INDUSTRIAL ENGLAND.

SOME QUESTIONS WORTH A CAREFUL STUDY

FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

THE ARIZONA, Dec. 12.—The popular idea of a passage at this season of the year across the Atlantic is associated with high and bleak winds, heavy seas, excessive cold and no chance for exercise on deck. And, as a rule, I suppose the popular notion is correct, though up to this, the seventh day out, we have had no use for the table-racks; the weather has been bright and mild, everyone has been enjoying himself on deck, not a half dozen missing from the table, and the sea as calm as midsummer. The satisfactory surroundings rather encourage an attempt to write an introductory to the series of letters from the industrial centres of Great Britain which I hope to prepare for THE TRIBUNE. Last spring, when England looked like a beautiful garden, I made a rapid move through most of her quaint old cathedral cities and great manufacturing centres, and took what could hardly be called more than a superficial dip into the rich history of many of the old corporations, and a passing glance at the prodigious industrial progress of those northern and northwestern cities that have made her the workshop of the world. The work laid out should have occupied at least twelve months, but I was called home to take part in a more practical and difficult, though not more interesting, inquiry, and a few weeks later, after bidding adieu to the cathedral towns, rich in all the antiquarian lores, and indeed in all that shows the history of our ancestors, I was speeding through the great centres of industrial energy in the newer western world—travelling by night and listening to testimony in the day. It was a rare experience and one calculated to awaken new interest in the industrial and commercial history and progress of England and the United States, and to create a desire for more time and better opportunity for investigation and reflection. While the average American is better acquainted with what may be called historic England than the average Englishman, the testimony of over six hundred intelligent witnesses before the Tariff Commission shows how little definite knowledge even representatives of American industries have of industrial England. On the important question of the amount of wages paid to operatives in England, as compared with the amount paid for the same work in the United States, but six out of the six hundred who gave testimony presented exact information, and yet the basis of the protective system is the difference in the cost of home and foreign labor. The difference in the purchasing power of wages, another vital element in tariff legislation, was only touched on in a desultory manner by witnesses here and those who had inquired the price of clothing for workingmen at home and abroad, or who from observations believed a dollar would buy more provisions in the United States than in England, or who had arrived at conclusions by reading consular reports. The social condition of artisans and laborers in Europe and America, another important element, was wholly overlooked in the testimony, if I may except a few partisan statements on both sides, none of which assumed a higher value than prejudiced impressions.

These brief hints of imperfections in a labor which Congress decided should be performed so rapidly, indicate the rich unexplored field in Great Britain for careful work and study in a direction that cannot fail to be interesting even if it should fall far short of results important enough to take part in the settlement of broad economic questions. Four times have I traversed the manufacturing regions of the United States. Once I saw them lurid with the flames of Pittsburg, and as I travelled from city to city, one day conversing with the socialist in jail and the next day with the capitalist in his marble residence, I had abundant opportunity of observing the weakness as well as the strength of the American system. A few years later when better times had dawned upon the country, I was sent through the same regions and witnessed the awakening of American manufacturing. A third opportunity came in carrying out a branch of the census work, and the fourth with the Tariff Commission. With the knowledge of our home industries that these inquiries have afforded, I have gladly accepted the mission of THE TRIBUNE to continue the investigation of these questions in Great Britain—to visit the great industrial centres to find out how the working people live and how much they earn, how far capital and machinery and credit are concentrated in the hands of the few, what will be the ultimate effect on her industries of the dependence for food supplies on countries thousands of miles distant, and what are really the chances for a man to rise out of the wage-earning classes. The introductory to such an inquiry must necessarily point out some of the characteristics of the industrial history of the country to be visited; present a general idea of the distribution of the industries and the cities and regions to be visited. With this in view perhaps no apology is needed for what follows.

At the opening of the present century England, though politically a first-class power, had accomplished none of her prodigious industrial progress. Manchester was not glorying in her tall and ever smoking chimneys, but was "an inland town of no pretensions for beauty, and at some distance from the sea." Liverpool had scarcely any of her glorious docks. The great ocean steamers which now almost daily ply between New-York and England had not yet found their way to her harbor. Leeds and Bradford were not very conspicuous either for trade or manufacture. Even London, the only place of real importance in the kingdom, had not a tithe of the shipping and commerce which now enrich the banks of the Thames. The quantity of coal annually mined in Great Britain did not exceed ten million tons, while to-day it has reached one hundred and forty million tons. Levi, in his History of Commerce, has almost dramatically shown that with the dawn of the present century a rapid and wonderful change was produced in commerce and industry by the expansion of some of the leading commercial towns. Liverpool derived enormous benefits from the extension of manufactures in Lancashire, from the rapid increase of population in the United States, from the new acquisitions of England in Canada, and the extended cultivation of the West Indies. Birmingham felt all the advantages of the opening of the Staffordshire and Worcestershire canals, which enabled her to receive all her supplies of coal and materials for manufacture and building, at prices much under the usual carriage rates. The inventions of Watt, of Hargreaves, of Arkwright and of Crompton, though hindered by prejudices were slowly revolutionizing the industrial system of England. "What England possessed then, as she does now," says Levi, "was a geographical situation, the most favorable for purposes of maritime commerce, in close proximity to the continent of Europe, and bordering on the ocean, the great open highway to America; mineral riches of enormous value, and, above all, a people of sturdy race, the Anglo-Saxon, distinguished for an innate sentiment of independence and right, for energy of character and aptitude for work, for capacity for material conquests, and courage and tact as colonizers and discoverers." At this time, strange as it may seem, of all British industries the cotton was the least conspicuous. Cotton was too dear to enter into the common dress of people, until the ingenuity of Lewis Paul, Lawrence Earnshaw, Hargreaves, Arkwright, Crompton and Peel gave England the factory system and changed Lancashire from an agricultural county to the more active and stirring occupations of industry and manufacture. The woollen was an old English industry. Since the time Defoe took his famous journey through "the Island of Great Britain" Norwich had been known for her baize, Sudbury for her serges, Colchester for her broadcloth, Gloucester for her cloth, and Kendal for her coarse cloth. Even London and York continued for a considerable time to be important centres of the woollen industry. But, says Levi, the increasing prices of provisions, high rates of wages, difficulty of obtaining commodious streams for the scouring and fulling of cloth, and the restrictions imposed by the municipalities, drove the woolen manufacture away to the villages and townships of Yorkshire, and these villages, as I shall show in subsequent letters, were destined to become the greatest woollen-producing region in the world. England never looked favorably on the linen industry, and it was left to Ireland or Scotland. In the iron industry not much progress had been made at the beginning of the present century. In 1768 South Staffordshire had no furnace for making charcoal iron, and only nine furnaces where pit coal was used, producing fifteen tons each per week, while in all other parts of England there were twenty-four charcoal furnaces and forty-four pit-coal furnaces. Though possessing all the materials for the fabric of earthenware, it was not until about this time that the skill of Josiah Wedgwood brought the English potteries into importance. Before this, England had depended almost entirely on the importation of pottery from France, Germany and Italy. Added to all this came the improvements in the steam engine and the starting of chemical discoveries, both important elements in industrial progress.

With these triumphs over physical and moral objects came increasing opportunities of profitable labor and a great increase in the population, especially in the number engaged in manufacture. The large cities had begun to grow. In 1811 England had only twelve cities and towns with a population exceeding 30,000. At the close of the first decade of the last half century she had thirty-one cities and towns of 30,000 population and upward. Lancashire, Yorkshire, Staffordshire and Warwickshire, with London, are the most densely populated regions of England, and contain in the aggregate nearly twelve millions, or half the population of England and Wales. Manchester and Salford, which at the beginning of this century numbered hardly 100,000, have increased to nearly 600,000; Birmingham from 80,000 to over 400,000; Liverpool from 100,000 to over 550,000; Leeds from 60,000 to over 300,000. But this great growth of the population of cities in a country that has no land for the unemployed cannot be looked upon as an unmixed good. It has been recently said by a well-known English essayist that the development of industrial England has proceeded with a rapidity altogether unprecedented in human history. This is true, but this enrichment cannot be attributed to free trade. The mastery of man over nature has increased in an almost immeasurable ratio during the last generation. Railways, telegraphs, ocean steamers, submarine cables, have brought the peoples of the world together and increased the wealth-producing capacity of man. England stood ready for the race at the start. Professor Sumner said before the Tariff Commission that Protection had put England back a century. What particularly erroneous history of British commerce has the Professor read? With the change in the whole tide of human affairs no legislation could have kept England back a century. Here is what an English reviewer says of this period: "We English, very lightly handicapped in the race, with our cheap coal, with our densely crowded cities and socialized workshops, with the first fruits of mechanical invention, with accumulated capital at our command, had the heels of the rest of the world from the start. During the whole of this period, from 1848 to 1878, we had almost undisputed control of the markets of the globe." But at the same time "the leaps and bounds of commerce have given far more wealth to the upper classes than comfort or well-being to the lower." These are some of the questions worth a careful study.

ROBERT P. PORTER.

RAILWAY INTERESTS.

A LEGAL OBSTACLE REMOVED.

Justice Daniels at Chambers of the Supreme Court yesterday handed down a decision and opinion in the matter of the petition of Joseph Dixon and others against John Cummins and others to set aside an election of trustees of the Broadway Underground Railway Company. Mr. Dixon was an assignee of one of the seventeen persons to whom the Legislature in 1868 granted the franchises and rights under which the corporation was afterwards formed. When the company was organized it was agreed that $3,000,000 of its $5,000,000 of stock should be divided between the seventeen persons named in the act or their assigns. The majority of the shares of the seventeen persons finally came into the hands of Melville C. Smith, now the president of the company, and his associates. They were advised that the former issue of stock was illegal and opened the books of the company for subscriptions. More than 3,000 shares were taken, and 10 per cent of the par value was paid in. Mr. Dixon refused to join in this action. At the election on October 11, 1881, one set of trustees were voted for by the owners of the 3,005 shares of stock issued as above stated, and the inspectors declared them elected. Mr. Dixon, however, insisted upon voting on his original 300 shares for another set of trustees. The inspectors of election refused to recognize them. Mr. Dixon brought the present proceeding to have the election of the other trustees set aside. Hamilton Cole, the referee to whom the case was sent, decided in Mr. Dixon's favor.

Justice Daniels in his decision refuses to confirm the report and holds that the votes offered by Mr. Dixon were lawfully rejected. "The application," he concludes, "made to set aside the election must be denied; but inasmuch as the proceedings or management of the corporation have not been such as commend them to approval, and the facts engendering the controversy originated in motives which, as a matter of ethics, ought not to have been allowed to prove controlling, the denial will be without costs."

Albert Stickney represented Mr. Dixon; Grosvenor P. Lowrey and G. C. Walker appeared for Mr. Cummins and the other respondents. It is stated by the officers of the company that this conclusion of the case removes the chief legal obstacle in the way of the speedy prosecution of their work.

THE CONTROL OF THE NICKEL PLATE.

A meeting of the directors of the New-York, Chicago and St. Louis Railway Company (the Nickel Plate Line) will be held to-day, when a complete change of management will be made. J. H. Devereux and Stevenson Burke, of Cleveland, who bought the road a few weeks ago, were made members of the Board soon afterward, taking the places of Watson H. Brown and William Fleming. The other directors who will surrender their places to-day are C. R. Cummings, Chicago; D. W. Caldwell and Daniel P. Eells, Cleveland; George I. Seney, John P. Martin, E. H. R. Lyman, A. M. White and Nelson Robinson, Brooklyn; Calvin S. Brice and Samuel Thomas, New-York, and Charles Foster, Fostoria, Ohio.

The names of their successors have not been made public, but it is generally understood that Cornelius Vanderbilt, W. K. Vanderbilt and H. McK. Twombly will be members of the new Board. J. H. Devereux will be made president.

THE SOUTH BOSTON FLATS.

BOSTON, Jan. 4.—One of the last official acts of Governor Long was the approval of an agreement between the Harbor and Land Commissioners and the New-York and New-England Railroad Company, acting for the Boston and Albany Railroad Company, concerning the South Boston Flats, released to the former company by the Albany Railroad Company on July 15, 1880. The agreement is in effect that the total amount of money due the Commonwealth from the New-York and New-England Railroad Company on account of existing agreements, including principal, interest, damages and liabilities of every kind, is $100,000, with interest at 5 per cent from May 1, 1882, this amount with interest to be paid before or at the expiration of ten years from that date, the Commonwealth agreeing to accept in lieu thereof a conveyance of 1,976,654 feet of land.

THE HARTFORD AND HARLEM RAILROAD.

HARTFORD, Jan. 4.—Regarding the proposed Hartford and Harlem Railroad, ex-Governor Jewell, of this city, who was in the parallel road movement of last year, says he believes the road will be built, but declines to say more. The new scheme is looked upon here as a New-York and New-England Railroad operation.

BOSTON, Jan. 4.—*The Transcript's* financial article this afternoon says: The scheme for a parallel road to the New-Haven and Hartford road, over a hundred miles from Hartford to the Harlem River, is backed by English capitalists represented by C. G. Francklyn. It is partly in the interest of the New-York and New-England Railroad. The latter road has not yet sold its second mortgage bonds, but has had an offer therefor.

GENERAL INTELLIGENCE.

BOSTON, Jan. 4.—A statement of the affairs of the Marquette, Houghton and Ontonagon Railroad for eleven months of 1882 shows the net earnings as $644,081; surplus applicable to dividends, $486,319; balance, $305,597. The interest charges and dividends on the preferred stock for the full year are deducted from this sum, so that whatever net earnings there are for December can be added to the balance to make up the statement for the full year.

SPRINGFIELD, Ill., Jan. 4.—The United States Circuit Court this afternoon appointed Charles Howard, of Boston, receiver of the Danville, Olney and Ohio River Railroad, to succeed James A. Eads, who has resigned. The bond was fixed at $25,000, the Court reserving the right to increase the amount at its pleasure.

CHICAGO, Jan. 4.—The earnings of the Chicago and Alton Railroad Company for the year 1882 were $8,231,108, against $7,557,740 in 1881.

GALVESTON, Tex., Jan. 4.—A dispatch from Laredo to *The News* says: It is reported that the Mexican Government has taken possession under forfeiture of the road-bed and fixtures of the Gould-Degress concession known as the Mexican National Extension.

THE ARMY AND NAVY.

WASHINGTON, Jan. 4.—The leave of absence on surgeon's certificate of disability granted Second Lieutenant Alonzo L. O'Brien, 2d Cavalry, November 17, 1882, has been extended five months.

Leave of absence from January 8, 1883, or from such date thereafter as he may be relieved from his present duties, until February 21, 1883, with permission to go beyond sea, has been granted Colonel George Thom, Corps of Engineers.

The following changes in the stations and duties of officers of the Corps of Engineers have been ordered:

Colonel Charles E. Blunt will take station at Portland, Me., and relieve Colonel George Thom of his duties in connection with the works of river and harbor improvement in the States of Maine and Newhampshire. Captain Charles W. Raymond will be relieved from duty with the Engineer Battalion, Willet's Point, N. Y., by the commanding officer of the battalion, and will take station at Boston, Mass., and relieve Colonel George Thom of the charge of river and harbor works now under his direction in the State of Massachusetts. Captain Raymond will also relieve Colonel Charles E. Blunt of the charge of the works of fortification now under his direction in the State of Massachusetts and will report by letter to the Secretary of the Treasury for duty as engineer of the first and second lighthouse districts, relieving Colonel Blunt.

The Superintendent General Recruiting Service will cause fifty recruits to be prepared and forwarded, under proper charge, to Fort Concho, Tex., via Abilene, on the Texas and Pacific Railroad, for assignment to the 16th Infantry.

Assistant Surgeon Henry B. Fitts has been ordered to the training ship Jamestown. Lieutenant James R. Selfridge has been detached from the Portsmouth and ordered to temporary duty as recorder of the Regulation Board. Cadet Engineer T. F. Carter has been granted leave of absence for three months.

The iron-clad Pinta, now being fitted up at the Norfolk Navy Yard, will join the Pacific station and cruise in the waters around Alaska, relieving the United States steamship Adams, now on duty in that Territory.

WELLESLEY COLLEGE.

METHODS AND AIM OF THE INSTITUTION.

DESCRIPTION OF THE BUILDINGS AND THEIR CONTENTS.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

WELLESLEY, Mass., Jan. 4.—Of the more celebrated of American schools for girls perhaps none is less generally understood in its actual methods, aims and purposes than Wellesley College, fifteen miles from the City of Boston, and one mile from the town of Wellesley, on the Boston and Albany Railroad. Monday is visitors' day. Guests are cordially greeted and shown through the buildings. The winding approach to the main building is a gradual ascent, and at the top of the hill the view of the towers and minarets of the structure is impressive. The building is in the form of a double Latin cross, covered with a Mansard roof, its length being 475 feet, and its width 150 feet. Its material is red brick, with gray stone trimmings. The main corridor is at once a picture gallery and a conservatory running the length and the width of the building and crossing under an opening which reaches to the roof. Here are large palms and other exotics, which lend a charm to this otherwise attractive passage-way, with its broad and easy stairway to the upper stories, and its walls adorned with numerous examples of art—water-colors by Bellows, Parsons, Magrath, and Ellen Robbins, a pencil sketch by Edward Frere, a marine painting by Arthur Quartley, R. Swain Gifford's "Gibraltar," a wood scene in the Adirondacks, by Kensett; the Mono Pass in the Sierra Nevadas, by W. H. Keith; and works by Bristol, Hoad, Smiley, J. M. Hart, Vedder and other painters. To the right of the corridor on entering, is what is called the "Browning Room," a beautiful parlor equipped after the æsthetic style, and containing memorials of Robert and Elizabeth Browning. This room is square, and lighted by three stained-glass windows illustrating Mrs. Browning's "Geraldine," "Aurora Leigh," and the "Romance of the Swan's Nest." The walls are hand painted in imitation of Venetian leather, surmounted with a frieze in panels of hand-painted wayside flowers, in oils, by Ellen Robbins, which are exquisitely lovely and true to nature. The furniture is teak wood, inlaid with mosaics. There are two mediæval examples of German art, a cabinet and marriage chest of oak carved in intricate mazes of leaves, fruits and flowers, and there are ceramics and other pretty trifles. But after all the chief interest of the room is centred in Story's bust of Mrs. Browning, and two autograph letters, one by Mrs. Browning and the other by Mr. Browning, both framed and under glass. There is only one statue besides the bust by Story, Jackson's "Reading Girl," life size. The floor is covered with a Turkey rug.

Opposite the parlor is a large reception-room, handsomely furnished, and having, among other pictures on its walls, Chapman's "Appian Way." The dining-room will accommodate 350, twelve or fourteen sitting at one table. All its appointments are good. The gymnasium is in a detached wing of the building. Two thousand dollars has recently been spent in perfecting its furnishings. The library is a Gothic room with alcoves and galleries, and lofty windows. It contains 27,000 volumes of carefully selected reading. Adjoining it is the reading-room, where the choicest of magazine literature is to be found, with a large number of newspapers. Both of these rooms are at all times open to the students. The chapel will comfortably seat 700 persons at one time. It is lofty and handsome, has a reed organ in the gallery at one end, and opposite to it, over the platform, is a fine memorial window of stained glass placed there by ex-Governor Claflin in honor of a daughter who was a pupil at Wellesley, and subsequently died in Rome. Here a few weeks ago Miss Thursby sang seven times in one morning to a delighted audience of girls, whose enthusiasm seemed the most grateful kind of adulation. Here clergymen of various denominations have preached and talked to the young ladies, and there have been no end of concerts and lectures, besides the twenty-minute morning and evening religious exercises. The upper corridors are the same in size as the one described, and everywhere adorned with engravings, in series, illustrating some one author, or in groups of authors, German, English, French and Italian. Close to the rotunda on the second floor is the bronze bell, half covered with cabalistic figures, which once rang out its mellow tones in an old heathen temple, and now sonorously times the hours for recitations and prayer for 476 students and fifty resident teachers. From the rear windows of the building there is an extended view of "Traban Mere," the pretty sheet of water on which the Wellesley students row their boats in summer, each crew having its own colors. The class color for 1882 is old gold and scarlet. The name of the boat is "Tanager," after a scarlet colored bird very common in the woods around the lake. The famous Italian gardens of the Hunnewell estate, border the lake opposite the college.

From this brief description of this institution for the education of young women, it will be seen that an atmosphere of refinement pervades it. Many of its methods are unique. The founder of Wellesley College was Henry Fowle Durant, who died about a year ago. He was at one time a partner of Rufus Choate, in the City of Boston, was a lawyer, of lucrative practice, wealth, and fame; eminently handsome, genial, eloquent and gifted with all the graces that charm society. In the very height of his successes, and while still a young man, Mr. Durant lost his only child, a boy eight years old. This changed the whole current of his existence. His hair turned white in the single week of his son's illness, and he passed from the man of fashion into a devotee to religious work, quickly becoming an evangelist, and going out into remote places to preach, often suffering from exposure to the elements and the absence of common comforts of life. During some five or six years of this evangelistic work he made it a study how to spend his fortune to the best possible advantage of his fellow-beings, and decided to build a college for the higher education of his country-women. He said he saw a growing feeling among women against honest labor, and he wished to prove to them that it is honorable to labor with the hands, and with the brain, and that in so doing rich girls could help poor girls to obtain an education. He talked much of "the silk and calico girls," and his pity was excited for the latter. He said he would build an institution where he would collect beautiful things for poor girls as well as rich girls, and where no girl could live three or four years without being properly educated, where the love of dress would not be encouraged and where the teachers should be professed Christians, while the school should not be sectarian. He at once began preparations to carry out this design, taking the 300 acres he had been preparing for a home mansion near Wellesley for this purpose. When the corner stone of the original building was laid in 1873, Mr. Durant placed his mother's Bible in it, in which was written, "Christ first and in everything." He said the spirit of this college shall be "not to be ministered unto, but to minister." Accommodations were made for 300 pupils, which some persons were of the opinion were quite beyond its probable requirements; but long before the building was completed every place was engaged. From the first the project was successful; but probably after finishing the initiatory plans for his system of education for young women Mr. Durant added and elaborated many methods as they were suggested by circumstance and necessity. He would not have it understood to be an industrial or charity school; but in order to dignify labor of the hands each pupil, rich or poor, was obliged to do some light household work for one hour of each day, the work being so systematized that it would be changed from week to week for each pupil. The terms were made so moderate that they came within the means of many families who could not send their daughters to expensive schools, the price for board and tuition being only $250 per year. The courses of study are in a measure elective, but they are so arranged that no pupil can pass through the college with a half knowledge of any branch of education which she may have attempted. There are no "extras" at Wellesley.

The development of the college curriculum into seven co-equal branches was the primary step toward making it a university. The second step was the addition of a teachers' annex. Its doors are open to teachers who desire to avail themselves of special courses of study to prepare themselves for further educational work, and a large number have availed themselves of this privilege. There are at present about seventy-five of this class at Wellesley, some of whom have taught ten, fifteen or twenty years. A beautiful hall has been built for their accommodation near the main building. It is called Stone Hall and was the gift of Mrs. Belleria Stone, of Malden, Mass. The newly finished college of music is very graceful in its proportions. It contains thirty-eight music rooms, with deadened walls, for teaching and practice, beside a hall for choral singing. There are thirty-three pianos and a splendid organ, beside other musical instruments.

The college owns five buildings, including those already named, and Simpson Hall (a memorial to a lady of that name) and Wadan Hall. The pupils study in their own rooms, which are arranged in suites, each consisting of a sitting room and two bedrooms. The college is divided into sections, each section having its teacher or teachers. Miss Alice E. Freeman, a graduate of the Michigan University, and a teacher of experience, is the president. Wellesley College can in no sense be called a fashionable school. If it could be, the wishes of its founder would be defeated. Yet young women from some of the best families in the country have been educated within its walls. An English tourist while visiting the college lately, expressed the hope that some Senator's daughter was giving tone to the institution. Senators' daughters have been educated at Wellesley, but have met with no greater distinction than the daughters of poor men. Every graduate of this college is sensibly prepared for the battle of life. She can teach, if it becomes a necessity; she is thoroughly and well educated, has an art, and, if she desires it, a musical culture, and a practical knowledge of household duties. The out-door sports and athletic games in which the students are encouraged give them physical strength and beauty. Each class of "Freshmen" plants a tree on the lawn, dressed in the class colors. They dance around the tree, throw dirt at it while singing, and have an oration from some one of the company. When this class leaves school it bids farewell to its tree with appropriate ceremonies. The lawn is dotted with these memorial trees of classes which have come and gone from Wellesley. Mrs. Pauline A. Durant, the widow of the founder of Wellesley College, is its secretary and treasurer.

A TALK WITH A THEATRICAL COSTUMER.

"That young man has more ambition than dramatic ability," said the costumer, looking over the top of his spectacles. The young actor referred to was one of the bandbox sort. He wore a high collar, a sky-blue cravat and a split-tail top-coat that struck his heels.

"How do I know?" resumed the costumer. "I can always tell how long a man has been on the stage by the kind of toggery he buys. A beginner always attaches great importance to dress, so much in fact that he loses sight of what is more important. When young Frederick Paulding began his career he spent money lavishly on his outfit. He had a vaulting ambition; his mother had money. His costume for the *Prince of Como* in the character of *Claude Melnotte* cost more than $500. It was of the best material and lined with satin. His other costumes were also elegant. He had great confidence in his dramatic ability. He is still struggling."

"Is Edwin Booth careful about his dressing."

"Far from it. He is quite right. It is the man and not the clothes he wears, on the stage as in the street."

"Has Mr. Booth a green-room attendant?"

"Yes; he has a dresser who goes with him everywhere, and has been with him for years."

"Does not Barrett care a great deal for dress in his performances?"

"Very much; he is almost finical. The most minute details of his costumes receive attention, and he insists on having his own ideas embodied in them. But Lester Wallack is more scrupulous regarding his dress than Barrett, if anything."

"Have you ever made any of his costumes?"

"Not for years. His theatrical wardrobe is kept up, I think, by his dresser—Miss Flannery we call him. He has been Mr. Wallack's dresser for years, and has remarkably good taste."

"What actress has the most expensive wardrobe?"

"So far as I know more money has been expended on that of Margaret Mather, who recently made her debut in Chicago, than on that of any other actress in this country. Her *Juliet* dress cost $1,000. It was made by a Parisian dressmaker for a Spanish lady of rank, who was to have been married to a rich grandee. Some accident prevented the ceremony from taking place, and the dress found its way to this city. It was made of the finest satin, ornamented with most exquisite lace and almost covered with pearls."

"How does Mary Anderson's dressing compare with that of other leading actresses?"

"When she began her career she did not dress with much art. Her dresses were made—so the story goes—in her family, or by her maid. After her visit to Paris there was a marked improvement in her costumes. The great French actress, Sarah Bernhardt, no doubt gave her some points on the importance of using art in dressing for the stage."

"Do stars employed by managers furnish their own outfit?"

"Managers of operas and spectacular plays furnish the outfits for the whole company. In all stock companies, like those of Wallack's and the Union Square, and in all travelling combinations playing drama, each person furnishes his own wardrobe."

"Who designs the costumes for a company?"

"Much is left to the costumer, who makes a careful study of the play, of the characters and conditions of the people personated in it, of their manners and customs, and of the places and times in which the scenes are laid."

"Is the outfit usually ordered in advance?"

"No, costumes are always knocked together in a hurry. Managers do not give their orders usually until the last moment, and our tailors and seamstresses have to work day and night to get the costumes finished for the opening performance. There is a scene of confusion throughout the whole establishment, and all engaged at the work are so nervous that their teeth knock together."

"Do people in the theatrical line pay their bills promptly?"

The costumer immediately became sad and melancholy.

"It's an unhappy experience that we costumers have," he said. "My black-list is a long one, and contains names that theatre-goers would never dream of as being on it. I never go to a theatre without seeing somebody on the stage whose name is on that list, for which reason I seldom go, and take little enjoyment when I do go."

"How are amateur clubs furnished with costumes for their performance?"

"In some cases a club buys its outfit out and out, as did the company which gave an amateur performance last winter at Chickering Hall. The ladies who belong to aristocratic dramatic clubs have their theatrical costumes made by their dressmakers. As a rule, amateur societies secure a set of costumes for their public performances from a costumer."

"What effect has Mrs. Langtry's appearance here had on amateur theatricals?"

"It has incited them to great activity. The desire to shine in amateur entertainments is becoming a mania among young women."

FATE OF A FAMOUS SHIP.

The American bark Star of the West sailed from this port for Bremen on October 20, with a cargo of refined petroleum valued at about $30,000. As she has not been heard from since then she has been given up as lost by her owner, John Zittlosen, of No. 60 Beaver-st. The vessel was valued at about $25,000 and was partly insured. Her crew consisted of Joseph M. Fickett, of Portland, Me., commander; H. M. Thiessen, mate; Andrew Careney, second mate; Ah Foo, steward; Ah Sinn, cook; Peter Rohario, George Debar, Peter Jensen, W. Siemering, Peter Hoff, John Bangsen, John Hannimaster, Carl Petersen, R. Rehell and R. Lorrimer, seamen. Captain Fickett also had his wife on board.

The Star of the West was built in Greenpoint in 1859 as the steamer R. R. Cuyler for the New-York and Savannah trade. She was constructed with exceedingly fine lines, and possessed all the modern improvements, including steam steering-gear. She was intended to be the fastest steamer afloat and was generally referred to as the steam yacht Cuyler. In 1861 she was purchased by the Government for $165,000, and being armed with twelve guns was detailed for duty in the West Gulf Squadron. She was very successful in capturing blockade runners, and both officers and seamen reaped large shares of prize money. At the close of the war she was purchased by Russell Sturgess, and in connection with the Huntsville and Manhattan, was used in the New-York and New-Orleans trade. In 1867, Mr. Sturgess sold her to General Saigar, Colombian Minister to the United States. When it was learned that she was to be employed as a privateer by the Peruvians against Spain, she was libelled by this Government. Bonds were given and the vessel sailed for Santa Martha. The vessel was then named the El Rayo, and afterward La Union. It was learned that her actual purchaser was Tomas Mosquero, President of the United States of Colombia. The Congress of that country demanded that he should give up the vessel but he dissolved that body in April, 1867, and proclaimed himself Dictator. Mosquero was afterward captured by General Acosta and condemned to exile, and this resulted in the Cuyler being sold to Cubans. The Cuyler was afterward bought by I. Taylor, of Boston, and in 1874 was rebuilt as a bark and named the Star of the West.

MEMBERS OF KAPPA ALPHA AT DINNER.

The members of the Kappa Alpha, the pioneer Greek-letter society, met at the fifty-seventh annual dinner of the organization last evening at Delmonico's. About seventy-five men were present, representing Union, Williams, Cornell, Princeton and Hobart College Chapters. A pleasant time was had, the singing of society and college songs giving zest to the occasion. The principal toasts were: "The Mother Chapter (Union)," and "The Sister Chapters," which were responded to by various members. Among those present were Henry R. Pierson, of Albany; General Smith, President Potter, of Union College; Derrick Boardman, of Troy; Dr. W. D. Day, Daniel Stimpson, S. B. Brownell, Charles Bulkeley Hubbell, Augustus Schell, James B. Metcalf, Matthew Nichol, Dr. S. S. Burt, the Rev. Dr. Henry Booth, Dr. William Granger, of Buffalo; Howard Bearden, Augustus Brown, O. G. Barton and E. B. Coe.

RELIGION AND INTELLIGENCE.

The Rev. Dr. George S. Morris, of the Johns Hopkins University, last night began a course of eight lectures on "Philosophy and Christianity" at the Union Theological Seminary. The subject was "Religion and Intelligence," and the lecturer stated that its object was to show that intelligence is the true bulwark and not the enemy of religion. "Religion," he said, "cannot, even if it would, withdraw itself from the liability of being made a subject of scientific or philosophic inquiry. It may be a comparative, inductive study, resulting in the science of religions, or the absolute significance and justification of the phenomena in question where the result is the philosophy of religion. Modern agnosticism, which comes from a misapplication and misinterpretation of the method and conclusions of purely physical science, has the form of knowledge without its substance. From it religion has nothing to fear before the forum of absolute intelligence, and against it philosophy and religion have a common cause. A more important question is whether philosophy—the unbiassed recognition and comprehension of experience on all of its sides—confirms or invalidates the positive, theoretical presuppositions of religion. Christianity presupposes and requires a knowledge of the Absolute, while philosophy aims to achieve that knowledge by experimental demonstrations. Both imply a process of intelligence by which the absolute object of intelligence is reached."

The subject of the address to-night is "The Philosophic Theory of Knowledge."

THE FIRE RECORD.

FOURTEEN HORSES BURNED.

Flames which burned up fourteen horses and came near destroying human life broke out at 1:40 a. m. yesterday in the boarding and livery stable in the rear of Nos. 147 and 149 West Thirty-second-st. They spread into the concert and lodge rooms and living rooms in the front buildings. So rapid was the progress of the fire that the family of William Becker, who had a beer shop on the first floor of No. 147, had great difficulty in escaping. The family of H. Hennemann, on the top floor, were rescued by the firemen. A young son of Mr. Hennemann was taken out of his room insensible from the effects of smoke by Charles N. Fay, of the Insurance Patrol. Every person escaped from the burning buildings uninjured. Efforts were made to save the horses in the stable, but they became wild with fear and could not be driven out through the smoke. They were roasted to death in their stalls.

Three alarms were sent out, but the fire was not extinguished until the two front buildings were burned out. Central Hall, as the lodge-room above Becker's store was called, contained furniture belonging to several societies and valued at $500. Nearly all of the furniture was destroyed. Becker's loss was about $2,000 and Mr. Hennemann's was about $1,000. C. N. Beins, the proprietor of the stable, owned eight of the fourteen horses, several carriages, sets of harness and feed, which were destroyed. His loss was estimated at $5,000. Six horses belonged to cartmen; they were worth less than $1,000. The buildings, owned by Ryerson & Brown, were damaged about $7,000. It was said yesterday that all the losses except those sustained by the cartmen were covered by insurance. The cause of the fire was not known.

ESCAPING BY MEANS OF A LADDER.

A fire which endangered several lives occurred yesterday morning in the building of the Dime Savings Bank at Nos. 365 and 367 Fulton-st., Brooklyn. On the third floor of the four-story brick building live the janitor, John A. Williamson, and his family. Mrs. Williamson was awakened by smoke at 6 o'clock, and she aroused her husband, mother and son. By the time they could dress and rush out flames appeared in the ventilating shaft at the rear, and the fire burst out in a closet under the stairs, cutting off escape in that way. The janitor lowered a ladder from a rear window and reached the window in the extension at the rear of an adjoining building, through which his family retreated in safety. By this time fire engines were on the spot and the flames were soon out. The chief damage was in the halls and stairway. The ceiling in the banking room on the first floor fell from the burning of the floor overhead and the room was flooded with water. The building is owned by the Dime Savings Bank, which estimated its loss at $3,000. Business was resumed in the afternoon. The law offices of J. A. Wernberg were damaged to the extent of $300.

FLAMES IN F. P. EARLE'S HOUSE.

A fire broke out at 8:25 o'clock last night in the third floor of the four-story brown-stone house, at No. 48 East Fifty-third-st., occupied by Ferdinand P. Earle, proprietor of Earle's Hotel. The furniture in the room and a portion of the building were damaged to the extent of $300.

SCHOOL FOR YOUNG WOMEN BURNED.

KNOXVILLE, Ill., Jan. 4.—St. Mary's Episcopal School for Young Women, at this place, was burned to the ground early this morning. Most of the 100 scholars were asleep when the flames were discovered, and had barely time to escape when the alarm was given, leaving their wardrobes and property. Many escaped by ladders. Miss Gillette, of Buffalo, Ill., had a leg broken, and Miss Hosford, of Dubuque, was seriously injured by falling from a ladder. E. A. Keightling, a fireman, also fell and was injured. No others were injured and no loss of life occurred, though at one time it seemed inevitable. The building was an imposing three-story brick structure, and was handsomely furnished. The students were mostly from Illinois. The loss on the building is about $25,000, and is fully insured. The loss to the pupils in property will amount to about as much. The building will be rebuilt, and, in the meantime, temporary accommodations for the school will be obtained.

ROLLING MILLS DESTROYED.

MONTREAL, Jan. 4.—The Montreal Rolling mills, at Ste Cunegonde, on the outskirts of the city, were destroyed by fire to-night. The loss is about $30,000; fully insured.

THE KENNEDY-HUTCHINSON CASE.

The examination in the Kennedy-Hutchinson case was continued yesterday afternoon before Referee Lyman, in Room No. 62 of the Post Office Building. Elihu Root was the counsel for G. H. Brouwer, G. W. McGown and E. C. Mitchell, and Mr. Sewell for Mr. Hutchinson. The only witness was George H. Brouwer, who testified that he had not deposited Hannibal and St. Joseph stock with Bloodgood & Co., and read a list of charges against the firm of Kennedy, Hutchinson & Co., among which were $100 for flowers sent to Mrs. Hutchinson, $25 for flowers to Mrs. Kennedy, $25 for flowers to Mrs. Slayback, and $10 for flowers to Mr. Duff on his birthday. He could not explain why Mr. Duff didn't have as expensive flowers as Mrs. Hutchinson. Several sums of money had been drawn out by Mr. McGown, amounting in all to $275. Mr. McGown said after he had drawn the money that he had done it, and said he had done so because he had been charged too much commission by the firm and wished to repay himself in that way. The witness had told him that he was evading the law and must pay back the money. Mr. McGown afterward did so in part by paying $250 for certain secret service expenses of the firm. Mr. Brouwer said that these secret service expenses were incurred because the firm had learned that some of its private business was being disclosed. He admitted that at that time the quarrel with Mr. Hutchinson had begun, but said that he did not know that the firm's money had been used to get information which would injure Mr. Hutchinson.

Mr. Root then examined the witness, who said that while changes had been made in the books for the benefit of individual partners, to the detriment of the firm, there had also been changes to the detriment of individuals and to the benefit of the firm. Referring to the firm's books he pointed out transactions where changes had been made by which a loss of $250 was given to himself instead of the firm, where $1,500 profit had gone to the firm instead of to Mr. McGown, where a loss of $50 had gone to himself, where $75 profit had been accredited to the firm, and where $3,000 loss had fallen upon himself by reason of changes in the books instead of upon the firm. The witness was examined again by M