toward the outside or west side of the structure. Immediately north and south of these 'crossover' switches the empty cars of abandoned trains were standing.

"As the engine of Williams's train left the rail and went off in the ties it dragged the car trucks off the tracks also, and after running about two hundred feet the momentum was such that the engine was thrown over on the right hand or west side of the track and landed on the pavement below, a distance of twenty-five feet. The car dragging behind the engine struck one or two of the cars standing upon the middle track south of the 'crossover' switch, and was separated from the engine after being drawn some distance over the ties, and it dropped on the structure between the tracks, lying some feet inside of the outside rail of down tracks. The forward tracks were pulled from under it and went into the street with the engine. This train was running at a rate of speed forbidden by the rules, and I believe at a rate of speed greater than is made by any passenger train on our road. This 'crossover' switch had been used for one night before by this particular train. The train ran on the up track because the yard is small and the down track is occupied by trains ready for use in the morning.

"No man has a right to run a train at a reckless rate of speed. Twenty-five miles an hour is the maximum on straight parts of the road, and not more than six miles an hour upon curves and at switches. The great rate of speed, I believe, caused the accident. The scientific way of expressing it is that the disaster is the result of pure derailment from excessive speed. The track was in perfect order and even after the accident a train could have safely passed along, if the wreck had been out of the way. The structure showed no effect of the severe strain it had been subjected to except the broken ties and general rail. The total amount of damage will be between $1,000 and $2,000.

"This is the sort of accident that is entirely unlikely to happen to any regular train, for none have occasion to cross switches in this way, and they do not run by stations. I think this will be a valuable lesson to the men, whom we are constantly trying to train in carefulness. I am very glad it was no worse. It is to be supposed that the men were in a hurry to get home after the day's work was done, and for this reason the train was run so fast. The fact that the structure is uninjured shows how secure it is. The weight of the engine was seventeen and one-half tons."

WHAT THE INJURED MEN SAY.

The three men who were taken to the hospital improved rapidly during the day. By 6 o'clock in the evening, Kirkwood, the engineer, was well enough to go home. He said of the accident: "I was the engineer of the emigrant train. I started down at the rate of thirty miles an hour. The conductor said I need not mind how fast I went, as he had some tracks to bring back after he got down. As I neared the switch at One-hundred-and-forty-fifth-st. I felt a little nervous about the speed, but the conductor came into the cab and said to go ahead, as we did not cross until we reached One-hundred-and-thirty-fifth-st. I saw no signals at the station, and kept on. The moment I struck the track I knew we were going over, and my only thought was as to where we would stop. After we fell I knew nothing more until I saw the people around me."

"It is said that your speed was higher than is allowed, and that the switch was set, and that a signal was given you by the switchman."

"All that has got to be investigated. The officials don't know anything but what has been told them. I saw no signal, and I did not expect to cross over there, or I should not have kept that speed. But I don't care to talk about that just now."

John Constantine, the fireman, was badly scalded and bruised, and Dr. Shine, the surgeon of the road, said he would have to remain a week or two in the hospital. He said: "I felt the engine strike something, and thought we would run into the cars standing on the middle track, when I saw where we were going. Then I felt the engine leave the track, and knew nothing again until I was crawling out of the window of the cab. The steam got at me and scalded me."

Edward Williams, the conductor, was so badly injured that he was not permitted to talk with any one but the physician. At night his pulse was very high, and perfect quiet was required for him. He however told Dr. Shine that for the two months during which he had been conductor of the emigrant train it had crossed, with the exception of one night, at One-hundred-and-thirty-fifth-st., and he had expected to cross there as usual on Friday night. He told the engineer so, and told him not to be afraid, but to go ahead. He said he was on the lookout, but saw no signal.

STATEMENTS OF OTHER EMPLOYES.

Dr. William L. Shine, the surgeon of the road, was engaged yesterday in making a rigid investigation of the causes of the accident, while he visited the wounded men, in order to make his report on the accident. The facts he learned were substantially in accordance with the statement made to a TRIBUNE reporter.

John W. Prince, the night dispatcher at the upper end of the route, said: "I gave instructions to the conductor night before last to cross hereafter on the One-hundred-and-forty-fifth-st. switch. I was not on duty the night of the accident, but my assistant, John Hurlburt, repeated these instructions to Williams, just before he went down. Five or six men were near me and heard my directions."

John Coggey, the switchman at One-hundred-and-forty-fifth-st., said that he had been directed to set his switch to turn off the train, and was waiting for it to pass in order to shut it off, so as to leave the main-track open for business in the morning. When he saw the train coming, its speed alarmed him, and he ran out upon the main track and made signals with his lantern to stop it, although it was outside of his duty to do so, as he was responsible only for the switch being right. But the train came on and passed him at full speed, as he stood with his hand on the switch. He saw no one at the windows of the engine, which were closed.

Mr. Richards, the road master, corroborated the statement of the swith-tender, and said that he saw that the proper lights indicated the condition of the switch.

The minute-book at the station at the end of the road contains the order of Prince to the conductor about crossing at One-hundred-and-forty-fifth-st. on and after Thursday. Alvin Williams, the operator and clerk at that stations says he heard the order given. John Coggey say, he heard that the order had been given, and John Hurlburt, the assistant dispatcher, says that he repeated the order. Dr. Shine says that all the evidence procured thus far goes to point at Williams, the conductor, at the responsible person in the matter. The character of Kirkwood for honesty and sobriety is abundantly testified to.

LIST OF INJURED MEN.

CONSTANTINE, JOHN HENRY, a fireman, was upon the engine. His injuries are scalds upon the face and hands, and contusions on the arms and slight wounds on the fingers. He is at Ninety-ninth Street Hospital, and is expected to be well in a week or two.

HAGIR, WILLIAM, a brakeman, age thirty-five, living at No. 178 West Houston-st. He suffered a contusion of the chest, a laceration of the hip and had several teeth knocked out. He will go to work tomorrow.

KIMBALL, WILLIAM, a car-coupler, was in the passenger car, and was bruised slightly about the body. He returned to work yesterday afternoon.

KIRKWOOD RICHARD, the engineer of the wrecked train, fell with the engine into the street. He received a fracture of the nose and contusion of the face. He returned to his home at 6 o'clock last night.

SCHOONOVER, JOHN, a conductor, residing at No. 420 West Fifty-eighth-st., was riding in the car at the time of the accident, and received a contusion of the right hip. He expects to return to work in a few days.

WILLIAMS, EDWARD, the conductor of the train, was riding in the engine. He suffered a compound fracture of the right leg; a punctured wound in the side of the head; scalp wounds and scalds over the body. He is at the Ninety ninth-st. Hospital, and although expected to recover, will not be about for several months.

## A SUIT FOR HEAVY DAMAGES.

In the suit of Colonel Harold to recover $50,000 from the New-York Elevated Railroad Company for injuries sustained by the collision, in March last, at Forty-second-st. and Third ave., Judge Gilbert, in Brooklyn, yesterday appointed Dr. Daniel Ayers, of that city, to examine the plaintiff before trial in order to ascertain his physical condition.

A TRIBUNE reporter had a talk yesterday with Chauncey Shaffer, counsel of Major Harold, in regard to the suit: "We have an uncharitable theory," said Mr. Shaffer, "that the elevated railroad men intend to torture Mr. Harold until he dies, for then only $5,000 damages could be recovered. The facts of the case as contained in the affidavits upon which the motions in the case were made, are that immediately after the accident Harold helped a lady friend from the South to her home, and soon after he was prostrated by the injuries he himself had received. Subsequent examination showed that his ribs had been broken and his lungs had been lacerated. He was injured severely internally. Since the accident he has not improved, but has grown worse constantly. His physician, Dr. Jonathan T. Deyo, of New-York, thinks that he is sure to die from the effects of the collision. He is confined to his house and bed now, and is unable to appear in court. In fact, he is unable even to dress himself. He had a profitable business, which has, of course, been ruined.

An officer of the company said yesterday that the company had no tangible proof of the identity of Major Harrold. "The man is a myth," he said, "so far as the company knows. I saw in the accounts published at the time of the accident the name of John T. Harrold, and Dr. Freer, the medical officer of the company, was sent on the following day to examine and attend him. Dr. Freer was not admitted, but several weeks afterward the officers of the company received a letter from a friend or attorney of Harrold's, suggesting that they send a physician to examine the injured man. A day was appointed, and Dr. Freer with Harrold's physician went to the house, but he was not allowed to make an examination as to the cause of the man's illness. He saw a sick man who seemed to be in a low condition, but whether that was caused by injuries or was the result of consumption we do not know; there is no proof that it was the man injured at Forty-second-st.

# PICTURES OF PARISIAN LIFE.

## EVENNS OF THE GAY SEASON.

TWELFTH NIGHT FESTIVITIES—SATIRIZING THE REPUBLIC AND ITS RULERS—JOY IN THE HOUSE OF SIMON—MISFORTUNES OF THE SPANISH ROYAL FAMILY—VARSCHAGIN AND HIS WONDERFUL BATTLE PICTURES.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]

PARIS, Jan. 7.—I note a few, but very few, symptoms of the return of the gay season. Mrs. Bowes of the Rue de Berlin, wife of Mr. John Bowes, of Strathmore Castle, Durham, has issued cards for a dinner on the 13th. Madame Meynard Dorian gives a children's party on the 14th. Gambetta next week entertains thirty political celebrities at one of those feasts which his chef Trompette so well knows how to prepare; Princess Hohenlohe intends to hold a grand reception toward the end of the month. On Twelfth Night, which in this country is the Festival of the Kings, there were dinners, at the Hotel de la Rochefoucauld, at the villa of Don Carlos, and that odd product of Nineteenth Century civilization, Baron Hickey-Harden, gave an artistic and literary entertainment in honor of the crowned heads of the world, at his residence in the Rue Scribe. M. Hickey-Harden owes, I understand, a grandmother to Scotland, a father to the Green Island, and a fortune to America. He calls himself Baron of St. Patrick, and I believe was decorated by the late Pope and by Don Carlos. His money floats a reactionary and satirical journal called *Le Triboulet*, which is a misnomer, since the deformed executioner of Victor Hugo's drama, "Le Roi S'Amuse," whose image is on the front page, is supposed to flay Republicans and to venerate the lawful King, of whom there is on another page also a medallion portrait, with which is contrasted a hideous virago, reflecting the passions, vices and appetites of the Revolutionary canaille.

MAKING SPORT OF THE REPUBLIC.

M. Hickey-Harden, whose dwelling is a museum of royalist antiquities, invited to his soirée the finest flowers of the Faubourg St. Germain, who answered, for the sake of the cause, no doubt, to the hospitable call. There were to amuse them Hermann, the Viennese conjurer, and Pupazzi, who acted a little farce entitled "The Ennuis of Our Masters; or, The Daily Troubles of Our Rulers." The dialogue was smart and sparkling, and the spirit of the play humoristic and anti-Republican, which naturally suited the Legitimist company that looked on. Gambetta was represented giving orders for a Lucullian feast to his cook Trompette, to whom he confided the torments of his official life, and the melancholy feeling of satiety which, now that he lives in a palace, has the best cellar in Paris, rides in a carriage built by the Royalist Binder, and drawn by horses worth 20,000 francs apiece, has taken hold of him. M. Grévy complained of the "spokes" which the President of the Chamber is intent on driving into "the wheels of the car of state." I am only the shadow of authority," sighs the honest President. "But, that is too much for the citizen at the Quai d'Orsay. He has a finer palace and a better cook than I have; he is kotooed by the ambassadors, and he has imprisoned me in a Cabinet of his own making. He has called young Daniel (Wilson) to rule with a rod of iron 20,000 receivers of customs and 12,000 receivers of taxes, and to manipulate with the Budget Commission the finances of this gold-laden Republic. But the heart of the great Tribune is not satisfied. I take the precedence of him on the few occasions in which we meet in the course of a twelvemonth, and that is enough to render him indifferent to the favors Fortune is never tired of heaping upon him. Poor Republic! Poor France! We have now a full score of monarchs instead of one, and I am the least monarchical of the whole lot." President Grévy makes his bow, and the Minister for Foreign Affairs comes upon the scene to read the telegrams with which he is "bombarded" by the diplomatic agents abroad of the *République Française*. They all make out their positions at the Courts to which they are accredited to be intolerable, and they owe it to their dignity to send in their resignations. Republican Egerias, moreover, who all happen to be widows, are brought upon the scene, and cleverly taken off. They, too, have their *cannis*. MM. les Pupazzi inculcate the moral that the French temperament is not a Republican one, and that the only regime which suits it is the ancient Monarchy.

JULES SIMON AS A GRANDFATHER.

M. and Madame Jules Simon, who know how to gather round them truly distinguished people, and to set their guests at ease, have been prevented resuming their Thursday evening receptions by the birth of a granddaughter. The baby has received the soft-sounding and familiar name of Marguerite. She is a remarkably fine child and her grandparents are entirely wrapped up in her. Her birth took place in the fifth floor suite of rooms in the Place de la Madeleine, which M. Jules Simon has occupied since 1846. As her mother is a Jewess and has not embraced Christianity, and as the Simon family are Deists, there has been no christening. If there had been a baptism, some of the most illustrious men and women in Europe would have been glad to stand as sponsor for the little stranger in renouncing the pomp and vanities of the world, etc. Victor Hugo would not have shrunk from acting in the capacity of godfather. He has a weakness for the baptismal rite which was with his consent administered to his darling Jéanne and his well-beloved Georges when they were babies.

THE QUEEN-MOTHER'S ANXIETY.

When Ex-Queen Isabella was celebrating la Fête des Rois she received a telegram which robbed her of all strength. The little Queen, who a few weeks ago was married with so much pomp and who seemed the happiest of brides, did not bear up, as the official prints of Madrid represented, against the shock she received when pistol balls whistled by her and the King's heads. She has fallen into a state of health which gives rise to the gravest apprehensions. Fit follows upon fit. If the King goes out unaccompanied by her, she is more dead than alive during his absence. When he takes her with him she masters her nervous terrors, when she is in the streets; but the moment she returns to the palace a collapse takes place and she falls into a fit. This state of things is complicated by the prospect of a Prince or Princess of Asturias, which in all probability will, if birth is survived, be an idiot. It is impossible not to feel for the poor young Queen who went, so joyously in November to assume the antique crown which the enamored King offered to place on her head. Queen Isabella was as happy as the bride-elect. Her distress of mind is now unutterable. She cannot eat or sleep, and she has gone to the country in the hopes that brisk walks in the old woods of her park will calm her nerves and restore her strength.

A GREAT SOLDIER-ARTIST.

I shall terminate my letter by a short notice of M. Varschagin's paintings, which are exhibited at the Cercle des Arts. The whole town has been, regardless of the harsh weather, rushing to see them, and if members of the club where they are on view had sold the tickets of admission which they gave away they would have driven a lucrative trade. Varschagin is not fresh to Paris. He studied for some years in the studio of Gérôme, whose neat finish he has acquired, and whose laborious habits he imitates. Varschagin is a Russian of no doubt German ancestry. He has something in him which reminds one of the eccentric Catlin, with the prolixity of Gustave Doré, and the exuberant power of Courbet. Taken all in all he is the most remarkable painter of our time. Under the French varnish, which he learned from Gérôme to spread upon his pictures, there are the freshness of the primitive man and the keen observation of a savage hunter. He has led a most adventurous life. As Archibald Forbes writes sometimes while up to his waist in marshes, with bombshells bursting around him, so Varschagin did a whole gallery of battle pieces which he exhibits riddled with bullets, hacked, sabred and mutilated as any veteran. The artist in him, as in Forbes, is united to the soldier, for he is by profession an officer in the Russian Army, and was specially authorized to paint the battle scenes in which he should without this leave have taken a militant part. He expresses with grandiose energy the struggles in the Danubian campaign between Muscovite and Moslem fanaticism.

Three paintings which are entered in the catalogue as episodes of the Turco-Russian war are Homeric in execution, and bear the stamp of truth. This is "realism" in the true sense of the word, and most spirit stirring, thrilling, and sometimes harrowing, it is. "The Vanquished" is a severe and lugubrious composition. A Pope of the Greek Church, followed by a dragoon, is coming to bless the corpses of 1,500 cavalry, soldiers who have been stripped of their uniform and are ranged along a freshly excavated ditch into which they are to be thrown. The effect of the two living men in the solitude peopled with corpses is in the highest degree sad and striking, and must bring home to the least imaginative mind the horror and the cruelty of war. Equally lugubrious is "A Squad of Turkish Prisoners," trudging through the snow under the guard of scowling Cossacks. In the foreground there are men who dropped out of the line. The *coup de grace* was given to some. Others are too manifestly in the death agony for the guards to take the precaution of discharging pistols into their cars. Varschagin also celebrates the victories of Holy Russia in paintings which the museums of St. Petersburg and Moscow have purchased. That portion of his exhibition which contains souvenirs of the artist's travels in Siberia, India, China and the plateaus of Central Asia, is not so attractive from an artistic as from an ethnographic and anthropological point of view. Varschagin best renders the effects of northern Winters when engaged in painting landscapes, a branch of his art in which he has attained superior excellence. Official pageantry is not what best suits him. This extraordinary man dogged, in the capacity of a political agent of Russia, the Prince of Wales through India, and was most industrious in making sketches of the fêtes in honor of H. R. H., the tiger hunts, the elephant fights, etc., which the native princes got up for the diversion of their future Emperor. These sketches have since been elaborated into pictures which Gérôme might be proud to own, but which appear to disadvantage beside the Homeric battle pieces and the snow scenes in the Russian section of the exhibition.

## *GENERAL GRANT'S LAST DAY IN FLORIDA.*

FROM JACKSONVILLE TO CEDAR KEYS—THE PRECINCT WHICH WAS FAMOUS IN 1876—TALK WITH A LEADER OF BALLOT-BOX STUFFERS—MEN WHO LIKE A "HARD-HITTER."

[FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE.]

CEDAR KEYS, Fla., Jan. 20.—General Grant and his friends arrived at Jacksonville yesterday afternoon from St. Augustine. This morning at 9 o'clock they started for this point by the Florida Central Railroad, where the embarkation for Havana is made at 6 o'clock by the steamer Admiral. At Lawty, Temple Mills, Waldo and other places along the road, people were gathered, who crowded into the car to shake hands with the ex-President. They hardly recognized the modest-looking man whom they saw reading the morning paper for the great personage they expected to meet. At Gainesville, in Alachua County, the home of the Florida bulldozer, there was an immense crowd of country people gathered about the depot. Several hundred were mounted on horses and mules, having come from a distance to catch a glimpse of the traveller. Judge Dawkins and leading men of both Southern and Northern extraction took the lead in the reception; the Judge formally welcoming the General to the place. The party were taken to the Arlington House, where General Grant devoted a busy half-hour to shaking hands with everybody who came. After a lunch he hurried on to Cedar Keys, in order, if possible, to cross the bar before dark.

Archer is the next station below Gainesville, and upon this precinct, it will be remembered, depended the State and the election of Hayes in 1876. The ballot-box was stuffed, and but for the detection of the fraud Tilden would have been inaugurated. The men of Archer Precinct No. 2 were all up at Gainesville to see General Grant. One of them, who was a leader in 1876, asked of a correspondent, while the rest of the party were still at lunch: "You are a Radical, ain't you?" In reply to an affirmative response he said: "Are you folks going to nominate Grant for President? I can tell you one thing: if you don't we will. He's the only man in the world who can get our vote, you bet your bottom dollar!" I asked a well-known Republican of the county, who came down on the train, if these fellows had all come over to the Republican party? He said, "Oh, no; they are not Republicans at all, but they are all Grant men." "Why so?" I asked. "Well," he replied, "they like a hard hitter." It was very apparent, anyway, no matter what motive they had, that they gave General Grant a rousing reception.

At 5:30 o'clock the train reached this point, and all is bustle and hurry to get aboard the Admiral, where the General and party have been expected for over two hours. While the baggage is being transferred, time is allowed for this letter to be committed to the mail. General Grant here leaves Florida after a most interesting trip, in the course of which he has frequently expressed the opinion that for agricultural wealth the State is soon destined to surpass any other in the Union.

## *NOTES FROM PRINCETON COLLEGE.*

THE NEW CHAPEL AND DORMITORY—A FINE TELESCOPE ORDERED FROM BOSTON—UNIVERSITY LECTURES.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

PRINCETON, N. J., Jan 22.—At the beginning of the college term, Dr. McCosh definitely announced that the new chapel so long desired was at last to be erected. The plans are almost completed. As soon as possible work will be begun on the foundation. The site chosen is the finest on the college campus. It is on a portion of the lately acquired property, formerly a part of the "Potter Estate," directly in the rear of the halls of the two literary societies. The building will stand on the summit of a knoll, commanding an extensive view, and will be centrally placed as regards the dormitories, quite as much so perhaps as the present one.

Work upon the new dormitory has been pushed throughout the Winter, the weather being so favorable as to allow it to go on with perfect safety. The building is now up to the third story, and already gives promise of being a handsome addition to the ornaments of the campus. As an accommodation to the students it certainly is much needed. A glance at the catalogue shows that nearly one hundred students are forced to room in the town. The slightest increase in the numbers of the next year's class would make it still more difficult than it now is to obtain a good room at a reasonable rate. That it is of necessity and not from inclination that students occupy rooms in town is seen from the fact that of the 175 members of the upper classes all but twenty have rooms in the colleges. The new dormitory, which is to have accommodations for about 100 occupants, will render it possible for everyone who wishes to room within the college campus; and, especially since it is understood that the rents in the building are to be set very low, it is likely that its privileges will be in active demand as soon as available.

Professor Young has gone to Boston to order the new telescope of Clark. It will have an object glass twenty-two inches in diameter and be twenty-eight feet long. Any instrument much larger than this would not be available for use in the Halstead Observatory. It is hoped that the promptness with which the order was given will insure the completion of the glass in little more than a year. If it had been long deferred the orders for the great Russian telescope might have interfered with its being so speedily finished.

The number of lectures and entertainments promised to the students and people of Princeton during this term is unusually large. The "Student's Lecture Association," which died out two years ago from bad management and consequent lack of support, has been revived in answer to a strong feeling among the students that the maintenance of such an institution was at once practicable and advisable. The managers of the Association have determined upon only four lectures for the season, to be delivered by Dr. John Lord, Frank Beard the art-ist, Eli Perkins and James T. Fields. If the course is a successful one, of which there seems to be no reason to doubt, the Association will be placed on an assured footing for next year. The energetic action of some of the members of the college Faculty has secured what seems to be a yearly course of lectures on art or some kindred topic, to be delivered before the students and professors of the college and seminary only. Tickets are issued at the college offices to any authorized applicant, and the lectures are delivered in Examination Hall. Last year General Di Cesnola gave his course of lectures on the Cyprian relics. This year the Rev. Wm. C. Prime will deliver four lectures on the Historical element in Art. The Theological Seminary is also favored. The course of lectures which is delivered yearly upon the "L. P. Stone Foundation" is this year to be given by the Rev. Dr. Taylor, of New-York, on the subject of "Miracles." By the kindness of the Faculty of the Seminary the lectures will be delivered in the First Presbyterian Church, so that every one who desires may attend them, and a general invitation is extended to the college and the town. The numbers who availed themselves of the privilege of listening last Winter to Dr. Storrs on St. Bernard and his Times show that this act of courtesy on the part of the seminary is fully appreciated.

The opposition among the students to continuing any longer in the Inter-Collegiate Association culminated this Winter in the refusal or rather neglect to send a representative to the contest in New-York.

## *ALLEGED PENSION FRAUD.*

John H. Bailey, of No. 14 West Twenty-eighth-st., was arrested yesterday by United States Deputy Marshal Barnhard on a warrant issued on the complaint of Charles R. Carter, a pension agent, charging him with obtaining a pension from the Government fraudulently. Bailey passed through the war, and at its close claimed a pension for alleged injuries. The claim was allowed, and he has since drawn his pension regularly. It now appears that the wounds which were supposed to have been received during the war were inflicted some years before 1861, and that he came out of the army a better man than he went into it. Bailey is a man of considerable means, and it is said that he is the owner of a hotel on Broadway, near Thirteenth-st. He was held for examination on Tuesday next by United States Commissioner Osborn in $1,000 bail.

# BOSTON TOPICS.

## STATE AND MUNICIPAL CONCERNS.

THE MASSACHUSETTS TEN-HOUR LAW—DR. BOWDITCH ON SANITARY WORK AND A RECENT CONSOLIDATION OF STATE BOARDS—HARVARD COLLEGE PROPERTY—SALE OF HUNT'S PAINTINGS—IMPORTANT MOVEMENT OF BOSTON ARTISTS—SCHOOLS FOR DOME-TIC SERVICE.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

BOSTON, Jan. 22.—Our so called ten-hour law was passed in the Spring of 1874. Its first clause provides that no minor under eighteen, and no woman over that age, shall be employed in any manufacturing establishment more than ten hours per day, while another clause practically sets this aside with a provision that in no case shall the hours of labor exceed sixty per week. That this law is violated every month of the year in some of our manufacturing centres no one pretends to doubt who has carefully looked into the matter. But there have not been a dozen prosecutions under it during the whole six years of its existence. Had the persons chiefly instrumental in desiring and promoting its enactment stood on the first of the clauses to which I have alluded, they would have had a statute worth something, but they virtually gave their case away when they consented to the incorporation of the second clause. To prove that a person has worked more than ten hours in a day would not be such a very difficult undertaking; but the necessary watch to prove more than sixty hours of labor in a week is a pretty serious piece of business. The penalty under the law is not laid upon the person offending, but upon the mill or factory in which the offence was committed. Of course, owners and superintendents are not going to furnish evidence against themselves, nor can they be expected to permit free observation of their premises and operatives by detectives. Moreover, as the persons who work beyond the maximum sixty hours are pecuniarily the gainers by their over-work, they are not likely to swear to the damage of the mill that has given them the chance to make a dollar or two extra. There may be the best of physiological reasons why the persons whom the law affects should not labor more than sixty hours per week, but human nature is such that many of these persons resent the interference on their behalf of those who secured the enactment of the statute, and their feeling on the subject leads them into all sorts of devices to defeat the purposes of those who seek to make up cases under it. The duty of doing this falls upon the little body of officers known as State detectives or district police. With the mill-owner and the operative both against them, it is not particularly to their discredit that they are unable to do much. Why the law is not enforced would seem to be plain enough to the dullest intellect, but one of the legislative committees has been ordered to inquire fully into the matter. It will probably spend weeks and weeks in hearing complaints, and at the end of it all nobody will be any wiser than he is now.

Among the notable things recently published here is a paper on the "Sanitary Organization of Nations," by Dr. Henry I. Bowditch. There is no one in this section of the country, and there are few in any section, more competent than Dr. Bowditch to speak or write on sanitary matters. He was the energetic and far-seeing chairman of our State Board of Health during the whole ten years of its existence, and is now a member of the National Board of Health as well as of our new State Board of Health, Lunacy and Charity. The chief local interest in his paper lies in what he says about the consolidation last year of our boards of health and of charities—for political and alleged economical reasons. As he observes, by that consolidation two entirely new subjects were put with sanitation—one of them, charity, being wholly foreign to sanitary work, and the other, lunacy, not necessarily connected with it. He goes on to speak of the working of things under the new Board, condemns the false economy or whatever it was that induced the action of the Legislature, remarks that the fatal example of Massachusetts in this regard should be held up to the reprobation it richly deserves, and expresses the hope that under a future Legislature the Board of Health will be restored to its former untrammelled position. Beyond this note of condemnation and warning, and of significance because of Dr. Bowditch's experience on the new as well as on the old Board, thoughtful citizens everywhere will be interested in what he says on the general subject of sanitary organization. His scheme rises from the individual, through town or city boards of health, country or departmental boards, and State boards, to a National Board, with a Minister or Secretary of Health as a cabinet officer. The essay is well worth attention and serious consideration, aside from its presentation of this idea of a Governmental Department of Health. It was read last month before the Boston Society for Medical Improvement, and is now printed in *The Medical and Surgical Journal* of the 8th inst.

An examination of sundry reports and tax-lists brings out some rather interesting facts about the property of Harvard College. The grand total of the invested funds of the institution on the 1st of September last was $3,902,180, the principal investments being as follows: Real estate, $1,437,990; notes and mortgages, $1,115,980; railroad bonds, $533,225; United States bonds, $255,780; manufacturing stocks, $113,500. Of course the income from some of this property, particularly that portion in real estate, is much less relatively than it used to be in flush times, but still it amounted last year to the comfortable sum of $205,313. Aside from its investments in notes, bonds, stocks, mortgages, etc., the college has lands and buildings in Boston valued by the assessors at about $1,300,000, while those in Cambridge are valued at about $2,700,000. The greater share of the Boston property is taxed, but most of that in Cambridge is exempt. Putting together the real and the personal estate in Cambridge, the assessors say the College is exempt on property to the value of $5,325,000. Doubtless the people of that city would cling to the University even if the amount of its untaxable property was four times as great. The old proposition to do away with the tax exemption on property used for religious or educational purposes has not made its appearance in the Legislature yet this year, but doubtless some member has the order in his pocket, and only waits a favorable opportunity to bring it before his colleagues.

The exhibition of oil and charcoal work belonging to the estate of Hunt, the artist, is a disappointment to those who hoped to find that he had on hand at the time of his death something new and important that the public had never seen. Nothing of the sort appears in this collection of 66 paintings and 101 drawings, to be sold at auction on the 3d and 4th of next month. Some of the smaller landscapes are comparatively new and choice, and some of the charcoals are quite unfamiliar and interesting, but all the principal works have been shown in the recent Art Museum Exhibition, and most of them were well known before Hunt's death. However, all this detracts neither from the merit nor the interest of the display now made in behalf of the estate, which includes the "Bathers," the great "Niagara Falls," two or three of the "Gloucester Harbor" pictures, the strong "Matinée" painting, and other characteristic productions. The gentlemen who have undertaken to establish the Hunt Memorial will undoubtedly secure some of the best things offered at this sale for the deposit they propose to make at the Art Museum, and the authorities of that institution are likely to use a portion of the proceeds of the exhibition now holding there in buying two or three pictures for their own collection. This exhibition appeared at first to suffer by the withdrawal of works to be sold, but loans of other pictures in private hands have nearly made the loss good, and there is still a pretty large and steady stream of visitors to the Museum.

This Hunt sale will undoubtedly be more important than any other we shall have this Winter, though each of our leading art dealers is supposed to be preparing something good, and very likely they have single pictures that will sell for more than any one of Hunt's. At a sale last week which included excellent examples of Troyon, Daubigny, Corot, Zeim, and other European artists, the leading price, $815, was obtained for one of Foxcroft Cole's pastoral scenes, the Troyon selling for $795, and the best of the Daubignys for $645. There is considerable local interest in an exhibit at one of the galleries of twenty-five or thirty paintings by Ernest W. Longfellow, lately returned from a foreign residence and study of two or three years. The most ambitious of these is a great allegorical picture called "The Choice of Youth," which shows the effect of study under Couture, is exceedingly good in parts, but not very satisfactory as a whole, and of much less real value than several of the smaller works. About sixty of our resident artists have united to establish a free gallery, which they will control and manage through an agent, the object being to cut loose from auctioneers and art dealers. They hope to open it next week with an exhibition of their own works; persons wishing to buy can have the option of dealing with the agent or the artist. It will be worth while to watch and see what comes of this movement.

The Training School, opened last year in a very modest way by the Young Women's Christian Association, really begins to be of some value to a few of the numerous families wishing girls for domestic service. Of course, housekeeping can only be thoroughly and satisfactorily learned by keeping house, but this Training School does give girls some ideas and some notion of work, and is so far a success that the ladies interested would be glad to enlarge it if they had the means. So, too, the Cooking School, established by the Woman's Education Association, is going forward in its good work with a fair degree of success on a limited scale. This association has no such pecuniary strength and standing as the other, and does not therefore find it so easy to build up a new branch of usefulness. The Kitchen School is about as unique an affair as Boston can show at the present time. It is designed for girls ten or twelve years old, has an attendance of fifty or sixty pupils, and is an experiment of private benevolence and faith. The girls are taught parlor work, chamber work, dining-room work, and the lighter parts of kitchen work, going about their tasks to the inspiration of song and music, presenting pictures of miniature housewifery that I am told it is very delightful to see. Most of the children undoubtedly expect to go out to service at some time, but the school is by no means intended exclusively for girls of this class.

# *BUSINESS INTERESTS.*

## THE GRAIN BLOCKADE.

Merchants and shippers are indignant at the long-continued blockade of grain. It is estimated by some persons that there are 250 ocean sailing vessels in the harbor lying idle. The cost of maintaining a vessel is about $25 a day. Brokers claim that it is less expensive to keep the vessels here than to send them about searching for a cargo. President Hincken, of the Produce Exchange, has been urged to call an indignation meeting. Mr. Hincken replied that he thought it would be inexpedient to call a meeting, as he believed the matter would be regulated by the laws of trade.

## SETTLED BY ARBITRATION.

CINCINNATI, Jan. 24.—The Board of Arbitration, consisting of Jacob D. Cox, M. E. Ingalls and Charles F. Adams, chosen to settle questions between the Cincinnati, Hamilton and Dayton Railroad and the bondholders of the Cincinnati, Hamilton and Indianapolis Company, made a report to-day.

The arbitrators suggest the conversion of the bondholders' claims for unpaid coupons into preferred stock of the Cincinnati, Hamilton and Indianapolis Railroad, to be entitled to dividends out of the earnings of the Cincinnati, Hamilton and Indianapolis Road whenever such dividends more than pay the interest. The Cincinnati, Hamilton and Dayton Road to pay maturing coupons hereafter at the full rate of 7 per cent. It is understood that this award is satisfactory to all parties.

## A CONFERENCE OF IRON MEN.

PHILADELPHIA, Jan. 24.—The Hon. Daniel J. Morrell, president of the American Iron and Steel Association, and Joseph Wharton, chairman of the Industrial League, after thoroughly examining in Washington the prospects of tariff legislation this winter had a conference here to-day with a number of their colleagues. It was decided to advise all parties interested to confer promptly with their Senators and Representatives in Congress and to urge them to effect the passage of Senator Eaton's bill as a means of establishing a solid and permanent basis upon which all American industry may safely rest.

## THE EXCLUSIVE POLICY IN CHINA.

HONG KONG, Dec. 24.—Chung How, who has just returned from St. Petersburg, now occupies the chief position of influence and power at the Imperial Court, owing to his success in having obtained the retrocession of the Western provinces of Kashgaria Hi, etc. He is a strong advocate of exclusive Chinese rights, and is known to be inimical to foreign nations. It is anticipated that a new policy will soon be introduced, as defiant as prudence will allow of the Western powers. Several indications are already manifested. Reports are circulated of new proposals for treaty amendments, to be issued early in 1880 by Teung Li Yamen, all tending to the resumption of the complete control over all ports by China, and the assertion of the same rights over foreign residents as over native subjects. These plans, it is apparent, will be cautiously developed and slow in maturing; but unless some event occurs to check the extreme self-confidence of this despotic, caused by the over-vaunted achievements by sol diers and diplomatists, it appears inevitable that the new and by no means friendly system will be pushed forward. The successive steps, however, will be managed adroitly, so as to avert suspicion of the purpose as long as possible. This is the genuine Chinese programme for the coming year, and perhaps for several years to follow.

## STEEL RAILS AND PROTECTION.

A LETTER FROM STATE ASSESSOR JAMES A. BRIGGS.

*To the Editor of the Tribune:*

SIR: I am not interested in iron ore beds, in any furnaces or steel rolling-mills, but I am interested, as an American, in whatever will aid in the development of our rich and abundant mines; in whatever will give remunerative pay to labor and profit to capital, when employed and invested in the production of Bessemer steel rails at home.

The papers and the free trade philosophers are now discussing the protection our laws have given for a few years to the manufacturers of Bessemer steel rails; and the facts show that Congress never did a wiser thing than when it imposed the present rate of duty upon Bessemer steel rails.

I give you the price of steel rails as reported at the Bessemer Steel Works in Cleveland, Ohio, per ton of 2,240 lbs. from 1868 to 1879. I take the prices in the months of January and December of each year:

| Years. | Jan—pr ton | Dec—pr ton |
|---|---|---|
| 1868 | $168 00 | $145 00 |
| 1869 | 145 00 | 120 00 |
| 1870 | 115 00 | 105 00 |
| 1871 | 105 00 | 108 00 |
| 1872 | 106 00 | 125 00 |
| 1873 | 125 00 | 125 00 |
| 1874 | 123 00 | 80 00 |
| 1875 | 72 75 | 67 00 |
| 1876 | 70 00 | 54 00 |
| 1877 | 52 00 | 42 00 |
| 1878 | 44 00 | 44 50 |
| 1879 | 41 75 | ..... |

The production of Bessemer steel rails in the United States in 1869 was 2,550 tons; in 1878, 550,398 tons, and 9,307 tons of open-hearth steel rails in addition in 1878.

Now, does any sane man believe that the price of steel rails would have been reduced from $168 per ton to $44 per ton, but for the duty imposed, and that the production would have increased from 1868 to 1878 inclusive, to the enormous amount of 557,155 tons? The mere introduction of a bill to the present Congress to reduce the duty from $28 to $10 per ton has put up the price of steel rails in England some $12 per ton. Want say the reducers to this?

When a few American iron masters bought the Bessemer patent for the United States it was stated, that the steel rail manufacturers of England said to them, "You have no ores in your country that will make steel rails; but if you do succeed in making them, we will put the price so low that you can not afford to make them." What has been the result? The reduction in price and the increase in quantity as above stated, as well as a reduction in the importation of steel rails in 1873 of 159,571 tons of the value of $8,984,103, to 10 tons in 1878 of the value of $450.

In view of these facts, is it wise for Congress to reduce the duty on steel rails and throw the production of them into the hands of the manufacturers of Europe, and crush out our own steel mills and send the workmen in them adrift?

Labor enters largely into the production of steel rails. It takes the same number of pounds of ore, of stone and of coal and the same number of hours of work to make a ton of steel rails here as in England; and if labor is paid the same wages here, and the rate of interest on money is made the same here as there, we can make steel rails at the same price per ton. The duty on the steel rails is simply protection to labor, in the interest of labor and for the benefit of the laborer and his family, so that, with indust