GAMBLING WITH SHELLS WHILE POLICE LOOK ON.

In Chatham Square a Light Fingered Sharper Wins Money at the Rate of $500 an Hour.

OPEN GAME ON THE STREET

If You Are Prepared to Make Big Wagers You Can Play, but Your Chances of Winning Are Small.

Have you lost any money in the shell game that is being conducted during the busiest hours of the day in the centre of Chatham square in full view of everybody who passes that way?

I saw about $2,000 wagered in less than one hour yesterday afternoon and I am satisfied that the man who manipulated the "skin game" counted as profits during that time at least $500. If he only has as good luck for two hours each day and keeps up the average his winnings must be at the rate of $6,000 a week, not counting Sundays.

The following letter reached the office of the Herald yesterday:—

TO THE EDITOR OF THE HERALD:—
Can you open the eyes of the police in and around Chatham square? Every day for the last two months the shell game is being worked on the open thoroughfare. It seems a shame and disgrace that such a thing should be allowed to go on and people fairly robbed in the streets. AN ONLOOKER.

I had no trouble in locating the game. I found it in full blast almost in the centre of Chatham square, just below the junction of the Second and Third avenue "L" roads. The crowd was half hidden by the

TRYING TO FIND THE LITTLE JOKER.

hacks standing about, but was on the edge of the main thoroughfare through the centre of the square.

Probably twenty people, all of them bettors, crowded about the shell man. Those who simply stopped from curiosity were soon spotted and elbowed to the rear.

HOW YOU LOSE.

Imagine a man with a canton flannel covered board a foot long and half as wide suspended from his neck and on a level with his waist. On this are three halves of large English walnut shells, with the open side down. A small black ball about as big as a large pea completes the outfit. It's the little joker of the game.

The dealer, who may or may not have confederates, just as circumstances may permit or demand, took this ball in the ends of his fingers. There was nothing deceptive about this that I could see. He placed the ball under the shell.

"Ten dollars to five," he said to a shrewd looking man on his right, shifting the shells as he spoke, and by an almost imperceptible motion, it was so swift, adroitly transferring the little ball to one of the other shells. Chain lightning is slow compared to that man's fingers. But a "capper" was betting and of course he won.

Then betting became brisker and even a poorly clothed young fellow stopped and was drawn into the gay vortex of bettors. First time he loses five and bets ten to get square. He wins and visions of sudden wealth open up before him. He is sure he knows which shell the little ball is under and offers to bet $10.

"Won't bet less than $20," replies the gambler.

The player thinks it is sure and that the shell man is trying to bluff. They look each other in the eyes. The young man reaches into his pocket for another $10, in the excitement of the moment releasing his firm grip on the "certain" shell; gambler still looks him in the eye but with his hands shifts the shells. The young man loses but plays on to get even.

He finally stopped when all his money was gone and told me between tears that he had lost $105.

THE SMART YOUNG MAN.

In contrast to him was a smart young man who knew the game could be "beaten" by standing a trifle in the rear, beside the dealer, and seeing the inside of the man's hands when he shuffled the shells. He was losing one or two bets meanwhile, and then got excited as well as elated. The dealer kept cool and had gradually worked around until the smart young man was in front. Soon he had all the money the young man had, $58.

The only reasonably sure player was a well known Third avenue saloon keeper. When he had chosen his shell he would turn to me and say "put your hand on that," signifying the shell, "and please don't remove it until I tell you." He won $50 with only two losings and then stopped, showing that his judgment was infinitely superior to the smart young man's.

It took only a few seconds to make a play and for twenty minutes of the hour I looked on at least four bets averaging $10 each were made each minute. I saw only one man whom I knew was not a "capper" win. All the others lost. As a game of "now you see it and now you don't" the don'ts predominate to such an extent that the chances of the bettor quitting winner on the shell game seem as about one to a hundred.

SOMETHING ABOUT THE BANKER.

The banker was a man about thirty years old, of medium height, with a dark complexion and brown mustache. He wore a derby hat, chinchilla overcoat and dark striped trousers. Bettors told me that this same man had played his game daily for two months in Chatham square. If he became for a time afraid of the police he transferred himself and the shells to a corner on Broadway adjoining the Astor House, and one day he made bold to start his game right in front of the Herald building.

During nearly all the time the betting was going on yesterday afternoon a policeman stood admiring his freshly polished shoes just across the square at Mott street, and the crowd and the gambler did not seem to disturb his repose in the least.

Policemen along the Bowery whom I questioned as to whether they had heard of the big game down in Chatham square professed ignorance with one exception. The exception said he had heard the game had been going for two months but scouts were posted at various points on all sides who signalled the principals when the police were seen coming. When the blue coats arrived the crowd had scattered or at least the game was not in operation and no proof could be obtained. In several instances, recently, complaints had been made to the police and "shell" men had been arrested, but in each instance the thieves had bought off their prosecutors and escaped conviction. The policeman was certain that if a man from Police Headquarters who was not known was assigned to the work he could soon stop shell gambling on the Bowery and Broadway. He should participate in the play, then arrest his man and one or two other players as witnesses, thus making a clear case.

OBITUARY.

FREDERICK FOLLETT.

Mr. Frederick Follett died at his home, No. 231 West 135th street, on Sunday at the age of eighty-seven years. He was born at Batavia, in this State, and from 1820 to 1830, with his brother, Oran Follett, conducted the *Spirit of the Times*, a weekly newspaper, published in their native city. Frederick Follett was considered the oldest living journalist in this State, while his brother, who is now ninety-three years old, is the oldest living journalist in the State of Ohio. Frederick was Postmaster of Batavia, and represented his district in the Assembly several terms. He was Canal Commissioner from 1849 to 1856. He was on General Houston's staff during the Mexican War, and was slightly wounded at the battle of Alamo. He was appointed by the Secretary of the Interior, in 1859, to divide the sum of $17,000 among the Pouswanda Indians, which amount was awarded them when the tribe was moved to a new reservation. He was made a chief of this tribe of Indians and was named by them O-Ware-a-Go, meaning Floating Island. He was warden of the General Commandery Lodge, No. 10, Knight Templars, having joined the order many years ago, and was a member in good standing at the time of his death. He was a leading member in St. Ann's Episcopal Church of this city for a number of years. At the time of his death he was employed in the Custom House, having had charge of the bonded warehouses for several years. He was married in 1826 to Sarah Sutherland, since dead. He leaves three sons. The interment will take place in Troy, the funeral being from his residence to-day.

CAPTAIN JOHN M'GOWAN.

Captain John McGowan, of the Revenue Marine Service, eighty-six years old, died Sunday night at No. 1,071 Elizabeth avenue, Elizabeth, N. J. He went to sea in 1819 as mate of the ship Henry, of Philadelphia, and was appointed a lieutenant in the Revenue Marine Service by President Jackson in 1831. He was transferred to the navy in 1841 and was lieutenant of the ship Forward on duty at Vera Cruz and on the Rio Grande. He participated in the attack on Alvarado under Commodore Conner, and in other important engagements in the Mexican War. He commanded the famous steamship Star of the West, which was chartered to take soldiers to the relief of Fort Sumter. The vessel had neither armament nor protection from the batteries and was without orders to go under fire. As she entered Charleston Harbor January 9, 1861, the shore battery of the rebels opened fire. Captain McGowan kept on and signalled for encouragement from Fort Sumter, but none was given. To lie under the guns of Fort Moultrie and be sunk was suicidal, so the Star of the West was turned back to save the lives of the crew, which act of Captain McGowan's the government approved. The fact that open hostilities had not been declared was General Anderson's reason for not returning the fire. Thus Captain McGowan received the first shots fired in the rebellion. He was engaged in service throughout the war. He retired in 1882, after fifty-three years' service.

DR. CUNO DIX.

Dr. Cuno Dix, a well known dentist residing at No. 355 East Forty-ninth street, died suddenly of heart disease in Himmelsbach's restaurant, No. 955 Third avenue, on Sunday. He was reading the *Fliegende Blätter* when suddenly his head fell back. Drs. Kudlich and Arcularius, living in the neighborhood, were called in, but they pronounced him dead. Dr. Dix was in his seventieth year and a native of Berlin. He was the son of a jeweller, received his education in England and then returned to his native city, where he practised medicine. He became involved in the German revolutionary movement of 1848 and when the government triumphed he was forced with other kindred spirits to flee from the country. He and Carl Schurz were companions on a sailing vessel bound for America. Soon after landing in America, Dr. Dix secured employment in Minnesota with the Union Pacific Railroad Company. Thirty years ago he came to New York and ever since practised dentistry here. He leaves a widow and four children. The Arion Society, of which he was a member, will conduct the funeral services in their club house to-day. The body will be cremated at Fresh Pond, L. I.

ELIAS B. WATROUS.

Mr. Elias B. Watrous died Sunday at the home of his son, De Witt Watrous, No. 365 Lewis avenue, Brooklyn. He was a descendant of the first three colonial Governors of Connecticut. He was born in New London, Conn., July 30, 1805, and passed his early years in Black Hall, the manor house of his mother's family, the Griswolds. He came to this city in 1823, and after serving several years with the China firm of James Drummond & Co. bought out the firm of Churchill, Sands & Co., in the same trade. He made his home in Brooklyn in 1839. He became interested in real estate years ago, and at one time his possessions in Brooklyn were valued at $1,000,000. He married Margaret Price, a member of an old Knickerbocker family. Mr. Watrous was a member of the old Cedar Street Church many years. He leaves five children, twelve grandchildren and one great-grandchild.

JOHN L. DODGE.

Mr. John L. Dodge died at his home in Newburyport, Mass., yesterday morning. Mr. Dodge had been in rather poor health some time, but it was not until about a week ago that his illness assumed a serious phase. He was the oldest of a well known family of shoe manufacturers of Newburyport, one of whom, Elisha P. Dodge, is the present Mayor. At the time of his death Mr. Dodge was connected with his two sons in the firm of Dodge Brothers. Mr. Dodge was by profession a civil engineer and for many years was a member of the engineering department of New York State. Going to Newburyport twenty years ago he became interested in shoe manufacturing. He had been a member of the Common Council and of the Board of Health, and was one of the Water Works Commissioners when that body was in existence. He leaves a widow and two sons, C. L. and H. D. Dodge.

GEORGE HALL.

Ex-Alderman George Hall died at his home, No. 181 Forsyth street, last night. At the election in the fall of 1889 he contracted a severe cold, which developed into consumption. The disease was further developed when he overworked himself at the last election. Mr. Hall was born in Duane street in 1842, of Irish parents. For a number of years he was in the retail hat business, but gave this up to manage Hall's Hotel, at Park row and Duane street. Three years ago he retired from the hotel business to become a clerk of the Fourth District Court, a position which he occupied at the time of his death. In 1876, and again in 1877 and 1878, he was elected to the Board of Aldermen. He was an intimate friend of Richard Croker. Mr. Hall leaves a widow, but leaves no children. He was forty-nine years old.

REV. JOSEPH G. SWITZER.

The Rev. Joseph G. Switzer, whose funeral took place in Philadelphia yesterday, was well known among musical people in Boston from his connection with the New England Conservatory of Music. During Dr. Tourjee's long illness he practically had charge of the institution. He was a clergyman of the Methodist Episcopal Church, his last charge being at Bradford, Vt. Ill health forced him to cease preaching early last fall.

JOHN M'GAHEY.

Mr. John McGahey died yesterday morning at his home, No. 120 First street, Newburg, from shock produced by a fractured hip. The injury was received last Monday by a fall on the ice. Mr. McGahey was sixty-five years old and unmarried. He was a son of the late Owen McGahey, a large land owner at Balmville. He leaves a sister, Sarah Gay, wife of William Gay, of New York. Mr. McGahey left a fortune.

MAXIMILIAN VAN PROLLIUS.

Maximilian Van Prollius, eldest son of the Baron of Kabzrow, Germany, died in Montreal yesterday. Maximilian was formerly a captain of Prussian Uhlans, went through 125,000f. in a twelvemonth and was shipped to America. Being a plucky rider, he was taken up by the Hunt Club of Montreal and made a precarious livelihood training horses. He leaves a widow. His father has been cabled.

ALBERT PEASE.

Mr. Albert Pease, a nephew and successor of Hiram Howe as proprietor of the famous road house on the Boulevard, in the town of Gravesend, L. I., died suddenly Sunday morning of apoplexy. Mr. Pease, who was familiarly known to hundreds of roadmen as Little Albert, was thirty-three years old. He was a dwarf in stature, being but four feet tall.

REV. A. L. BENZE.

The Rev. A. L. Benze, pastor of the St. John's Lutheran Church and a noted divine in Pennsylvania, died at Erie, Pa., yesterday, of paralysis. He was a graduate of the Gettysburg University, and had been pastor of the Erie church twenty years. An injury received in a runaway while on an errand of mercy was one cause of his death.

D. CADY STANTON.

State Senator D. Cady Stanton, son of Elizabeth Cady Stanton, died at Missouri Valley, Iowa, yesterday morning after a lingering illness. He was a prominent factor in the reconstruction of the Southern States, being a member of the Louisiana Legislature. The body was forwarded to New York last night.

DR. PARKER KENISON.

Dr. Parker Kenison, a Boston chiropodist, known throughout the United States in his specialty, died Sunday, in his seventy-second year. He had been established in Boston since 1850, and of late years had a branch office in New York.

OBITUARY NOTES.

Joseph Gilbert, who was a well known resident of New Brunswick, N. J., was killed yesterday by falling out of a light wagon which he was driving along one of the roads.

Mr. John M. Hunter, of No. 1,357 Fulton avenue, Brooklyn, died yesterday evening. He had carried on business in Centre Market more than forty years. He was seventy-three years old.

Mr. John Patterson, the son of Millionnaire Ezekiel Patterson, died yesterday at his home in New Brunswick, N. J., after a short illness. He leaves a widow and two children. His father is also lying dangerously ill.

Mr. Henry D. Power, fifty-four years old, a wealthy builder doing business at Twenty-fourth street and Lexington avenue, this city, and residing at Baldwins, L. I., fell dead in the street in this city yesterday. He was a brother of ex-Park Commissioner Jesse Power.

Dr. Joshua Kendall, of Seymour, Conn., died at his home yesterday afternoon at the age of eighty-four. He settled in Seymour in 1832 and has resided there since. He was one of the best known men in the county. His death was the result of an operation for the removal of cancer.

Mr. William H. Jackson, of this city, died at the residence of his brother, Richard K. Jackson, on Mount Pleasant avenue, Newark, Saturday. He went to Newark last summer to visit his brother, was taken ill and could not be removed to his home. He was sixty-nine years old and was an elder in the Scotch Presbyterian Church.

Mr. Joseph Ridgway, formerly a resident of this city and father of James W. Ridgway, District Attorney of Kings county, died at his home in mityville Sunday at the age of sixty-three years. He was a native of Santa Cruz, W. I., and was a lawyer by profession. He leaves a family of six sons and one daughter. The funeral will take place this evening at eight o'clock.

KING KALAKAUA ILL.

THE RULER OF HAWAII IN EXTREME DANGER AT SAN FRANCISCO.

[BY TELEGRAPH TO THE HERALD.]

SAN FRANCISCO, Cal., Jan. 19, 1891.—King Kalakaua is critically ill with Bright's disease and consequent uræmia. The physicians have little hope of his recovery. He had his first serious attack during his recent trip to Southern California. His condition at Santa Barbara two weeks ago was bad and it has grown worse since, with occasional rallies. During one of these he visited the last steamer going to Honolulu, on January 12, to say farewell to some of his friends. The report of his serious illness will not reach the islands, therefore, for some time.

Fleet Surgeon George W. Woods, U. S. N., of the Pacific squadron, has charge of the case, with Dr. A. F. Sawyer and Professor W. E. Taylor as associates.

If the King dies his body will probably be taken to Honolulu on the Charleston. Admiral Brown, Commander-in-Chief of the Pacific station, is in town to-day, awaiting the result of the King's illness.

The Charleston came out of dock at Mare Island to-day and is expected at San Francisco to-morrow. She will coal immediately and be ready for sea Thursday night.

FORTY-NINE CHILDREN HURT

[BY CABLE TO THE HERALD.]

LONDON, Jan. 19, 1891.—While a large number of children were playing in a school ground at Nantwich to-day an infuriated cow charged upon them, tossing some in the air and trampling others under its hoofs. Forty-nine children received more or less serious injuries.

WRECKED AND ROBBED.

FIFTEEN MASKED MEN DERAIL A TRAIN, LOOTING EXPRESS CAR AND PASSENGERS.

[BY TELEGRAPH TO THE HERALD.]

BROWNSVILLE, Texas, Jan. 19, 1891.—At noon today the train on the Rio Grande Railroad between here and Point Isabel was wrecked and robbed by fifteen masked men. They placed obstructions on the track, derailed the train and levied on the passengers.

The robbers got away with about $20,000 in Mexican money, which was *en route* by express for shipment at Brazos by the steamship Morgan to New Orleans. The ship's mail was also taken. Passengers were robbed of money and valuables.

A brakeman was badly injured in the wreck. The Sheriff and a posse are out scouring the country for traces of the robbers, who are doubtless safe in Mexico.

FOUR CHILDREN PERISHED.

LITTLE ONES LOCKED UP IN THEIR HOME AND BURNED TO DEATH.

[BY TELEGRAPH TO THE HERALD.]

AUGUSTA, Ga., Jan. 19, 1891.—Advices from Thomasville state that while on Sunday night Richard Lane and wife, of Boston, Tomas county, were at church their house burned to the ground and their four children perished in the flames. They were locked in by their parents.

WAS IT SUICIDE OR MURDER?

PRETTY ANNIE M'CLOUD TAKES STRYCHNINE AND HER SWEETHEART IS UNDER ARREST.

[BY TELEGRAPH TO THE HERALD.]

LANCASTER, Pa., Jan. 19, 1891.—A mysterious poisoning case, in which Annie McCloud, a pretty girl of nineteen summers, is the victim, has just been made public. Phares S. Strohl, the girl's reputed lover, is now confined in prison here, charged with complicity in her untimely death. Opinion is divided as to whether she deliberately committed suicide or was murdered.

Miss McCloud was employed in a cigar factory at the village of Akron, midway between here and Reading. Her lover worked as a cigarmaker in the same factory. The unfortunate girl returned home about eight o'clock last Monday and proceeded, as was her wont, to rock her infant sister to sleep. While thus occupied her mother saw her take a paper package from her dress pocket, pour its contents into a spoon, and mixing it with water swallow it, at the same time remarking that she was taking some baking soda for her digestion.

Mrs. McCloud divined that all was not right and sent out for the father, George McCloud, who was at church next door in company with young Strohl. Both men came in quickly. Annie had already sunk unconscious into a rocking chair, with her arms hanging listlessly by her side. Fifteen minutes later she died.

An autopsy revealed the fact that the young girl would in time have become a mother. Under a pocketbook on the table in Annie's room her mother found a letter, presumably written by Annie on Sunday, in which she expressed a desire to die, made disposition of her little trinkets and belongings and bade her parents an affectionate goodby. It was at once concluded that she had ended her own life, and the first jury of inquest so reported.

Other facts, however, were developed that established the belief that Annie took the drug without knowledge of its deadly nature. Three cigarmakers who worked beside Annie in the factory testified that on Monday afternoon they saw Annie go over to Strohl's bench and say to him, "Have you got that for me?" and saw Strohl rise upand take from his overcoat pocket a small white package, which he handed to her. Young Strohl himself, when examined, admitted that he had bought ten cents' worth of strychnine for his father to kill rats with. He denied, though, that he had given it to Annie, or that he had given her any other package that day.

Strohl was arrested and lodged in the County Jail here without bail.

POISONED BY ARSENIC.

TWO PEOPLE DIE AND TWO OTHERS ILL—A GIRL WHO WAS WHIPPED SUSPECTED.

[BY TELEGRAPH TO THE HERALD.]

LEXINGTON, Ky., Jan. 19, 1891.—When Peter White and his wife and their uncle and aunt, Daniel Frazier and his wife, drank their coffee at breakfast this morning they complained of its being very bitter. In a few minutes they all got sick and the doctor that came said they were poisoned with arsenic. The coffee was analyzed and found to contain that deadly drug.

Antidotes failed to benefit Frazier and his wife, and they both died during the day. White is still alive but at death's door, while his wife may get well. Lilly White, Peter's seventeen-year-old daughter, is under arrest, accused of poisoning the coffee. Her father whipped her severely last night because she went with bad boys, and the belief is she sought revenge in the deadly arsenic. All parties are colored. Frazier and wife were quite old.

SIGNAL OFFICE FORECASTS.

WASHINGTON, Jan. 19, 1891.—Weather forecasts till eight P. M. Tuesday:—For Massachusetts, Rhode Island, Connecticut, Eastern New York, New Jersey, Eastern Pennsylvania and Delaware fair; winds shifting to westerly; slightly warmer.

THE WEATHER YESTERDAY.

The following record shows the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Huduut's pharmacy (HERALD Building), No. 218 Broadway.

	1890.	1891.		1890.	1891.
3 A. M.	33	28	3:30 P. M.	44	32
6 A. M.	33	26	6 P. M.	45	31
9 A. M.	34	27	9 P. M.	44	28
12 M.	40	30	12 P. M.	46	26

Average temperature yesterday 28½
Average temperature for corresponding date last year 39⅞
Average temperature for corresponding date last fifteen years 33½

ALMANAC FOR NEW YORK—THIS DAY.

Sun rises	7 20	Moon sets	3 40 AM
Sun sets	5 03		

TIME OF HIGH WATER.

Sandy Hook	4 08 AM	4 43 PM
Governor's Island	4 34 AM	5 11 PM

☞ Predictions are for Eastern standard time; to reduce this to New York local time add 4 minutes. For high water at Hell Gate add 1 hour and 49 minutes to Governor's Island time.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK.

Steamer.	Sails.	Destination.	Office.
Wyoming	Jan 20	Liverpool	35 Broadway
Suevia	Jan 20	Hamburg	37 and 61 B'way
Celtic	Jan 21	Liverpool	41 Broadway
Lahn	Jan 21	Bremen	2 Bowling Green
Pennland	Jan 21	Antwerp	6 Bowling Green
Gallia	Jan 24	Liverpool	4 Bowling Green
Lydian Monarch	Jan 24	London	32 State street
Anchoria	Jan 24	Glasgow	7 Bowling Green
Fulda	Jan 24	Bremen	2 Bowling Green
Rhaetia	Jan 24	Hamburg	37 and 61 B'way
Obdam	Jan 24	Rotterdam	39 Broadway
La Bourgogne	Jan 24	Havre	3 Bowling Green
Nevada	Jan 27	Liverpool	35 Broadway
Germanic	Jan 28	Liverpool	41 Broadway
City of Berlin	Jan 28	Liverpool	6 Bowling Green
Spree	Jan 28	Bremen	2 Bowling Green
Waesland	Jan 28	Antwerp	6 Bowling Green
S. of Pennsylvania	Jan 29	Glasgow	53 Broadway
Aurania	Jan 31	Liverpool	4 Bowling Green
Persian Monarch	Jan 31	London	22 State street
Werra	Jan 31	Bremen	2 Bowling Green
Makalam	Jan 31	Rotterdam	39 Broadway
La Bretagne	Jan 31	Havre	3 Bowling Green
Rugia	Feb 3	Hamburg	37 and 61 B'way
Adriatic	Feb 4	Liverpool	41 Broadway
Trave	Feb 4	Bremen	2 Bowling Green
Noordland	Feb 4	Antwerp	6 Bowling Green
Moravia	Feb 5	Hamburg	37 and 61 B'way
Umbria	Feb 6	Liverpool	4 Bowling Green
Ethiopia	Feb 7	Glasgow	7 Bowling Green
Ems	Feb 7	Bremen	2 Bowling Green
Rotterdam	Feb 7	Amsterdam	39 Broadway
La Champagne	Feb 7	Havre	3 Bowling Green
Wisconsin	Feb 10	Liverpool	35 Broadway
City of Chicago	Feb 11	Liverpool	6 Bowling Green
Teutonic	Feb 11	Liverpool	41 Broadway
Friesland	Feb 11	Antwerp	6 Bowling Green
State of Indiana	Feb 12	Glasgow	53 Broadway
Russia	Feb 12	Hamburg	37 and 61 B'way
Servia	Feb 14	Liverpool	4 Bowling Green
Spaarndam	Feb 14	Rotterdam	39 Broadway
City of New York	Feb 18	Liverpool	6 Bowling Green
Scandia	Feb 19	Hamburg	37 and 61 B'way
City of Berlin	Feb 25	Liverpool	6 Bowling Green

FROM SAN FRANCISCO.

Zealandia	Feb 5	Sydney, NSW	261 Broadway

CLOSING OF EUROPEAN MAILS.

TUESDAY, Jan 20—Steamer Wyoming, for Ireland, at 11 AM.

WEDNESDAY, Jan 21—Steamers Lahn, for Europe, at 9:30 AM; Celtic, for Europe, at 11:30 AM.

PORT OF NEW YORK.

MONDAY, Jan 19, 1891.

ARRIVED.

Steamer Gallia (Br), Ferguson, Liverpool Jan 10 and Queenstown 11th, with mdse and 95 cabin and 166 steerage passengers to Vernon H Brown & Co. Arrived at the bar at 1:41 PM. Jan 12, lat 51 13, lon 18 19, passed steamer Lake Ontario (Br), from Liverpool for New York; 14th, lat 48 27, lon 37 52, met a State line steamer bound E.

Steamer Rhaetia (Ger), Kuhlewein, Hamburg Jan 6 via Havre 8th, with mdse, 28 cabin and 392 steerage passengers to R J Cortis. Arrived at 2:20 PM.

Steamer Lydian Monarch (Br), Morgan, London Jan 4, with mdse to Sanderson & Son. Arrived at the bar at 12 noon. Had strong variable winds and head seas throughout the passage: Jan 14, lat 44 10, lon 49 58, met a Cunard steamer bound E.

Steamer Glendower (Br), Hodge, Manila Nov 8, Singapore 15th, Galle 23d, Perim Dec 4, Port Said 13th and Gibraltar 28th, with hemp to H W Peabody & Co; vessel to Bowring & Archibald. Arrived at the bar at 1 PM. Jan 19, at 5 AM, 9½ miles E of Barnegat, passed a sunken schooner with three topmasts out of water.

Steamer Alvena (Br), Williams, Jeremie Jan 3, Kingston, Ja 6th, Port Limon 10th and Fortune Island 14th, with mdse and passengers to Pim, Forwood & Co. Arrived at the bar at 6 AM.

Steamer Niagara, Burley, Sagua Jan 14 via Havana 15th, with mdse and 8 passengers to James E Ward & Co. Arrived at the bar at 7:30 PM.

Steamer Seneca, Stevens, New Orleans Jan 14, with mdse and passengers to S H Seaman.

Steamer Excelsior, Higgins, New Orleans Jan 13, with mdse to J T Van Siekle.

Steamer Seminole, Platt, Jacksonville Jan 15 and Charleston 16th, with mdse and passengers to Wm P Clyde & Co.

Steamer Rio Grande, Connor, Fernandina Jan 16 and Brunswick 17th, with mdse and passengers to Chas H Mallory & Co.

Steamer Chattahoochee, Edwards, Savannah Jan 17, with mdse and passengers to R L Walker.

Steamer Jamaica, Thompson, Savannah Jan 18, to Geo Wossels & Co.

Bark Sayre (of St John, NB), Roberts, Fowey 79 days, with china clay to Hammill and Gillespie; vessel to J W Parker & Co. Had a continuation of SW and NW gales all the passage; Nov 30, lat 47, lon 46, had a heavy gale from NW lasting 24 hours, in which had decks swept; carried away lifeboat and cutwater; Dec 16, lat 40, lon 65, had a tremendous NW gale lasting 36 hours; carried away fore and main topgallant masts and received other damage about decks.

Bark Birgor (Rus), Laurin, Antworp 49 days, with mdse to order; vessel to C Tobias & Co.

PASSED THROUGH HELL GATE.

BOUND SOUTH.

Steamer Cottage City, Bennett, Portland for New York, with mdse and passengers to Horatio Hall.

Steamer Herman Winter, Nickerson, Boston for New York, with mdse to H F Dimock.

Schr B T Biggs, Henderson, St John, NB, for New York, with lath to Scammell Bros.

Schr John Crockford, Farnham, Fall River for New York.

Schr Cornelius, Gurney, Millstone Point for New York.

Schr Multomah, Hansen, New London for New York.

Also brig N H Clements (Br), before reported in Hart Island roads.

BOUND EAST.

Schr Osceola (Br), Deming, New York for St John, NB.

Schr Wm Rice, Jamison, New York for Rockland.

Schr White Rock, Phillips, New York for Southport.

Schr W F Washburn, Mearhoff, New York for Oyster Bay.

Schr A F Crockett, Thorndike, Hoboken for Portland, Me.

Schr Williamine, Babbage, Weekawken for Boston.

Schr Annie F Collins, Coombs, Elizabethport for Providence.

Schr Wildfire, Dow, Amboy for Bar Harbor.

Schr Harriet S Brooks, Smith, Philadelphia for Providence.

Schr H E Symonds, ——

Tug A P Studmore, with 8 barges.

Tug Frederick Ives, with 9 barges.

CLEARED.

Steamer Wyoming (Br), Rigby, Liverpool—A M Underhill & Co.

Steamer Rock Light (Br), Parton, London—H Stursberg & Co.

Steamer George Dumois (Nor), Lampe, Buenfields—W L Rathbun & Co.

Steamer Yemassee, Robinson, Charleston and Jacksonville—Wm P Clyde & Co.

Steamer Kansas City, Fisher, Savannah—R L Walker.

Steamer Tallahassee, Askins, Savannah, Ga—R L Walker.

Steamer Ashford, Ankerman, New Haven—Frank P Smith.

Bark Rosa Madre (Ital), Loboffo, Cape Town—John Norton & Sons.

Bark Martha P Tucker, Smith, Buenos Ayres—John Norton's Son.

Brig Morning Light, Edwards, Barbados—L W & P Armstrong.

Brig Fairfield (Br), Brown, Port au Prince—G A Brett, Son & Co.

Schr Minnie Smith, Hanson, Berbice—Middleton & Co.

Schr Gertie M Rickerson, Anderson, Jacksonville—Warren Ray.

Schr Clifton (Br), Ludlow, Uncasville, Conn—A T Heney.

SAILED.

Steamers James Watt (Br), for Vera Cruz; Tallahassee, Savannah; Chas F Mayer, Baltimore; ship Shenandoah, San Francisco; bark Samar, Sydney, NSW; brig Eastern Star, Barbados.

Wind at Sandy Hook, sunset, NW, moderate; cloudy. At Whitestone, LI, 8 PM, N, light; clear.

The corrected reading of the barometer (reduced to sea level) at New York city on Monday, Jan 19, at 8 AM, as reported by the local Signal Office, was thirty and fifteen hundredths (30.15) inches.

FREIGHTS AND CHARTERS.

Business was rather quiet yesterday all around and rates showed no improvement. Grain berth freights dull, but firm.

BIRTH ENGAGEMENTS—Glasgow, steam, 100 tierces of beef at 5s, 500 boxes of cheese at 30s; Liverpool, steam, 500 boxes cheese at 30s, 800 tubs of butter; London, steam, 300 tierces of beef at 3s 6d; Bristol, 200 boxes of cheese at 30s.

CHARTERS—Steamer Sarah Radcliffe (Br), cotton, Norfolk to Liverpool, 28s 6d; steamer Oswin (Br), cotton, New Orleans to United Kingdom or Continent, 18-64d (February); steamer Darlington (Br), cotton, Galveston to Liverpool, 41s (January); steamer Reading (Br), cotton, New Orleans to United Kingdom or Continent, 19-64d (February); steamer Gallego (Sp) New Orleans to Liverpool, £2,750; ship Favorita (Ger), 7,500 bbls naphtha, New York to Bremen, 1s 9d; ship Hecla, 50,000 cases refined petroleum, New York to Shanghai, 29c; bark Kepha (Nor), general cargo, New York to Port Natal and Delaoa Bay; bark Nariva (Br), naval stores, Wilmington to Cork for orders (at Philadelphia); bark Siddartha (Br), (derelict cargo lumber of bark Emma G Scammell), Havana to Buenos Ayres; schr Maggie Cain, molasses, Cardenas to New York, $1 50 per 110 gallons.

FOREIGN WEATHER AND FORECASTS.

LONDON, Jan 19, 1891—British barometric pressures are near normal, but are falling decidedly in the Southwest of Ireland. The lowest pressure reported is 29.80 inches, in the Orkney Islands; the highest, 30.35, in the South of England. Warmer weather prevailed in the United Kingdom, with northwesterly winds in Ireland and fair weather in England. No important barometric change is likely to occur in these islands to-morrow. Northwesterly winds are predicted for to-morrow in England South and Southwest and in the English and Irish channels.

VALENTIA, 1, Jan 19, noon—Wind N, light air; weather clearing up; barometer 30.30 inches.

BERMUDA, Jan 19—7 AM—Barometer 29.95 inches. 1 PM—Barometer 29.85; wind SSW, gale; weather threatening, squally; temperature 71 deg Fahr. Afternoon—Rough sea, wind going to westerly.

MARITIME MISCELLANY.

Capt Laurent, of steamer La Bourgogne; Capt Roggeveen, of steamer Obdam; Capt H Williams, of steamer Alvena; Capt Frank Stevens, of steamer Seneca, and Capt E Ollivier, of steamer Chateau Lafite, will please accept our thanks for reports and records of their ocean meteorological observations and storm notes made in co-operation with the HERALD Weather Service.

M A Gaude, second officer of steamer La Bourgogne; Mr E Karst, third officer of steamer Obdam, and Mr V Perrier, officer of steamer Chateau Lafite, will also please accept our thanks for valued meteorological favors, and Capt H Williams, of steamer Alvena, for meteorological observations taken at Kingston, Ja; Jeremie, Port Limon.

SCHR JOHN H CROSS, before reported ashore on Hart Island Roads, has been hauled off and proceeded AM yesterday for Brunswick, Ga.

SCHR GEORGE M ADAMS, Standish, from New York for Savannah, with loss of jibboom and foretopmast, was spoken Jan 15 30 miles NE half E of Bodies Island. She needed no assistance.

ASTORIA, LI, Jan 19—Steamer C H Northam, from New York for New Haven, broke down in the East River to-day. Tug Crosby picked her up.

BOSTON, Jan 19—Pilot boat D J Lawler was launched on Saturday afternoon after receiving thorough repairs of damage sustained by being ashore. About 20 feet of keel was replaced, a new shoe put on and a quantity of copper stripped to enable her to be calked.

BALTIMORE, Jan 18—A cablegram received to-day from Jamaica via Panama by Gray, Irelan & Co announced that schr Maggie E Gray had been wrecked. No particulars were given. The Maggie E Gray was at Grand Cayman Dec 16, and it is supposed she had sailed for Baltimore and was lost on one of the West India islands or reefs.

GALVESTON, Jan 14—Schr Louise, from Turtle Bayou, before reported ashore east of 23d st., got off without receiving any damage.

HAVANA, Jan 13—Bark Siddartha (Br) has arrived here from Cardenas to load cargo of lumber for Buenos Ayres from the condemned bark Emma G Scammell (Br), from Apalachicola, which put into Havana in distress.

NEW ORLEANS, Jan 16—Steamer Ardanbhan (Br), which arrived here Jan 14 from Glasgow and Cuban ports, reports while at Cienfuegos had foremast carried away close to the deck, also lost maintopmast.

NORFOLK, Va, Jan 19—Steamer Acuba (Br), bound from Philadelphia for this port, went ashore at 6 o'clock AM one mile N of Cape Henry. She floated again without assistance without sustaining any material damage.

Steamer Banun (Nor), ashore on Currituck beach, is reported as being in good condition. She is afloat, but inside the bar, where she will remain until a favorable opportunity occurs for hauling her into deep water.

PHILADELPHIA, Jan 19—Bark Margaret Mitchell, from Matanzas with a cargo of sugar, experienced heavy weather on the passage, during which part of cargo shifted. Damage to the deck of the vessel caused by tearing out of an eyebolt allowed water to get into the hold, damaging a portion of the cargo.

SAN FRANCISCO, Jan 17—Ship Cape of Good Hope (Br), from Swansea, arrived to-day, reports jettisoned cargo of coal to the extent of 100 tons on account of its heating.

10th—The vessel which ran into and damaged ship Sea King, Getchell, in the harbor of Pisagua, Peru, is the French bark Victorine.

VINEYARD HAVEN, Mass, Jan 19—Schr Freddie W Allton was examined to-day by a diver. Her bottom was found to be but slightly injured. She will proceed to New York the first favorable chance.

Schr Patriot, previously reported ashore at Pasque Island, arrived here to-day from New Bedford. She will be towed to Boston.

SPOKEN.

Bark Sarah Chambers (Br), Carty, from Hamburg via Gravesend for New York, Jan 15, lat 36 15, lon 73 55.

NOTICE TO MERCHANTS AND CAPTAINS.

Merchants, shipping agents and shipmasters are informed that by telegraphing to the HERALD London Bureau, addressing "BENNETT, LONDON," or to the Paris office, addressing "BENNETT, PARIS," the arrival at and departure from European and Eastern ports of American and all foreign vessels trading with the United States, the same will be cabled to this country free of charge.

Captains arriving at or sailing from French or