SAVED ON THE HUDSON.

A Propeller, with Thirty Passengers, Icebound at Night.

HOW THE RESCUE WAS DONE

The Last Plank Between Death and Life.

A MOST SENSIBLE NEGRO.

POUGHKEEPSIE, April 7, 1873.

There was a narrow escape from another disaster on the Hudson River at two o'clock this morning, one mile and a half north of Rhinebeck. The propellers McManus and Redfield left New York on Saturday night, the former for Coxsackie and the latter for Hudson. Both got along very well till after passing Rhinebeck, when they ran into ice twelve inches thick, and after butting at it several hours retreated to Rondout for a safe harbor. This fact was telegraphed to the Redfield's owners at Hudson, whose propeller Nuhpa laid at Hudson dock receiving freight and passengers for New York. About two hundred people were on the dock, many of whom intended to take passage on the Nuhpa, but who decided not to when the telegram was received. At seven P. M., however, she had thirty passengers on board. She crashed through the ice in safety, and, though going slowly, passed through the obstructions with comparative ease, not having to stop once till she reached a point

A LITTLE SOUTH OF BARRYTOWN

at two o'clock in the morning. At this hour all the passengers had retired to rest, several of them occupying berths in the cabin below the main deck and the balance in state rooms which lined the upper saloon. Suddenly the steamer came to a dead stop in the center of a huge field of ice. Backing out she ran into it again, but did not make much headway. The next time she went in, the ice broke away on each shore and the action of the tide forced the heavy fields from the west and from the east against the Nuhpa, holding her as if in a vise, and cutting a hole, all of two feet square, in her hull, just astern of midships on the starboard side. Henry Briggs and George Perry, pilots; George H. Powers, one of the owners, and Captain Treman were in the pilot house when the shock occurred. Captain Powers hurried to the saloon deck, and, running the whole length of the saloon, awoke the passengers, who rushed from their staterooms bewildered and panic-stricken and in their nightclothes. Captain Powers told them all that the boat was sinking, and hurried them forward where men were engaged in preparing the lifeboats for launching. Meanwhile Captain Powers smashed in the empty stateroom doors, and hastily procured all the life-preservers he could, which were eagerly seized by the passengers. The news of the sinking of the steamer had also been sent to the few passengers in the lower cabin, and they, too, hurried up stairs and ran forward, nearly all on board clustering in a group near the pilot house. The boat on the starboard side was hanging on the davits and was got ready first. Captain Powers ordered the men to stand back and let

THE WOMEN AND CHILDREN GET IN FIRST.

By this time the stern of the steamer was gradually sinking, and it was feared she might make a sudden lurch and go down, and the greatest excitement ensued. One woman threw her arms around the steward's neck, and plead with him not to let her little girl drown. He assured her the prospects were good for all to be saved. The four female passengers and three children were placed in the boat as expeditiously as possible, and the order was given to lower it. Through some misunderstanding the bow was lowered much faster than the stern, and suddenly the tackling broke and the boat with its occupants fell to the water, one or two of the ladies and one child being hurled into the river. This created a wild scene, and it was feared several would be drowned. Fortunately the boat on the port side had already been lowered, and into it jumped two or three of the crew, who pulled it to the starboard side, where the women were fast drowning. After superhuman exertion on the part of the crew the women were rescued. In a few moments all had got into the boats except Captain Powers, who stood on the forward deck, and then, seeing that his passengers were all safe, he left the steamer to her fate and also got into a boat. All this happened in the middle of the river, and by the time the lifeboats were filled and ready to move towards shore they were opposite the State dock at Rhinebeck, with an immense field of ice between them and the shore. And now the question of reaching land in safety was a serious one. A few of the more courageous as soon as heavy ice was reached, stepped from the boat on it and groped their way ashore, dragging a boat over the ice along with them. Another party started to do the same thing, taking the ladies with them, one of the men carrying a long joist. When within about one hundred feet of the shore the ice in front of them suddenly cracked and moved, leaving a chasm ten feet wide directly in their pathway. This was a new danger, and again the unfortunate passengers were panic-stricken and one of the ladies fainted. The man with the joist threw it across the chasm, and, taking the swooning lady in his arms, walked across the water on the joist, reaching the shore in safety. The balance followed, and all except one man got across nicely. He fell in up to his neck, but got out again all right.

AFTER THE PASSENGERS REACHED SHORE

they walked down the railroad track to McElroy's Hotel, Rhinecliff. The household was awakened and everything was done for their comfort. Many of them lost all their clothing. One man had on nothing but a pair of stockings and an overcoat, and one or two ladies had on nothing but their night dresses. All were wet through and benumbed with the cold. While they were warming themselves by the stove a railroad watchman came running down, saying he could hear cries of distress coming from the steamer. A boat was procured and an attempt made to reach the vessel, but without success. The cries could be distinctly heard by the men in the small boat, and it was finally discovered that they came from the assistant cook—a colored man. He was asleep below the main deck when the accident happened, and did not turn up when the small boats left. He was told that they could not reach him, when he answered, "All right, boss, I'll go for'ard and do the best I can." At daylight the Nuhpa had floated down the river as far as Vanderburg's Bay, nearly opposite Kelly's dock. Captain Powers proceeded to Rondout, and secured the services of the propeller McManus and the tugboat Samuel Cornell, and with them went to the spot. The assistant cook was found in the pilot house, where he had a good fire going, and he was smoking a pipe. The Nuhpa was sunk astern to her hurricane deck, her bow being entirely out of water. On her forward deck three valuable horses were standing in the water up to their bellies. They belonged to Eugene Pulver, of Hudson, and were the only live stock on board. The balance of the freight consists of hay and straw, a light deck load and 100 barrels of sand located amidships. The Nuhpa has no freight whatever in her hold. Nearly all the furniture and carpets in her saloons are ruined, and much of her joiner work outside is carried away. The McManus and the tugboat towed her to the flats, one mile and a half south of Esopus lighthouse, and beached her at a point where it is thought the heavy floating ice will not reach her. The horses were then taken off, as was also as much of the freight as was possible, when the McManus and tug steamed back to Rondout. The Nuhpa has been

ALWAYS AN UNFORTUNATE BOAT.

Her hull or keel was that of the steamboat Berkshire which was burned several years ago between here and Rhinebeck and many lives were lost; two years ago the Nuhpa ran ashore in a fog and last year she lost a wheel in the lower Hudson; one of her owners stated that she is now damaged to the amount of $75,000 or over, but that the company can stand it; the wrecking steamer, Clara of New York, has been sent for and is expected to arrive alongside the Nuhpa to-morrow, when she will be pumped out and towed to the dry dock. The Nuhpa is nearly three hundred feet in length and fifty feet in width and carries 900 tons. Her original cost was $180,000. She was considered to be the largest and fastest propeller on the Hudson River.

About all of her

PASSENGERS

left for Hudson from Rhinebeck on the half-past seven train this morning, and all in a rather dilapidated condition; among the female passengers were Mrs. Warden and children, of Hudson, who were moving to New York; they had all their furniture on board; a family named Mosner was also on board; a lady named McCase fell in the river from the small boat when it was being lowered; she had on nothing but her night clothes, and it was with great difficulty she was rescued.

THE OFFICERS

of the Nuhpa are as follows:—Captain, R. P. Treman; Clerks, T. Traver and H. G. Kinne; First Mate, M. Fitzgerald; First Pilot, Henry Briggs; Second Pilot, George Perry; First Engineer, Nelson Deane; Second Engineer, F. Van Benschoten; Steward, Van Ness Fritz.

THE NUHPA IS OWNED

by the New York and Hudson Transportation Company, which company also owns the propeller Redfield. The accident has caused considerable consternation among steamboat men. Captain Tremper, of the Cornell, intended to have that steamer leave New York to-day or to-morrow for Rondout, but he has countermanded the order, and now will not allow her to start till the heavy ice disappears.

ERIE'S ENTERPRISE AND EARNINGS

Yesterday's Testimony Before the Legislative Committee.

What Discharged Clerks Failed to Prove—Mr. O'Dougherty "Takes Water" Through Counsel and Declares There Has Been No Falsification of the Books—Senator Madden's Alleged Little Divvy of $4,000—A Man Who Wants To Be General Manager Gives Valuable Evidence.

The legislative committee, who are attempting to fathom the affairs of the Erie Railroad, took further testimony yesterday. On the assembling of the committee Mr. White read the following:—

NEW YORK, April 7, 1873.

Hon. J. A. BABCOCK, Chairman Assembly Investigating Committee:—

DEAR SIR—We, the undersigned, having been employed for several years past in the Auditor's office of the Erie Railway Company, and during that time having been constantly at work making up the details of freight and passenger earnings, have no hesitancy in stating that if the books and details of said company are exhibited we will show to your honorable committee the fact that the statement of said company showing the amount of freight and passenger earnings is grossly exaggerated.

JOHN WILLIAMSON,
FREDERICK S. GRAMMER.

John Williamson was the first witness called. He testified:—Had been employed in the Auditor's office of the Erie Company in freight matters until January 31 last; was then discharged for a cause of which witness was ignorant; does not know what testimony has been given relative to that to the committee; when witness was discharged they were then working on October accounts, or three months back account; they could not have accurately brought up the accounts for those three months so as to make up a statement in February; many accounts were not even forwarded to the office, hence they must have been estimated and not actually proved.

Counsel for Erie objected to the witness giving his opinion as an expert until it had been shown that he was an expert. In answer to questions tending to show his expert knowledge witness continued:—Had charge of agents' balance sheets of freights; all such balances passed through witness' hands, and were checked off to approve their correctness; had made the freight statement for September; did not know whether the amount for that month was testified before the committee; there was a book in which the freight balances were recorded; that book would show the actual balances for freight; it disappeared a few days before witness was discharged; had asked higher officers for it, but they had said it was in use; it was not possible that any persons could have been at work upon the monthly returns of December without witness knowing it; under the new system of accounts it requires twelve men to do the work that three used to do.

To Colonel Burnett—What witness meant by the new system of accounts only referred to the freight department, as witness was only posted on matters in that department; twelve new men were put on in October to do the work that three men had done before; witness had never made returns tally by substituting figures; had not concealed returns so altered; was not aware that the balance book mentioned as lost had been found in witness' desk, with other concealed papers, after his discharge; knew Mr. Burgess, of the Erie employés; had never stated to him that witness had seen Mr. Gould and that the new Board would be turned out and Mr. Gould back before July; neither had witness ever had an interest in a low dance house; had no specific fact in recollection on which he based the charge of gross exaggeration of earnings; had written the letter to the committee at the instance of Mr. Coutes.

FREDERICK S. GRAMMER

sworn—Resides in New Jersey; was formerly a clerk in the passenger department of the Auditor's office, Erie Railway; had signed the letter read to the committee this morning; his duties in the Erie office were to superintend the checking of the agents' returns of tickets sold; this was done by comparing coupons with the return sheets; he made out the sheets of passenger earnings of the whole road; hence he made up monthly statements; witness was unable to give any figures that tended to show inaccuracy in the statement made by the company to the committee; has no knowledge of any false entries being made in the company's books; does not know that the statement is not a correct transcript of the books, has formed his opinion as to their inaccuracy solely from his knowledge of the complexity of those accounts and from the size of the amounts put into monthly earnings; they are for months notoriously slack of passenger traffic; comparison of the boxes used to keep cancelled coupons in shows that that for October, 1871, is nearly full; that for October, 1872, scarcely has the bottom covered; again, it usually took witness two weeks to check off a month's returns; had done that work for October, 1872, between ten A. M. and three P. M. of one day; was unwilling to say positively that there were false entries in the books, but the facts stated inclined him to the opinion that the entries must have been from estimate and not from actual verification.

Henry P. Antes, late an attaché of the Auditor's office, requested to be sworn, and gave the committee a long account of his childhood that amused the committee and the reporters very much. He said he had been a bad boy in his youth and got into many scrapes, which he had to get out of, owing to the fact that his father was a strict old Methodist, and thus he had learned experience; after testifying on Thursday last he met President Watson in the hall, and Watson invited him into his carriage and took him to his house; on the way the conversation turned upon the dividend of February, and Watson said he expected his action would make him many enemies, and he did not know but he would be put out, but he believed the dividend had been honestly earned; he said he had two positions vacant, and he was glad to find the right man for the place; that a man of witness' superior qualifications should have a superior position; witness told him that his experience was that a man gained nothing by being dishonest.

Mr. Beach at this point remarked:—I ought to state in justice to myself that the gentleman I represent—Mr. Dougherty—has no suspicion that the books of the company were falsified, and that he has perfect confidence in the honesty and integrity of Mr. Watson.

A significant remark was dropped by Mr. Lincoln during the examination of Mr. Grammer by Mr. Stickney, counsel for the committee, to the effect that the direct examination partook very much of a cross-examination.

Colonel Doonan, Auditor of the company, testified as to the call made by the Board as to the earnings of the road, and he stated that they were made up from the agents' reports, which were the only proper basis; if we increase the earningt we must give the amount to the agens or a foreign road; we have no reserves to which it can be credited; he stated that no falsification of the books had been made.

Oliver W. Cook, Auditor of Traffic, testified that he furnished a report of the passenger carriage and freight, and it was the actual earnings; witness stated the mode of completing the report of the actual revenue for each month; the returns were taken from the agents' reports; he testified that Williamson failed to keep his accounts correctly and neglected to attach the vouchers; so far as he knew the accounts as shown in the books are correct, and he knew of not a single falsification.

Two o'clock having arrived the committee took a recess, and politely requesting the reporters and witnesses to retire, went into executive session. A few moments later Mr. Babcock, the chairman, announced the investigation adjourned until four o'clock P. M.

On reassembling the first witness called was H. D. V. Pratt, Superintendent of the Transportation Department of the Erie Railroad, who testified that he had been such since September last; had charge of the track most of the time since he went on the road in 1857; during the year 1872 there were new iron bridges built on the Susquehanna division; had made close examination of other divisions, but can only speak of the Susquehanna division; a large force of men were at work on the Delaware division; the item of $14,000 for iron bridge at Elmira he believed to be correct. Witness was shown a statement of accounts for certain repairs made in 1872, and verified them so far as said repairs had come under his notice; in his opinion the rolling stock between December 31, in 1871, and December 31, 1872, was as good as it has ever been, and the iron in even better condition; a week ago yesterday he laid trains up, owing to danger of landslides; travel had been as good this Winter as it had ever been before; he said the Presidential election increased the travel in October very largely, and he had never known of a pass having been given on political principles; freights were larger this year than last, to the number of from 2,200 to 2,300 more cars than in the corresponding month of last year.

Mr. Watson at this point said that when he came in he found money was borrowed by the company from the men; he ordered that all the men should be paid promptly, and if any borrowing was done the company should do it on Wall street.

James C. Clark, a candidate for general manager of the road, testified that he had just made a seventeen days' examination of the road, which showed that the road, in his opinion, was as good as any first class road not laid with steel rails, and the rolling stock appeared in good condition, at least the 10,874 cars owned by the company; this did not include the United States rolling cars, the Union stock and Pullman cars; there was ninety-five per cent of the rolling stock running, or five per cent undergoing repairs; fourteen per cent of the locomotives are undergoing repairs, and his investigations satisfied him that the condition of the road is superior to what he had expected; he thought the road ought to earn a gross revenue of from $23,000,000 to $25,000,000 per year; and when it reached $30,000,000 per year the road would be a good paying one.

John H. Comer, late private secretary to James Fisk, testified that he was present on March 11, 1872, during the *coup d'état;* Mr. Archer said Sickles had agreed that if Gould would resign the company would commence no proceedings; after that Archer said the directors were going for Gould, and were going to say that Sickles was not authorized to act; money was paid and a claim was made by Gould on me for $4,000 paid to Senator Madden for legislation; I was the agent for the Fisk estate; Gould demanded one-half of the $4,000 from Fisk's estate; I have the account here; it is made by Gould against Fisk's executrix, one half of which he wanted refunded to him; it was repaid to Gould in our account, but I do not know it was paid to Senator Madden; I have seen Abraham Van Vechten at the Erie office, and have went to the treasury and got money for him, for what purpose I know not; one voucher was $2,500, another $4,000; A. D. Barber was often at the Erie office, but I do not know of money paid him; have had one transaction with S. L. M. Barlow; it was for $15,000, which was not paid to Mr. Andrews, but I do not know whether the draft was included in the settlement; when Sickles attempted to force his way into Gould's room with roughs he said, "I have all the power of the United States government behind me; break open those doors;" a police captain asked him if they came as United States Marshals, and he said, "No, as private citizens;" nevertheless they broke open the doors; General Sickles claimed to be backed by the government; he knew of restitution made to the company by Gould, which he described as certain real estate; have no knowledge of all the value of the restitution; that surrendered by Mrs. Fisk I know; the Grand Opera House and the houses in Twenty-fourth street are worth about one million five hundred thousand dollars; she also agreed to surrender certain stocks and property in New Jersey, but he did know if they were included in the assignment; was never present when Barber received money; never saw a voucher signed for $25,000 in favor of Van Vechten; he knew of no arrangements made in 1872 to influence legislation.

S. L. M. Barlow said that he discovered that the estate of Gould and Fisk had interest in coal companies; witness took the stocks and filed them away, marked, and requested an investigation to see if these stocks were paid for by the Erie Company; thus the matter has rested; he is a director of the United States Rolling Company, and holds stock as a trustee; he merely took the coal stock to determine the ownership of it, and does not claim it; the draft mentioned must be for the alleged assessments due on it; about two years before March, 1872, the Erie Company agreed with August Belmont to prosecute the claim against Daniel Drew, and in the name of the company; it was transferred to Belmont in lieu of a claim he had against the Erie Company; litigation went on, and finally Belmont, as assignee, accepted $75,000 from Drew, and the Erie Company had no interest in it; the costs of $35,000 were taken out and Belmont got $35,000.

Mr. Beach, counsel for Dougherty, announced that during the recess he had consulted his client, who wished it understood that he believed the dividend declared in February last was made on a legal basis, so far as earnings are concerned; that he had no sympathy with the effort made to impeach the correctness of the books of the company, and does not connect himself with such proposed impeachment.

The committee adjourned until ten A. M. to-day.

MUNICIPAL MATTERS.

BOARD OF ALDERMEN.

The Eight Hour Law and the Fire Bells—Beach Pneumatic Tunnel—Commissioners of the Excise—The Fourth Judicial District Court.

A meeting of this Board was held yesterday, President Vance in the chair. An application to have the hours of eight, twelve, one and five struck on the fire bells was referred to Committee on Public Works. Alderman McCafferty moved that a committee of three be appointed to solicit the Governor to sign the Beach Pneumatic Tunnel bill. Agreed to. A communication from the Mayor was received, nominating the Commissioners of Excise for three years, and who were as follows:—James L. Stewart, 820 East Fifteenth street; Daniel D. T. Marshall, 157 East Thirty-fourth street, and John R. Voorhies, of No. 4 Bethune street. Alderman Cooper moved that the Fourth Judicial District Court be removed to premises on northeast corner of Second avenue and First street. The resolution was laid upon the table. The Board adjourned to Monday, at three P. M.

BOARD OF SUPERVISORS.

Removal of the Coroners' Offices—Ford's Indices—The Nilsson Hall Armory—The Court House Commissioners.

The Board of Supervisors met yesterday after the meeting of the Board of Aldermen, the Mayor in the chair. The communication of Health Inspector Joy as to Ludlow Street Jail was referred to the Committee on County Offices with power. A communication was read from the Comptroller asking for an estimate of the Board, to be delivered to the Department of Finance before the 15th of the present month. Alderman Vance said that the Board of Supervisors was superior to any Board of Apportionment, and moved that the communication be received and filed. In moving this he said that the Board of Supervisors, in this matter, was superior to the State Legislature. The Committee on County Offices recommended the removal of the Coroners' Offices to premises corner of Houston and Mulberry streets, and that the county pay the rent thereof. Alderman Van Schaick said that the building was the same as that used by the Excise Commissioners. The resolution was laid over. This committee also recommended that the sum of $5,000 be paid to W. C. Ford for his system of indices, and that it be introduced in the county offices. This was laid over. A report was about to be read as to the Nilsson Hall Armory, but as it was not signed by all the members of the committee, Supervisor McCafferty not having had an opportunity to read it, it was recommitted. A report was also read recommending that the clause in reference to the frauds of the Court House Commission be referred to the legal counsel of the Board, and that the Department be requested forthwith to remove the Commissioners. The report was accepted and the resolution was adopted. After the passing of a number of bills, the Board adjourned, at six P. M., until Monday, the 21st of April, at three P. M.

VAN NORT TO HAVEMEYER.

The Commissioner of Public Works Explains His Absence from the City.

Commissioner Van Nort, of the Department of Public Works, has written the following letter to His Honor the Mayor in relation to his absence from the city during a part of last week:—

DEPARTMENT OF PUBLIC WORKS,
237 BROADWAY, NEW YORK, April 7, 1873.

To the Hon. WILLIAM F. HAVEMEYER, Mayor and Chairman of the Board of Apportionment:—

SIR—My absence from the city on the official business of this department during a period of less than three days of last week has been made the occasion of severe and unjust criticism accompanied by the assertion that the business before the Boards of Audit and Apportionment is being delayed or entirely stopped by such absence.

On Saturday last I informed the Comptroller, through his messenger, that I should be in town and ready to attend meetings on Mondays, Fridays and Saturdays of each week. If my convenience had been consulted, as well as that of the other members, meetings of either Board could have been held on any of the days named during last week or to-day. In addition to this, the presence of all the members is not necessary for the transaction of business by the Board of Apportionment, as reference to chapter 583 of the Laws of 1871 and to previous action of the Board will show.

My occasional absence from the city during the session of the Legislature is by no means a matter of choice. Business of great importance to this department, as well as to the city at large, is before the Legislature, and, having been requested by prominent members of each House to furnish them information, and advise them as to the proper or needed legislation for this city, I have considered it a duty to communicate personally with them, in order to protect the interests of the Department and the taxpayers. My services while thus engaged at Albany are as much for the interest of the city as if I remained here, and much more effective and more within the sphere of the duties of a public officer than the employment, at the expense of the city, of private counsel and agents, who, while pretending to represent the interests of this municipality, are, as experience has shown, too apt to pay more attention to other interests which are adverse to the city, and after their successful consummation by the Legislature to enforce them against it. No charge has ever been made by me against the city since my connection with this Department for personal or incidental expenses, or for services of private counsel.

At the same time I take this occasion to declare that, notwithstanding these official calls at Albany I have both time and ability, official courtesy and consideration being mutually observed, to fully discharge the duties of my office here, and that none have been overlooked, neglected or omitted by me. Very respectfully,

GEORGE M. VAN NORT,
Commissioner of Public Works.

COMPTROLLER'S RECEIPTS.

Comptroller Green reports the following payments made yesterday into the city Treasury from different bureaus of collection:—

RECEIVER OF TAXES.	
From taxes, Croton rent and interest	$7,488
COLLECTOR OF ASSESSMENTS.	
From assessments for street openings and improvements	17,588
BUREAU OF ARREARS.	
From arrears of taxes, assessments, Croton rent and interest	1,809
BUREAU OF CITY REVENUE.	
From market rents and fees and house rent	756
Total	$27,644

ARRESTS BY THE SHERIFF.

Eugene E. Pinckney, of the banking firm of Pinckney Brothers, No. 68 Wall street, was yesterday arrested by Deputy Sheriff Curry on an order of arrest issued by Judge Robinson, of the Court of Common Pleas, charging him with fraud. A few days ago a German immigrant, named John C. Korzendorfer, went into Pinckney's place to get German thalers to the amount of $300 American currency changed. Pinckney gave him a check for the $300, which proved to be worthless. Action was then taken by Korzendorfer to recover his money, and hence the arrest. Pinckney was lodged in Ludlow Street Jail.

Mr. James Julian, a broker, was arrested yesterday, on an order of Chief Justice Daly, charged with an alleged fraud, on the complaint of James M. Dixon, who states that he deposited with Julian $10,000 on trust, on March 14, and that he applied for $2,500 on the 31st of March. Julian could not give it to him, as, it was said in the complaint, he had appropriated it to his own use. Bail was given in $10,000.

A STARTLER FOR OLD SALTS.

Must Life Depend on Lifeboats?—The Coming Raft.

It would probably startle the least conservative among the shining lights of the nautical world to propose to revolutionize the entire system of providing life-saving apparatus in the event of disaster, by abolishing boats altogether and substituting something else, thereby possibly inducing the extra caution which might avoid all wrecks not directly and unmistakably inflicted by stress of weather, under divine Providence, and at the same time saving money, by eschewing the expensive delusion of having any arrangements whatever as a supposed last resort in time of need. The proposition might, however, be very fairly and reasonably made on perfectly defensible grounds. It is a fact, "which nobody can deny," that in fair weather, or foul, at murky midnight, or blazing noon, in smooth inland waters or on the raging ocean, in sudden shock on unsuspected reefs, when life hangs on minutes, or even seconds, when the stern and steady are taken by surprise, and the weak and incompetent (including as an axiom the passenger world generally, as an obstructive and multitudinous unit of idiocy) drift into various stages of crazy uselessness, the boats, the life-boats, with all their patent gear and regulations of circumlocution boards and red tape bureaux all complied with; with every gimcrack invention and gingerbread adornment that may set off the other beauties of the ship that carries them, these precious boats are never of the slightest use. Very, very few exceptions, in hundreds of sad, true stories of wreck and suffering and loss of life, confirm the invariable rule. Whether from hurry, the violence of the tempest, the difficulties of men hearing one another, darkness, or the fatal giving way at the supreme moment of some tackle that ought to be, but is not, in perfect order, or from being stowed away with such care that they might as well have been carried in the hold, the boats are rarely launched safely. One end will be lowered before the other, and the boat filled or dashed against the side and stove in, or crowded with a rush of panic-stricken and insubordinate wretches who commit involuntary suicide and take their neighbors along with them by their indiscreet haste. If they chance to be launched safely there are ninety-nine chances in a hundred against their being properly supplied. The plugs will be out or one oar will be there to do duty for, possibly, sixthen, or there will be a redundancy of sails, with an absence of the necessary tackle to work them. Several methods have been tried, and under conditions of discipline with considerable success, by which boats can be launched safely, presupposing that they are kept ready to be launched, which readiness is of itself the one *thing* needful and the one thing most generally neglected. This may seem a sweeping arraignment against the obvious common sense notion of having boats and the universal occurrence of these supplementary and avoidable aggravations of the main disaster which calls the boats into requisition. Let anyone disposed to controvert the fact try and recall the instances where boats have in any satisfactory way performed the service they were built for. They will be found to be few.

Now, if boats cannot be launched safely (though why they should not if ships' crews were exercised at the boats, as they are, or ought to be and are supposed to be, at the fire exercise, or in their daily duties on deck and aloft, seems difficult to imagine) and kept ready, at half cock, as it were, it is plain that something else must be done if people want lives to be saved when a ship strikes a rock or another ship, or gets burnt or springs a leak or turns the turtle. When the Metis came off second best in the collision, not so long ago as to have faded from our memories, and the boats, as usual, fulfilled their usual part of tantalization and saved but few lives, the broken deck, torn off as a raft, did the best sort of service. In hundreds of instances the rudest of rafts have done yeoman service. As to seaworthiness no surfboat ever surpassed the catamaran of a Madras fisherman. This seems to point to the advisability of the raft being more generally accepted as a desirable portion of the equipment of ships. They need not be rude. They should be attended to with the tender skill of artists who love their work, elaborated and ornamented, if required, to the taste of the most æsthetic kid-gloved seaman; but everything conducive to the one great object of saving life should be adopted and improved on. A great passenger steamship would actually afford a greater guarantee for life, mere life, at a pinch, if it hadn't a boat on board, and carried nothing but rafts. With the monern system of docks and piers and deep water alongside, a boat is a thing that is little used. If they had, at the most, four boats for communication with the shore when obliged to lie off, would be all that would be actually requisite. Their deck houses might have rafts, properly and scientifically built, all over them, which would occupy less space, be less weighty and infinitely easier to handle than the present eruption of boats which decorate the bulwarks from stem to stern, and are piled up in inaccessible positions. The rafts could be lashed simply to ringbolts, so that an axe might serve to set them free. A long pull and a strong pull would heave them over the side. There need be no delicacy as to which end went first. They would not fill nor capsize, and if the emergency were great and the ship went down before the rafts were launched they would float clear and swim, let what might sink. They should be fitted with any amount of lifelines and arrangements for keeping people gathered on them from being washed off. Some provision might be made against exposure so as to bring them up to at least the modicum of accommodation afforded by the ordinary boat. They should be supplied with masts, sails and steering gear and of course (as the boats are now supposed to be, but never are) with water and provisions. They might be steered in the time honored fashion of the Peruvian *balsas*, with a sliding keel at either end, which, by the way, being merely a forerunner of the now familiar centreboard principle, enables those apparently unwieldly craft to hold a good wind. A raft which combined most if not all the *desiderata* of a perfect life-saving apparatus crossed the Atlantic from New York in 1869. She was more like a fraction of a tubular pontoon bridge than anything else, was steered easily enough by the means indicated above, carried a very sufficient suit of sails, had ample sheltered accommodation for the crew, proved a marvellous seaboat, and was, altogether, a comfortable, if not a luxurious vessel. If, starting from that crude experiment, science and experience would co-operate in the production of a model raft, and the law should see that ships had their rafts, as they now do their provisions, their water, their cubic inches of air between decks and their lifeboats in proportion to souls on board, humanity would be benefitted by something solid and not sham.

DESPERATE ATTEMPT AT SUICIDE.

A Son of a United States Consul Shoots Himself.

Yesterday forenoon a young man entered a gun shop at the junction of Newark avenue and Montgomery street, Jersey City, and desired to purchase a pistol. Mrs. Dalton, who owns the store, exhibited several, but none of them suited him. She referred him to a well-known establishment on Broadway for the article he required. Meanwhile he entered into a conversation with Mrs. Dalton, telling her that he was a seafaring man, once in the employ of the Cunard Company and later in the Tapscott service. While on this line of conversation he looked eagerly at a Colt's revolver and said he would like to test it by firing it off. Mrs. Dalton turned her back *to him in order* to get a box of cartridges, and almost immediately the pistol was discharged, the ball entering the right lung. Whether the shooting was by accident or design she knows not. The young man was taken to the hospital, and medical aid was furnished, but he was in a dying condition at a late hour last night. He declined to give his name, but afterwards cards were found in his possession bearing the name "Edward L. Lyman." He remarked to an officer on the way to the hospital, "If this ball don't kill me the next will," from which his intent can be clearly inferred. A gentleman called at the police station last evening and stated that the unfortunate young man, who is about twenty-four years of age, is a son of the American Consul at Foo-chou-foo, China, and that he has led a rambling, seafaring life of late years.

KINGS COUNTY MUNICIPAL AFFAIRS.

Meeting of the Aldermen.

The Brooklyn Board of Aldermen met yesterday afternoon, the Chairman, Alderman Clancy, presiding.

A resolution was offered by Alderman Wylie to the effect that the Corporation Counsel be instructed to suspend proceedings against the merchants and business men for having goods and signs upon the sidewalks.

Alderman RODMAN moved its reference to the Law Committee.

Alderman RICHARDSON moved as an amendment that the Corporation Counsel frame a new ordinance which would protect the rights of the citizens, and at the same time prevent any encroachment upon the streets. The resolution as amended was adopted. Edward Clark's contract for removing the dead animals and offal was accepted and a resolution was adopted empowering him to use the same dock now used by George Swift, at the foot of Washington avenue.

Mr. Demorest, the Superintendent of the Truant Home, sent in his annual report:—The total number of children committed to the Home during the past year was 150, of which number 87 still remained at the close of the year. The new building is not yet ready for occupancy.

Alderman BROWN offered a resolution that a special committee of five be appointed to inquire into the system of the Board of City Works, in relation to extra water charges, patent safety valves, patent water meters, &c., and report as soon as possible. Adopted.

THE CENTRE STREET HOSPITAL.

A Very Mixed Condition of Affairs—No Recognized Doctors in Charge—A Fight Between the Medical Board and the Commissioners of Charities and Correction—Mr. Frear's Statement—Dr. Fluhrer Denies the Charges Against Him—Some Action Demanded.

It was reported yesterday that an Investigating Committee of the Board of Commissioners of Charities and Correction were to have met during the day at the Centre Street Hospital to investigate charges made against the new resident physician, Dr. Fluhrer. No investigating committee met, but the HERALD reporter saw Mr. Alexander Frear, one of the Commissioners, at the hospital. When asked about the matter Mr. Frear said that he knew nothing of any charges against Dr. Fluhrer, and "in the first place," continued Mr. Frear, "if there were any charges against him he could not recognize them." In answer to a question why this was, Mr. Frear, who appeared quite unwilling to give any information, said that the Board of Commissioners of Charities and Correction knew nothing of Dr. Fluhrer, that they had not appointed him and therefore could not know him officially. The Board had taken no action in the matter, and a committee of two—General Bowen and himself—had been appointed a committee to reorganize the hospital; that hereafter a resident physician would be appointed to live at the hospital and be responsible for its proper maintenance. This had not before been done.

Dr. Fluhrer was seen by the HERALD Reporter. He is a gentleman of suave and affable manners and a graduate of Bellevue. Dr. Fluhrer said the charges made against him had no existence in fact, that they were

INVENTED BY PERSONAL ENEMIES,

and got into the press in some unaccountable way. The charges were specific and could be answered in the same way; that the six clinic lectures which he was accused to giving to his staff, to the detriment of visitors, were simply histories of each case, which in every well-regulated hospital ought to be kept, but which were not kept here previously; that when he had asked visitors to retire it was because some painful operation must have been going on; he never stripped patients at the lectures, but did so to perform operations or examine their cases. The charge that in the case of Patrick Mullaly, whom he was accused of refusing to let out of the hospital to die at home, was not true; he had not positively refused to let him out, but had said that he was too far gone to bear removal, and that he would die on the way if the attempt were made; the only chance of recovery was in his remaining at the hospital; he had died in the morning, at half-past ten. As to the charge of extravagance in ordering supplies, the hospital was deficient in certain articles when he came there, and the Warden of Bellevue had told him to ask for what he wanted; all he had ordered was three bandage boxes.

When asked about

HIS APPOINTMENT,

Dr. Fluhrer said that he had put himself on the list of applicants for the position of surgeon at the Centre Street Hospital. At the time he was an intern at Bellevue Hospital. After some days he received a notification to report for duty at the Centre Street Hospital, and when he did so his orders were to have the other surgeons report to him. This appointment came from the Chairman of the Medical Board, and when he asked what his salary was to be he was told $150 per month. He had asked twice as to this, and been similarly answered. He then came down on the strength of that appointment, supposing it all right, and he had since done his duty. He had not known of any difference between the two Boards until that morning, when he called at the office of the Commissioners of Charities and Correction to find out what

THE CHARGES AGAINST HIM

reported in the press meant. He went to his position in perfect good faith, and supposed that all was right. Dr. Fluhrer added that he wanted an investigation into these charges. He said that though he certainly desired the position of Resident Surgeon, he cared little for it in comparison with his reputation, which had been so grossly attacked. He thought it due to himself that before he left, if he was to leave, his character should be vindicated by a full investigation.

Commissioner Frear was present during this interview and heard all the Doctor said. He would not commit himself, and simply said that the appointing power and the encroachment upon it by the Medical Board would be taken in hand by the Board of Commissioners of Charities and Correction. As the matter stands it is a most singular complication. It appears that the Medical Board have simply the power to report the names of persons recommended by them for appointment.

PROPHET BRIGHAM SHUFFLES OUT OF HIS MOBILIER SCHEMES.

TO THE EDITOR OF THE HERALD:—

The telegram informs us that Brigham Young, in general conference on Sunday, announced his retirement from the control of the Deseret Bank and his grand commercial scheme designated "Zion's Co-operative Mercantile Institution," and it is added that the Prophet will also resign his office of "Trustee in Trust of the Church of Jesust Christ of Latter Day Saints." When a man of the shrewd calculation of Brigham Young abandons the sources of his wealth there are doubtless some powerful reasons in the background. His intense greed of wealth is proverbial, and where a dollar can be gained the prophet has hitherto been the first in the race. He cannot, therefore, complain if, in the interest of commerce, the independent journalist should ring the alarm bell. For the last five years Brigham has preached to and prayed at his people to deal exclusively among themselves and to freeze out the Gentiles from among them. His Zion's Co-operative Mercantile Institution was created three years ago with that view. He issued the mandate that the saints who dared to traffic or trade with the Gentiles should be "cut off" from his church, and the Mormon merchants who at first refused to join his scheme were annoyed in every conceivable way till they either complied with his demands or tottered to the bankrupt list, and business men of fair name and unchallenged credit were thus brought to ruin and proverty.

The discovery of the mines of Utah was unlooked for, and the Gentiles, instead of decreasing increased in number and influence, and the Prophet's scheme was paralized. With apprehension of consequences the wealthy Mormon merchants, who had yielded to Brigham's orders, insisted that the grand mercantile scheme should be changed to an organization of "limited liability." The Utah Legislature, composed of Apostles and Bishops, at its last session, passed a bill that enabled Brigham and his chief mercantile associates to quietly shuffle off their responsibilities to the Gentile Eastern merchants. The Prophet a year ago tried to retire from the presidency of this "Z. C. M. I.," but Hooper, Jennings and the others insisted that he should remain, for his name was potential with the first houses of New York, where they needed credit. On Sunday the Prophet would risk it no longer. It is very evident to every sensible man that the fanatical condition of affairs in Utah must come to an end, and that Brigham is taking time by the forelock. The last Legislature of Utah passed a statute of limitations, and on the 16th of last February Brigham Young was free from all obligations incurred preceding that time where suit had not been commenced in the courts. The old man is seriously disturbed by the declaration of President Grant that "the laws must be obeyed," and he is now in a quiet way peopling the northern portion of Arizona with pioneers. He dreads the assembling of next Congress, and by that time he will have succeeded in planting colonies of his people so far south of the boundary of Utah that he will only be distant from the Mexican border 175 miles, When rats leave the ship sensible men will be cautious.

VERY LIKE A WHALE.

ZANESVILLE, Ohio, April 5, 1873.

TO THE EDITOR OF THE HERALD:—

A most extraordinary phenomenon was observed near the village of Taylorsville, a few miles from this city, about a week ago. Mr. Thomas Inman, whom your reporter can vouch for as a respectable farmer of unquestionable truth and veracity, related the circumstances to the writer, and, with his son, who was also an eye witness, is willing to make oath to the truth of this statement.

One evening about two weeks ago, while Mr. Inman and his son, a young man, were returning to their home from Taylorsville, they saw a light, which they describe as looking like a "burning brush pile," near the zenith, descending rapidly towards the earth, with a loud, roaring noise. It struck the ground in the road a short distance from them. The blazing object flickered and flared for a few moments and then faded into darkness, as a man dressed in a complete suit of black and carrying a lantern emerged from it. The man walked a few paces and stepped into a buggy, which had not been observed before by either Mr. Inman or his son. There was no horse attached to this supernatural vehicle, but no sooner had the man taken his seat than it started to run, noiselessly but with great velocity, along the highway, and this it continued to do until it reached a deep gully, into which it plunged, when buggy, man and lantern suddenly disappeared as mysteriously as they came.

This phenomenon is certainly an extraordinary and unexplainable one, and sounds more like the vagary of a crazed brain than anything else. But both Mr. Inman and his son, who are sober men and not given to superstitious notions, agree precisely in their statements, and maintain that they are strictly true. If it was an optical delusion, superinduced by a meteor or "Jack o' lantern," is it not strange that the same fancied appearances could be conjured up in the minds of two men at the same time? Here is a chance for scientists to explain the fantastical optical and other illusions and delusions which follow in the train of, and are suggested by, some strange and unexpected sight or occurrence.

W. A. TAYLOR.

LITERARY CHIT-CHAT.

MR. WELFORD says, in the last "Book-buyers," that symptoms of a famine in old books are palpably manifest in England. The supply of fine and rare books is quite inadequate to the demand, which the hundreds of eager American buyers are contributing to swell.

FORSTER thus sketches a visit to Victor Hugo with Dickens, in the Winter of 1846:—

Closed that day at the house of Victor Hugo, by whom Dickens was received with infinite courtesy and grace. The great writer then occupied a floor in a noble corner house in the Place Royale, the old quarter of Ninon de l'Enclos and the people of the Regency, of whom the gorgeous tapestries, the painted ceilings, the wonderful carvings and old golden furniture, including a canopy of state out of some palace of the Middle Age, quaintly and grandly reminded us. Hugo was himself, however, the best thing we saw. Rather under the middle size; of compact, close-buttoned-up figure, with ample dark hair falling loosely over his close-shaven face, I never saw upon any features so keenly intellectual such a soft and sweet gentility, and certainly never heard the French language spoken with the picturesque distinctness given to it by Victor Hugo.

MR. FROUDE will reply in a preface to the second volume of "The English in Ireland" to the critics of the first volume.

A TRANSLATION by Mrs. Arthur Arnold of Señor Emilio Castelar's work, "Recollections of Italy," will appear shortly.

AS A SAMPLE of the present high prices of old English typography, it may be noted that a copy of John Gower's "Confessio Amantis," printed by Caxton in 1493, was recently sold to a London dealer at £720, and resold to an American collector at about $4,000.

THE CENTENNIAL ANNIVERSARY of the First Troop Philadelphia City Cavalry will occur November 17, 1874, and it is the intention to publish immediately thereafter a complete history of the company from its organization, in 1774, to the celebration of the centennial.

MR. WILLIAM STIGANT is finishing his "Life and Opinions of Heine," which will make two large octavo volumes.

THE WORK which M. Victor Hugo is now completing at Guernsey is a novel, called "Quatrevingttreize," the scene of which is laid in the second period of the French Revolution.

MR. CHARLES SUTTON has written a "History of the New York Tombs; or, Reminiscences of a Warden."

THE *Pall Mall Gazette* says, apropos of Mr. Trollope's new Australian book, that "the colonial man comes nearer to being uninteresting than any other variety of the species."

SIR FREDERICK MADDEN, for many years at the head of the Manuscript Department of the British Museum Library, died lately at the age of seventy-two. He wrote largely on historical and antiquarian subjects.

WHEN WALTER SCOTT was in Paris a curiosity-hunter bothered him for his autograph, and offered to take it, with a sentiment, on the fly-leaf of a volume of Froissart he had in his hand. Scott at once wrote in the volume, "*Voila non maitre,* Walter Scott," and handed it back, saying to the company, "I have just acknowledged a truth which will doubtless be turned against me." In the quaint and half barbarous pages of this old chronicler he found the germ of historical romance.

MR. PELGRAVE, the well-known writer of travels, has been promoted from his consulship at Trebizonde to a consulship in the West India Islands by the British government.

THE PUBLICATION of an unedited work of Lamartine in the course of March is announced.

MAN MISSING IN WESTCHESTER.

Last Wednesday morning Edward Kirk, Jr., doing business in Fifth street, Morrisania, Westchester county, proceeded to New York for the purpose of settling some financial affairs, and has not since been seen or heard of by his family or friends. The missing man, who is treasurer of the town Board of Education, is known to have had several hundred dollars in his possession when leaving home, and this circumstance, taken in connection with the fact that he was scrupulously temperate in his habits, has occasioned serious apprehensions for his safety. Before leaving home Mr. Kirk had arranged to attend a wedding party with his wife, in the evening. Fears are entertained that he has encountered foul play.

MARRIAGES AND DEATHS.

Married.

CLARKE—SHERMAN.—In New York, on Wednesday, April 2, by the Rev. Mr. Collard, D. B. CLARKE, of Monroe, Conn., to Mrs. MAGGIE C. SHERMAN, of Brooklyn, N. Y.

FRASER—MURRAY.—On Wednesday, April 2, at the residence of the bride, by the Rev. Hugh Blair, CHARLES FRASER to HENRIETTA MURRAY, daughter of Thomas Murray, Esq., all of this city.

HOFMANN—LENTING.—On Wednesday, April 2, by the Rev. M. Kuhne, at the house of the bride's mother, CHARLES A. HOFMANN to HELENE WILHELMINE LENTING, all of Staten Island. No cards.

Died.

ALLEN.—On Sunday, April 6, at West New Brighton, Staten Island, SARAH B. ALLEN, daughter of James F. and Francis L. Allen, aged 17 years and 5 months.

Providence, (R. I.) papers please copy.

ANDREWS.—On Tuesday April 1, on steamer San Antonio, from Galveston for New York, LOUISA P., wife of H. M. Andrews, and daughter of the late Sidney M. Livingston.

Relatives and friends of the family are invited to attend the funeral services, at the Church of the Atonement, Madison avenue and Twenty-eighth street, on Tuesday, April 8, at eleven o'clock A. M.

BARKER.—At Greenpoint, DORETHEA BARKER, in the 32d year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, on Wednesday, the 9th inst., at two o'clock, from the residence of her brother-in-law, John Smith, 177 Franklin street, corner of Huron, Greenpoint, L. I.

BUTLER.—On Sunday, April 6, at his residence, 631 Third avenue, South Brooklyn, of pleuro-pneumonia, Rev. GEORGE F. BUTLER, aged 75 years and 3 months.

Relatives and friends of the family are respectfully invited to attend the funeral, on Wednesday, the 9th inst., from the Sixth Methodist Episcopal church, Eighteenth street and Fifth avenue, South Brooklyn, at two o'clock P. M.

CAVANAGH.—On Saturday, April 5, JOHN CAVANAGH, native of Gillan parish, Kings county, Ireland, aged 53 years.

Relatives and friends are respectfully invited to attend the funeral, from his late residence, 642 Second avenue, to-day (Tuesday), at one o'clock.

CLEARY.—On Monday, April 7, at the residence of his son-in-law, Michael Hannon, 94 North Sixth street, Williamsburg, JOHN CLEARY, a native of the parish of Stradbally, county Waterford, Ireland, in the 74th year of his age.

The funeral will take place on Wednesday afternoon, at two o'clock, from the Church of St. Vincent de Paul, North Sixth street, where a solemn requiem high mass will be offered up for the repose of his soul, and from thence to Calvary Cemetery for interment. Friends are invited to attend the funeral.

Waterford (Ireland) papers please copy.

COLES.—The officers and members of the Americus Coterie are requested to meet at their rooms, 298 Broome street, on Tuesday, at twelve M., to attend the funeral of their late member, Otis M. Coles. By order.

JOHN L. WEINHEIMER, President.

W. P. GRAHAM, Secretary.

COLLESTER.—On Sunday, April 6, GEORGIE COLLESTER, wife of M. D. L. Collester, and only daughter of the late Abel Scranton, of Madison, Connecticut.

COWAN.—On Monday, April 7, after a long and painful illness, ANN COWAN, widow of David Cowan, a native of Abbeyleix, Queens county, Ireland, in the 40th year of her age.

Requiescat in pace.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 8 Greenwich street, on Wednesday afternoon, 9th inst., at two o'clock. The remains will be interred in the Cemetery of the Holy Cross, Flatbush, L. I.

Colorado papers please copy.

DAVIS.—On Saturday night, at 10 o'clock, April 5, Mrs. ANNIE A. DAVIS, daughter of the late George Wheeler, aged 31 years.

Funeral will take place from the residence of her mother, 23 Second street, at 1 o'clock on Wednesday, April 9.

DUNCOMB.—In Brooklyn, on Monday April 7, at P. M., Mrs. BETSEY ANN, widow of Asahel S. Duncomb, in the 59th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral from her late residence, 686 Baltic street, on Wednesday, April 9, at 2 o'clock.

FAIRWEATHER.—At Yorkville, on Monday, April 7, MAGGIE A., wife of Captain Alexander L. Fairweather, in the 27th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral services, on Wednesday morning, at half-past nine o'clock, at St. Lawrence church, Eighty-fourth street, between Fourth and Madison avenues.

FARRELLY.—At her residence, 37 West Eighteenth street, on Monday morning, April 7, Mrs. CATHARINE, widow of Owen Farrelly, in the 61st year of her age.

The friends of the family are invited to attend the funeral, from the Church of St. Francis Xavier, West Sixteenth street, where a solemn mass of requiem will be offered for the repose of her soul, on Wednesday morning, at half-past nine o'clock. The remains will be conveyed thence to Dover, N. J., for interment.

FRAWLEY.—On Sunday, April 6, at Morrisania, EDWARD FRAWLEY, in the 29th year of his age.

A requiem mass will be offered for the repose of his soul to-morrow (Wednesday), at ten o'clock A. M., in St. Augustine's church, Morrisania. His relatives and friends are invited to attend. Remains will be taken to Calvary Cemetery.

GIET.—On Monday morning, April 7, after a short and severe illness, Captain JOHN N. GIET, sea captain, aged 47 years, 11 months and 20 days.

Relatives and friends of the family, and also the Worth Lodge, 210, F. and A. M., are respectfully invited to attend the funeral, on Thursday, April 10, at 1 o'clock, P. M., from the residence of his father-in-law, D. Briel., 1,577 Second anvenue, between Eighty-first and Eighty-second streets.

Philadelphia papers please copy.

GILON.—On Saturday, April 5, after a prolonged illness, FRANCIS GILON, aged 35 years.

His relatives and the friends of the family are respectfully invited to attend the funeral on Tuesday, April 8, at one P. M., from his late residence, 50 Sixth avenue.

CONCORD LODGE, No. 50, F. AND A. M.—Brethren, you are hereby summoned to attend a special communication on Tuesday, the 8th instant, at 12 M. sharp, for the purpose of paying the last tribute of respect to our deceased brother, Francis Gilon. By order.

E. B. McINTOSH, Master.

W. S. HEMMING, Secretary.

GLASSON.—On Monday, April 7, MARY ELSIE, youngest daughter of John J. and Carrie C. Glasson, aged 4 years, 5 months and 27 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her parents, 515 East 117th street, Harlem, on Wednesday, at two o'clock P. M.

GROVE.—Suddenly on Monday, April 7, at Parkville, L. I., ISABELLA S., wife of J. S. Grove.

Notice of funeral hereafter.

Albany papers please copy.

HANRATTY.—On Monday, April 7, 1873, at Rye, Westchester county, N. Y., FRANCIS HANRATTY, in the 85th year of his age.

Funeral Wednesday. Full notice to-morrow.

HECKER.—On Monday April 7, after a short illness, JOHN VALENTINE, Jr., infant son of John V. and Georgianna Becker.

Relatives and friends of the family are respectfully invited to attend the funeral, at the residence of his parents, 78 Irving place, on Wednesday April 9, at half past nine o'clock A. M.

Stamford papers please copy.

HELMS.—At Harlem, on Sunday, April 6, MARCELLAR, daughter of David and Caroline Helms, in the 18th year of her age.

Funeral will take place from the Second Baptist church, 111th street, between Third and Fourth avenues, on Wednesday, April 9, at one o'clock P. M.

ILSLEY.—On Sunday, April 6, after a long illness, WILLIAM ILSLEY, in the 62d year of his age.

Relatives and friends of the family are respectfully invited to attend the funeral, on Tuesday, April 8, at two o'clock P. M., at his late residence, No. 139 East 127th street.

Albany papers please copy.

IRVINGTON.—On Monday April 7, ROBERT CLARKE IRVINGTON.

Funeral will take place from his late residence, on Wednesday, 9th inst., at two o'clock P. M.

JEAN DE BEURRE.—On Sunday, April 6, at the residence of her parents, MARY, wife of Thomas Williamson and daughter of Joseph and Josephine Jean de Beurre, aged 20 years and 5 months.

Relatives and friends are invited to attend the funeral, at the North Dutch church, Fulton and Ann streets, on Tuesday, April 8, at two o'clock P. M.

JENNINGS.—In Memphis, Tenn., on Friday, April 4, DANIEL JENNINGS, after a lingering illness.

His remains will be brought to Brooklyn for interment. Notice will be given to-morrow as to time and place of funeral.

KEHOE.—On Sunday, April 6, MARYANE, wife of Mathew Kehoe and daughter of the late Patrick McQuade.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, 247 East Forty-eighth street, on Tuesday morning, 8th instant, at half-past nine o'clock, thence to the Church of St. John the Evangelist, corner of Madison avenue and Fiftieth street, where a solemn mass of requiem will be offered for the repose of her soul.

LOWERY.—On Sunday, April 6, JOHN LOWERY, aged 22 years.

The friends of the family are invited to attend the funeral, on Wednesday morning, at nine o'clock, from his mother's residence, 34 West Thirteenth street; thence to St. Joseph's church, Sixth avenue.

MANCHESTER.—On Monday, April 7, 1873, AGGIE R., only daughter of George N. and the late Mary E. Manchester, aged 5 years and 8 months.

Funeral to-night, at eight o'clock, from her late residence, 220 East 119th street.

McDONALD.—On Monday, April 7, 1873, WILLIAM McDONALD, Sr., in the 93d year of his age.

The relatives and friends of his sons, Bartholomew and William, are respectfully invited to attend the funeral, from the residence of Bartholomew McDonald, corner of 175th street and Broadway, on Wednesday, April 9, at one o'clock.

Baltimore papers please copy.

MURDOCK.—On Sunday, April 6, ANDREW MURDOCK, in the 43d year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral services, at his late residence, No. 55 Vandam street, on Wednesday evening, 9th inst., at half-past seven. His remains will be conveyed to Albany on Thursday morning for interment. The members of Concord Lodge, No. 50, F. and A. M., are requested to attend the funeral services. By order,

W. S. HEMMING, Sec. E. B. McINTOSH, Master.

Albany papers please copy.

McMASTER.—In Brooklyn, N. Y., on Monday, April 7, JAMES McMASTER, in the 70th year of his age.

Notice of funeral hereafter.

O'NEILL.—On Sunday, April 6, FRANCIS O'NEILL.

The friends of the family are respectfully invited to attend the funeral, from his late residence, No. 369 West Twelfth street, this (Tuesday) morning, at half-past nine o'clock, to St. Bernard's church, West Thirteenth street, thence to Calvary Cemetery.

PARMLY.—On Monday, April 7, LILIAN ESTELLE, the only daughter of Isaac and Sarah M. Parmly, aged 4 years, 4 months and 3 days.

Relatives and friends of the family are respectfully invited to attend the funeral, on Wednesday, April 9, at two o'clock, from No. 5 Warren place, Charles street.

PATTEN.—At her residence, 19 West 126th street, after a brief illness, MARY A., the wife of William H. Patten.

Notice of funeral hereafter.

REED.—On Sunday, April 6, EMMA LOUISA, daughter of Jacob R. and Henrietta E. Reed, aged 6 months and 6 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her parents, No. 8 St. Luke's place (Leroy street), on Tuesday, the 8th instant, at two o'clock P. M.

REDMOND.—Suddenly, at Jamesburg, N. J., on Friday morning, April 4, of pneumonia, JAMES REDMOND, for thirty years connected with Acker, Merrall & Condit.

Funeral on Tuesday, April 8, at half-past ten o'clock A. M. Trains leave foot of Desbrosses and Cortlandt streets at eight o'clock A. M.; returning, leave Jamesburg at twelve M. and three P. M. Friends of the family are respectfully invited to attend.

SAFFORD.—On Thursday, April 3, in Plainfield, N. J., MRS. MARTHA F. SAFFORD, aged 81 years.

Her remains were conveyed to Albany for interment.

SHERWOOD.—On Monday, April 7, after a prolonged illness, NELLIE SHERWOOD, aged 18 years, 11 months and 7 days.

Relatives and friends are respectfully invited to attend the funeral services, at her late residence, 308 Bleecker street, on Tuesday evening, April 8, at eight o'clock.

SPENCER.—On Monday, April 7, JAMES, son of Peter and Ann Spencer, aged 10 months and 12 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 69 Ninth avenue, this day (Tuesday), at two o'clock.

STEINHOFF.—At Mellenville, Fla., after a lingering illness, JOHN F. STEINHOFF, a native of Accum, Grand Duchy of Oldenburg, aged 52 years, 5 months and 20 days.

The funeral will take place on Wednesday, April 9, at one o'clock P. M., from Marble Cemetery, corner of Second avenue and Second street, to which friends and acquaintances, also the members of New York Schützen Corps, Captain J. F. Rothmann, and Jersey Schützen Corps, Captain H. Raschen, are respectfully invited. F. BOLTING.

STEVENS.—On Sunday, April 6, ANN STEVENS, aged 64 years, 10 months and 24 days.

Relatives and friends of the family, also those of her brother-in-law, Joseph Rocheleau, are respectfully requested to attend the funeral, from her late residence, 25 West Thirteenth street, on Tuesday, April 8, at two P. M.

STOUTENBURGH.—On Sunday, April 6, JACOB STOUTENBURGH, in the 83d year of his age.

The relatives and friends are invited to attend the funeral services, at 68 Pike street, on Tuesday, 8th instant, at two o'clock P. M.

SUTTIE.—In this city, on Monday morning, April 7, MARGARET, wife of David Suttie, late of Fifeshire, Scotland.

Notice of funeral to-morrow.

SWEENEY.—On Sunday, April 6, MICHAEL SWEENEY, only son of Thomas and Mary Sweeney, after a long and severe illness, aged 32 years.

The friends of his father, and also his mother-in-law, Margaret Conway, are requested to attend the funeral, from his residence, 57 York street, Brooklyn, on Tuesday, at two o'clock P. M.

TOTTEN.—On Monday, April 7, of congestion of the brain, SUSIE D., youngest child of James J. and Fannie E. Totten, aged 1 year and 26 days.

Funeral services will be held at E. J. Totten's, Tottenville, S. I. The relatives and friends can take the one o'clock boat, foot of Whitehall street, thence by Staten Island Railroad to Richmond Valley station.

WELLS.—In Brooklyn, on Monday morning, April 7, Mrs. CATHERINE J. F. WELLS, wife of P. P. Wells, M. D., aged 63 years.

Funeral on Tuesday, 8th inst., at half-past three P. M., from her late residence, 158 Clinton street, Brooklyn.

WETMORE.—At Washington, D. C., on Saturday, April 5, Lieutenant OLIVER WETMORE, Jr., of the United States Army, in the 45th year of his age.

Funeral from the residence of his father-in-law, 126 West Fifty-third street, on Wednesday, the 9th inst., at four o'clock P. M.

Thomas M. Tryniski 309 South 4th Street Fulton New York 13069 www.fultonhistory.com