supply half of them, they said. About 57 tons was the price.

What is the wind resistance of that building per square foot, officer? asked a man in gold-rimmed glasses.

"There's a man on the roof figuring that out," said the policeman. "He can tell you the exact velocity of a bad man."

"Who's the fellow that just spoke to you?" asked a young man.

"What's your business?" asked the officer, who had been standing round here half an hour.

"I'm a hosiery designer copying new styles," said the youth.

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sweepers employed by the department were able to handle it. Before sunset they had cleared Broadway from the Battery to Long Acre Square and many of the downtown streets.

Bids for the moving of snow on the area system, which will save the city a great deal of money, will be opened this morning. So far only two bids have been received and it is likely that neither of them will be accepted, because they are based on the number of square yards cleared regardless of the depth of the snow.

Should the bids be rejected, the Street Cleaning Department will do its own snow removal work during the winter. It will hire men and carts and pay by the hour for the work done.

F. H. Covles, vice-president of the Snow Melting Company, has written to Commissioner Woodbury protesting against the new contract specifications. Mr. Covles objects to the provision that the old man contract shall be determined by the Street Cleaning Department, instead of taking the Weather Bureau's figures as the standard.

To this the Street Cleaning Department replies that the Weather Bureau figures do not allow for shrinkage by compression due to traffic and that these figures are "the only reliable ones."

The department figures that 15 cents a cubic yard will cover the contractor's expenses. The bids rejected were 30 and 20 cents.

HIGH WINDS IN JERSEY CITY.

Storm Hinders Traffic, Injures Two and Stops Workmen.

Jersey City had a dismal time of it during the storm yesterday. The trolley companies managed to run their cars, but the schedules were badly upset.

A high wind picked up sixteen-year-old Alice Krogan at Newark avenue and Grove street and threw her violently against the side of a stone building. She received a scalp wound.

A conductor of a Grove street trolley car was blown off the roof of the car. He was greatly surprised, but unhurt.

A high board fence in Seventeenth street was toppled over by the wind, falling on Annie Kewell, one of the 643 Henderson street, bounding her left leg.

Butchers employed at the Central Stock Yards took a day of leave because the sheds were so flooded that they could not work.

MR. TRUENDALE SENDS COAL.

Half a Carload to Orange Hospital, With More to Come.

ORANGE, N. J., Dec. 5.—Another appeal for coal was issued today by the Orange Memorial Hospital and as a result enough has been secured to last until Sunday.

President Truendale of the Delaware, Lackawanna and Western Railroad, arranged for half a carload of coal to be sent to the hospital. Mr. Truendale has promised to send more coal, but it is evidently stalled somewhere on the road.

THO SHOOVERS WRECKED.

Crew of Twelve Lost Off North Carolina Coast—One Crew Saved.

NORFOLK, Va., Dec. 5.—Two vessels were lost in the gale. The schooner Wesley M. Oler, Capt. Eaton, of Lenoir, Mass., went ashore at Oroquieta, N. C., at 8:20 this morning. The life savers saw her pounding the beach, but the surf was too heavy to reach her, although she was only a mile from the shore.

They saw the last man of the crew clinging to her as she went to pieces, but they were helpless to render assistance in the storm. No bodies were washed ashore, although there were twelve men on the crew.

The schooner Wesley M. Oler was a four-masted schooner, 130 feet long and 20 feet wide. She was built at New York and was in tow by the tug Underwriter to New York.

The tug Lawrence, a three-masted schooner, 100 feet long and 18 feet wide, was wrecked this afternoon by the Green Hill life saving men.

The Storm up the State.

Yesterday's snow storm extended all over the State, except that it did not reach as far west as Buffalo. In Plattsburgh and in the Adirondack region the storm was accompanied by a strong and bitter north wind, but the snow was not registered 8 degrees above zero and no snow fell. At Lake Placid the mercury was down to zero and no snow fell. At Lake George the mercury fell to zero. In Plattsburgh the mercury was 5 degrees above zero and some ice formed in Lake Champlain.

The weather over the State yesterday morning in the afternoon it passed off the coast. The winds were blowing a gale from the north, and the sea was very rough. The temperature in the afternoon the wind backed to the west, the velocities ranged from 20 to 60 miles an hour.

There was a driving snow falling over New York and New England and as far south as Washington, there was some scattered snow in the Lake regions and the Valley, and there were heavy rainfalls in the Southern States. An area of high pressure was central over the Lake regions and a second over the Gulf States.

A storm was coming in from the North Pacific Ocean and a general low area covered the central Pacific Mountain States. It was falling on the Pacific Coast from San Francisco southward.

The temperature yesterday, as reported by the official thermometers and also by the State's thermometer at the street level, is shown in the appended table:

Table with columns for location, temperature, and wind direction.

THEODORE B. STARR

Diamond Merchant, Jeweler and Silversmith, MADISON SQUARE WEST. Between 25th and 26th Streets. Established 1897. 15 years on Joan St. as Starr & Marcus. 25 years as above.

SPECIAL NOTICE.

No connection with any other house in this line of business.

To this the Street Cleaning Department replies that the Weather Bureau figures do not allow for shrinkage by compression due to traffic and that these figures are "the only reliable ones."

MURDERER BREAKS UP COURT.

TOBIN, THE BRUTE, ACTS AS IF CRAZY AT HIS TRIAL.

He's the Man Who Tried to Burn Jim Craft's Head in a Furnace—Court Asks Two Lunacy Experts to Test Him Over. Prosecutor Says Tobin's Shaming.

Thomas, or "Butch," Tobin, accused of the Empire Garden murder in West Twenty-ninth street, acted like a crazy man when he was called for trial before Justice Davy in the Supreme Court yesterday.

This is the case in which Capt. Jim Craft was beheaded and an attempt was made to burn the head in a furnace on Sept. 27.

Tobin's counsel had spread about rumors of queer things done lately by Tobin while in the Tombs. Knowledge of them seemed to be pretty well confined to the lawyer, so far as any investigation at the Tombs disclosed.

Tobin seemed excited when he was led into court yesterday morning. His wife was there in a back row of seats and by and by she began to weep. Tobin turned around and saw her and wept in sympathy.

He is an undersized man with a red nose and hair matted with gray. He has spent four years at Mattawan, having been pronounced insane, and was discharged as cured.

He was quiet enough until about 3 o'clock yesterday afternoon. Nine jurors had been obtained by that time and another taleman was just being sworn in, when Tobin jumped up.

"This thing has got to stop," he yelled, waving his arms. "I've walked all the way from Buffalo and you've hounded me in an insane asylum and out until I've lost 400 pounds. You devil!"

As Mr. Tobin's counsel jumped back, and George Simpson, known as the smallest lawyer in New York, who is in Mr. Levy's office, scouted ten feet away and put up his arms in an attitude of defiance.

Deputy Sheriff Van Roseland, the giant who sat behind Roland B. Molloy, most of the time during his trial, seized Tobin and a couple of court officers also grabbed him. They hustled him out of the court room despite his struggles. He shouted on the way:

"You're all my father and mother's names in negarpoons and I want you to understand they're good people, damn you."

The officers put manacles on Tobin as soon as they got him into the jury room. Justice Davy, who was sitting on the bench, Tobin, criminal, was brought into court again.

Assistant District Attorney Clarke started to question the witness, but when Tobin shifted about in his seat and then yelled a shocking imprecation. The officers again hustled him from the court room, and he was sent to the lunatic ward at the Central Prison.

Coroner's Physician O'Hanlon was sent for and he watched Tobin, who shouted and yelled all the while. He then made up his mind that the poison that killed Leyh was the sal ammoniac he had given him, and as the old man now the character of the stuff when he took it out, and could scarcely have taken it by accident, he concluded that it was a case of suicide.

Mr. Butler was very much depressed over the incident when seen yesterday.

"I know that the old man was in bad shape when he died," he said, "but that was three years ago, and I never thought he would take his life. When Mr. Leyh came into my store on Tuesday morning I could see that he had been drinking, but how much worse than I have seen him in years of time before, and he was perfectly well able to take care of himself. We talked about the coroner's inquest, but I was going to put in for him and then he got curious about the sal ammoniac and asked me for some. There is no doubt that he had suicide in mind when he asked me to give him some, and that he must have gone right back to his store, mixed the poison in the beer and then drunk it. It is hard on me to have been the one to furnish him with the poison, but I can't say the only thought I had was that he wanted to use the stuff in a hobby."

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LEYH GOT SAL AMMONIAC.

POLICE ACCEPT IDEA OF SUICIDE ON THIS EVIDENCE.

Coroner and Coroner's Physician Agree That This Chemical Won't Kill and Seal Other Cause of Death—Westphal Caught, Questioned and Released.

The mystery in the death of George F. Leyh, the aged trussmaker of 73 Broadway, Brooklyn, who died in his store on Tuesday morning after drinking a bottle of poisoned beer, was thought to be cleared up yesterday when Joseph A. Baltzer, an electrician of 151 Broadway, an old friend of the dead man, came forward with a statement that on the morning of Monday he had given Leyh a bottle of sal ammoniac, which he had no idea why Leyh wanted it.

The police had scouted the idea of suicide because there seemed to be nothing on which to hang such a theory save that at times in the past three years Leyh had shown signs of extreme grief over the death of his wife.

Incidentally it may be said that the police had absolutely no hand in finding out about the sal ammoniac. They were putting the boy, Robert Westphal, whom they caught in his home early yesterday morning, through the throng of the Bedford avenue station house, when a newspaper with Mr. Baltzer's statement in it was handed to them. After reading it they let Westphal go home with his father and announced that as Mr. Leyh was clearly a suicide there was nothing more for them to do.

When Coroner Williams was asked last night what he thought of the theory that Leyh had ended his life with the sal ammoniac which he obtained from Baltzer, he said that he had no opinion, but that he had no stock in the theory for the reason that he was as far as he knew, that compound was not fatal in its effects. He added that he proposed to discard the suicide theory altogether and would continue his investigation to-day to the extent of going to the brewery from which the bottled beer was obtained and find out if it was possible for a bottle to be refilled before having been thoroughly cleaned.

The coroner stated also that it was his belief that a very powerful drug had ended the trussmaker's life.

Coroner's Physician West, who made the autopsy on Leyh, expressed the opinion last night that sal ammoniac did not end Leyh's life, because in his opinion the compound given by Baltzer was not deadly in its effect.

According to Mr. Baltzer, he was behind the counter of his store on Tuesday morning at 9:45 o'clock when Mr. Leyh came in. Baltzer says that he had just opened a barrel of sal ammoniac and was scooping it into a scale when Mr. Leyh greeted him and asked him what he was doing. Baltzer says that he told the old man that he used the sal ammoniac in his business.

"Is it poison?" asked Leyh.

The worst kind, it will eat through glass, I know it wouldn't take more than a few drops of it to eat a man's insides out," Baltzer replied.

Mr. Leyh then asked Baltzer to give him a little of the stuff, and Baltzer says that he wrapped several ounces of it up in a piece of paper and gave it to the old man. He had negotiated with Leyh several times at other times, but he never thought of buying sal ammoniac, he said, and would have given Leyh a peek if he had asked for it.

Mr. Baltzer says that he heard later of Mr. Leyh's death, but that he thought it was violence. Yesterday morning he heard of the circumstances and that a white substance had been found in the bottom of the bottle of beer which had poisoned him. He then made up his mind that the poison that killed Leyh was the sal ammoniac he had given him, and as the old man now the character of the stuff when he took it out, and could scarcely have taken it by accident, he concluded that it was a case of suicide.

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Waltham Watches.

"Rich in good works."

"The Perfected American Watch," an illustrated book of interesting information about watches, will be sent free upon request.

American Waltham Watch Company, Waltham, Mass.

The Christmas Number

of THE EVENING POST will be printed to-day. Among the many timely and interesting articles which it will contain will be found the following:

Christmas Customs and Their Significance. Christmas in a Crater.

A story of Christmas in Virginia, by Julia R. Tutwiler, entitled

On Approval. And a Christmas Fantasy entitled

Earth's Dearest Guest.

TO-DAY—SATURDAY—DECEMBER 6TH

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