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"I remember, I remember the house where I was born, The little window where the sun came peeping in at morn!"

REMEMBER, also, to-day's your last chance to order Sunday's JOURNAL. Always sold out by 10 A. M., and the glory of to-morrow's Colored Supplement has never been equaled on this or any other planet.

REMEMBER! REMEMBER! REMEMBER!



DR. PARKHURST'S VOLLEY OF LETTERS.

Senator Raines's Excise Law Reformer Scores the City Shown Up as Weak and Ineffective.

Absence of Definition of Vital Words One of Its Chief Defects.

Crusader Gives a Private Opinion as to What a District Attorney's Office Should Not Be.

LAW IS VULNERABLE AND SHOULD BE MADE MORE EFFECTIVE, THE SENTIMENT.

Conditions Suggested Under Which the Intentions of the Legislators Can Be Carried Out.

The Rev. Charles H. Parkhurst occupied the centre of the stage yesterday in the investigation being conducted by Senator Raines's committee into the workings of the Raines law and the prevalence of Raines law hotels.

One letter, written December 3, was addressed to Senator Raines, and the latter kept its contents to himself until he heard that Attorney Moss had a copy of it and would make it public.

Mr. Moss laughed at the threat to haul Dr. Parkhurst to Albany. "That's no business of mine," was his retort. The letter was made public.

The other letters from Dr. Parkhurst were written in a batch and were sent to the Mayor, the Police Board, the Board of Health, the Department of Buildings and the Special Commissioner of Excise.

To the Police.

To the Board of Police of the City of New York:

Gentlemen—It is a notorious fact that since the passage of the Raines law (so-called), a large proportion of the former saloons have taken on the pretense of becoming hotels.

From our observation of the situation, even if we concede an indisposition on the part of some of the criminal authorities to fairly construe and enforce the law, there is no sufficient reason for the paralysis that has seized all the city departments that come in contact with these spurious hotels.

These "hotels" are not only evasions of the law and palpable frauds on the State, but in many cases they are centres of crime and sources of criminal impulse, and to such an extent as to make concerted action by all officers and departments the duty of the hour.

We think that you will see in our suggestion a method by which this great evil can be minimized, and by which the lives of the people of the city can be protected from the obvious dangers of the Raines hotels.

Section 283 of the Consolidation Act makes it the duty of the police force "at all times of the day and night to especially preserve the public peace, prevent crime, detect and arrest offenders."

Section 443 provides that the Fire Department and the Police Department shall co-operate.

By Section 2 of Chapter 275 of the Laws of 1892 the last mentioned provision has been made applicable to the Department of Buildings, which now performs duties formerly devolved on the Fire Department.

In our communication to the Board of Health you will see that the laws made certain requirements for hotels; those requirements are defined in numerous instances. Your power and duty of inspection should make you familiar with the places where the law is defied, and it is the duty of each department to enforce the health laws and to co-operate in the work.

In our communication to the Building Department you will see that there are very stringent laws and regulations concerning hotels, designed to protect life and property from the ravages of fire, and to secure the safety and the welfare of our city, and that heavy penalties are provided for infractions of those obligations.

It is unfortunate that the Raines Law does not more clearly and closely define a hotel and a meal, and that it does not impose some obligations on hotel keepers as to the conduct of business, which would make violation of the law more difficult; but the fact remains that by the laws and legally enacted rules which apply to hotels in the City of New York very many burdens are laid upon the hotel keepers.

The Raines hotels, on the other hand, have no pretence in them of compliance with general hotel law. This is hard on the keepers of legitimate hotels and

Reformer Scores the City Departments for Letting "Raines Hotels" Live.

Police, Building, Health and Excise Sections Declared to Be at Fault.

Activity on the Part of Either One Would Close the Objectionable Places.

Drops Many Hints on How to Do Away with the Evils Which Defy the Authorities.

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To Mr. Raines.

Hon. John Raines:

Dear Sir—In the interview which I had with Senator Ford on Tuesday last I informed him that I had an engagement that would take me to Springfield, Mass., on Thursday, but that in case I was able to return to New York the same evening, as I expected would be the case, I would appear before your committee on Friday afternoon, as requested by you.

Permit me to say by way of preface, that the Society for the Prevention of Crime will, I expect, be represented before you on Friday afternoon by Mr. Moss, counsel for the society, and by Mr. Bennett, who is chief of that detective force employed by me, upon whose investigations and discoveries my own opinions are principally founded.

Senator Ford, if I understand him correctly, tells me you would like to know how I have been impressed by the workings of the present excise system, and in what way, to my judgment, the workings can be improved.

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THIEF'S FLIGHT AIDED BY A BOMB.

Lighted the Fuse in a Broadway Store, and Fled.

Clerk in the Place Extinguishes the Spark and Allows Him to Escape with a Diamond.

Box Containing the Explosive Carried to the West Thirtieth Street Station.

POLICE LOOKING FOR THE ROBBER.

Mysterious Package Contains a Brown Looking Substance, Believed to Be Some Kind of Powder.

Morris Forgotston keeps a store where he buys pawn tickets, at No. 1142 Broadway. He has another store at No. 178 Bovey, where, a short time ago, he was reported to have been robbed of some \$30,000 worth of jewelry.

The Broadway store has been opened but a few months, and watches, diamonds and other articles, including a \$1,000 bill, are on exhibition in the show window.

The store is divided, one part being used as a cigar store, which is separated from Forgotston's by a thin wooden partition.

Michael McLaughlin is employed in the store as a clerk. Last night shortly after 10 o'clock McLaughlin hurried into the West Thirtieth Street Station-house and told Sergeant Tims a tale of an attempt that had been made to rob the store and blow him up.

Such was the force of the collision that the gas tank in the middle car exploded, and tearing away the bottom of the car, it was hurled into the gutter. The three cars were well filled, and most of the passengers were women. These became hysterical, but no one was seriously injured.

There is no such steep incline on any railroad in the city as that where the collision happened. Accident upon accident has occurred there, yet the railroad officials seem unable to insure the safety of their patrons. The hill is just one block long, beginning at One Hundred and Second street and ending at One Hundred and

First street. In the neighborhood it is known variously as "Dead Man's Hill," because of the frequency of mishaps, and as Mount Washington Hill, some of the railroad men declaring that no part of the railroad which takes sightseers to the top of Mount Washington has as steep a grade.

The carriages do not seem strong enough to bear the strain on them at this part of the road, and sometimes two cars are compelled to ascend the hill to One Hundred and First street. Right behind was car No. 200, waiting at the bottom to allow its predecessor to reach the top. And a quarter of a block further in the rear, coming along at a lively rate, for it was on a level stretch, was car No. 355.

The first car was half way up the hill when Gripman Michael Garrity felt his grip give way. Almost instantly the car

THREE CABLE CARS IN A SMASH-UP.

Another Serious Collision on the Dangerous Lexington Avenue Hill.

One Car, Nearly Filled with Passengers, Caught Between Two Others.

Then the Gas Tank Explodes, Adding to the Terror of Many Hysterical Women.

MARVELLOUS ESCAPES FROM DEATH

One Car Loses the Cable on the Steep Incline and Rushes into a Standing Car, Which Another Hits from the Rear.

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The first car was half way up the hill when Gripman Michael Garrity felt his grip give way. Almost instantly the car

halted, and the next second it was shooting down the hill at frightful speed. The passengers jumped to their feet, but to leap to the street would have been madness. The women screamed, and their cries alarmed Gripman James McCarthy, who was on the front platform of car No. 200, at the bottom of the hill.

He opened the sliding doors of his car and yelled for help and the women screamed in terror. When the excitement was at its height, a loud explosion added to the general fright. The gas tank in the middle car burst, and went hurtling out into the street. As it landed a man fell a few yards from it. He is Peter J. Meyer, of No. 721 East One Hundred and Thirtieth street. He had been on the rear platform of the middle car. He had jumped when he saw the car coming down the hill, but had not escaped the whole

trials. Since Election Day he has been in ill health. Still, he continued at his labor and was forced to desist from complete exertion. He remained about the house until four days ago, when he was confined to his bed. It was thought that he would soon recover, however, and no extra precautions were taken.

Yesterday bad symptoms developed and three doctors were called in consultation, although his condition was not considered serious. He grew worse, however, and last night was in an alarming condition. The three doctors are in constant attendance.

District Attorney John R. Fellows is critically ill at his home, No. 610 West One Hundred and Fifty-second street, and is expected to die. Three doctors are in attendance and every precaution has been taken not to disturb him.

The telephone connection has been cut off, and the bells in the house have been muffled. Mrs. Fellows is almost prostrated over her husband's condition.

Mr. Fellows is suffering from acute gastritis. Since Election Day he has been in ill health. Still, he continued at his labor and was forced to desist from complete exertion. He remained about the house until four days ago, when he was confined to his bed. It was thought that he would soon recover, however, and no extra precautions were taken.

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JOHN R. FELLOWS SAID TO BE DYING.

District Attorney John R. Fellows is critically ill at his home, No. 610 West One Hundred and Fifty-second street, and is expected to die.

Three cars of the Lexington Avenue line, in going up the steep hill from One Hundred and Second to One Hundred and First street, came into collision through the faulty workings of the grip of the front car.

Such was the force of the collision that the gas tank in the middle car exploded, and tearing away the bottom of the car, it was hurled into the gutter.

There were about a dozen passengers in car No. 417 when, about 8:30 o'clock last night, it passed One Hundred and Second street and started up the hill to One Hundred and First street.

The carriages do not seem strong enough to bear the strain on them at this part of the road, and sometimes two cars are compelled to ascend the hill to One Hundred and First street.

He opened the sliding doors of his car and yelled for help and the women screamed in terror. When the excitement was at its height, a loud explosion added to the general fright.

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NOW FOR A "TEXAS" INQUIRY.

One to Follow the Journal's Expose of Her Weakness.

Constructor Bowles, Who Built the Battle Ship, Could Tell Much.

Plans Rejected by Spain Are Finally Worked Off On This Government.

Washington Experts Fear Public Opinion if the Truth Were Known.

Designed for a 6,000-Ton Vessel, the Ship Has a Displacement Far Greater.

DEFECTS REVEALED BY AN ACCIDENT.

When the Valve of the Condenser Pipe Gave Way Seven Hundred Tons of Water Broke Through the Bulkheads.

Now Investigate the Texas! The Journal has shown the utterly weak condition of the great 8,000-ton battle ship, how the ship was misconstructed and the reasons why an inquiry should be held.

An official investigation of the condition of the battleship Texas and the history of her misconstruction will undoubtedly be held as a result of the exposures made by the Journal.

This four-million-dollar pile of steel and iron is, in her present condition, utterly worthless, is undoubted by many. The exact points of weakness are known, and the causes which led to them have been clearly and fully explained.

The details of the recent accident, in which the valve of the pipe leading to the condensers was forced open and almost the entire hull flooded with water, verify the description given by the Journal of the principal point of weakness in the big battle ship—her unsupported bulkheads.

This accident could never have occurred if the Texas had been at sea. It was purely an accident, and might have occurred to any other vessel in the same way. With any other battle ship, however, the opening of that valve would not have been followed by the same disastrous circumstances that ensued in this instance.

In any other vessel of similar construction one water tight compartment would have flooded, and only one. That would have confined the water to a small place and made it possible to locate the trouble at once.

In the case of the Texas the accident was momentous, because it served to show that her bulkheads were entirely worthless. They might as well not be there at all. The water did not stop when one compartment was flooded. The weak, unsupported bulkheads gave way. They bulged four and five and even six inches.

The water-tight doors, by this bulging, were released from their rubber fastenings and flew open. The rushing flood, pouring in through that 13-inch supply pipe, filled the great hull at the rate of thousands of gallons per minute. Before it was stopped there were 700 tons of water in her. All of her boiler rooms, her engine rooms, and the magazines for six heavy guns, both fore and aft, were entirely flooded. Fires had to be drawn in the boilers that were in use for auxiliary purposes in order to avoid an explosion.

The story of how divers located the open valve and how the immense volume of water was pumped out of the big ship has already been told. This accident was a test as remarkably effective as it was unexpected. It was probably the most serious accident for it revealed, beyond all peradventure, the chief structural weakness of the vessel. But for this accident, however much the question might have been argued, it is doubtful if it might never have been known until too late, whether the bulkheads would hold or not. Now it is known that they will not.

Can Errors be Remedied? The question that naturally arises is: Can the defect be remedied? Experts take both sides of the question. Some of them contend that the necessary braces and supports for the strengthening of the bulkheads would not add more than fifty tons to the vessel's weight. They say that she can easily stand this amount.

When she was taken apart at the Norfolk yard and practically rebuilt during the first part of this year, several hundred tons were added to her weight. Her keel and her longitudinal keels were almost doubled. This additional weight brought her to 6,900 tons and over. She is classed as a 7,000 ton vessel. Her armor and armament are those of a 10,500 ton vessel. She has the heaviest armament of any ship of her tonnage in the world. She can outstrip, in speed, any of the other battle ships. Without trouble she goes nineteen knots the hour and even over that figure. The first-class battle ships Italian and Massachusetts carry but seventeen knots the hour.

HE SHOWS TO ADVANTAGE WHEN EATING.

POSING FOR HIS PORTRAIT.



MRS. MURPHY THE HAPPY MOTHER

New Baby Hippopotamus at the Zoo.

There is a brand new hippopotamus in town, the child of Mrs. Murphy and Caliph. The little one arrived at the Zoo, in Central Park, at 11:30 a. m. yesterday.

Counting in the new one, there are five hippos at the Zoo. Mrs. Murphy and Caliph are the grandparents of the other three. Only the Recorder of the College of Heraldry could correctly draw the hippo's family tree.

The five hippopotami are in two tank cages in the Zoo's lion house. Mrs. Murphy, Caliph and the youngest are in one cage, Fatima and Cyrus are in the other. About 11 o'clock yesterday morning Mrs. Murphy drove Caliph out of the tank. Then the doctor and his assistants came, Superintendent Smith and the keepers.

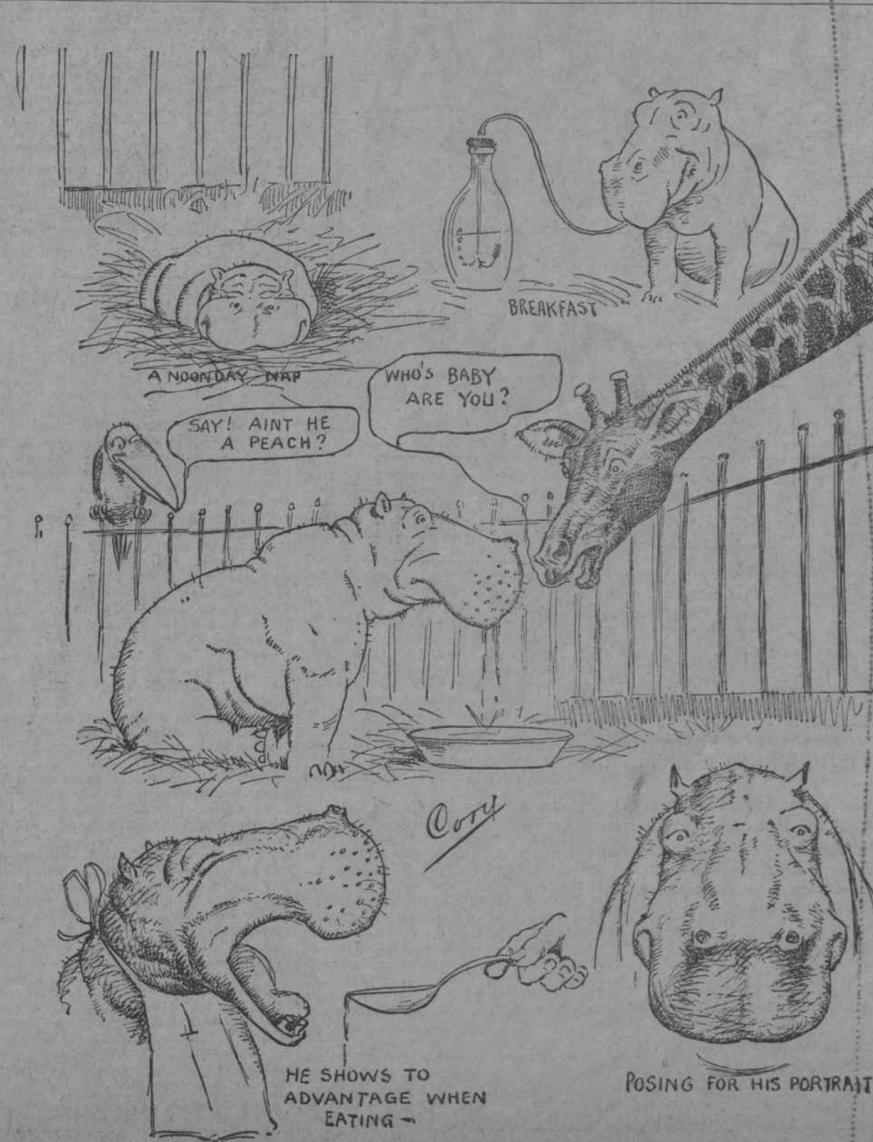
Caliph seemed to be much bored. He frequently yawned, exposing a mouth like the opening of the Fourth avenue tunnel. The new hippopotamus very much resembles his father, particularly about the mouth.

The new hippopotamus was born hungry and much enjoyed his breakfast. Then he went to sleep, or pretended to, his nostrils projecting above the water in the tank. If need be, Superintendent Smith will feed the new hippo from a bottle that holds two or three gallons of milk.

There is an old bachelor tiger there who began to roar at 1 a. m., and was still roaring when this edition went to press. The four lion cubs that have attracted so much attention were snarling all day and fighting among themselves. Plainly, they were jealous of the new hippopotamus. Their noses were out of joint. Now the children and mothers will crowd around Mrs. Murphy and the baby.

It has not yet been decided when Mrs. Murphy will hold her first reception. She was well enough to sit up yesterday and eat a bucket of hash. So she is in no immediate danger. But Superintendent Smith is a cautious man. He does not wish to expose her to excitement, for she is of a nervous disposition.

Due notice will be given of her first reception.



Continued on Fourth Page.