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Glance at This:

Yesterday's papers printed reading matter as follows:

The Journal	91	Columns NEWS, 6	Columns CABLE
The World	79	"	"
The Tribune	75	"	"
The Times	61	"	"
The Herald	55	"	"
The Sun	51	"	"

The Journal Leads All Papers in Enterprise.

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PRICE ONE CENT.

THIRTY MILLIONS SAID TO BE MISSING.

Serious Deficiency Found in the Funds of the Baltimore & Ohio.

No One Seems to Know Where the Money Has Gone, and the Books Give No Light.

Reorganization Committee of the Company Balked by the Alarming Discovery.

AN INVESTIGATION MAY FOLLOW.

It is Not Believed That Ex-President Mayer Profited by Any of the Transactions—The Floating Debt Increased.

By Julius Chambers.

Washington, April 20.—The Reorganization Committee of the B. & O. Railroad Company has struck a snag.

The sum of \$30,000,000 is missing and nobody is yet able to tell where it has gone. The committee cannot proceed any further in the direction of getting that great railway system out of the hands of the receivers and the courts until the mystery of the disappearance of this enormous amount of money is cleared up. This statement is based upon the authority of one of the most prominent business men of Baltimore. He had the information, he states, from one of the members of the Reorganization Committee, who went to him for advice in the premises. The committee, he alleges, discovered that from 1888 to the date of the election of Cowan as president of the company fully \$30,000,000 of the Baltimore & Ohio securities were disposed of without reports of the transaction or transactions being made to the treasurer of the company. Of this amount the floating debt was increased, by a cause as yet unexplained, from about \$3,500,000 in 1888 to about \$16,000,000, a total of about \$12,500,000 at the date of the last annual report in 1895, while as regards the remaining \$16,500,000, it is shown by the authorized statement below that up to this time there has been nothing whatever learned as to what became of a good portion thereof.

It is alleged that from the total sum of \$30,000,000, probably \$9,000,000 has been taken from the company without giving any value whatever therefor. It is also alleged that so far there have been discovered no records of these most important transactions during the seven years covered by the administration of Mr. Mayer, and it is further alleged that either no books concerning them were kept or that they have been placed where the committee has not been able to see them.

Upon learning this state of affairs the members of the committee decided that the whole truth must be brought out, and they have determined to sift the matter to the bottom, let the blame fall where it may. It is stated that no one who is cognizant of the committee's views on the matter believes that ex-President Mayer profited to the extent of a dollar by what took place as the result of the deals made, or that he knew of what really was going on.

It is not claimed that the twelve and a half millions of increase of floating debt represents the loss of that amount by the Baltimore & Ohio, but it is stated to be the opinion of the members of the reorganization committee, as it is also alleged to be the belief of bankers who are conversant with Baltimore & Ohio affairs, that in the neighborhood of \$3,000,000 has gone astray.

COMMITTEES IN HARMONY.

Despite reports to the effect that there is a want of harmony between the members of the New York Committee of Reorganization and the members of the Baltimore committee, it can be stated that a perfect understanding exists between the two committees, and that the determination has been reached between them that the Baltimore and Ohio system is too valuable a property to be allowed to become disintegrated, and that it must be kept intact at all hazards.

It is stated that there are a number of bondholders of the road who would be glad of the opportunity to go into court to close their mortgages and compel the dissolution of the system, but as fast as the coupons become due their payment is promptly met. The money for some of these coupons, it is said, has been furnished by J. Pierpont Morgan & Co., but Brown Bros. & Co., Speyer Bros. and one of the large trust companies, all located in New York, are also stated to be interested, and each takes its turn in coming forward with the necessary funds.

A few weeks ago there was an impression that the Baltimore and Ohio receivers could make some sort of a deal by which the Wabash road, through George Gould, would come to the relief of the Baltimore and Ohio, but much as this plan would have pleased certain large holders of Baltimore and Ohio stock, the idea has, it is said, been abandoned.

A member of the Reorganization Committee stated yesterday that "the published reports since 1888 made to the stockholders of the Baltimore & Ohio Railroad Company do not furnish much of the information that is now requisite in order to devise a plan of reorganization, which can be recommended as promising lasting benefit, and as just to the holders of bonds and stocks, concerning the operations of the company during the past seven years. It is obvious therefore that if any plan were based upon the present condition of the company, without obtaining full and accurate knowledge of the causes which have been operating throughout those seven years and which have finally resulted in the present disaster, such plan would not only be rash and incomplete, but liable itself to misfortune in the future."

SOME SIGNIFICANT FIGURES.

The bare facts that from 1888 to 1895, as known by the annual reports of the com-

pany, the rolling equipment not included in the car equipment trust, decreased in value \$1,820,933; the engines decreased in number from 684 to 502, and the cars of all classes were in the aggregate 4,088 less in number in 1895 than they had been in 1888, while during the same period the cost of road only increased to the extent of about \$890,000, are of themselves sufficiently important and significant.

"But when they are considered in connection with the further facts—some of which do not find a place in the published reports—that between September 30, 1888, and March 1, 1896, the floating debt has increased from about \$3,500,000 to about \$16,000,000, and the common stock was increased by the sale of 50,000 shares, producing about \$5,000,000; that \$3,500,000 of terminal bonds were negotiated in 1884; that 14,100 shares of the Western Union stock were sold for about \$1,100,000; that a large amount of the stock of the Baltimore & Ohio Southwestern system was sold, producing, it is said, more than \$2,000,000; that the surplus earnings of the company, as its reports indicate, have amounted to about \$6,000,000; that the consolidated mortgage 3 per cent bonds outstanding increased in amount \$7,701,000; that the sinking funds decreased by about \$1,000,000; that as against all this during the same period the company paid off \$9,310,000 of its bonds and \$1,750,000 of its car trust obligations, and that since 1888 \$3,000,000 of equipment bonds were issued, of which \$1,000,000 have been paid—when these things are considered, it must be conceded that a complete investigation is necessary."

BIG HORSE IN TWO STORES.

Knocks Down a Woman and Creates Excitement in Third Avenue Before It Is Caught.

A horse, crazed with fright, ran up Third avenue last night knocking down several pedestrians and wounding up its escape by forcing its way into two stores, where it upset goods and caused much damage. The animal, which is a big bay, belongs to C. C. Hendrickson, of Huntington, L. I., and was being taken from Tattersall's to Huntington. C. E. Brown was leading it along Third avenue when, at Twenty-fourth street, it became frightened by a cable car. Brown tried to hold the horse, but it got away from him and, running down the street, knocked down Miss Maggie Fuller, twenty-eight years old, of No. 531 Third avenue. Brown tried to catch the horse, but it knocked him down and, dashing across the sidewalk, bolted into Henry Kattenhorn's grocery store.

The frightened employes had to drive the big animal out, and it finally plunged through the store window, scattering all the goods and breaking an iron bar outside. The bewildered creature then entered a dentist's store next door, scattering roses all over the floor. Nobody was hurt. After its reappearance in the street, Brown, with the aid of F. Jose, of East Thirty-fifth street, seized the horse and held it. The animal was only slightly hurt. Miss Fuller was severely bruised on the right leg and body. Brown was cut and scratched. Both were attended by a Bellevue Hospital ambulance surgeon. When his wounds were dressed Brown continued his trip to Huntington with his horse.

FOUND THE GRAVE EMPTY.

William Rogers' Son Learns That His Father's Body Was Stolen Eight Years Ago.

William Rogers, of Paterson, N. J., died eight years ago in July. The authorities would not permit the family vault in the Methodist Cemetery to be opened, and so William Rogers was buried in the Presbyterian Cemetery on Sandy Hill.

Saturday the dead man's son, William J. Rogers, a Paterson public school principal, and his brother-in-law, Levy Van Blasco, went with laborers to the Presbyterian Cemetery to remove the body from the grave to the vault. They found the coffin splintered and empty, and from its condition concluded that the body had been stolen soon after burial.

Mr. Van Blasco said yesterday that when the vault was built he opened the grave of his mother, that her body might be placed there. Her coffin was found broken and the body was missing.

WILL RESIST THE BURDEN CHARGES.

Highest Legal Talent Has Been Employed by One of the Alleged Robbers.

Has Arthur Newton, Credited with Having Freed Many Famous Prisoners.

Attempt Will Be Made to Whitewash Turner at the Expense of Dunlop.

CLEVER REPUTATION OF EVIDENCE.

Counsel of the Accused Claims to Have an Answer to the Accusation—Interesting Interview for the Journal.

By Julian Ralph.

London, April 20.—The fact that some of the jewelry found in Dunlop's possession bears Burden's initials is sufficient proof, coupled with attendant circumstances, that it is part of the proceeds of the great robbery and will prove damning evidence against this prisoner.

I had an interesting interview to-day with Arthur Newton, Turner's solicitor. Mr. Newton has been engaged in several big cases of interest to the people on your side of the Atlantic, one being that in which three Americans were charged with stealing several thousand pounds worth of notes and gold from a bank clerk on Lombard street.

His ingenious defence succeeded in reducing the charge of crime to that of misdemeanor.

Mr. Newton also successfully defended a man named Ashforth, charged with stealing many thousands of dollars in Brooklyn. He got his client off on the ground that the offence was committed before the extradition act was passed with America. He likewise defended Taylor in the Oscar Wilde case and Arton in the recent proceedings.

EXPERT EXTRADITION LAWYER.

From this it may be judged that Mr. Newton is quite an expert in extradition law. I found him quite hopeful as to the issue of the affair. He believes he has a complete answer to the charge, so far as his client is concerned, and complains of the reports which appeared in the London papers to the effect that the missing jewelry was traced to the possession of the accused man. As a matter of fact, he says, not a particle of the property was found in his client's possession.

"Turner's brother-in-law is a most respectable man," continued Mr. Newton, "and it was while lodging with him at Klug's Arms he renewed the acquaintance with Dunlop, whom he, of course, knew well through their having been together in Burden's employ. Still, at the time of the robbery, Turner was not in America. For the last six years he has been in thoroughly respectable employment, as manservant in the houses of various gentlemen in the highest positions in London.

"The evidence given in Marlborough street last Friday was to the effect that all of the missing jewelry was in possession of Dunlop—a portion of it in his pocket and the remainder in his luggage at the lodgings.

"When the rooms were searched a large trunk belonging to Dunlop was found broken and the body was missing.

Continued on Second Page.

WELCOMED HOME HIS WANDERING BRIDE.

Young Mrs. Clason Came Back Yesterday to Her Husband of Ten Days.

Guests Were Gathered to Receive Her as Though She Had Not Disappeared.

Programme of the Reception at Which She Failed to Appear Quietly Carried Out.

SHE HAD BEEN AT SCARSDALE.

Distracted Bridegroom Notified by a Letter from Her of Her Whereabouts. Her Mind Temporarily Unbalanced.

The bride of Hans Clason returned to her home in Stapleton, S. I., last night, and was welcomed by the guests, who, on Saturday, met to greet her and found she had mysteriously disappeared.

There was no effusive welcoming, no questions asked, no explanation expected, but, as considerably as could be done, the young woman who has puzzled the police and mystified her friends, was treated as if nothing extraordinary had happened, and the reception had been postponed for some commonplace reason.

She has been at Scarsdale, near White Plains, since she disappeared on Saturday, and her return was brought about by a letter which she sent her husband. The reason given for her absence is that she was ill, but the explanation is shrouded in such mystery that instead of quieting comment it increases the interest.

In Stapleton yesterday, when it became known that Mrs. Clason, the wife of ten days, who had left her home on the eve of her first reception, had been found, the news travelled quickly and the search for the missing woman was stopped.

ALL THE TOWN EXCITED.

The whole town was interested, for her father, Charles F. Zentgraf, the paper dealer at No. 71 Duane street, is one of the richest and most popular men of Stapleton, his mansion on Boyd's Hill is one of the finest on Staten Island, and, besides, Mrs. Clason, herself, as Miss Zentgraf, was well known and well spoken of.

She is tall, with blond hair, blue eyes, red cheeks and has the best of taste in the selection of her gowns. She has been in Europe several seasons, and was educated there. Her husband, Hans Clason, who was a lieutenant in the Twenty-fifth Artillery of the Prussian Army before coming to America, is not so well known. He had been engaged to Miss Zentgraf a long time, and their marriage was made romantic because it was on the silver anniversary of the wedding of Mr. Zentgraf gave his daughter a most exquisite adjoining his own mansion, and it was in this place that the reception was to be held on Saturday when she disappeared.

A LETTER FROM HIS WIFE.

Yesterday afternoon the husband received a message by telephone from this city informing him that there was a letter for him in his office, addressed in his wife's handwriting, and sent from Scarsdale. He ran all the way to the depot to catch a train, and when he reached here learned from the letter that his wife was at Scarsdale. He and his father-in-law went after her, and they reached their home in a carriage at 9:30 last night. They were greeted at the gate by Mrs. Zentgraf, the young woman's two sisters, and the friends who were at the reception, so happily reconvened to reassure Mrs. Clason.

The young woman seemed to be very much excited, and hastened through the door to her home. Her mother said she had been ill and had left home while temporarily out of her mind.

"She has friends at Scarsdale," said Mrs. Zentgraf, "and I suppose she was with them. There was no trouble between her

Continued on Second Page.

DUCHESS TO MAKE HER ROYAL CURTSEY.

Her Grace of Marlborough Will Shine at the Next Drawing Room.

To Be Presented to the Queen in a Most Magnificent Gown.

Silver and Gold Embroidery on the Train Alone Worth a Small Fortune.

BLENHHEIM SERVITORS COMPLAIN.

All Retainers Employed in the Historic Palace Must Be Clean Shaven—The New Order Regarded as an Importation from the States.

By Julian Ralph.

London, April 20.—The Duke and Duchess of Marlborough evidently intend to take the position in society to which their rank entitles them, and which by their wealth they are enabled to maintain in all its glory.

The news about them to-day, both pub-

lished and unpublished, comprises a greater budget than that which concerns any other persons, not excepting the Queen herself.

The news which is most interesting of all follows. It appears in all the evening papers: "Among the ladies to be presented at the forthcoming drawing room is the young Duchess of Marlborough, whose presentation dress will exceed in magnificence anything seen at court for many years."

"The silver and gold embroidery on the train alone is reported to be worth a small fortune."

The second in interest of the published items is the news that His Grace has accepted the Presidency of the National Orthopedic Hospital, and that, accompanied by the Duchess, he will presently preside at a festival dinner at the Hotel Metropole in London.

EMPLOYEES MUST BE BEARDLESS.

The most singular news of all, however, has not yet found its way into the papers. It drifts to London from Blenheim and will see the light of print for the first time in the Journal. It is to the effect that a great sensation has been created among the extensive force of Blenheim Palace retainers over a recent edict that all men on the palace rolls must be clean shaven.

It seems that there has never been any rule regarding hirsute facial adornment during this or any other recent dual reign, consequently no order or system or style has been observed in facial fashions among the score of retainers employed in the historic halls.

Of the older servants some wore beards, some exhibited neatly cultivated sideburns and some were plain as eggs.

Among the younger retainers were many

pairs of dashing military moustachios, suggestive of early days of the family when the first John Churchill surrounded himself with fighting men, who shared the perils and glory with him of the wars across the Channel, but every man now is as devoid of, and in some cases even more devoid, the cheap luxury of hair on their faces than even the women, who serve with them.

Visitors notice to eye and ear within the Palace and park no sound of murmuring against the new rule, but let the tourist halt for half a day in the neighboring village of Woodstock, when from every shop and stall and public house is heard a loud echo of the servants' complaints. It is so long since retainers have been obliged to follow the swagger custom of ancient English aristocrats of surrounding themselves with smooth faces, that these isolated, rural servants actually fancy that the new rule is some strange importation from the United States, and they put all the blame on the young New York Duchess, whose glorious burst of popularity has thus become slightly dimmed.

NANSEN REPORT UNTRUE.

A Russian Government Agent's Investigations Disprove His Rumored Discovery.

London, April 20.—The Daily Graphic will to-morrow publish a dispatch from Christiania saying that the Governor of Yaktuk reports officially that the inhabitants of Ust-Yansk have not heard anything about Dr. Nansen, the Arctic explorer, who was recently reported to be returning after having discovered the north pole.

The Governor adds that the ivory seekers on the New Siberian Islands did not see any ship between May and November of last year.

The above dispatch pretty effectually disposes of the report that Dr. Nansen was returning to civilization after making a discovery that has so long baffled so many explorers.

The rumor of Dr. Nansen's return came from Ust-Yansk, near the coast of the Arctic Ocean, east of the Lena delta, and the trading post nearest to the New Siberian Islands. An official was dispatched some weeks ago from Yaktuk to Ust-Yansk to inquire into the truth of the report, which was circulated by a Siberian trader named Kouchparoff, an agent for Dr. Nansen.

Kouchparoff informed the Prefect of Kolyuk that he had received information that Dr. Nansen had reached the north pole, where he had found land, and was on his way back, but no details could be had. Hence the Russian Government sent a man to make inquiries, and the official report from the Governor of Yaktuk, in which province Ust-Yansk is located, presumably contains the result of this government agent's investigations.

LEE GETS ADVICE FROM CUBA.

Friends There Warn Against His Going Until the Rainy Season Is Over.

Washington, April 20.—Fitzhugh Lee's friends are afraid to have him go to Cuba on account of yellow fever. He could not take refuge in the mountains, because hundreds of American citizens are clamoring for protection and repatriation from Spain. Friends of General Lee who have been long residents in Cuba are said to have written to him, strongly dissuading him from attempting to take up his duties until the rainy season is over.

GOVERNOR SIGNS THE BICYCLE BILL.

Wheelmen May Now Check Their Machines as Baggage On All Railroads.

Chauncey M. Depew Says the Legislators and Mr. Morton Were Scared into It.

No More Legitimate Than It Would Be to Make Clothing Stores Give Free Suits.

WILL TEST IT IN THE COURTS.

Previous to the Measure Being Signed Chief Consul Potter Writes a Scathing Letter to the Great Railroad President.

Dr. Chauncey M. Depew was not surprised when informed last night that Governor Morton had signed the bill.

"The bicycle riders want 20,000 bicycles out and scared the members of the Legislature almost to death," he said. "They felt that life would not be safe if they did not pass the measure, and they made the Governor think the same way."

"A wheelman would refuse to vote for Governor Morton for President if he had failed to sign the bill would be a man with a head as empty as his tire."

"We opposed the bill because we could not afford to carry wheels free. It will require extra trains and extra hands."

"I am going to have another bill introduced compelling clothing stores to furnish riders of bikes with a costume free. The penalty for refusing to furnish suits free will be State prison, and a provision will compel bicycle manufacturers to furnish wheels at actual cost."

Albany, April 20.—Bicyclists can now check their wheels as if they were trunks. The Armstrong bill, making bicycles baggage on railroad trains, was signed by the Governor at 5 o'clock this afternoon. Up to the last minute it was thought that the Governor would either veto the bill or insist upon its withdrawal by Assemblyman Armstrong for the purpose of having it amended.

It is generally understood that Governor Morton is of the opinion that this legislation is bad in principle and was desirous of having Mr. Armstrong withdraw the bill so that bicycles could be charged for by railroads in this State at a rate of two mills a mile.

While there was no passage at arms between the Governor and Assemblyman Armstrong, as there was between the Executive and Assemblyman Robbins over the Anti-Cool Trust bill, Mr. Armstrong early announced that he would not consent to a withdrawal of the bill.

Shortly after the bill was signed, L. D. Potter, chief consul for the E. A. Yonkers, called upon the Governor and thanked him in the name of the wheelmen of the State and procured the pen with which the bill was signed.

More than 700 telegrams and letters from wheelmen from every part of the union were received by the Governor, asking him to make the bill a law. S. J. Flinckle died a brief, urging the veto of the bill.

OPPOSED BY MR. DEPEW.

The most serious opposition the measure met with was furnished by Chauncey M. Depew, acting as president of the New York Central road. Mr. Depew contended that the bill was unconstitutional and cited the fact that a short time ago the Legislature passed a bill making a bicycle a vehicle, and now proposed to make the bicycle a piece of baggage.

What Mr. Depew particularly objected to was the holding the railroad companies responsible for any damage done to wheels in transit. In view of the overwhelming approval from citizens which the bill has met, it is said Mr. Depew explained to the Governor that he would not object to the signing of the bill, but that the Central road would immediately test the constitutionality of the new law by an appeal to the courts.

The text of the bill is as follows: "An act to amend section 44 of the Railroad Law relative to the transportation of baggage."

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 44 of chapter 565 of the laws of 1890, known as the Railroad Law, is hereby further amended to read as follows:

Checks for baggage, a check, made of some proper metallic substance of convenient size and form, plainly stamped with numbers and furnished with a convenient strap or other appendage for attaching to baggage, shall be affixed to every piece or parcel of baggage when taken for transportation for a passenger by the agent or employe of such corporation, if there is a handle, loop or fixture therefor upon the piece or parcel of baggage, and a duplicate thereof given to the passenger or person delivering the same to him.

If such check be refused on demand the corporation shall pay to the passenger the sum of \$10 and no fare shall be collected or received from him; and if he shall have paid his fare it shall be refunded to him by the conductor in charge of the train.

WHEELS SHALL NOT BE DELAYED.

Such baggage shall be delivered, without unnecessary delay, to the passenger or any person acting in his behalf, at the place to which it was to be transported, where the cars usually stop, or at any other regular intermediate stopping place upon notice to the baggage master in charge of baggage on the train of not less than thirty minutes, upon presentation of such duplicate check to the office or agent of the railroad corporation, or of any corporation, over any portion of whose road it was transported.

Bicycles are hereby declared to be and are deemed baggage for the purposes of this article and shall be transported as baggage for passengers by railroad corporations and subject to the same liabilities, and each passenger shall be required to create, cover or otherwise protect any such bicycle; provided, however, that a railroad corporation shall not be required to transport under the provisions of this



The Latest Picture of the Duchess of Marlborough.



THE RETURN HOME OF MRS. CLASON WITH HER HUSBAND.