MUSICAL COMMENT.

YSAYE AT A POPULAR CONCERT—MR. SCHENCK'S CONCERT—THE LITERARY MALTREATMENT OF MUSIC.

The discovery was made at the popular concert in the Metropolitan Opera House last night that Ysaye and Seidl are quite as attractive a combination as Melba and Seidl. At least there was as large an audience in attendance on the concert as on any of the concerts to which Mme. Melba's voice lent its puissant charm and quite as many demonstrations of excited admiration. The programme was a better balanced one, moreover, than has been the rule since the Sunday evening concerts began, and though one might have wished for a little more finish now and then in the playing of the orchestra, especially in the accompaniment to the fourth concerto of Vieuxtemps played by M. Ysaye, the evening's music was thoroughly enjoyable. The great Belgian carried the hearts of his listeners with him again as he did at the Philharmonic concert at which he effected his entrance on the American platform, though the concerto would not permit him to make so profound an artistic impression as he did on that memorable occasion. His second number was more to the liking of the audience, being Wieniaski's fantasia on themes from Gounod's "Faust." The singers were Mme. Scalchi and M. Plançon, who won recalls at each appearance.

At Carnegie Hall on Saturday evening Mr. Elliot Schenck gave a concert at which he endeavored to show to the public what skill he has attained in the twofold capacity of composer and conductor. It was a public concert, and though the public manifested very little interest in it (the audience being largely composed of the young man's personal friends), it is of course a fit subject for public comment. This might fairly begin with an expression of doubt touching the wisdom of the performance, for Mr. Schenck has neither the age nor the experience in either of the departments in which he essayed to justify so venturesome an experiment in a city like New-York, where there is no want of conductors of knowledge and experience, and where novelties never make appeal for their own sake alone. Still, this is his own affair, and it is only to be regretted that the demonstration which he made did not come nearer the standard of excellence which must be enforced here. His compositions, called a symphonic poem on Olive Schreiner's "The Lost Joy," and an overture, "Perseus and Andromeda," are amateurish in thought and execution, though occasionally scored with good effect and showing freedom from conventionality in harmonic treatment. But they lack consistency and logical development. Mr. Schenck conducted the orchestra in these works, the overture to "Egmont," the B minor symphonic torso by Schubert, Wagner's "Kaisermarsch," and the accompaniments to some airs sung by Mlle. de Berldez, with abundant confidence and with signs of familiarity with the theory as well as the practice of that difficult art.

The first week of the opera gave evidence of a keen and generous public interest in the enterprise of Messrs. Abbey and Grau, and the beginning must be set down as extremely auspicious. The managers plainly have ample confidence in the willingness of the public to support them, and are contemplating a series of Saturday night representations at reduced rates of admission. It would be an extremely interesting experiment, and at entirely practical one withal, in view of the large number of artists composing the company.

What singular convolution is it in the brains of poets and novelists that tempts them so often to refer to music in a manner to disclose an ignorance of the simplest facts about the art of which a child ought to be ashamed? Here is a character in "The Royal Marine," who is represented as a composer, permitting another character to refer to "the moonlight concerto," and simply replying: "What does he know about concertos I should like to know?" This from a writer who lives in New-York and lectures on literature! Neither is it his first offence of the same kind, as all amateurs know who read his "Etelka Talmeyr," wherein an enigmatical creature sings Schumann's "Warum." In "Snubbin' through Jersey" a painter plays "the symphonies of Beethoven" on a violoncello for the entertainment of his artist friends. It is easy enough to forgive Charles Lamb for saying in his "Chapter on Ears" that he could not distinguish a soprano from a tenor, but could sometimes contrive to guess at the "thorough bass" from its being "supereminently harsh and disagreeable," for the passage occurs in a confession of ignorance; but if a novelist wishes to help along the realism of his story by references to actual compositions he ought at least to be correct.

Apropos of this, what shall be said of such mortal sins as stain Hezekiah Butterworth's book on "The Great Composers," recently republished in a "revised and enlarged edition"—a book written for instruction, but which discloses on every page the crassest kind of ignorance concerning the art, and contains perhaps as many misspelled names as correct ones? Where are the "inspirations of Palestrina . . . . . familiar in every cultivated home?" In Boston? Surely not in New-York. There are many things in the book that will appear diverting to even the tyro in music. Here are a few specimen bricks:

With the coming of Christianity the reed succeeded the cord, the organ the harp, and melody and harmony the Greek rhapsody. (P. 17.)

He (Gregory the Great) improved them (the Church chants), introduced four new tones, and wrote a solemn musical composition, which is now known as the "Gregorian Chant." It is still sung by the Catholic Church, and is used by the English and Eastern Church during Lent. Several hymn tunes found in all the best collections of music, among them, "Olmutz" and "Hamburg," are evolved from it. In Europe the organist gives a peculiar stateliness and grandeur by playing a tone or half-tone in advance of the singing.

Before the sweet symphony, the classic overture or the grand oratorio were possible, as we to-day understand them, great progress in musical invention had to be made. Counterpoint, the beautiful art consonant or allowable discordant sounds of the soprano, alto, tenor and bass of the common form of music—began to be understood in the Middle Ages; and about the year 1450 the parts were increased to six—bass, barytone, tenor, contralto, mezzo-soprano and soprano.

There you have definition and history gone to seed with a vengeance! Mr. Butterworth's biographical material is scarcely less amazing. Mozart was seven years old when he went to London, yet this biographer finds room for this anecdote:

"Mozart is running you down in England," wrote the nagging wife of Haydn to the great composer, hoping thereby to abate the ardor of his friendship.

"I cannot believe it," cried Haydn. "If it be true, I will forgive him."

Mr. Butterworth thinks that in ancient music, "whenever the composition was in unison, it was called a symphony"; that the serpent and bugle are instruments in the modern orchestra; that Beethoven's C-sharp minor sonata was an improvisation to the moonlight; that Mendelssohn composed an "Irish" as well as a Scotch symphony; that the sensualists, Chopin and Liszt, were creatures of infinite tenderness, that recoiled with a shudder whenever they came in contact with the wicked world; that Rossini is "the greatest dramatic composer of the present century"; that Wagner wrote "descriptive music, in which sound is made to interpret sense, almost without melody," called his methods "the music of the future," and predicted that his works would find great appreciation in the New World; that Weber was Mozart's cousin; that Schumann wrote a symphony in B-flat minor; that Saint-Saëns "was one of the musical conductors at the Chicago Exhibition of 1893," and a hundred other things equally absurd and fantastic. The book is a disgrace to author and publisher.

The enthusiasm of the lovers of Wagner's music in France has long been known to the visitors to Bayreuth. No pilgrims to the Wagnerian Mecca are so uncompromising in their devotion as those who come from the beautiful land beyond the Rhine. This fact, together with the furor caused in Paris by the production of "Lohengrin" and "Walküre" at the Grand Opera recently, occasioned a bon mot, which has been repeated with approval by one of the Paris newspapers inimical to Wagner. A few weeks ago Siegfried Wagner, son of the poet-composer, who passed through Paris, talking about the musical situation, remarked: "The French are more Wagnerian than my father was."

Because we know that musical criticism in Boston is profitable to us in New-York, for teaching, for reproof, for correction, for instruction which is in artistic righteousness, we are led to call attention to the following specimen, merely premising it with the remark that Mr. Kneisel has played the composition at more than a score of concerts, and that everywhere, as here in New-York, it has been hailed with delight by musicians and public alike:

"The dreary as well as shallow homogeneousness of the Dvorák 'American' (sic) quartet render it difficult of belief that Herr Kneisel has actually given it any permanent place in his otherwise excellent repertory of classical compositions. While esteeming Dvorák's genius for the creation of great music as it has appeared in other compositions, we may charitably assume that at the time he conceived his libellously named 'American' quartet he was either a fit subject for a country doctor, or, to say the least, for Sanford's ginger."

This is Mr. C. L. Capen, speaking in the columns of "The Advertiser" newspaper.

To the Editor of The Tribune.

Sir: I have read the criticism on Tamagno in your to-day's edition with the greatest pleasure and satisfaction, and find it as just and true as it is severe. If you could also impress on the public that applause after each well-sung phrase is as inconsistent and disturbing as it is entirely out of place that singers should bow before an act or a scene has come to an end, thus interfering with their acting and destroying all illusion, you would certainly greatly contribute to the general pleasure to be derived from opera, and would secure an everlasting and never-to-be-forgotten gratitude from the refined and musical public of this great city. Respectfully, E. R.

New-York, Nov. 24, 1894.

THIS IS THE LAST WEEK OF THE DISPLAY

A GOOD-SIZED SUNDAY CROWD AT THE EXHIBITION OF WOMEN'S PORTRAITS.

The Academy of Design, where the portraits of beautiful women are still on exhibition, continues to be the Mecca of Sunday pleasure-seekers. The halls and the galleries were constantly thronged yesterday afternoon, and as it was the last Sunday that the public will be permitted to gaze upon the fair faces which have so patiently and graciously consented to be gazed upon for the last three weeks, the attendance exceeded in number that of previous Sundays.

Society has long since placed its stamp of approval on this benevolent enterprise, and its fame consequently has extended beyond the boundaries of the Greater New-York. The crowd on Sunday is decidedly cosmopolitan, and the visitor from foreign lands, who has mentally decided that the first day of the week in New-York is rather slow and stupid, goes the first time to the exhibition because it is the "proper thing" to do, and the next time because he wants to see more of the portraits.

The exhibition entered upon its last week yesterday, and the management expects it to be more profitable than the three which have preceded it. A special programme has been arranged for Thanksgiving Day and concerts will be given in the afternoon and evening. At the tea-table Mrs. H. Winthrop Gray, Mrs. John A. Lowery, and Mrs. J. Hobart Warren will preside. Among the visitors yesterday afternoon were Hubert Vos, the Court artist of Holland; Mrs. Paul D. Cravath and Carroll Beckwith.

MRS. GEORGE J. GOULD'S STOLEN GOWNS.

Somewhere, either in New-York or out of it, the latter more likely, there is a man whose presence at Police Headquarters is urgently desired. This man has in his possession certain articles made expressly to deck "the female form divine," and is holding the aforesaid articles until such time when he can dispose of them with benefit to his financial condition and without fear of incarceration in a prison cell. This person or persons stole some of Mrs. George J. Gould's handsome gowns. Mrs. Gould, about three weeks ago, was undergoing the ordeal of being photographed at a gallery in Fifth-ave., near Forty-seventh-st., and opposite the Windsor Hotel. Now Mrs. Gould had taken to this gallery two handsome gowns, the handiwork of Worth and Felix respectively, and in these gowns she had posed as the camera fiend had advised, "Head up." "Look pleasant." "Don't wriggle now," and generally made the remarks peculiar to members of his trade. The ordeal over, Mrs. Gould went home and sent a messenger boy for her gowns. The boy got them all right and started for Mrs. Gould's home. On the way, and when near Forty-seventh-st., the boy was met by a man who wore the uniform of an American District Telegraph Company messenger, and was induced by the man to deliver up his burden, for the consideration of 25 cents and take a message to a house nearby. The boy did this, and when he returned he found that the mysterious man had vanished. With tears and excusable profanity the boy reported his loss at his office and was placed on the waiting list. Then Mr. Gould was informed and sleuths were put on the trail of the thief. They are still on the trail.

TRANSATLANTIC TRAVELLERS.

PASSENGERS WHO ARRIVED HERE YESTERDAY ON STORM-BEATEN STEAMERS.

Among the passengers arriving here yesterday on the Cunard steamer Lucania from Liverpool were Mr. and Mrs. John W. Aiken, George C. Andrews, David Arthur, Montagu Baird, Mrs. Josephine B. Baker, John Bamford, Joseph Beasley, Dr. Charles S. Benedict, George Blackburn, Mr. and Mrs. Edward Blair, C. E. Bretherton, A. M. Bradhurst, John F. L. Brunner, W. Robinson Burgess, Mr. and Mrs. William Clark, Walter Cliff, Mr. and Mrs. C. H. Coffin, Mr. and Mrs. A. Carroll Dana, F. W. Flaville, E. W. Fraser, Theodore Freelinghuysen, J. A. Grahame, Arthur Gilbrie, F. R. Guzman, Miss C. V. W. Halsey, A. A. Hughes, Mrs. Edward King, J. D. F. Lansing, E. N. Lozonby, Donald McCredie, the Rev. and Mrs. Dr. James McLeod, H. J. Nicholls, Mr. and Mrs. J. D. Pemberton, J. W. Robbins, Ignacio Rosenthal, Captain and Mrs. S. E. Turner, Walter Ward, H. P. Wertheim, Mr. and Mrs. G. J. Wetzler, Mr. and Mrs. W. H. Wilson, D. A. Morton, John Hopkins and Mr. and Mrs. Van Buren.

Among the passengers landing from the American Line steamer Paris, from Southampton, which arrived at Quarantine on Saturday night, were Edward A. Adams, N. Appleton, John W. Bird, Thomas Balfour, William H. Castle, Miss Emma Coolidge, G. D. Day, Dr. and Mrs. E. W. Deen, F. L. Drew, Mr. and Mrs. H. E. Davidson, Walter S. Davis, Mr. and Mrs. George W. Gardner, Marshall R. Gosling, Mrs. F. B. Gilmour, H. W. Gordon, Mr. and Mrs. C. H. Halcomb, Mrs. G. B. Hurd, Peter Hand, H. R. Hollingshead, J. R. Hass, John L. Hart, J. R. Kendrick, jr., J. S. Leetburger, Mr. and Mrs. William Jack Latta, the Count and Countess de Montsaulnin, the Rev. A. A. McDonough, Mrs. Grosvenor Morris, Miss Edith E. Nicholson, A. Preyer, George D. M. Polxotto, Clement Payen, R. Prendergast, Dr. J. F. W. Ross, Mrs. T. A. Scott, Henry C. Stewart, Lady Henry Somerset, J. M. Stoddart, W. S. Telford, Mrs. D. V. Tilla, J. M. Woods, Thomas H. Wells and Mrs. C. J. Wheelock.

The Red Star steamer Rhynland, from Antwerp, brought among her passengers Charles A. Grant, Mrs. Philippine Heckman, Mr. and Mrs. J. P. Holland, Miss Frances Holland, Miss Ethel Holland, Miss R. Johnson, Miss Florence H. Myrick, Albert Carlson, Friedolin Knoblauch, Miss Alice Pacilly, Mr. and Mrs. Henry Wahlers and Miss Elisabeth Wahlers.

THE FIGHT FOR CHEAPER BREAD.

TRUST BAKERS TO INCREASE THE SIZE OF LOAVES—THE QUESTION LEFT TO INDIVIDUAL DISCRETION.

Slowly, to be sure, but surely are the members of the Wholesale Bakers' Association being driven from their stubborn stand on the cheaper bread question. The example of one of them in increasing the size of the smaller loaves turned out of his bakery, as published in yesterday's Tribune, has been followed by others in the Bread Trust, who have fattened so long on their unreasonably large profits in the business of providing the people with bread.

Last night a representative of Rockwell's big steam bakery in East Seventy-fifth-st., told a Tribune reporter that the firm had decided to increase the size of the small loaves sold at retail for five cents three ounces each. This is to go into effect immediately. The standard weight of the Trust's loaves has been eighteen ounces, and so Rockwell's bread should now weigh twenty-one ounces. Customers should see to it—if the Trust bakers have any customers worthy of mention left—that the management of Rockwell's bakery keeps to its word about the increase of weight. It now looks as if there was a concerted action among the Trust bakers to increase the size of the loaves. The members of the Wholesale Bakers' Association seen by the reporter deny, however, that any resolution to do so was passed at the last secret meeting of the association, but insist that everything, even the reduction in the price of bread, was left to individual discretion. The man in charge of Fleischmann's wholesale bakery said last night that the firm had not made any reduction in the price of bread, or, as far as he knew, increased the size of its loaves. It may be said that this has been one of the most stubborn and unapproachable firms in the Bread Trust all through this fight of the public for cheaper bread.

From information gained yesterday it seems as if the Bread Trust's fight against the public's demand for a reduction of one cent a loaf would be turned into a Kilkenny cat engagement between its own members. With all the boasted individual independence which its members are said to have, it is not thought probable in trade circles that the Trust will long permit some of the bakers to continue offering the grocers and others inducements to handle their bread below Trust prices. When the struggle comes between some of the wealthy and stubborn firms in the Trust and the poorer ones who desire to keep their business moving, even if they have to lower their prices, it will likely be the means of breaking up the Trust.

LAKE SHIPPING IN DISTRESS.

Sandusky, Ohio, Nov. 25.—The steamer Tempest and consort became unmanageable in the gale off this port, and both grounded off Cedar Point Light. They are lumber-laden. All efforts to release them have been unsuccessful.

Sturgeon Bay, Wis., Nov. 25.—The schooner City of Grand Rapids, with lumber, from Ford River to Chicago, stranded on Jacksonport Reef, sixteen miles north of here, early yesterday morning.

Oswego, N. Y., Nov. 25.—At 10 o'clock last evening the schooner Baltic, Captain Beard, of St. Catharine's, Ont., went on the rocks under the fort bank at the mouth of this port. She was loaded with 12,600 bushels of barley from Kingston for Downey, Irwin & Co., of this city. Captain Beard and his three sons, who comprised the crew; the captain's wife and a passenger, were rescued by the life-saving crew. The schooner was not insured. She is breaking up rapidly.

OFFICIAL TRUSTS ABUSED.

BUREAUS AND COMMISSIONS AT ALBANY USED TO AID THE DEMOCRATIC PARTY.

THEIR STAFFS MADE UP OF DEMOCRATIC "WORKERS" NOT QUALIFIED TO DISCHARGE THE DUTIES FOR WHICH THEY DRAW SALARIES FROM THE STATE—THE BUTTER AND CHEESE "EXPERTS"—WHAT THE LEGISLATURE MAY DO.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]

Albany, Nov. 25.—When the Republican party comes into power here in January, with a Republican Governor and a Republican Legislature to execute its policy of government, one of the questions of importance which its leaders will be called upon to answer at once will be whether or not laws should be passed abridging the terms of a good many Democratic State officials, who have debased their official positions by converting them into mere bureaus of the Democratic State Committee, and thus have diverted them from their legal purpose of being departments of the people's government. The terms of most of these incriminated officials extend beyond that of Governor Morton.

Unquestionably the Railroad Commission, the Department of Agriculture, the Bureau of Labor Statistics, the Bureau of Factory Inspection, and the Prison Department, have all been active agencies of the Democratic party for several years; and little thought has been given by their chiefs to the public service. In addition, these departments have provided sustenance for a host of Democratic politicians, who were labelled "factory inspector" or "dairy expert" or "statistician," had salaries awarded them and then were put in charge of some part of the State by the Democratic State Committee. Thus their expenses upon political missions of the committee were paid, they were able to lay aside money for political rainy days, and the committee itself had a larger sum left for other campaign purposes. In every way the arrangement was satisfactory, except to the taxpayers. They paid the bills, but received no return for their outgo.

THE DEPARTMENT OF AGRICULTURE.

The Department of Agriculture has as its head Frederick C. Schraub, of Lowville, Lewis County. Mr. Schraub is a lawyer. What a singular choice for the head of the State's agricultural department! But Mr. Schraub has the merit, in the eyes of the leaders of the Democratic party, of being thoroughly acquainted with the Democratic politicians of the interior of the State, and of being loyal to David B. Hill and Roswell P. Flower. In Mr. Hill's and Mr. Flower's interest he has placed at strategic points about the State various Democratic politicians, and has given them the title of "dairy expert," or "expert and agent." These men all get liberal salaries. They all do hard work for the Democratic State Committee, and little for the farmers. Last winter Assemblyman Hamilton Fish had Commissioner Schraub make a report to the Assembly regarding the business occupations of his employes. The absurdity of having a lawyer at the head of the Department of Agriculture is clearly revealed in the character of the ordinary employments of his "experts and agents." Is it to be expected that the following employes of Mr. Schraub would be good judges of butter and cheese, and vigilant in the farmer's interest to stop the sale of oleomargarine?

Name.	Office.	Occupations.
C. H. Allen	Expert and agent	Medical student
Charles Barthe	Expert and agent	Grocer
V. P. de Lee	Expert and agent	Painter
S. Nassoyson	Expert and agent	Liquor dealer
N. M. Hutchings	Expert and agent	Stenographer
J. Mahaney	Expert and agent	Street sweeper
T. Cole Hess	Expert and agent	Leather factor
M. Doran	Expert and agent	Blacksmith
G. W. Pine	Expert and agent	Deputy sheriff
A. J. Moskowitz	Expert and agent	Restaurant
G. Bernhardt	Expert and agent	Machinist
J. M. Sickles	Expert and agent	Machine worker
S. Abrams	Expert and agent	Grocer
J. L. Cornish	Expert and agent	Grocer's clerk
P. M. Geier	Expert and agent	Grocer's clerk

Commissioner Schraub expends over $100,000 annually. Do the State and the farmers receive a commensurate return for such a large expenditure? No farmer will answer that question in the affirmative. The department is a sham defender of the farmers' interests. The $100,000 appropriated for its use is, as a matter of fact, converted to the use of the Democratic State Committee, to pay its agents in the interior of the State. If the department is to be managed further as it has been for the last few years, with blacksmiths acting as "butter experts," it had better be abolished and the money of the taxpayers used for some better purpose.

THE RAILROAD COMMISSION'S DERELICTION.

Take the Railroad Commission as another example of this neglect of the public interests. The three Railroad Commissioners are Samuel Beardsley, Alfred C. Chapin and Michael Rickard. Mr. Beardsley lives at Utica, and Mr. Chapin in New-York; while Mr. Rickard, although credited to Albany when appointed, lives in Utica. These men occasionally come to Albany and draw their $8,000 a year salary. They have as secretary Charles R. De Freest, of Troy, the former Clerk of the Assembly. Mr. De Freest also holds the onerous post of clerk of the Democratic State Committee. From the time the Democratic State Convention was held, September 25, until Election Day, Mr. De Freest was busy in New-York, working hard for the Democratic State Committee. He receives $5,000 a year salary. He should have been in Albany between September 25 and November 6, attending to his public work. A Railroad Commission which permits its executive officer thus to neglect the work for which he is paid by the State shows its own unfitness to hold office, and no word of protest will come from taxpayers if the entire commission should be abolished. No one will dispute the assertion that the Railroad Commission has been a great disappointment to the people of this State; that the bright hopes excited when it was created, in 1883, have not been realized. What great public service has it ever done? On the other hand, has not the Railroad Commission at times been used by the Democratic party as a thumbscrew to force certain railroad corporations "to whack up liberally" for the Democratic campaign fund?

The Bureau of Labor Statistics also had been loaded down with politicians. During the last year a larger force than usual has been employed, simply to give salaries to politicians. Still another political bureau is that of Factory Inspection. The head of that bureau, John Connolly, has spent his time running about the State, attempting to incite the labor unions and other workingmen's organizations against the Republican party's candidates. Extremely unfair attacks have been made upon the Republican party through the employes of the Bureau of Factory Inspection. As for the Deputy Factory Inspectors, sixteen in number, every man of them is an active Democratic politician. Factory inspection is but a trivial part of their duties; their main work is that of getting votes for the Democratic party and endeavoring to persuade the labor unions to make war upon the Republican party. Both the Bureau of Factory Inspection and the Bureau of Labor Statistics, in fact, are nothing more than departments of the Democratic State Committee; with the taxpayer acting as the paymaster.

USING THE PRISONS FOR POLITICAL ENDS.

A committee of the Republican Assembly are now investigating the prisons of the State. Last week at Auburn they discovered that the State Prison there had figured actively in the field of politics in that neighborhood through the agency of Warden Stout. Far more officials were employed just before election than were needed. Moreover, the provisions of the prison were bought in such a way as palpably to affect public sentiment.

The terms of office in nearly all the State bureaus and departments mentioned are beyond that of Governor-elect Morton; so, ordinarily, the heads of those offices would be safe from removal. But if, after a legislative investigation into the conduct of these offices, which certainly ought to be made, it should be established that the money of the taxpayers is being wasted, then surely public opinion would sustain Governor Morton and the Legislature in cutting short the official existence of all officials who are thus plainly betraying their trust.

THE CAPE MAY BOND ISSUE.

Cape May, N. J., Nov. 25 (Special).—The report sent out from here concerning the certiorari issued by Justice Garrison, of the Supreme Court, requiring the Mayor and Council to appear before him December 8, is erroneous. The certiorari only applies to the ordinance authorizing the issue of $5,000 of bonds to improve Madison and Beach aves. The South Jersey Railroad has a right to go through the city, but that right will be taken away by an ordinance, now on second reading. The complaint is not made by citizens, but by ex-Mayor J. Henry Edmunds (Dem.), who was recently defeated for re-election and who has lost control of city affairs. The Council issued the bonds to give employment during the dull winter season.

THE IDENTIFICATION SURE.

WHITTEMORE AND BASLEY, THE MEN KILLED ON THE ELEVATED ROAD.

THE FORMER WAS A GRADUATE OF HARVARD MEDICAL SCHOOL AND HAD BEEN ATTACHED TO A BOSTON HOSPITAL—BASLEY MAY HAVE BEEN ATTACKED WITH VERTIGO ON THE STATION—THE SUICIDE STORY DISCREDITED.

The body of Dr. Francis S. Whittemore, one of the two men killed Saturday night by a Sixth-ave. elevated train at the Cortlandt-st. station on the uptown track, was positively identified yesterday at the Morgue. There were several visitors during the day who knew, or thought they had known, the dead man. One of them, the first to identify the body, refused to leave his name. He was described as a tall man, with a light mustache, having a nervous manner. Later it was learned that he was Dr. John F. Erle, of the United States Navy and the cruiser New-York, who had known Dr. Whittemore when they were both students at the Harvard Medical School. Dr. Whittemore was a graduate of the school, and had been once a member of the staff of the Boston City Hospital. Later he had an office for some time in Boylston-st., Boston.

The body was also identified by Henry A. Borne, who lives at No. 451 Haight-st., Brooklyn. Two other men, who recognized the features of the unfortunate doctor, but would not give their names, said that he left two relatives, a mother and a sister, beside a brother-in-law, Ambrose E. Pratt, who is a newspaper man at Buzzard's Bay, Mass. Dr. Whittemore had lived lately in Sandwich, Mass., and was registered from that place at the Park Avenue Hotel last month. When he left the hotel, on November 12, he is said to have been considerably in arrears. He had no connection with the Academy of Medicine, No. 19 West Forty-third-st., where he had merely asked permission to have his mail addressed after he left the hotel.

Dr. Whittemore and George H. Basley, the other victim of the accident, were casual acquaintances, and had known each other only a short time. Basley's body was removed from the Hudson Street Hospital yesterday morning by E. C. Keys, an undertaker at No. 2,176 Seventh-ave. Keys had an order from John T. McKever, sr., Basley's father-in-law, who lives at No. 123 West One-hundred-and-twenty-eighth-st. Basley leaves a wife and two young children. John T. McKever, jr., who is treasurer of Palmer's Theatre, told a Tribune reporter last evening, at the home of Mrs. Basley, No. 306 West One-hundred-and-twenty-ninth-st., that his brother-in-law had once had an attack of vertigo. "It is possible," he said, "that he may have been seized again in the station, and that Dr. Whittemore was trying to save him from falling upon the tracks. But that is only a surmise. Perhaps the only explanation is that they were skylarking and had grown careless."

At any rate, the theory that Basley committed suicide is discredited by the story told by his relatives, which is as follows: Basley, with four others, was playing pool and billiards on Saturday afternoon in the Arcade Building, No. 71 Broadway. Basley and Walter Southwork left the place a few moments before the other three, who were Dr. Whittemore, W. S. Pollock and a Mr. Traverse. The first two mentioned were on the platform of the station only a few minutes when Southwork called to Basley: "Hello! Here are the other boys. We will all go uptown together." Basley at the time was looking down the track to see if there was a train coming. He turned to see if there was a train coming. He turned around to face his friends, his back being toward the track, and at the same moment that he turned Dr. Whittemore exclaimed: "Hello! Here are Basley and Southwork," at the same time advancing toward Basley, whom he slapped on the shoulder and said: "Y'guess we are here, and all hands will go up together." The Harlem train was then within fifty feet of the platform.

An eyewitness, who related the above to Mr. McKever, father-in-law of Basley, said that it was the doctor who lost his balance, and that Basley, in endeavoring to save Whittemore from falling on the track in front of the fast approaching train, lost his own balance and fell when the train was a few feet away from the opening where they had stood.

Basley was a man of thirty-five years of age, of a happy disposition, and a man who was domestic in his habits, and thought the world of his family and home. He had been a salesman for the grocery firm of E. C. Hazard & Co., of North Moore and Hudson sts., and he was considered one of their best salesmen. It is said that he was not a drinking man, and his habits were most methodical.

On Thursday last he bought his children new sacques and promised them a ride through Central Park yesterday, and the little tots looked forward to it with great pleasure.

Funeral services for Mr. Basley will be held at No. 306 West One-hundred-and-twenty-ninth-st., on Tuesday evening, and the burial will be made on Wednesday at Mount Hope, near Yonkers.

Mr. McKever said also that he thought, though he was not sure, that Dr. Whittemore's mother was visiting in the city, and that the two expected soon to go to Florida together.

As if to confirm the theory that the dead man had been the Park Avenue Hotel guest, a dispatch was received at the hotel last evening, dated at Sandwich, Mass., and signed "Ambrose E. Pratt." The dispatch read as follows: "Wire me at once where and in what condition Dr. Whittemore's body is, somebody will leave here for New-York to-night."

John A. Aarvaser, of No. 105 West Ninety-eighth-st., the engineer on the train which killed Basley and Whittemore, and Constant Del Monico, of No. 221 West Fortieth-st., the conductor, were arraigned in the Tombs Court yesterday. Justice Ryan was of the opinion that neither of them was to blame for the accident. They were paroled till to-morrow.

Sandwich, Mass., Nov. 25.—The sad news of the death of Dr. Francis S. Whittemore, who lost his life last night while attempting to save the life of a friend on an elevated railroad in New-York, was received here with profound sorrow. The relatives of Dr. Whittemore received a telegram to-night stating that the body was at the hospital, and that there were no marks upon it. No other particulars of the affair other than what appeared in the papers have been received.

Dr. Whittemore was born here February 29, 1864, and after graduating from the public and high schools, entered a local drugstore. Later he was employed in the stores of the late Joseph T. Brown and Theodore L. Metcalf, in Boston. He afterward entered Harvard Medical School, graduating in 1890. He served one and one-half years as house officer at the Boston City Hospital; six months at the Insane Hospital in South Boston, and the year 1891 as house officer at the Children's Hospital. Since that time he had been on the regular staff of surgeons at the latter institution, until last August. He made a specialty of orthopedic surgery, and was eminently successful. For some time prior to last August he was in charge of this department at the Bennett-st. Dispensary, in Boston, and also had a successful private practice. He was a Fellow of the Massachusetts Medical Society. He intended to settle just outside of New-York. He leaves a mother, the widow of the late Judge E. S. Whittemore, and a sister well-known in literary circles, the wife of Ambrose E. Pratt, the Barnstable County agent of the New-England Associated Press.

THE NEW BOND SUBSCRIPTION.

SUCCESS AFTER NEEDLESS FRICTION.

From The New-York Herald.

A great deal of needless friction was produced by the manner in which the loan was handled, but there never was any doubt that the bonds would be taken. Bank coffers everywhere bursting with unemployed funds gave assurance of this.

MAKING UP THEIR REVENUE DEFICIT.

From The Cleveland Leader.

The Democrats are simply increasing the public debt to make up for the deficiency in the revenues, and by the time they have tried to get along one whole year under the Democratic Tariff law, they will be ready to admit that as financiers they are failures. The people are willing to admit that now.

AN INIQUITOUS METHOD.

From The Brooklyn Eagle.

That the Government is able to borrow money at less than 3 per cent, however pleasing to National pride, does not detract from the iniquity of a method which has left the Treasury at the mercy of those who had claims against it, and while it is true that the reserve of $100,000,000 is now restored, there cannot properly be any defence of a plan under which the reserve has gone far below that figure.

THE GOVERNMENT STILL TRUSTED.

From The Philadelphia Inquirer.

One great fact should be borne in mind by the critics of the Administration and by the people generally—that there is no distrust of this Government in itself. Its temporary heads are under the suspicion of being incompetent. That is all.

IT WOULD HAVE BEEN WISER TO WAIT.

From The New-York World.

As Congress was so soon to meet, and as the Treasury's condition was not such as to demand urgent remedies, it would have been wiser to wait and give Congress another chance to do its duty. As it is, the taxpayers are saddled with some $14,000,000 of interest, that will be paid only to banks and their wealthy clients.

KEEL AGAINST CENTREBOARD.

THE PROPOSITION BY LORD DUNRAVEN THAT WATSON DESIGN A CENTREBOARD BOAT TO COMPETE FOR THE AMERICA'S CUP.

Now that it is highly probable that there will soon be another challenge for the America's Cup, the question of keel against centreboard suddenly appears, and if rumor is right the manner of its appearance is startling and shows how rapidly England and America learn from one another. It is said that Lord Dunraven is anxious to have Watson build a centreboard boat to challenge with, and that the Herreshoffs, if left to themselves, would build a keel boat to defend the cup. It would, indeed, be a strange sight to see an English centreboard racing against an American keel off Sandy Hook. That is not likely to occur, however, for Watson is said to have strongly combated Lord Dunraven's idea of a centreboard challenger.

That the next cup defender will be a keel boat is, however, not at all unlikely. The Colonia had a large following at the time the last cup defender was chosen, who believed that she was a better boat than the Vigilant, and there certainly was not a great difference between them. It is perfectly natural that Watson should hesitate to enter upon the, to British naval architects, unknown field of the centreboard. Though the British were the first to experiment extensively with the centreboard, even going so far as to put centreboards, three of them, in a man-of-war, the device has been ignored by them for over 100 years, while in this country the problem has been systematically worked out from early colonial times to the present day.

In regard to the concession made to Lord Dunraven, which will allow of the English building several yachts and after a series of trial races sending the fastest one over to fight for the cup, it will probably result in the formation of several syndicates in England to build yachts to compete for the honor of being a challenger. The cost of building and running a modern 90-foot yacht for racing purposes only is so enormous and her depreciation in value is so great if she is unsuccessful, that we shall hereafter see few boats of that class built by individuals, either to defend the cup or to challenge for it.

One thing which the Englishmen seem persistently to "kick" about is the stipulation that if they win the cup it shall be held by them subject to conditions under which they win it. There is no reason for that, and yachtsmen on the other side might as well understand, first as last, that the America's Cup is "a perpetual challenge cup for friendly competition between foreign nations," and cannot be taken to the other side to serve as a loving-cup politely passed around among royal and imperial yacht-owners. The English say they do not want to hold the cup under the terms of the deed of gift, because they fear it would prevent challenges. Not at all. If the British carry off the cup this time and do not receive a challenge for it from America within twelve months after they get it, something is wrong with the maritime spirit of this country.

TO HAVE LEDERER ARRESTED.

HIS FORMER WIFE WILL PROCEED AGAINST HIM WHENEVER HE COMES HERE.

A dispatch from Philadelphia was published yesterday that George W. Lederer, the divorced and remarried theatrical manager, had left that city on Saturday for Old Point Comfort, Va., but that before leaving he had said: "In relation to my divorce the fact that the decree does not grant alimony and that the custody of my child was awarded to me should make it evident that I permitted my wife to get the divorce in a spirit of manliness."

Mrs. Lederer, who secured the divorce, was seen by a Tribune reporter at her apartments in The Julian, No. 235 West Forty-third-st., last night, and said, in part: "When Mr. Lederer returns to this city I shall have him arrested for slander. Besides what he is reported to have said in that dispatch a relative of mine has informed me that a court officer told him of a remark that Mr. Lederer had made to him very much reflecting on me. It wouldn't look well in print, but, of course, it will be disclosed in the court proceedings.

"The statement that 'the decree does not grant alimony' is untrue. Alimony was allowed to the amount of $700 in a lump sum. I preferred to receive it in that way rather than to depend upon weekly payments.

"Mr. Lederer gained legal possession of our child last September through a writ of habeas corpus. In my petition for divorce, which was granted on statutory grounds, I did not ask for possession of the child because I am able by my work as a stenographer and typewriter to earn a living only for myself alone and am not in financial circumstances to take proper care of the child also, but I am entitled to its possession, and the decree permits me to see it whenever I wish to do so."

Mrs. Lederer said that her former husband had declared that he had no fear of any punishment for contempt of court because he had great influence with public officials, but declared that she nevertheless intended to have him arrested and prosecuted for criminal libel.

OBITUARY.

SAMUEL ROBBINS.

Samuel Robbins died at Amityville, L. I., yesterday morning. He was ninety-one years old. He was born in 1803, of Quaker parentage. He married early in life and was the father of five children. Two of them are dead, as is his wife. During the Civil War he made money as a contractor and was considered wealthy, although no one ever knew exactly how rich he was. He was a lifelong Democrat, but never held a public office. Two sons and a daughter are the surviving children.

JOHN P. EMMET.

John P. Emmet died suddenly at his home, in New-Rochelle, on Saturday. He was sixty-seven years old. Mr. Emmet was a son of the late Judge Robert Emmet, and was born in this city and educated at Dr. Hawke's school, in Flushing, L. I. For some years he was engaged in the insurance business, but upon his marriage, in 1877, he retired from business and lived a quiet life at his country home until his death. His wife, who was Miss Morris, of this city, survives him.

The funeral will take place in Christ Church, Pelham, on Tuesday morning, at 11 o'clock. Carriages will meet, at the New-Rochelle station, the 11:06 train from the Grand Central Station.

JEAN VICTOR DURUY.

Paris, Nov. 25.—Professor Duruy died here this afternoon.

Jean Victor Duruy was born in Paris in 1811, began his classical studies in 1823 at the College Rollin, then called College Sainte-Barbe, was appointed to the class in history at the College of Rheims in 1833, and in the same year took a similar place in the College of Henry IV in Paris, afterward called the College Napoleon. In 1853 he took the degree of Doctor of Letters. Afterward he became inspector of the Academy of Paris, master of the conferences at the Normal School and professor of history at the Polytechnic School. By decree of June 23, 1863, he was appointed Minister of Public Instruction; in 1869