LEGAL PAPERS MISSING FROM BROOKLYN'S FILES.

They Might Have Had an Important Bearing in the Water Scandal Suit.

COUNTY CLERK KAISER'S SEARCH.

Mysterious Disappearance of Official Documents Supposed To Be a Matter of Record.

The discovery has been made that valuable court records which would have had an important bearing in the suit brought by William Ziegler, of Brooklyn, against the Mayor, Comptroller and ex-City Auditor Rutan regarding the purchase of the property of the Long Island Water Supply Company, have been stolen from the files in the County Clerk's office. The records related to the action brought by Contractor Edward Freel against the company in 1883 to recover a balance of $12,000 for extra work on the construction of the company's plant.

After the water company was organized William Brush was given the contract to construct the works. He was only a contractor on paper, and the amount of the contract reached the total of the capital stock and the bonded indebtedness.

Freel & McNamee were given the contract by Brush, and, according to Freel's statement, the work was done by him for $125,000.

The carpenter work, mason work and finished boilers swelled the amount to $175,000. The difference between the actual contract price and that of Brush, which was about $450,000, was, it is said, divided among the originators of the scheme.

A CLAIM FOR "EXTRAS."

After the work was done the contractors put in an additional bill to cover "extras," amounting to $12,000. Payment of this sum was refused, and they began a suit to recover it. Brush was made defendant in the action, and the trial was had in the Supreme Court before Justice Bartlett. The matter was sent to Samuel McElroy as arbitrator by Judge Bartlett. He was an engineer and thoroughly conversant with the cost of material and matters connected with the construction of water works. Evidence showing the real cost of the work was taken and also the laying of extra pipe. The total amount figured up for land, engine house, pumps, reservoir piping, gates and everything else was $175,661 17.

All that is left of the papers is the decision of Justice Bartlett affirming the report of the arbitrator. The decision proves that the other documents relating to the suit were formerly on file, as it refers to them by page and folio.

The motion papers which are missing are the report of the arbitrator, a complete transcript of the stenographer's minutes of the trial before the arbitrator, and all evidence, oral and documentary, taken before him. There was only one copy of the stenographer's minutes, and they were filed with the report, but are no longer on file in the County Clerk's office.

There was a motion later made before Judge Bartlett to set aside the arbitrator's award of $12,000 in favor of Contractors Freel & McNamee, but the application to set the award aside was denied. This opinion, which is on file, was filed May 19, 1885, as it appears by the indorsement on the back of the application. The opinion recites the testimony by date and page of stenographer's minutes, showing beyond a doubt that the minutes were filed.

SEARCHING FOR THE LOST PAPERS.

The theft of the papers was made known on Saturday when application was made for them to the County Clerk. Only the opinion referred to could be found.

County Clerk Kaiser, when asked about the missing documents, said when their loss was discovered he put his entire force of clerks at work to try and find them, but they could not be found.

The disappearance of the documents will not seriously interfere with the trial of the suit, as it is thought that the court proceedings can be produced from newspaper files. The testimony in that action is an important link in the chain of evidence.

IN HONOR OF DR. BETHUNE.

A MEMORIAL WINDOW UNVEILED IN THE CHURCH ON THE HEIGHTS, BROOKLYN.

A number of prominent clergymen of Brooklyn and this city and a large congregation were present at the services attending the unveiling of a memorial window dedicated to the Rev. Dr. George W. Bethune, in the Reformed Church on the Heights, Pierrepont street, Brooklyn, yesterday afternoon. Dr. Bethune died in France in 1862.

After the singing of the doxology the invocation and salutation were offered by the Rev. Dr. Charles Cuthbert Hall, of the First Presbyterian Church. The Rev. Dr. Talbot W. Chambers read the Scriptures and the Rev. Dr. Charles H. Hall, of Holy Trinity Church, outlined one of Dr. Bethune's hymns, "It is not death to die."

Dr. W. R. Davis, pastor of the church, read the responsive lesson. Prayer was offered by the Rev. Paul Van Dyke.

During the singing of Spohr's "Blest are the departed," the hanging covering the memorial window was withdrawn, revealing one of the handsomest specimens of stained glass in the city. It is a copy of Holman Hunt's picture, "The Light of the World." It is more than fourteen feet high. At the top is an arched panel three feet in height and richly colored.

The main panel, seven feet high, shows the figure of Christ knocking at a door overgrown with tares and weeds. In one hand He carries a lighted lantern, and the effect of the light shining through the glass is very realistic. The figure is clothed in a white tunic.

The figure stands out prominently against a sombre landscape. The lower panel contains the name, "George M. Bethune, D. D., first pastor of this church, 1829-1859." The armorial bearings of the Bethune family occupy the centre of the panel.

Mr. David M. Stone, an elder of the first consistory of the church, gave some reminiscences of Dr. Bethune. He said he had known Dr. Bethune for seven years in Philadelphia before he came to Brooklyn. He also spoke of the Doctor's characteristics as a clergyman, a scholar and a citizen.

The memorial address was delivered by the Rev. Dr. Storrs, of the Church of the Pilgrims. Dr. Storrs spoke of his intimate friendship with Dr. Bethune, who was "but a memory to the older members of the church and a tradition to the younger." Dr. Bethune, he said, came to Brooklyn in 1849. Their churches were near together, and they frequently exchanged pulpits and held union meetings. They were members of a private club, of whom only Mr. Benjamin D. Silliman, Daniel Huntington and the speaker himself were now living. Dr. Storrs paid a beautiful tribute to the memory of Dr. Bethune.

Among the clergymen present yesterday were the Rev. Drs. Bowdish and Elmendorff, of this city; the Rev. Drs. Suydam and Van Cleef, of Jersey City; the Rev. Drs. H. C. Riggs, J. M. Farrar, Nicholas Pearse, W. H. Boocock, Edgar Tilton and a number of members of the South Classis of Long Island.

FAITH WILL GIVE MEN STRENGTH.

THE REV. JOHN H. HARDING'S SERMON TO THE KNIGHTS OF THE CROSS.

Five commanderies of the religious order of Knights of the Cross were represented at last evening's services at the Church of the Messiah, at Greene and Clermont avenues, Brooklyn.

The visitors came from St. Luke's and St. Thomas' Episcopal churches, of Brooklyn, and Grace and Calvary churches, of this city, and they listened to a sermon by the assistant pastor, the Rev. John N. Harding, who chose for his subject the common abuses of the virtues of "temperance, reverence and purity," the motto of the order.

After discoursing on the evils of intemperance the preacher drew a vivid picture of the bloody conquests of history which have united in bonds of friendship and civilization the nations of the world.

"But there are other conquests," he continued; "conquests not less hard than those of battle and fully as glorious.

"Man has long been a slave to himself, and his greatest enemies are, and ever have been, intemperance, impurity and irreverance. Ours, too, is an age of irreverance and impurity.

"What do we need to make these conquests, and where are we to get that strength?

"It comes from Christ alone. Need I tell you do as Joshua did—pray for it. If we now learn Christ we can go forth against any sins and temptations."

ALL AROUND BROOKLYN.

Edward Green, an escaped lunatic from the Flatbush Asylum, was doing acrobatic feats and other acts on Atlantic avenue, near Bevington street, yesterday morning. He gave the policeman who arrested him a lively tussle before he was locked up, and later in the day he was transferred to the Asylum.

The Woman's Homœopathic Hospital and Dispensary of Brooklyn will hereafter be known as the Memorial Hospital, Justice Barnett, of the Kings County Supreme Court, having granted an application to that effect. The application papers state that the institution is under the management of sixty women. The change of name was asked for on the ground that the old name was cumbersome; that it impaired and hindered the popularity of the hospital, and that it was unusual in its reference to a particular school of medicine, whereas patients are treated irrespective of any special practice. The hospital was organized April 6, 1883, and is situated at No. 811 Bedford avenue.

WALDO HUTCHINS DEAD.

A VICTIM TO PNEUMONIA AFTER A SICKNESS OF ONLY THREE WEEKS.

Park Commissioner Waldo Hutchins died of pneumonia, at the Park Avenue Hotel, at twenty minutes past seven o'clock yesterday morning.

Mr. Hutchins' sickness dates back but three weeks. He caught a heavy cold and was confined to his hotel for a week, during which he seemed to improve steadily. A week ago yesterday he was taken with a severe chill, and last Tuesday pneumonia set in. His physicians, Drs. Janeway and Goff, did not think the termination would be fatal, owing to Mr. Hutchins' robust physique and vitality.

On Thursday, however, Mr. Hutchins' condition was not so favorable and his family were telegraphed for, and on Friday all hopes of his recovery were dispelled. On Saturday Mr. Hutchins showed an improved condition, but yesterday morning, at half-past five o'clock, there were evidences of collapse and Mr. Hutchins became unconscious, continuing so until his death. His condition was so bad Saturday night that Dr. Goff remained with his patient, and, with the members of Mr. Hutchins' family, was at the bedside when he breathed his last.

DISTINGUISHED PALLBEARERS.

The funeral will be held at ten o'clock Tuesday morning from the Madison Square Presbyterian Church, the burial being at Woodlawn. The pallbearers will be ex-Mayor Abram S. Hewitt, Orlando B. Potter, Comptroller Theodore W. Myers, William E. Dodge, Charles L. Tiffany, Park Commissioner Albert Gallup, George S. Hart, S. Warren Sneden and Robert Schell.

Mr. Hutchins was born in the little village of Brooklyn, Conn., in 1822, and was a graduate of Amherst College. He came to this city before reaching his majority, and, being admitted to the Bar, began the practise of his profession. For a while he lived in Brooklyn, L. I., where he made his début in politics, for in 1852 he was elected Assemblyman, representing the Second district of Kings county. He was made chairman of the Judiciary Committee.

A year later he removed to Kingsbridge, where he subsequently owned a handsome residence. When thirty-three years of age Mr. Hutchins was offered a nomination as Justice of the Supreme Court by the democratic party. His private business had grown to such proportions that he was compelled to refuse the flattering offer.

IN THE CONSTITUTIONAL CONVENTION.

In 1857 he accepted a Park commissionership, and held it for twelve years. Mr. Hutchins refused several offers that would have made him a public officer until 1867, when the last Constitutional Convention met, when he became one of the thirty-two delegates, among whom were Sanford E. Church, Charles Andrews, George William Curtis, William M. Evarts, Horace Greeley, Augustus Schell and Homer A. Nelson. Equally as eminent men were in the Convention as district delegates.

That Convention formulated the present judiciary system of New York State. Mr. Hutchins was elected a member of the Forty-sixth Congress in 1879, representing the Twelfth Congressional district. He was a Congressional candidate in 1878, but was defeated. In 1880 and 1882 he was re-elected.

He was spoken of for Governor in 1882 as the best possible solution of the wrangle following Tammany's bolt against Governor Robinson. Mr. Hutchins was the counsel for the Manhattan Savings Institution at the time of the robbery of $3,000,000 worth of securities in 1878, and worked assiduously to save the institution and protect the 17,000 depositors.

Mr. Hutchins had been a Park Commissioner since 1887 and was president until succeeded by Albert Gallup. Mr. Hutchins had a very extensive law practice and was senior member of the firm of Hutchins & Platt, No. 69 Wall street. He leaves a widow, the daughter of Governor Ellsworth, of Connecticut; three sons—A. S. Hutchins, Waldo Hutchins, Jr., and William E. Hutchins, and a daughter, Mrs. Henry G. Wolcott.

OBITUARY.

J. N. M'CULLOUGH.

Mr. J. N. McCullough, first vice president of the Pennsylvania Railroad Company and one of the foremost railroad managers of the country, died yesterday at his home in Allegheny City, Pa. He was born at Yellow Creek, Ohio, September 5, 1821, and his first railroad venture was as president of the Cleveland and Pittsburg Railroad in the early fifties, after he had made a comfortable fortune as merchant and banker. He made the Cleveland and Pittsburg a paying road, and in 1863 was made superintendent of the Pittsburg, Fort Wayne and Chicago. A few years later he conceived and carried out the idea of combining the roads which are now known as the Pennsylvania lines west of Pittsburg. His executive ability and capacity for work were his strong characteristics; he took no pleasure outside of his office. Two years ago he was injured in a railway wreck, but insisted on remaining at his desk until two months ago, although the services of two men were required to enable him to move around. The immediate cause of his death was failure of his digestive organs. His estate is valued at $14,000,000.

JOHN M'KEOWN.

Mr. John McKeown, the wealthiest individual oil producer in the country, died at his home in Washington, Pa., yesterday. Mr. McKeown was born in Ireland in 1838 and came to the United States in 1865. When oil was discovered in Butler county he was employed as a driller. He bought in a big well and started his fortune, which is now $6,000,000. He has been one of the boldest of "wildcatters," and twice has been reduced to poverty. During the past ten years, however, his ventures have been uniformly successful. He was a large owner of real estate in Chicago, New York and Baltimore.

JACOB MYERS.

Mr. Jacob Myers, one of the oldest locomotive engineers in the country, died at Saratoga, N. Y., yesterday morning at the age of seventy-two years. He began running an engine on the Rensselaer and Saratoga Railroad, now the Delaware and Hudson Railroad, forty-five years ago, and continued uninterruptedly up to the last summer. He was a prominent Knight Templar. He had never had an accident during his long time of service.

WILLIAM WELDON.

Mr. William Weldon died at his home, No. 17 Fort Greene place, Brooklyn, Saturday, of paralysis of the heart. He was born at Rouse's Point, N. Y., in 1823. He was at one time the head of the wholesale liquor house of William Weldon & Co., of Fulton street, this city, and afterward became connected with the firm of Olena, Craig & Co. A son and two daughters survive him. His funeral will take place at Rouse's Point to-morrow.

JOSHUA L. PUSEY.

Mr. Joshua L. Pusey, head of the firm of Pusey & Jones Company, ship builders, and one of the most representative citizens of Wilmington, Del., died at his residence in that city last night. The immediate cause of death was septicæmia. He was seventy-one years old.

FORMED A CROSS OF FIRE.

The electric light and telephone wires in New Rochelle became crossed on Saturday night and set fire to the large pole upon which the crossbars were suspended. The pole stands on Lawton avenue, near Main street.

The crossbars were ignited and formed a cross of fire. This caused considerable excitement among the superstitious colored population of the village, and seeing a flaming cross in the heavens, as they termed it, they thought the world had come to an end. Many of them sank upon their knees in the streets and began praying.

The village Fire Department extinguished the flames. Considerable damage was done to the wires and telephone communication was entirely cut off. It will take several days to repair the damage.

SUDDEN DEATH OF A FRUIT DEALER.

Girolenio Molinari, a fruit dealer, died suddenly at No. 492 High street, Newark, N. J., yesterday, from cancer of the throat.

In his pockets were found $200, a fine gold watch and a bank book showing $7,801 to his credit. His only relatives in this country are two brothers, who live in San Francisco.

AID FOR DESTITUTE PEOPLE.

The HERALD has received $1 from E. S., $2 from C. W. and $1 from "Sympathy" for Mrs. Emily Duryea and her destitute family, of Marion street, Brooklyn. Mrs. L. has sent $1 for the suffering Rosenberg family, of No. 232 Broome street, Newark, N. J.

FLAMES IN A JERSEY STOCK YARD.

The hay and feed warehouse of the Central Stock Yard Company at the foot of First street, Jersey City, was destroyed by fire yesterday afternoon. The flames originated in that portion of the building used for the storage of hay.

The firemen had no difficulty in confining the flames to the warehouse, as it is isolated from the other wooden buildings. Three alarms were sent out, owing to the dangerous character of the neighborhood in which the fire occurred. Less than one hundred feet from the warehouse is the immense Erie grain elevator and the freight sheds of the New Jersey Central Railroad. These structures, however, escaped uninjured.

The fire is supposed to have been started by a careless stableman who threw a lighted cigarette on the floor. The loss is about $5,000.

HUNGRY PASSENGERS STALLED.

SAD PLIGHT OF PASSENGERS ON THE UNION PACIFIC RAILROAD IN WYOMING.

[BY TELEGRAPH TO THE HERALD.]

CHEYENNE, Feb. 8, 1891.—The blizzard that created consternation by its fury last night moderated at six o'clock this evening, and the Union Pacific Railroad is endeavoring to resume traffic. Three trains are held here. There is another at Sidney, ninety miles east, and two fast mail trains are stalled at small stations west of Sidney. The other four carry passengers and express.

Rations for two hundred and fifty passengers have been sent with a snow fighting outfit for a hundred and seventy-five men. Four heavy locomotives, with a plough in front of them, will try to bore their way through. The snow is packed solid in cuts. Many hours must elapse before the blockade is raised, and suffering cannot be averted. Stock raisers will doubtless sustain heavy losses.

Town people were not exempt. The fine snow sifted into tenements, and the storm found many short of fuel and food.

ALBANY GROPES IN DARKNESS.

[BY TELEGRAPH TO THE HERALD.]

ALBANY, N. Y., Feb. 8, 1891.—It will be at least a week before this city recovers from the effects of the storm. The telephone and telegraph services, the fire alarm and the police circuits, the electric light and electric cars are paralyzed. No accurate estimate of the damage can yet be formed, but it will reach thousands of dollars.

Most of the trouble was caused by the powerful currents burning out telephones and other instruments, especially in the Fire Department. The costly new switchboard in the telephone office is considerably damaged, but can be repaired in a few days.

When the snow sagged the telegraph and telephone wires down upon the electric light and railway wires last night they burned like threads. The currents were ordered to be shut off. The city was in total darkness and depended on a fire patrol for protection. The same order of things will prevail to-night and very likely for some nights to come. The electric cars may begin to run to-morrow.

Fourteen inches of snow fell.

AUBURN IN DARKNESS, TOO.

AUBURN, N. Y., Feb. 8, 1891.—A violent snow storm set in about three o'clock yesterday afternoon and continued without abatement until midnight. Telephone and telegraph wires are broken in all directions, as are also shade and fruit trees. The snow is now frozen solidly to the wires, which show in many places an actual measurement of thirteen inches in circumference. Great damage has been done to the large orchards in this vicinity, many peach and pear trees having been destroyed.

Falling telegraph, telephone and fire alarm wires, coming in contact with electric light and electric railway wires, caused much alarm among pedestrians. The Mayor ordered the electric light and electric railway dynamos to be stopped, leaving the city in darkness and without railroad facilities.

A broken Western Union wire in contact with a live electric light wire early in the evening set the switchboard in the Western Union office on fire. The flames, however, were extinguished with but little damage. The buildings of the old Sheldon Axle Works took fire about ten o'clock, and owing to the demoralized state of the fire alarm circuits no alarm could be sent in. The buildings and machinery were totally destroyed. The loss is about $10,000.

SHE STARVED TO DEATH.

MRS. STANTON'S HUSBAND NEGLECTED HER AND SHE AND HER CHILD DIED.

[BY TELEGRAPH TO THE HERALD.]

SING SING, N. Y., Feb. 8, 1891.—Mrs. William Stanton gave birth to a child on Monday and has since died for want of proper care and food. The immediate cause of death is, undoubtedly, starvation.

Her husband, who is a pipe moulder, works in the foundry near by. He is a hard drinker and neglected her. She had very little to eat or drink and was in a very exhausted condition.

Mrs. Macdonald, a neighbor, called in to see her this morning and found her dead in bed. The woman had undoubtedly starved.

A doctor was called and he said she died from a complication of diseases brought on by starvation.

The child had died and was found buried in the back yard in an old cloth.

Four children were born before, who are all dead. One was found buried wrapped in a newspaper in the cemetery about two years ago.

The Coroner held an inquest this afternoon on Mrs. Stanton's body and rendered a verdict in accordance with the testimony. She was thirty-six years old.

BLEW OUT HIS BRAINS.

[BY TELEGRAPH TO THE HERALD.]

TRENTON, N. J., Feb. 8, 1891.—Peter Johnson, twenty-two years old, committed suicide at the house of a friend on whom he was calling, at eleven o'clock this morning, in the presence of a four-year-old child.

His method was particularly revolting.

He went into the kitchen, accompanied by the little child, and took a breech loading gun from a rack on the wall. He fished a shell from the pocket of a coat hanging by and loaded and cocked the gun. He then tied a rope to the trigger.

Seating himself in a chair he put the muzzle of the gun in his mouth and pulled the rope.

The charge of shot tore a frightful hole in his head, and his brains spattered the ceiling.

Johnson was an inveterate cigarette smoker, and it is thought that his mind was affected. He was out of work and despondent.

THIEVES TOOK THE DRESSES.

[BY TELEGRAPH TO THE HERALD.]

BURLINGTON, N. J., Feb. 8, 1891.—Late last night it was discovered that thieves had entered the side door of the residence of James O'Neill, on West Broad street, on Friday night, and went to the sleeping apartments of his three daughters, Misses Maggie, Mary and Lydia, and carried off a lot of dress goods, a number of evening dresses and other costumes, valued at about $500.

Three gold watches and a number of rings and other jewels lying on the bureau were not touched, nor was anything else of value in the house. There is no clew to the thieves.

WILL CONTEST THE WILL.

[BY TELEGRAPH TO THE HERALD.]

NEW BRUNSWICK, N. J., Feb. 8, 1891.—Millionnaire Ezekial M. Patterson died to-day, after a long illness, at the age of eighty-two years. By his will, made several years ago, he left his son John and daughter Mary $50,000, to be paid when the former became twenty-eight years old, but John died a few weeks ago at the age of twenty-four years, and a legal contest will ensue, his wife and children having been left nothing, and Mary is not on good terms with them since John's death.

Mr. Patterson had been so ill that he was unable to make any change in his will. John's creditors are much worried for fear they will loose their money, while his wife and children have nothing.

ESCAPE OF A PRETTY MURDERESS.

[BY TELEGRAPH TO THE HERALD.]

BROWNSVILLE, Texas, Feb. 8, 1891.—It is reported here that Mrs. McCabe, who murdered County Judge Stein, of Hidalgo, escaped from jail in Matamoros last night, where she was awaiting sentence. It is supposed she was assisted by Mexican officials or released through bribery of her jailer.

Mrs. McCabe is very beautiful and the wife of an ex-judge of Hidalgo county. She shot Judge Stein at a social gathering on the Mexican side and drove off the officers who attempted to arrest her. She had many sympathizers.

NEWS NOTES FROM ROUND ABOUT.

Night Watchman Owen Carroll was killed by an express train near Sing Sing, N. Y., yesterday. He was walking on the tracks.

Major Henry P. Clare, the wealthy cattle raiser of Fort Thomas, who was reported missing, has been located at Ryan's Hotel, in Elizabeth, N. J. He is ill.

While John Heaton, who lived near Pennington, N. J., was walking on the tracks of the Philadelphia and Reading Railroad yesterday he was struck and killed by a train.

Business men of Sing Sing, N. Y., are trying to raise $12,000 to be given to manufacturers as an inducement to locate in that village. Five thousand dollars has been subscribed.

Charles Lampe, twenty-two years old, is missing from his home on Jersey avenue, Jersey City. As he was despondent it is feared that he has committed suicide. He was employed by the Dixon Crucible Company.

Charitable people in Jersey City have lately been swindled by a woman who represented herself as an agent making collections for the Home for the Blind. Father Hennessy, of St. Patrick's Church, has denounced the woman as an impostor.

STORM BEATEN POLARIA REACHES PORT IN SAFETY.

The Hamburg Steamer Five Days Overdue Owing to Awful Ocean Storms.

BATTERED AND SMASHED.

During a Fog the Steamboat John H. Starin Runs on the Rocks on North Brother Island.

With her foremast gone, fifty feet of her starboard bulwarks missing and her bridge rails smashed, to say nothing of various minor injuries, the Hamburg-American steamship Polaria, five days overdue, steamed into port yesterday.

Steerage passengers crowded to the spar deck forward as the partially dismantled vessel slowly worked up to her Hoboken pier. There Captain Busch explained the cause of the steamer's long voyage and of her demoralized condition.

She left Stettin, Germany, with seventy steerage passengers and a big freight cargo on January 13. There were no cabin passengers. Touching at Copenhagen she left that port on January 16, and almost immediately the big steamer plunged into a northwesterly gale.

Storm succeeded storm, and on January 27 came a hurricane which played the mischief with the Polaria. The steamship was running at reduced speed at half-past two o'clock that afternoon and was in latitude 51 degrees, longitude 33 degrees, when a tremendous wave rolled over the port bow.

DOWN WENT THE MAST.

It swept clean over the bridge, drenching Chief Officer Schlaefke, who was on duty, and almost washing him overboard. Before he could get his breath or clear the salt water from his eyes he heard a tremendous crash, followed by another of lesser volume. The vessel gave a lurch and then rapidly heeled to starboard.

Looking forward the officer saw the lofty foremast lying over the starboard side, with all its attached rigging. It had snapped off one inch below the deck and had carried the port shrouds with it in its fall, and smashed the bulwarks. This was the cause of the second crash and of the vessel's lurching to starboard.

In front of the bridge there was a tangled mass of rigging. The steps leading to the after turtleback were smashed, and the rail to the turtleback was carried overboard. The bridge rails were also broken and one of the port lifeboats hung by a single davit. The other had been snapped off and carried overboard.

NO ONE HURT.

Fortunately none of the steerage passengers was on deck and the sailors were aft when the mast fell, but there was the prospect of a lively panic in the steerage until Captain Busch sent the chief officer to quiet the fears of the passengers.

He then ordered the engines put at quarter speed and the sailors were set to work clearing away the wreckage. All the rigging forward had to be chopped clear. It was slow work, for the storm continued for an hour after the accident, and the vessel was washed constantly by the waves.

Late in the afternoon the storm subsided, but the Polaria had to struggle through a succession of fresh to strong gales until she was off the Banks of Newfoundland, on February 1. The storms gave place to fogs. From the day of the big storm the Polaria did not log more than seven and a half knots per hour.

The vessel's hull was intact, with the exception of her bulwark plates, when she arrived yesterday. Rough boards covered the gap made in the bulwarks. She will need extensive repairs.

THE JOHN H. STARIN STRIKES ON NORTH BROTHERS ISLAND.

The steamboat John H. Starin was towed to Cosgrove's dry dock in Jersey City yesterday afternoon. There was an enormous hole in her bow below the water line and it took the united pumping of the tugs, with the help of the Starin's own pumps, to keep her afloat.

The steamboat ran on the rocks off North Brothers Island, east of Hell Gate, last Friday night, and had it not been for the coolness of her Captain the vessel would have been lost with all on board.

There were ten passengers on the steamboat when she left pier 18 North River for New Haven, Conn., at nine o'clock Friday night. She was commanded by Captain J. H. McAllister.

It was very foggy at the time and the mist became more dense as the steamboat proceeded up the East River. In the Sound the fog was impenetrable. Captain McAllister had the engine put at slow speed and the Starin was not running at more than five knots, when at twenty minutes past ten o'clock she struck the rocks.

ON THE ROCKS.

She ran head on and stuck fast. The sharp rocks cut a hole directly under her "forefoot," or near the point where the keel is joined to the sternwater. The water rushed in by barrelfuls. The steamboat's pumps were at once set to work, but were unable to keep pace with the rapid flow of water.

As the vessel was on hard and fast the Captain decided not to attempt backing off into deep water, as she might go down. Most of the passengers were asleep, and with the exception of one or two they knew nothing about the accident until Saturday morning. Those who knew of the trouble Friday night wisely kept it to themselves.

Mattresses were stuffed into the leak, and canvas was lowered over the bows to cover it from the outside. Even then the water kept pace with the pumping. Fortunately the weather was calm, and the men could work all around the steamboat without difficulty.

When the passengers awoke on Saturday morning they were told of the accident, and they took the matter philosophically, preferring to remain on board the vessel. Telegrams were sent to New York, and the steamer Lenox reached the disabled steamboat Saturday night with four tugs. The steamer took the passengers on to New Haven.

The tugs promptly hauled the Starin off the rocks, but she threatened to fill and the tugs towed her to Riker's Island, where she was stranded in the mud.

TOWED BACK TO NEW YORK.

Captain McAllister then endeavored to repair the leak so as to proceed to New Haven with the freight, of which there was a large cargo. It was found impossible to do more than make a temporary patch which would keep out most of the water until the Starin returned to New York.

The pumps on all the tugs were started and the steamboat was hauled off the flats yesterday morning. It took eight hours to tow the leaky craft to the Jersey dry docks. The extent of the damage will be ascertained to-day.

The John H. Starin is an old, wooden sidewheel steamer. She was built in 1865 at Baltimore for John H. Starin. Her register is 637 net and 887 gross tons. She is 202 feet long, 29 feet beam and 7.5 feet depth of hold. It is thought the vessel's keel is seriously damaged.

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 Hudnut's pharmacy (HERALD Building), No. 218 Broadway:—

1890.	1891.		1890.	1891.
3 A. M..... 46	35	3:30 P. M..... 41		36
6 A. M..... 51	36	6 P. M..... 38		37
9 A. M..... 54	36	9 P. M..... 36		35
12 M..... 51	35	12 P. M..... 31		34

Average temperature yesterday..... 35¼
Average temperature for corresponding date last year..... 43½
Average temperature for corresponding date last fifteen years..... 34¾

MAYOR SARGENT HAD TO WALK.

[BY TELEGRAPH TO THE HERALD.]

NEW HAVEN, Conn., Feb. 8, 1891.—Mayor Joseph B. Sargent, whose message in January caused so much discussion throughout the country, had an odd experience yesterday on the cars of the Fair Haven and Westville Horse Railroad Company.

The Mayor boarded a car at Chapel and Wallace streets to ride up town from his factory to the City Hall. Two blocks from there the conductor of the car approached Mr. Sargent to collect the fare. The Mayor felt for his pocketbook, but it was missing.

He requested the conductor to stop the car, saying that he did not have a cent with him. The Mayor then alighted and walked the remainder of the way in the driving rain storm.

When the car was again in motion the driver stuck his head in the door and shouted:—

"Say, didn't you know who that was?"

"No; who was it?"

"Why, dat was Mayor Sargent."

THESE COMPANIES WILL NOT UNITE.

[BY TELEGRAPH TO THE HERALD.]

HARTFORD, Conn., Feb. 8, 1891.—The office of the United States branch of the Scottish Union and National Insurance Company is in Hartford, with Martin Bennett, Jr., as manager. Mr. Bennett returned from New York this evening, and in regard to the report of a consolidation of the Scottish Union with the Liverpool, London and Globe company, said he had received a cablegram from the head office of the company in Edinburgh, which stated that the report was absolutely groundless, and that the subject had never been discussed by the companies.

LINCOLN BIRTHDAY BANQUET.

The Republican Club of Newark will give its annual Lincoln birthday banquet on Thursday evening in Oraton Hall. Two hundred and fifty tickets have been issued, an excellent *menu* has been chosen, music will be rendered by the Mandolin Club, of this city, and the following will be the toasts and speakers:—Address of welcome, President James E. Braxwell; "Abraham Lincoln," Charles A. Boutelle, M. C., from Maine; "The Republican Party," Frederick T. Grenhalge, M. C., from Lowell, Mass; "The Spirit of '61," the Rev. R. R. Meredith, D. D., of Brooklyn; "The Press," A. W. Lightbourne.

PERHAPS MULLEN WAS MURDERED.

It was said in Newark last night that Edward Mullen, the New Jersey State Prison bookkeeper, of Trenton, N. J., who was found waylaid and dead on the Pennsylvania Railroad tracks in Newark on Friday morning, might have been assaulted and robbed in Railroad avenue by roughs and thrown on the railroad track. Color is lent to this theory by the fact that no trace of the gold watch and roll of money which he is known to have had a few hours before the accident can be found.

The police are still working on the case.

"LIGHT OF THE WORLD,"
by
EDWIN ARNOLD,
will be
published in the HERALD
on February 15,
by arrangement with
FUNK & WAGNALLS.

EXPRESS TRAINS ON THE "L."

The Manhattan "L" road will put in operation a new schedule on the Third avenue line to-day.

The express trains which have been run on trial for some time will be made a permanent feature and more accommodation trains will be added.

The express trains will be run from seven to eight A. M. on six minute intervals, stopping only at 125th and 116th streets until Fifty-ninth street is reached, the distance being covered in eleven minutes.

SMALLPOX ON THE SCOTIA.

There was a smallpox patient among the 346 immigrants on board the Mediterranean steamship Scotia when she reached Quarantine yesterday. The vessel was detained and it is probable that the passengers will all be transferred to Hoffman Island for observation.

The smallpox victim was sent to the North Brothers Island hospital and the other immigrants were vaccinated and the vessel fumigated.

RESCUED FROM A BURNING LIGHTER

While the steam lighter Alice Haggerty was lying at pier 17 East River, off the foot of Wall street shortly before one o'clock this morning, it was discovered that she was on fire.

Deck hand W. N. Corry, twenty-six years old, was rescued when almost overcome by the smoke and heat, by Policemen Harvey and Horn, of the Old Slip station.

The boat belonged to the Chapman Wrecking and Dredging Company, of No. 70 South street. The damage to her was estimated at $300.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK.

Steamer.	Sails.	Destination.	Office.
Wisconsin	Feb 11	Liverpool	35 Broadway
City of Chicago	Feb 11	Liverpool	6 Bowling Green
Teutonic	Feb 11	Liverpool	41 Broadway
Congo	Feb 11	London	22 State street
Ems	Feb 11	Bremen	2 Bowling Green
Moravia	Feb 11	Hamburg	37 and 61 B'way
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
Elder	Feb 14	Bremen	2 Bowling Green
Waesland	Feb 14	Antwerp	6 Bowling Green
Spaarndam	Feb 14	Rotterdam	39 Broadway
La Gascogne	Feb 14	Havre	3 Bowling Green
City of New York	Feb 18	Liverpool	6 Bowling Green
Celtic	Feb 18	Liverpool	41 Broadway
Havel	Feb 18	Bremen	2 Bowling Green
Westernland	Feb 18	Antwerp	6 Bowling Green
Scandia	Feb 19	Hamburg	37 and 61 B'way
Etruria	Feb 21	Liverpool	4 Bowling Green
Queen Victoria	Feb 21	London	22 State street
Circassia	Feb 21	Glasgow	7 Bowling Green
Fulda	Feb 23	Bremen	2 Bowling Green
Werkendam	Feb 23	Amsterdam	39 Broadway
La Normandie	Feb 24	Havre	3 Bowling Green
Wyoming	Feb 24	Liverpool	35 Broadway
Bohemia	Feb 24	Hamburg	37 and 61 B'way
City of Berlin	Feb 25	Liverpool	6 Bowling Green
Majestic	Feb 25	Liverpool	41 Broadway
Saale	Feb 25	Bremen	2 Bowling Green
Noordland	Feb 25	Antwerp	6 Bowling Green
Belgravia	Feb 25	Naples	7 Bowling Green
State of Nevada	Feb 26	Glasgow	53 Broadway
Suevia	Feb 26	Hamburg	37 and 61 B'way
Aurania	Feb 28	Liverpool	4 Bowling Green
Otranto	Feb 28	London	22 State street
Werra	Feb 28	Bremen	2 Bowling Green
Veendam	Feb 28	Rotterdam	39 Broadway
La Bretagne	Feb 28	Havre	3 Bowling Green
Nevada	Mar 2	Liverpool	35 Broadway
Adriatic	Mar 4	Liverpool	41 Broadway
Rhætia	Mar 7	Hamburg	37 and 61 B'way
Umbria	Mar 7	Liverpool	4 Bowling Green
Anchoria	Mar 7	Glasgow	7 Bowling Green
FROM SAN FRANCISCO.			
Alameda	Mar 5	Sydney, NSW	261 Broadway

CLOSING OF MAILS AT NEW YORK.

WEDNESDAY, Feb 11—For Europe, per steamer Teutonic, at 3:30 AM; for Europe, per steamer Ems, at 4:30 AM; for Belgium, per steamer Friesland, at 5 AM.

SATURDAY, Feb 14—For Brazil and La Plata countries, per steamer Advance, at 1 AM.

ALMANAC FOR NEW YORK—THIS DAY.

Sun rises..... 7 01 | Moon sets..... — — PM
Sun sets..... 5 28

TIME OF HIGH WATER.

Sandy Hook	7 30 AM	8 10 PM
Governor's Island	7 48 AM	8 28 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.

PORT OF NEW YORK.

SUNDAY, Feb 8, 1891.

ARRIVED.

Steamer Moravia (Ger), Winkler, Hamburg Jan 22, with mdse, 25 cabin and 727 steerage passengers to R J Cortis. Arrived at the bar at 8:30 AM. During the passage had strong westerly gales, weather squally and raining, with high head seas.

Steamer Ems (Ger), Landor, Bremen Jan 28 via Southampton 31st, with mdse, 112 cabin and 367 steerage passengers to Oelrichs & Co. Arrived at the bar at 4:30 PM. Had strong SW and NW winds up to lat 40 15, lon 41 30, when experienced a heavy gale from SSW to NW, lasting 12 hours; thence variable weather, moderate sea and westerly swell; Feb 3, lat 47, lon 36 53, exchanged lights with an American line steamer bound W.

Steamer City of Chicago (Br), Redford, Liverpool Jan 28 via Queenstown 29th, with mdse and passengers to Peter Wright & Sons