RYAN STRUCK DEAD WHILE HE JOKED.

New York Central Section Foreman Killed by an Engine in the Tunnel.

Quigley, a Laborer, Flung Against a Wall, Will Probably Die from a Fractured Skull.

THE AIR WAS STEAM DARKENED.

In the Noise of a Train the Men Did Not Hear an Engine Coming—Ryan's Body Dreadfully Torn—His Wife May Die of Shock.

Nicholas Ryan, of No. 555 East One Hundred and Thirty-fifth street, was killed by a locomotive in the New York Central Railroad tunnel, near Ninety-sixth street, yesterday noon, and Michael Quigley, of No. 408 East One Hundred and Twenty-third street, was, at the same time, so badly injured that he has little hope of recovery.

Ryan, who was thirty years of age, was a section foreman of the New York Central and had charge of the labor gang detailed to attend to the tracks between Ninety-fifth street and the Harlem River. Laborer Quigley and eight other men under Ryan were employed in cleaning the ditches on either side of the four-track road along this section. A train of flat cars had been run into the tunnel, which begins at Ninety-sixth street and extends southward to within a few blocks of Forty-second street station. This had been loaded with the sweepings and dirt of the tracks and gutters, and stood on the inner southbound line, at a point immediately beneath Ninety-fifth street. Ryan and his men had been frolicking over their work, and a few minutes before the accident were snowballing in the cut near Ninety-sixth street.

The dirt train necessarily blocked the inner down-town track and all traffic southward was being run on the outer rails, known as the rapid southern track, adjoining the east wall of the tunnel.

At noon the men left for their dinner, just as the dirt train pulled out of the tunnel. They were following toward the Ninety-sixth street opening, but the steam of the departing engine completely filled the dark tunnel and in the damp air clung about the entrance so as to completely obscure all view of a single southbound engine, which was rushing toward the depot on the east side track.

NOT WITH THE OTHER MEN.

All the men accept Ryan and Quigley were following in the wake of the departing train. These two, however, were in the direct course of the engine, No. 807, which was speeding, tender foremost, toward the Grand Central Depot to take out the express train which leaves at 1:10 p. m. No one noticed its approach. The steam and smoke were so dense that it could not be seen. The rattle of the train just leaving deadened all other sounds. The men were within a few yards of daylight. Foreman Ryan was joking with some of his men, when the tender struck him. The wheels on one side of the locomotive passed over him. Both legs were completely severed from the trunk at the top of the thighs, and carried several yards further into the tunnel. His body was horribly mangled and his face crushed and cut to pieces. Death was instantaneous.

Michael Quigley was nearer the east wall. He was struck and thrown with great violence against the brickwork.

Patrolman John W. Holzer, of the East One Hundred and Fourth Street Station, who was on post close by, sent an ambulance call, descended to the tunnel and helped to carry the bodies along the tracks to Ninety-seventh street, where the grade is level with Park avenue. The body of Nicholas Ryan was taken to the police station. When Dr. Opdyke arrived with an ambulance from the Harlem Hospital Quigley was still conscious. He was just able to tell his name and address, his age, which is twenty-six, and the name of his friend, Michael Shortell, with whom he lived, when his senses left him. He was taken to the hospital, where it was found that his skull was fractured at the base, and he was so severely injured that it is thought he cannot live.

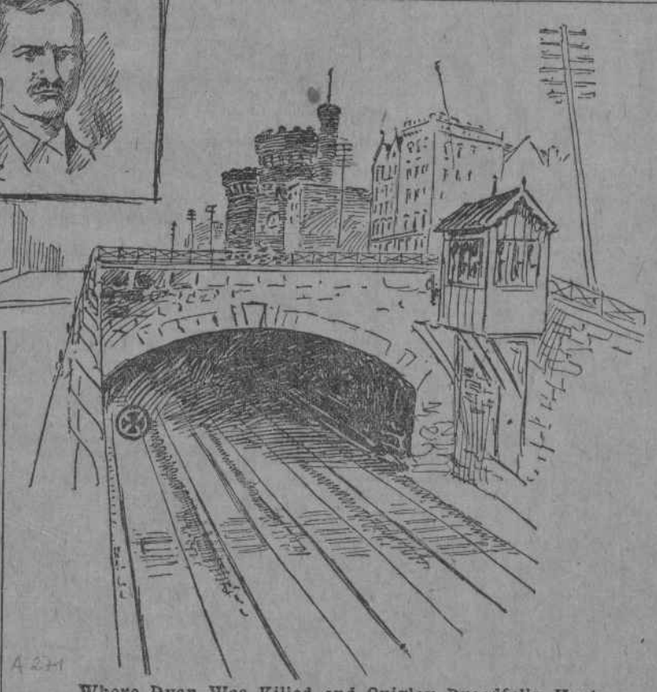
RYAN'S WIFE MAY DIE.

The men's relatives were communicated with. Quigley has a sister only, but Ryan had a young wife and two children. When Mrs. Ryan, who is in a delicate condition, heard the news, her grief was overwhelming, and fears are entertained that the shock may prove fatal. The deceased man's brother-in-law went to the police station and identified the body, after which Coroner O'Meagher granted a permit for its removal to the dead man's home. Later in the day, when an undertaker called to remove the body, he was informed that the Coroner had telephoned to the East One Hundred and Fourth Street Station countermanding the order, and insisting that the body should remain until he could find time to view it.

The engineer of locomotive No. 807, which ran over the man, was W. A. Canfield. The fireman's name is W. Lockwood. Neither saw anything unusual, or saw any of the labor gang in the tunnel. They kept the engine on its course until its post in the Forty-second street depot was reached. Here, before the departure of the 1:10 train, the news came, and both men were suspended to await the results of an inquiry.

It is not thought that blame can attach to the engineer and fireman, and that the accident was due to the carelessness of the men in not keeping immediately in the rear of the dirt train, for the safety of which all traffic had been suspended on the middle track. It is also possible that the joking among the men immediately before the occurrence was in some degree responsible.

The entrance to the tunnel at Ninety-sixth street is at all time a dangerous place for the railway laborers, and especially so when the damp atmosphere causes the smoke and steam of passing trains to hang around the opening, as was the case yesterday.



Where Ryan Was Killed and Quigley Dreadfully Hurt.

The section foreman and the laborer had quit work for the noon hour and were walking out of the New York Central tunnel entrance, between Ninety-fifth and Ninety-sixth streets. The light was obscured by steam that hung in the damp air, and a train that had just gone by deadened other sounds. A locomotive, running tender first, struck the men. Quigley was picked up where the cross is marked in the sketch and Ryan's body was cut to pieces.

"Pop" Crawford's Burglar Dead.

Henry Heller, the burglar who was shot by aged "Pop" Crowford, the Irvington (N. J.) grocer, died in the City Hospital in Newark, N. J., yesterday. Heller has been recognized by the police as Henry Hellrigle, a notorious crook, who has served several terms in the penitentiary for robbery. He was known as a desperate character, and would probably have killed Crawford had not the latter given him such a tragic surprise. No action will be taken against Crawford.

MISS JARVIS'S WEDDING.

Was Married to Dr. Atwood at Sherry's at Four o'Clock Yesterday Afternoon.

Helen P. Jarvis was married yesterday afternoon at 4 o'clock, at Sherry's, to Dr. Charles E. Atwood, by the Rev. John E. Burke, of the Church of St. Benedict the Moor.

A temporary altar had been erected amid palms and exotics. At either side stood tall staffs with Easter lilies tied midway with broad white ribbons, and at the top bunches of lilies of the valley were fastened with pale pink bows of satin. American Beauty roses added a touch of color. Underneath the canopy hung a true-lovers' knot of pink carnations and lilies of the valley.

The bride's gown was of white satin with duchesse lace. Her tulle veil was caught in place by a diamond sunburst, the gift of the groom, and natural orange blossoms lay on her dark hair. She carried an immense bouquet composed of twenty small bouquets of lilies of the valley.

Miss Annie Jarvis, the maid of honor, wore a white embroidered mousseline de soie and carried white roses. The bridesmaids, Misses Adele Erben, Josephine Caulfield, Laura Bassett and Nathalie Drake, wore gowns of white brocade, with white chiffon. They carried La France roses. The pages who held the ribbons to form the aisle were little Miss Josephine Bassett and Master Bartlett Stuart.

Mrs. Algernon S. Jarvis, the bride's mother, was handsomely attired in black velvet, with point lace. She wore diamonds. Miss Laura Atwood, sister of the groom, wore a becoming gown of white silk and point lace.

The ushers were Colonel Fred Kellogg, Dr. Gibson, Mr. F. M. Sageman and Mr. J. L. Bassett.

The bridal party entered the room at 4 o'clock to the strains of Mendelssohn's "Wedding March." The bride was on the arm of her cousin, Admiral Erben, U. S. N.

A reception was held immediately after the ceremony. Among the guests were Mrs. C. Adele De Lago and Mrs. S. N. Smith, Captain J. Wall Wilson, Mr. E. S. Wilson, Mrs. Jules Reynal, Mr. and Mrs. Tabeaut, Mrs. B. Tone, Mr. Robert M. Jarvis, Mrs. Harris, Miss Ida Jarvis, Mrs. D. D. Stewart, Miss Smith, Dr. and Mrs. J. A. Richardson, Dr. and Mrs. O. D. Kingsley, Mr. and Mrs. S. M. Shaffer, the Misses Shaffer, Mr. Charles Shaffer, Dr. and Mrs. Bloomer, of Utica; the Misses Mary and Charlotte Cowdry, Mrs. T. W. Sheridan and Miss Sheridan, of Brooklyn.

HELD UP AN OIL CASHIER.

The Footpad Got a Bag of Money, but Had to Drop It.

Kansas City, Mo., Feb. 5.—C. F. Pauly, cashier of the Standard Oil Company, was held up on Harrison street, between Nineteenth and Twentieth streets, at 11:30 o'clock yesterday morning, and robbed of $543, which he was taking to the bank.

About midway between Harrison street and Throop avenue he met a young man, who, on seeing the large bag of money in Pauly's hand, made a grab for it. Drawing a revolver, the young man compelled Pauly to drop the bag. Grabbing it, the bold highwayman started west to Harrison street. A crowd of men and boys joined in the chase, and finally, after he had run about a hundred yards, the thief was caught and the money recovered.

The highwayman gave the name of John Searcy. He is about twenty-two years old.

CONTESTS FOR THOUSANDS.

Trial of the Famous Pond and Armstrong Will Cases in Connecticut.

Hartford, Conn., Feb. 5.—The celebrated Pond will case was begun in the Superior Court to-day. Anson Phelps Pond, the playwright, of New York, is the appellant.

Charles M. Pond, the testator, died about two years ago, leaving a large tract of land—about ninety acres—to the city of Hartford for a public park and a fund of $200,000 for its care and maintenance. His brother, Anson Phelps Pond, appealed from the probate of the will on the ground that the land donated to the city was entailed by the will of his father, Charles F. Pond, the former president of the Hartford & New Haven Railroad, and that his brother's habits were such that he was not mentally competent to make a will. He alleges that his brother was a confirmed opium fiend and drunkard, a believer in spiritualism and in the magic of Ouija boards.

Mr. Pond was unble to appear this afternoon owing to illness, and Judge Thayer adjourned the case until next Tuesday.

New Hoven, Conn., Feb. 5.—The contest over the will of the late Lorenzo Armstrong, well-known in New York and this city, began in the Superior Court this morning. The contestant is Miss Elizabeth Armstrong, of Brooklyn, N. Y. She is a daughter of the deceased by his second wife, and by the will got only $5,000 out of an estate of nearly half a million dollars.

She claims that the will was not the testamentary act of the deceased, or if so, that it was obtained by undue influence, and that her father at the time was of unsound mind and incapable of making a will. The indications to-day pointed to a long and stubborn contest.

Left His Wife Penniless.

Camden, N. J., Feb. 5.—William Howllings has been missing from his home since last Saturday, and the widow of a canal-boat captain has been missing for the same length of time. Howlings took his savings, amounting to $400, with him, leaving his wife penniless.

Many fine remnants left of Cowperthwait's Reliable Carpets, at the low prices of wool and wages. 104 West 14th st. *a*

BURIAL OF GEORGE BLISS.

Simple Funeral Services Attended by Many Notable Persons in Grace Church.

Governor Morton, Cornelius and W. K. Vanderbilt, George Gould and T. A. Havemeyer Present.

BISHOP POTTER OFFERED PRAYERS.

No Flowers, Not Even a Wreath, Was on the Coffin—The Body Was Laid in the Family Vault in Greenwood Cemetery.

The funeral service over the body of George Bliss, banker and partner of Governor Morton, was held in Grace Episcopal Church yesterday morning at 10 o'clock.

The great edifice was crowded with persons notable in business and social life. Among the mourners who came to the church from the Fifth avenue residence were Governor and Mrs. Morton, Mr. and Mrs. William Morton Grinnell and Mr. and Mrs. R. J. Cross.

It was a remarkably simple service, without even the slightest display. By request of the family no flowers were sent and no wreath was on the casket.

When the long train of carriages drew up at the church door the members of the vestry of the church were waiting to bear the coffin from the hearse. They were W. C. Schermerhorn, warden; Thomas K. Gibbs, D. W. Bishop, Buchanan Winthrop, D. Frederick Kernochan, W. W. Kingsland, George C. Clarke and Dallas B. Pratt.

The coffin was placed on a black draped catafalque in the centre aisle. Bishop Potter offered prayers, assisted by the Rev. W. R. Huntington, rector of the church, and the Revs. Chauncey H. Blodgett, Eliot White, Melville K. Bailey and several surpliced acolytes. The surpliced choir of the church sang the hymns "Peace, Perfect Peace" and "There Is a Land of Pure Delight." The ceremonies were most impressive in their simple solemnity.

In the front pews nearest the altar rail sat Mrs. Bliss, with her two daughters and her son, Walter P. Bliss, and Mrs. G. A. Agnew, married daughter of the deceased, with her husband. With them were Mr. and Mrs. Morton and Mr. and Mrs. Grinnell.

Some of the other persons in the church were W. K. Vanderbilt, Cornelius Vanderbilt, George Gould, General Horace Porter, Adrian Iselin, Jr., John A. Stewart, A. D. Juilliard, John Crosby Brown, Charles Stewart Smith, Samuel Sloan, Theodore A. Havemeyer, General Grant Wilson, M. K. Jesup, W. B. Hornblower, R. M. Gallaway, W. H. H. Moore, W. E. Dodge, H. McKay Twombly, J. K. Tod, John Derrickson, Alexander Taylor, Watson K. Case, ex-Mayor A. S. Hewitt, Gustav Schwab, Oliver Harriman, R. Fulton Cutting, S. W. Hollister, James Waterbury, Charles J. Fosdick and John Harsen Rhoades.

There were also representatives from the firm of Dunham, Buckley & Co., the Western Union Telegraph Company, the Manhattan Elevated Railroad Company, Morton, Bliss & Co., the Union League Club, the Union Club, the Metropolitan Club, the Board of Missions of the Protestant Episcopal Church, the Metropolitan Museum of Art and the various other financial, social and benevolent organizations to which the deceased was attached.

After the service the funeral procession went to Greenwood Cemetery, where the body was laid in the Bliss family vault. On the silver coffin plate was inscribed the name and the dates of birth and death.

COL. THOMPSON'S BURIAL.

Services Attended by a Distinguished Company—Burial in West Virginia, His Old Home.

Funeral services for the late Colonel William P. Thompson, president of the National Lead Company, and owner of the Brookdale Stud Farm and the Brookdale Stable, were held in his late residence, No. 30 West Fifty-seventh street, yesterday afternoon. A representative gathering of business and racing men was present.

The body was in a rosewood coffin, trimmed with black velvet, in the front parlor of the house. Flowers had been omitted by request of the family, but a large pillow of roses and smilax rested at the foot of the casket. Near were Mrs. Thompson, wife of the deceased; Mrs. Ralph C. Prescott, his daughter, and his two sons, W. P. Thompson, Jr., and Lewis A. Thompson. Three parlors were filled with friends and those who either in business or on the turf had had intercourse with him. In one of the parlors was seated a group of employes, whose tear stained cheeks showed that they realized the loss of not only their employer, but of a generous friend.

The services, of a simple character, were conducted by the Rev. Dr. George H. McGrew, assistant pastor of Bartholomew's Protestant Episcopal Church. A quartet sang "Rock of Ages" and "Abide With Me." The pallbearers were Hon. William C. Whitney, General T. T. Eckert, General Louis Fitzgerald, Hon. Elihu Root, August Belmont, James R. Keene, W. C. Gulliver, Dr. J. H. Parker, H. H. Page and L. A. Cole.

In the assemblage were many members of the New York Southern Society, Jockey, Union, New York, Coney Island Jockey, Manhattan and Union League clubs. Among them were James Galway, Richard Croker, Colonel Tom Ochiltree, Frank Clarke, William Easton, John Kelly, Lucien Appleby, James Rowe, Thomas Orgill, H. K. Sturges, Andrew Miller, F. R. Hitchcock, F. O. Hanlon, Dr. Sheppard, John Hunter, A. Butler, A. J. Joynes, Colonel J. Ruppert, Jr., and Cornelius Fellowes.

The body, accompanied only by members of the immediate family, left on a special Pullman car from the Pennsylvania depot at 7:50 last night for Wheeling, W. Va., Colonel Thompson's birthplace. Services will be held at the home of his childhood at 2 o'clock this afternoon.

Funeral of Gouverneur W. Morris.

The funeral of Gouverneur W. Morris took place yesterday in Trinity Church. Among those who attended were many clubmen, intimate friends of Mr. Morris. The Rev. Dr. Morgan Dix officiated, assisted by the Rev. Dr. William Rutherford, a cousin of Mr. Morris. Among the ten pall bearers were five members of the college order to which he belonged, the Alpha Chapter of the Delta Psi fraternity. They were Dr. William A. Pierrepont, Augustin Monroe, Dr. Valentine Mott, Frederick Potts and F. W. Fish. Other bearers from the St. Nicholas Club, of which the deceased was a member, were Frank Davies, Seymour Van Nostrand, Edward Lawrence, F. A. Bronson and Dr. Henry S. Norris.

Funeral of Miss Morrogh.

The funeral of Miss Emma J. Morrogh, the favorite niece of the Rev. Dr. Lalor Burtsell, formerly rector of the Church of the Epiphany, in this city, took place yesterday morning from the Church of St. Charles Borromeo, in West One Hundred and Forty-first street. The Rev. Dr. McGlynn, Dr. Burtsell and fifteen other priests took part in the solemn requiem mass, which was chanted by the Rev. Father Gordon, pastor of St. Charles Borromeo. Father Gordon was assisted by the Rev. Dr. Burke, a former assistant of Dr. Burtsell, and the Rev. Father Parks. The interment was in Calvary Cemetery.

MINNESOTA'S NORTH LINE.

Lumbermen Question the Interpretation of the Boundary Treaty of 1842.

Washington, Feb. 5.—The boundary treaty of 1842, negotiated by Daniel Webster and Lord Ashburton and proclaimed by President Tyler after ratification, made specific provision for the northern boundary of Minnesota and left no doubt whatever upon the Canadian ownership of Hunter's Island. This treaty fixed the northern limit of the United States from the Atlantic Ocean to the Rocky Mountains, and that portion relating to the question now raised by Minnesota lumbermen reads as follows:

To the mouth of the Pigeon River, and up the said river, to and through the North and South Fowl lakes, to the lakes of the height of land between Lake Superior and the Lake of the Woods; thence along the water communication to Lake Saisaginaga, and through that lake; thence to and through Cypress Lake, Lac du Bois Blanc, Lac La Croix, Little Vermilion Lake and Lake Nomecan, and through the several smaller lakes, straits or streams connecting the lakes here mentioned to that point in Lac La Pluie, or Rainy Lake, at the Chandlers Falls, etc.

Cypress, Bois Blanc and La Croix are all on the southern boundary of Hunter's Island, and separate it from United States territory. The contention of the Minnesota lumbermen that the language of the treaty is capable of doubtful interpretation regarding "main channels" or other streams is not regarded here as substantiated by any portion of the treaty.

TRACTION COMPANY FIGURES.

President Vreeland Shows 163 Miles in Operation and Handsome Surplus.

President H. H. Vreeland, of the Metropolitan Traction Company, has submitted to the directors of the company a special report bearing upon the growth of the corporation's interests and the increase of its holdings. The mileage operated by the company is shown by the report to be as follows:

	Miles.
Operated by cable (single track)	25.34
Operated by underground electricity	6.78
Operated by horses	131.38
Total mileage	163.50

Of this mileage 46.93, including the Broadway railway and its extensions, are owned in fee, 24.12 miles are held under lease, with the additional security of two-thirds of the stock of the subordinate companies being owned by the Traction Company, and 92.45 miles are held under long leases; in no instance less than ninety-nine years.

The financial results of the operation of the line are shown in the net surplus which went into the company's treasury during the nine months from April 1 to December 31, 1895, which amounted to $101,104.15. That the business has been rapidly growing is shown by the fact that of this amount $88,173.66 accumulated during the three months from October 1 to December 31.

Mr. J. D. Crimmins said yesterday in reference to the success of the electrical system on Lenox avenue that it had been pretty thoroughly tested in the operation of the new electric snow plough which was used to clear the tracks of Monday's fall of snow. The plough was operated, he said, with perfect facility, except on the hill at One Hundred and Ninth street, where some difficulty was experienced; otherwise it was thoroughly effective.

RECEIVER FOR RECAMIER CO.

Among Debts of Mrs. Ayer's Corporation Is $100,000 for Advertising.

Judge Lawrence yesterday appointed Charles M. Sprague receiver for the Recamier Manufacturing Company, toilet preparations, of No. 131 West Thirty-first street, on the application of Mrs. Harriett Hubbard Ayer and Frank J. Sprague, president and vice president respectively, who stated that the company is insolvent.

The liabilities are $126,334, of which $15,068 is due on notes, $10,274 accounts payable, $2,256 for merchandise, $1,200 contingent, and the balance for advertising contracts. These contracts are with newspapers all over the United States and also for street railway, bill board and wall advertising. The liability of the company on some of these contracts is disputed.

Of the liabilities $6,924 is due to Mrs. Ayer for salary and money advanced. The assets are $7,858, consisting of goods on hand, $5,750; fixtures, $389; cash, $419; accounts receivable, $1,300. Besides these tangible assets, the company has trade marks and formulæ of value to conduct the business, but probably of no value in case of dissolution or liquidation. Mrs. Ayer started the business several years ago, and incorporated the company in April, 1887, with a capital stock of $50,000. She holds 526 shares, Frank J. Sprague 343, J. H. Montgomery 100, F. W. McLanathan 30, and F. R. Williams 1.

AN OUTLET TO THE GULF.

Hetty Green's Son Makes a Proposition to Big Railroad Men.

St. Louis, Feb. 5.—E. H. R. Green, son of Mrs. Hetty Green and president of the Texas Midland Railroad, arrived here from his home in Texas yesterday to confer with the officials of the St. Louis & San Francisco Railway. Mr. Green made a proposition that if the 'Frisco road was separated from the general receivership of the Atchison, Topeka & Santa Fe Railway the Midland would construct a line connecting the 'Frisco at Paris, Tex., with the Midland and giving the 'Frisco an outlet through Dallas and Fort Worth to the Gulf.

First steps were taken some time ago for a separate receivership. Mr. Green's proposed connection will give St. Louis a new and more direct connection with the Gulf and largely increase the territory of the 'Frisco.

Pastor Brackney Asked to Resign.

Camden, N. J., Feb. 5.—The trouble in the Independent Helping Hand Church came to a sudden culmination last night when the Official Board of the church requested the pastor, Rev. George W. Brackney, to resign. It is alleged that many donations to the society have never found their way into the church funds.

Don't be without it; Ubert's Tar, Boneset and Honey for coughs and colds. Sold everywhere. *a*

THE

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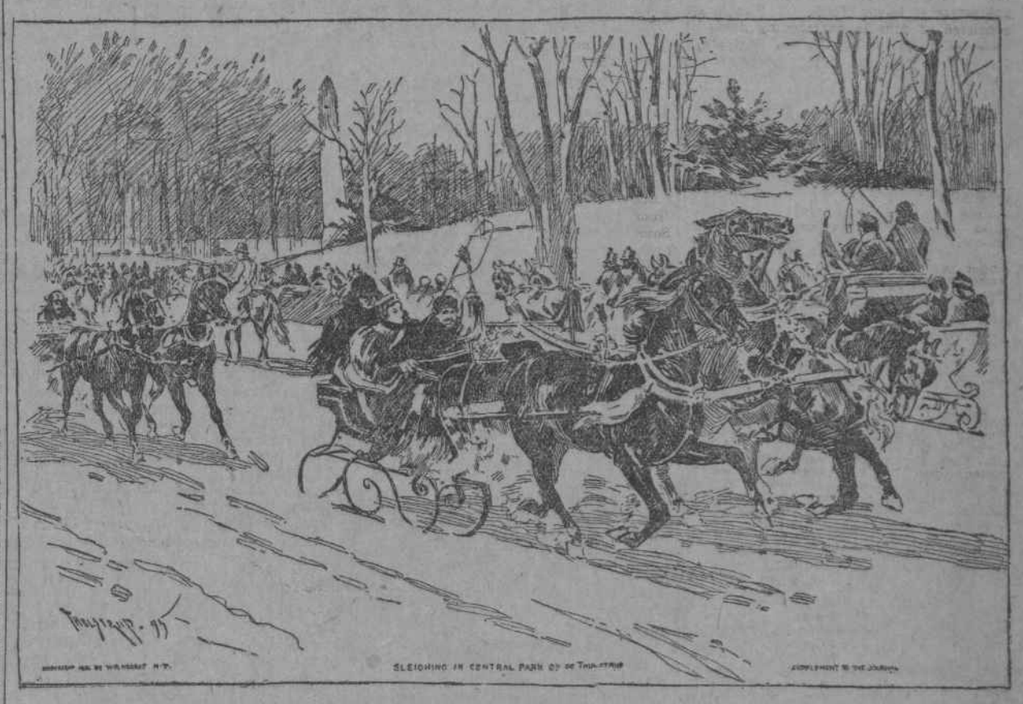

This great aquerelle in colors, an exact reproduction of a water-color painting executed especially for the Journal by F. de Thulstrup, the celebrated artist, 10 by 15 inches in size, given without charge with every copy.

HERE ARE A FEW OF THE FORTY FEATURES:

PARIS OUTDONE.

The most extraordinary ball which New York ever saw.

A GHOST IN MID-AIR.

A New York Phantom which is making hundreds pass sleepless nights.

"HELL IS HERE UPON EARTH."

The amazing utterance of one of the most famous women in America.

POLYGAMY OUT OF UTAH.

Within a few miles of New York Mormon practices are in full operation.

A CURATIVE ISLAND.

Extraordinary plan of a New York physician for utilizing an island in the Pacific.

MADDEST RIDE ON RECORD.

The amazing experience of a newspaper woman in this city.

A NEW COLUMBUS.

This man has almost equalled the achievements of America's Discoverer.

Strongest Boy in the World.

Sandow has been repeatedly outdone by this New York youth.

FOUR LEGGED, BUT BRAINY.

Such marvellous instances of animal intelligence never were revealed before.

Newsdealers should order Early and their customers at once. The edition is always exhausted.

REMEMBER IT COSTS BUT 3 CENTS.

DEPUY BITTER AGAINST DEPEW.

Sharp Criticism of the Genial President of the New York Central.

Albany, Feb. 5.—The Assembly Ways and Means Committee gave a hearing on the bill of Assemblyman Springweiler providing for State grain elevators at New York and Buffalo.

Mr. Springweiler was the first speaker. He referred to the adoption by the people of the proposition to improve the canals. There was, he claimed, no object in improving the canals for the transportation of the product, particularly grain, and yet allow the cities of New York and Buffalo to be continued to be tied up by unreasonable steam railroads and grain elevator combination.

Captain Melville Depuy, of New York, then made a lengthy speech in favor of the measure. The railroads were discriminating against canals now in every way that they could, he said, and the Legislature was apparently helping them along, instead of taking the side of the people. The president of the New York Central Railroad was unreasonable in his demands, the speaker declared, adding that it would have been only fair if Chauncey M. Depew had been arrested when he came to Albany and made the statement that the canal interest ought not to be protected at the expense of the railroads.

Terribly Burned by Cement.

Hartford, Conn., Feb. 5.—Edward Welles and Harry Atkinson were badly burned by boiling cement in the rubber room of the Aetna Works, at New Britain, to-day. Welles was dipping some knife handles in the cement when he became overcome with the fumes and fell with both arms into the vat. The vat overturned and spilled upon Atkinson. The flesh was literally burned from both of Welles's arms. Atkinson was also terribly burned.

MARINE NEWS.

PORT OF NEW YORK.

ALMANAC TO-DAY.

Sun rises.....7:04 a. m. Moon rises.....1:28 a. m.
Sun sets.....5:23 p. m. Moon sets..... —

HIGH AND LOW WATER TO-DAY.

GOVERN'R'S ISLAND.		SANDY HOOK.	
H. W.	L. W.	H. W.	L. W.
1:28 a. m.	7:34 a. m.	12:36 a. m.	6:38 a. m.
1:51 p. m.	7:46 p. m.	1:15 p. m.	7:17 p. m.

High water at Hell Gate is 1 hour and 49 minutes later than at Governor's Island.

Incoming Steamships.

ARRIVED YESTERDAY.

Ss. New Orleans, Betts, New Orleans, January 31, with mdse. and passengers to E. S. Allen.

Ss. Deutschland (Ger.), Schierhorst, Rotterdam, January 22, in ballast to Gust. Heye.

Ss. Yumuri, Hanson, Havana, February 1, with mdse. and passengers to James E. Ward & Co.

Ss. Regulus (Russ.), Forssell, Livingston, January 28, with mdse. and four cabin passengers to Bowring & Archibald.

Ss. Tauric (Br.), Smith, Liverpool, January 24, with mdse. and one passenger to H. M. Kersey.

Ss. El Mar, Grant, New Orleans, January 31, with mdse. to J. T. Van Sickle.

Ss. Amsterdam (Dutch), Stenger, Rotterdam, January 23, with mdse., 19 cabin and 194 steerage passengers to Netherlands-American line.

Ss. Creole Prince (Br.), Dunn, St. Lucia, January 27, with mdse. and six passengers to J. C. Seager.

Ss. Tyrian (Br.), Cook, Gibara, January 31, with fruit to H. Dumois & Co.

Ss. Massilia (Fr.), Verries, Gibraltar, January 21, with mdse. and passengers to J. W. Elwell & Co.

DUE TO-DAY.

Ss. Elysia, Gibraltar, January 19; ss. Mohawk, London, January 25; ss. Braunschweig, Bremen, January 14; ss. Inchesia, Swansea, January 16; ss. Algonquin, Jacksonville, January 31; ss. Majestic, Liverpool, January 30; ss. Spree, Bremen, January 28; ss. Pomeranian, Glasgow, January 24; ss. Chicago City, Swansea, January 22; ss. Trinidad, Bermuda, February 3; ss. Patria, Hamburg, January 25; ss. America, London, January 24; ss. H. H. Meier, Bremen, January 24; ss. Venezuela, La Guayra, January 31; ss. Alvena, Savassa, February 1; ss. El Sud, New Orleans, February 1.

DUE TO-MORROW.

Ss. New York, Southampton, February 1; ss. Hekla, Christiansand, January 24; ss. Ludgate Hill, London, January 25; ss. Francisco, Hull, January 24; ss. Croft, Dundee, January 24; ss. Comanche, Jacksonville, February 3; ss. City of Birmingham, Savannah, February 4.

Outgoing Steamships.

SAIL TO-DAY.

	Mails close.	Vessels sail.
Austrian, Glasgow	—	—
Athos, Hayti	10:00 a. m.	12:00 m.
El Rio, New Orleans	—	3:00 p. m.

SAIL TO-MORROW.

Schlesweig, Inagua	2:00 p. m.	4:00 p. m.

Receiver for Moulds's Restaurant.

Judge Beach, on the application of Ira Leo Bamberger, has appointed Samuel Seabury receiver for William Moulds, who keeps the restaurant at No. 1303 Broadway, near Thirty-fourth street, formerly known as the Parker House. The application was made on behalf of Alfred P. Hamm, shoe manufacturer, of Brooklyn, a creditor for $3,428, and Samuel J. Lenahan & Co., distillers, of Baltimore, creditors for $4,187. Mr. Moulds has also kept a saloon at No. 78 University place for the past fifteen years. The receiver is in possession of both places and is empowered to run them. The liabilities of Mr. Moulds are about $60,000. It is understood that an offer will be made for a compromise at thirty cents on the dollar cash.

Directors' Meeting on a Trolley Car.

The fad of entertaining in Brooklyn trolley cars is growing rapidly. Yesterday the directors of the Amphion Academy Company held their regular monthly meeting on the new theatre car Amphion. The directors were accompanied by their wives. Some business was transacted and refreshments served.