

THERE'S GOOD NEWS
IN THE "WANT" ADVTs.
THIS MORNING.

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READ THE
"WANT" ADS.
THIS MORNING.
PAGES 46, 47, 48, 49, 50, 51.

CROKER SAILS HOME TO TAKE THE REINS OF TAMMANY.

"Political Fights Are Getting Keener Than Ever in America," Is His Significant Comment on Leaving London.

Unsettled Political Outlook, He Said, Caused Him to Cut His Stay in England Shorter Than He Had Planned.

His Lieutenants on This Side Anxiously Await His Coming, and All Are Gathered at Saratoga to Meet Him.

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London, Aug. 5.—Richard Croker left England to-day on the American liner St. Paul.

A few friends, including Mr. Nagle, whose guest he has been in London for a short time, and Sergeant Cram, of New York, accompanied him to Waterloo Station.

Mr. Croker said he was going back earlier than he had originally intended in consequence of the unsettled political outlook in New York. He had enjoyed his holiday, although he was far from pleased with the results on the turf.

He looks forward with great hope to the next racing season.

Duke and Wishard have taken the best of his stud in hand and improved them already. Mr. Croker has left his best horses with them.

Mr. Croker said he expected to have a busy time before returning to England, and said:

"The political fights are getting keener than ever in America."

After shaking hands with his friends he took a seat in the train five minutes before it was scheduled to start, and when the train steamed out of the station he simply raised his hand. It was a quieter departure than usual, one of his friends told the Journal correspondent.

Among Mr. Croker's fellow passengers on the St. Paul are Thomas B. Reed, ex-Speaker of the United States House of Representatives; Senator William J. Sewell, of New Jersey, and Daniel Frohman.

MR. CROKER TO ATTEND SARATOGA CONFERENCES.

His Home-Coming Will Mark the Opening of the Local, State and Perhaps the National Campaigns.

With the home-coming of Richard Croker will commence the Democratic State as well as local campaign, and perhaps the national campaign in the East. Nearly every Tammany Hall leader seems to have a straight tip that his chief is to meet him at Saratoga very soon after his arrival, and those who are not already at the Springs have engaged quarters there for use when Mr. Croker puts in an appearance.

Mr. Carroll is now at the Springs, and has engaged rooms for Mr. Croker at the Grand Union. There are also quartered Augustus Van Wyck, whose friends are backing him for the Democratic Presidential nomination; Mayor Van Wyck, Fire Commissioner John J. Scannell, Chairman Patrick H. McFarren, of the Democratic State Executive Committee; James Shevlin and other Kings County leaders; Sheriff Thomas J. Dunn and scores more of the Greater New York subleaders.

Ex-Senator Arthur Pue Gorman, of Maryland; ex-Senator Edward Murphy, Chairman Frank Campbell, of the Democratic State Committee; Chairman Daniel F. McMahon, of the Tammany Hall Executive Committee, and Chairman George M. Van Hook, of the Tammany Hall General Committee, are due on Thursday. If ex-Senator Hill can be induced to go he will be at the Springs before the expiration of the month, while Acting Chairman William J. Stone, of the Democratic National Committee, has intimated that he will be pleased to join the others if his presence is really desired.

It may be that before the Saratoga conferences a good deal will be had upon the policy the New York State Democracy is to pursue in the pending State and local, as well as the Presidential canvasses. Every effort has been made by the Van Wyck and Gorman Presidential bosses to give the coming meeting at the Springs a national significance.

Chairmen of Democratic State committees and members of the Democratic National Committee generally have been invited to spend a few days during the month at the gathering place of the New York Democracy. Opponents of the renomination of William Jennings Bryan are hoping that a most formidable movement may result—one that may end in the election of an Eastern candidate, or at least one more acceptable to them.

There appears to be a thorough understanding between the Gorman and Van Wyck men. The New Yorker is being depended upon by anti-Bryan people to hold the East, while the latter is expected to hold as many of the Southern States as possible away from Bryan.

Mr. Croker will on his return in all probability be asked to use his influence to put an end to the Municipal Council middle. Many have said that but for his absence such a thing as a new election would not have occurred. Brief interviews between him and Comptroller Coier, Corporation Counsel Whalen, President Guggenheimer of the Council, and a general order to quit the mischief-making, it is hoped, will temporarily if not permanently end the squabble.

Mr. Croker will find the Tammany organization in good shape generally. The only really serious trouble is in the Ninth District, where John C. Sheehan, by no means a political life. Mr. Croker is, of course, expected to back Councilman Goodwin and Thomas F. Smith in their fight to elect Sheehan by a majority of opponents of the latter. But it would occasion no surprise if soon after his arrival the Tammany chief publicly disclaimed any instructions to reelect Sheehan, and let the interest of harmony direct that the squabble should cease.

Andrew J. Freedman has invited Mr. Croker to spend next Sunday with him at his Jersey coast cottage. The other Tammany leaders want him to go right up to Saratoga the moment he lands. Mr. Croker himself will decide on his arrival.

FIRST ACTUAL PHOTOGRAPH OF DEWEY SINCE HE ARRIVED IN EUROPE.



READY TO STRIKE ON NEW HAVEN.

Flat Threat by Railway Telegraphers in New England.

New Haven, Aug. 5.—Flat threats that all the telegraphers of the New York, New Haven and Hartford Railroad, the Boston and Albany road, and the Boston and Maine will promptly go out on a strike unless their demands are conceded were made to-day by Secretary John B. Cardinal, of this city, secretary of the National Federation of Telegraphers.

"All peaceful means to gain our requests have apparently been exhausted," said Secretary Cardinal. "We have polled the telegraph operators of New England railroads, and we have secured the necessary two-thirds vote to allow a strike in case we decide to order one."

"A meeting of the Executive Committee of the Federation of Telegraphers has been called to be held in this city in a couple of days, and then the final vote will be taken. President Powell, of the Federation, will come here then and a final effort at arbitration will be made."

"The dissatisfaction with the wages paid the telegraphers has been growing for some time, and on June 1 a committee of five went to Boston and led upon General Manager Chamberlain, of the Consolidated Road. Mr. Chamberlain refused to see us. We made regular calls at his office for two weeks. He persistently declined us admittance."

"President Powell then tried to see Mr. Chamberlain, but he, too, was refused admittance. President Stark, of the road, was next approached, and he, also, refused to see us. We have been denied recognition by the road, and we have laid the matter before the National Federation."

"We have assurances that if we strike we will be supported by the telegraphers in the big lines in New England. We are also assured that all the trainmen in New England, including the brakemen, conductors, firemen, etc., will support us in the strike."

"The telegraphers work from twelve to fourteen hours a day for smaller wages than the brakemen get, and we feel that we are underpaid. We shall fight our issues to the end."

\$10,000,000 IN GOLD CERTIFICATES ORDERED.

The Treasury Wants Them to Issue in Exchange for Coin if They Are Demanded.

Washington, Aug. 5.—The Treasury Department to-day made requisition on the Bureau of Engraving and Printing for the printing of \$10,000,000 in \$20 gold certificates. The Treasurer now holds many unissued certificates of the larger denominations.

It is the evident intention of the Treasury to be in a position to issue gold certificates freely for gold coin should the Fall movement of currency lead to a demand for gold certificates in exchange for gold coin.

While gold can be easily obtained in \$5 and \$10 pieces, the law restricts the issue of gold certificates to denominations of \$20 or multiples thereof. It is a debatable question, therefore, whether gold certificates will adequately meet the demand for money of small denominations.



The Admiral and the Lady.

[The picture of Admiral Dewey is the most recent one taken, and was secured by a Trieste photographer representing the Journal.]

THE upper picture shows Admiral George Dewey, in civilian dress, as he drove through Trieste on his way to call upon Miss Nellie de Martini, the only American girl living in that Austrian city. It is the only photograph of the Admiral in dress other than uniform taken since the battle of Manila Bay. The Admiral's companion in the carriage is Mr. Hossfeld, Consul of the United States. The lower picture is a portrait of Miss de Martini, the young woman upon whom he called. She interviewed the Admiral for the Journal upon his flagship, the Olympia, the day of his arrival at Trieste.

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NAPLES, Aug. 5.—Admiral Dewey, on board the cruiser Olympia, arrived in this port at 11 o'clock this morning and was greeted with the same enthusiasm that has marked his progress all along from Manila.

As the Olympia entered the harbor she exchanged salutes with the batteries and war ships. Enthusiastic crowds swarmed at every point from which a view of the cruiser could be had.

Soon after the Olympia reached her anchorage Admiral Dewey was visited

WHITNEY IN A ROW WITH A DECK HAND

Young Man Creates a Scene on Steamer Near Newport.

Newport, Aug. 5.—Harry Payne Whitney made an unpleasant scene this evening on the steamer Manatee, which runs between Narragansett Pier and Newport.

Whitney had been playing with the Meadow Brook polo team at the Point Judith Country Club, and was in his polo rig—boots, spurs, jockey cap and all. The steamer was loaded with Newport society folk, who had been at the game.

The boat having the largest load of the season, the purser, to guard against dishonesty, ordered one of the deck hands to guard the stairway leading to the upper deck where the society contingent had perched.

The first man stopped was James A. Burden, Jr., of Newport, who said he was paid for upstairs. The deck man would not let him pass.

Whitney, who was sitting outside, where he could see marched up to the boatman, and with menacing attitude ordered him to let Burden pass.

At the same time he remarked: "I want you to understand that I am H. P. Whitney, and I will have you and all other drunken employes on this steamer fired."

W. C. Eustis, the polo player, and other of smart set, rushed to the scene.

Whitney did not threaten violence, although he twice repeated his demand, while several employes of the boat gathered to reinforce their comrade. Burden, nevertheless, did not pass until his fare was received.

Whitney had previously tried to have the boat held an hour.

Last year Whitney had difficulties on the Manatee under similar conditions. The steamer is owned by the Hazard family of millionaires, who formerly controlled half of Narragansett.

(Copyright, 1899, by New York Journal and Advertiser.)

Justice Fitzgerald, in the Supreme Court yesterday, confirmed the report of the commission appointed to inquire into a Sheriff's jury into the mental condition of Mrs. Ida A. Flagler, the wife of Henry M. Flagler, of the Standard Oil Company.

Mrs. Flagler's estate is given as being worth \$1,375,000, and her husband, who is appointed by Justice Fitzgerald as conservator of her person and estate, is directed to give a bond of \$2,800,000 for the due performance of his duties.

Mrs. Flagler is at present and has for some time been an inmate of Dr. Carlos P. Macdonald's sanitarium at White Plains, N. Y.

Dr. Macdonald testified before the Sheriff's jury that Mrs. Flagler was suffering from chronic delusional insanity and intimated that she was persecuted.

WORST STORM OF THE YEAR WRECKS VESSELS, STRANDS EXCURSIONS

Fears Felt for Many Small Boats and Yachts Along the Long Island Coast, and 150,000 Pleasure Seekers Exiled at Nearby Resorts.

Lightning on Land Works Havoc in Long Island Towns—Race-Goers at Brighton Beach Put Into a Panic of Fear.

AFTER a day of fierce heat and insufferable humidity, there burst over the city and its vicinity, at 4:30 yesterday afternoon, the most destructive storm, considering its brevity, that has been known here for years.

It was a repetition of the phenomenal tornado of two years ago, caused by the meeting of two storm clouds, one moving eastward from the Jersey shore, the other westward from Long Island.

The shock seemed to centre over Coney Island, Rockaway, Avenne and neighboring resorts, and on Staten Island, though Brooklyn received a liberal share of its force.

Boats great and small were capsized in Jamaica Bay, and several Saturday afternoon fishing parties who went out before the storm are still missing. The life-saving crews at Avenne and other points along shore put out to the aid of those in peril.

Telephone and telegraph lines were blown down, and communication with many of the shore resorts was impossible up to a late hour.

Transit was also seriously interfered with, and word came from the Long Island shore last night that fully fifty thousand people were storm bound there and could not get home.

The trains on Staten Island were also blocked for some hours.

All told, there were probably 150,000 New Yorkers and Brooklynites who were detained at the different beaches last night.

The singular feature of the storm was that, though much damage was done to property by the lightning, there was only one death reported from that cause up to 10 o'clock last night.

Some of the escapes were miraculous.

HAVOC ALONG SOUTH LONG ISLAND SHORE.

ALONG the shore about Arverne, L. I., the heat all day had been intense, and when the clouds foretelling the storm gathered, people welcomed the sight of them.

At 4:30 the havoc began, and the half hour which followed was one of terror and of devastation.

The storm was the fiercest, all the old shermen agreed, which had been known about the bay within their recollection.

Boats great and small were tossed about in the bay like wisps. Frightened people watched from the shore yachts which the storm had rendered helpless several miles off shore, and the life-saving crews put off in hope of preventing the fatality which it was plain must follow.

When light some of them did not return, and the anxious people along shore whose friends had gone out on the water before the storm broke, were dumbly and nervously gazing at what had befallen.

Lightning's Work at Arverne.

At Arverne the lightning was fearful in its force and frequency. It splintered the flag staff on the central tower of the Arverne Beach hotel, and drove many of the guests half frantic with fear. Bay Ridge.

The Casino was flooded, and all the electrical apparatus which supplied the display on the lawn of the hotel was utterly destroyed.

The cottage occupied by Mr. Levy, directly opposite the hotel, was struck early in the course of the storm. The shingles were torn from the roof and sides of the house, but none of the occupants was injured.

Many other cottages in Arverne were damaged. Chimneys, conservatories and skylights were demolished.

The storm surprised hundreds of bathers while sport in the surf, and indescribable confusion reigned among them. On their return to the bath houses they found that their clothing had been drenched, and a multitude went to their homes dripping wet.

The streets were converted into lakes and rivers, and many of them were blocked with debris and uprooted trees.

Several Sloop Yachts Caught.

Three sloop yachts, some distance directly off shore from the hotel, were evidently capsized, and two others were wholly or partially dismantled.

The life-saving crew at Arverne put off to their aid. While they were hurrying to the rescue of the men on the overturned craft, the shore men were not able to make out the unfortunate boats, but said they were Jamaica Bay craft.

Much Wreckage at Rockaway.

At Rockaway much damage was done. Buildings were stripped of their signs, blinds and everything else that was movable.

Pavilions all along the beach were wrecked.

Telephone and telegraph wires all along the shore were put out of commission, and at many points all communication with the rest of the world was destroyed.

The centres of information were broken up. The bay was strewn with drift and wreckage, and many capsized sailboats and rowboats could be seen just before daylight came.

The crew of a Brooklyn train rescued four men and two women, members of the Enterprise Fishing Club, whose sloop was wrecked against the trestle at Beach Channel. They also rescued several fishermen who had been capsized and who were clinging for dear life to the timbers of the wreck.

Some Fishing Parties Missing.

Several fishing parties were reported as missing. They had gone out before the storm, and at dark no word had been received from them. The anxiety their absence caused and the grim fear of what might have befallen them added to the confusion which reigned last evening at resorts all along the shore.

Dr. Macdonald testified before the Sheriff's jury that Mrs. Flagler was suffering from chronic delusional insanity and intimated that she was persecuted.

der the starboard-quarter of the Hamburg-American liner, Pretoria, at anchor in the Narrows.

That overhanging stern of heavy plate steel snapped the masts of the schooner as if they were but candle clips, and the anchor lashing over her starboard bow smashed a hole large enough for a horse to enter.

George Ludwig, a Norwegian seaman, who was out on the bowsprit, gathering in the jib when the shock came, was brushed overboard and seen no more.

His mate, William Miller, jumped barely in time to save himself and the next minute the Grant emerged from under the stern of the Pretoria, a hopeless, battered wreck. The Pretoria suffered little damage, and at 5:40 p. m. she proceeded on her voyage to Hamburg. The weather had cleared by that time, and the eyes of a hundred passengers on the great liner gazed at the dismantled hull of the Henry H. Grant as the steamship swept on her way through the Narrows.

Not once had the schooner been halted from the Pretoria's deck. No offers of assistance were made by the Hamburg liner. Kept aloft by her cargo, the schooner lay at anchor until the tug A. K. Carter sent a hawser aboard and towed her to the Bals of Congress Pier, Bay Ridge.

Relief from Journal Tag.

The Journal's tug C. P. Raymond found her there fast in the mud, with her cabin awash and her broken masts and rigging lying in confusion on the lumber that had been piled up so high there had been barely room for her to move.

There are 254,000 feet of lumber in that craft, and the water is up to her deck beams," he said. "We are from Norfolk, and we are going to New York this afternoon there was a fair wind blowing from the south, and we came up the channeled under full sail."

"Just before we reached Fort Widworth we passed the Pretoria on our port beam, and so close aboard of us that we had to hold the jib and jam the wheel hard astern to avoid a collision. Heavily laden though she was, the schooner obeyed her helm, and we slid past the Pretoria without trouble. She must have anchored a few minutes after this, just south of the fort."

"It wasn't five minutes after that when we saw the small coming, and I wore ship and sent down at the helm and the sail. I knew it wasn't any trying to face that squall. It was coming down on us from the northwest and carrying with it a cloud of mist and spray, no stars, full and run for it was our only chance, and I took it. Who could tell that that blessed big steamship was going to anchor right in the channel?"

Order Was Fatal to These.

"George Ludwig and Bill Miller were sent out on the bowsprit to gather in the head sails, and my four other men had their hands full taking care of the other canvas. That squall struck us the next minute, and sent us shooting through the Narrows toward the open sea."

"It was so thick then that I could not see the length of the Grant, and the wind was blowing like forty demons. We were bowling along before it. I never knew of the presence of the Pretoria until one of the men on the bowsprit—the big boy, Miller—shouted that a big black steamship was ahead of us, right in our course."

"There was no time to change the Grant's course, and no chance to do so if we had time. The squall had us, and hardly had I seen that great mass of steel looming before us, when the schooner ran under her starboard quarter. I had jammed the helm to starboard with the hope that she would swing clear, but it was useless. The masts went like so many million stalks, and the anchor, jamming between the schooner and the steel center of the Pretoria, tore a hole in our starboard bow."

"I never heard or seen after we rushed under the overhanging stern of the liner. I think he must have been knocked overboard by the wind, without even a chance to mutter a prayer."

"We never heard a sound from the Pretoria. They did not see the wreck, and emerged through the water. I sent down the port anchor—the other had been snatched up by the Pretoria—and we lay there until the Carter picked us up. I've been in this schooner twenty-one years, and never had an accident so bad before."

"I had a yell from Miller, but Ludwig was in the cabin when the mizen mast went, and no one on the schooner suffered except Ludwig and Miller."

SCHOONER IS SWEEP
UNDER STEAMER'S BOW.

In the clutch of the squall and driving before it, helpless under bare poles, yesterday afternoon, the American three-masted schooner Henry H. Grant was buried un-

der the starboard-quarter of the Hamburg-American liner, Pretoria, at anchor in the Narrows.

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