

CABINET NOT YET CHOSEN. REASONS FOR DELAY IN FILLING BRITISH OFFICES.

AUSTEN CHAMBERLAIN AND GEORGE WYNDHAM MAY BE IN THE NEW CABINET.

(Copyright, 1902, by The Tribune Association.) London, July 16, 1. a. m.—Events are not moving with sufficient rapidity to suit amateur politicians. They have not been deterred by the inclement heat from excessive zeal in Cabinet making.

Immediate changes in the Cabinet are not expected by the government officials and well informed politicians. There are two reasons for delay: first, that the King's restoration to health must not be impeded by political complications, and second, that Mr. Chamberlain, who will naturally be consulted by Mr. Balfour, is still disabled, and has the imperial conference on his hands as soon as he can return to active business.

The reconstruction of the Cabinet is unlikely until the coronation is over and Mr. Chamberlain's wishes respecting the Treasury are made known. Mr. Chamberlain has strengthened his grip upon the coalition party by the loyalty with which he has supported Mr. Balfour. His warmest admirers credit him for having greater devotion to principles and policies than regard for his own political ambitions. They contend that he will be satisfied if allowed to remain in the Colonial Office with a colleague in the Treasury who is not thwarting his plans and heading an opposition to him.

Among the sheaf of speculative rumors, the most likely one is that which carries Austen Chamberlain and George Wyndham into the reconstructed Cabinet.

The King's journey to Cowes was arranged with painstaking care and minimum discomfort. No unfortunate result has yet been reported. I am told that the King's will has been strong throughout his illness, and that his physicians consider it wiser to work with rather than against it. His determination to recover and to go through the ceremony at the Abbey is regarded by them as a wholesome stimulant.

"The Daily Mail" yesterday received the following dispatch from Theodore Price, of New-York: "My attention has been called to a cable dispatch in which it is stated that 'The Daily Mail' says that a certain group of speculators, headed by Theodore Price, of New-York, have gradually acquired control of what is left of the old crop of cotton, with the purpose of forcing the Lancashire mill owners to pay exorbitant prices for their supplies until the new crop is available. I will thank you to deny this statement most emphatically, as far as I am concerned. It is my opinion that the old crop of cotton at the present time is selling for all it is worth, and that the prospect of the new crop is one of unexampled brilliancy."

"The Daily Mail's" special representative in Manchester, whose article is controverted by this statement, makes the following comment upon the dispatch: "The opinion of the Lancashire cotton trade is that the rise in prices is mainly due to speculation in New-York, and that Theodore Price is believed to be the leading speculator."

The memorial service in the Chapel Royal at St. James's for Lord Pauncefoot was simple and impressive. Mr. and Mrs. Choate, Mr. and Mrs. Reid and the full American diplomatic corps were present.

There was a densely crowded reception at the Royal Academy last night, with many American and colonial visitors.

Marconi's latest triumph is a series of wireless messages from Cornwall to Cronstadt, through Cape Skagen, in Denmark.

Sir Wilfrid and Lady Laurier entertained on behalf of members of the Canadian Government, a large company at dinner at the Hotel Cecil.

Admiral Crowninshield's flagship, the Illinois, is expected at Chatham for examination after the accident at Christiania.

THE KING TAKEN TO COWES. GREAT BRITAIN'S RULER BEARS THE JOURNEY WELL.

London, July 15.—King Edward left Victoria Station at 11.35 o'clock this morning for Portsmouth, where he was taken on board the royal yacht Victoria and Albert. The King was conveyed from Buckingham Palace to the railway station in an ambulance drawn by two horses. The only other occupant of the ambulance was Queen Alexandra. The vehicle was driven at a walking pace. Although there was a small crowd at the station there was no demonstration. In compliance with the express wish of the King, the doctors and nurses awaited the arrival of the ambulance, and a party of blue-jackets removed his majesty from the vehicle to a royal saloon car formerly used by the late Queen Victoria. Absolute privacy was secured by a lofty screen of red plush, which surrounded the platform.

Portsmouth, July 15.—The removal of his majesty from the train to the royal yacht was safely accomplished by blue-jackets, and the King's couch was placed in a reception room, which had been specially constructed on the upper deck. The warships in the harbor fired a royal salute as the King embarked, and all the vessels dressed ship and manned yards or decks. The royal yacht steamed off almost immediately after the transfer was completed.

Cowes, Isle of Wight, July 15.—The royal yacht, having on board King Edward, Queen Alexandra and the princesses, anchored in Cowes Roads today at 4.20 p. m., after a short cruise eastward. It was officially given out this evening that the King was not fatigued by the journey, not in the least distressed by the transfers, and that his majesty expressed great pleasure at the change.

King Edward expressed pleasure at the excellent arrangements for his transfer. His majesty is placed sufficiently high to get a view through the window of the pavilion on deck, and he watched with evident pleasure the animated scene in Cowes Road. A telegraphic cable has been laid from the yacht to the shore. It is expected that the King will make a long stay at Cowes, only indulging in short day cruises in fine weather, returning to Cowes the same evening.

The Prince of Wales will arrive aboard the Victoria and Albert to-morrow.

ONE DEAD IN COLLISION. PASSENGER AND GRAVEL TRAINS MEET NEAR TRESTLE—MANY INJURED.

Long Branch, N. J., July 15.—In a collision between a gravel train and a northbound Pennsylvania passenger express at Branchport this afternoon Peter F. Tilton, the engineer of the gravel train, was killed and several other persons were injured. The wreck was caused by an open switch. The passenger train, which was on the main track and running on schedule time, encountered the gravel train near the trestle. The passenger engine was thrown down the embankment into the Shrewsbury River. The fireman, H. H. Moore, and the engineer, Melville K. Packer, cannot account for their escape from death. Packer recalls going through the window. He received a slight contusion of the left eye and injuries to his left foot. Moore was injured internally and removed to the cottage of H. B. Berdan. Later he was taken to the hospital.

The engineer of the gravel train was found in a dying condition beneath the Pullman car. He was badly scalded by escaping steam, and his skull was fractured. He was unconscious when picked up and died before a physician could reach him. His fireman was hurled thirty feet and escaped with slight bruises. Many passengers bound for New-York were badly shaken up. The local physicians were kept busy attending them for a couple of hours.

Among the passengers were some well known New-York people. They returned to Long Branch and the wires were kept busy sending messages of their escape from serious injuries. A man who refused to give his name got out through a window of the Pullman car as the escaping steam became unendurable. He left one woman in the car. She maintained her composure and was rescued.

The wrecking train soon had the debris removed from the tracks. The northbound track was undermined and the rails were badly twisted. The baggage car was entirely separated from its trucks, and the engine was leaning toward the embankment. Train service was at once resumed, going north by way of the New-Jersey Southern tracks to Eatontown, and thence to Red Bank, where the main line is reached.

SPECIAL KILLS MRS. LEFEVRE. SOUTHBOUND TRAIN HURLS WIDOW SEVENTY-FIVE FEET.

Ossining, N. Y., July 15 (Special).—Mrs. Nelson Lefevre, a widow, fifty-five years old, who lived at Sparta, in this town, was instantly killed on the tracks of the Central Hudson Railroad at Croton-on-Hudson, while driving, at 1 o'clock this afternoon. Mrs. Lefevre was one of a party of women who, with their families, were enjoying a picnic at Croton Point. She left her companions to drive to the Croton Railroad station to meet friends from Ossining. At the railroad crossing she halted her horse to allow a long northbound freight train to pass, and started the horse again as soon as the caboose of the freight train had passed. The southbound Troy Special came thundering down the tracks. The noise of the freight drew Mrs. Lefevre's attention from the approaching special, which struck the wagon and hurled its occupant seventy-five feet in the air, killing her instantly. The horse was not injured, but the wagon was demolished.

Mrs. Lefevre is survived by four children, one of whom, Miss Sarah, is a teacher in the public school at Ossining. It was some time before the railroad authorities were able to identify Mrs. Lefevre. Coroner Mason, of Peekskill, held the inquest.

HUSBANDS KILL WIVES AND SONS. TURKISH TROOPS AFTERWARD MASSACRE MACEDONIANS.

London, July 15.—The Vienna correspondent of "The Daily Mail" says that official reports show a formidable Macedonian rising in the vilayet of Monastir, European Turkey. According to these reports, the rebels, entrenched on the banks of the Ostrovo, withstood the attacks of a thousand Turkish regular troops and several hundred Bashli-Bazouks for a week. Finally the Turks placed the Macedonian women and children in the front, as a screen, and stormed the position of the rebels. The latter maintained a murderous fire, and many women and children were killed by their own husbands and fathers. After dispersing the rebels the Turks massacred the population and looted and burned the houses of the inhabitants.

A COOL DINING CAR and an excellent menu was found on Baltimore & Annapolis R. R. of N. J. and P. & R. Ry. Royal Blue trains between New York and Washington are especially attractive at this season.—Adv.

CUBANS' SCHEME CHECKED. THE TRIBUNE'S DISCLOSURES AROUSE GREAT INTEREST IN WASHINGTON.

PUBLICITY GIVEN TO SUGAR PLANTERS' ANNEXATION MOVEMENT LIKELY TO EMBARRASS IT.

(BY TELEGRAPH TO THE TRIBUNE.) Washington, July 15.—The Tribune's news regarding the Cuban sugar planters' movement for annexation excited much interest in Washington to-day. Its authenticity was admitted in circles which are fully informed about what is going on in Havana. Among the representatives of the interests which are seeking annexation the publication was deplored as giving premature publicity to the movement, and therefore likely to embarrass it.

A Cuban view given to The Tribune correspondent was that the efforts of the sugar planters would receive more attention in the United States than in Cuba. It was well known here, he said, that most of the planters wanted annexation, and there would be no resentment against them if they had the courage openly to advocate that policy, because their influence was limited, and could be easily counteracted when it was exerted.

Although the sugar planters' movement is not likely to worry the Cuban Government or to cause resentment, a statement of the situation was given to The Tribune by an American who has close personal relations with leading officials of the new government and enjoys their confidence. While the statement comes from a private individual, it is almost semi-official in its character.

CUBAN VIEW OF SITUATION HERE. According to this American, some of the men influential in the Cuban Government think that there is a conspiracy in the United States to force annexation by causing the failure of the republic. They do not accept the common view that President Roosevelt's policy was defeated by a series of accidents. They believe that the failure of Congress to act was part of an organized movement, and they do not profess confidence that reciprocity will have a better show next winter than it had this summer.

Some of the men identified with the present Cuban Government were assured last winter by leading Senators that as soon as the question got out of the House of Representatives in any shape the Senate would take it up and mould the legislation to fit the needs of Cuba. These assurances were given with so much positiveness that they thought reciprocity would be an accomplished fact when the new government was installed. Plausible pretexes were given for the delay until after the inauguration of President Palma. Then there was not much pretext or excuse. The Cuban leaders simply were told that they would have to wait till next winter, although this meant that the sugar plantations would be worse off than ever.

According to this view, the Cuban Government, like any other government, must be influenced by actualities. It feels that the American people, the newspapers and President Roosevelt are sincerely determined to have reciprocal trade relations with Cuba, but as a government it has to face the fact that this determination has been thwarted. It has no right to assume that the legislation which will be passed, which was defeated at this session of Congress will be granted at the next session. As a means of self-protection, rather, it must assume otherwise, and not depend on the American Congress any longer. It will go ahead and negotiate a reciprocity treaty, and if the American people should fail in forcing Congress to carry out their will, so much the better. But if their will should be thwarted, the Cuban leaders think the evidence of the conspiracy will be complete.

A CRITICAL PERIOD IN THE ISLAND. Believing that the movement in the United States is deliberate, naturally the Cuban Government will seek to protect itself. It is undeniable that the refusal of reciprocity has added to the embarrassment of President Palma's administration, and has made the first six months of its existence a most critical period. On the other hand, the knowledge or the belief among the people of Cuba that an organized intrigue in the United States is seeking to force annexation, and that the Palma administration may be made the victim of that intrigue is likely to give President Palma a large measure of popular support. The opinion is that when the real test comes criticism and fault finding will cease, and the government will be supported with substantial unanimity as a defiance to the American annexationists.

The economic situation is serious, but the best information is that there will be no outbreak and no disorder, because it is now felt throughout the island that these are desired in the United States in order to prevent annexation and offer an excuse for intervention by the United States, which could mean nothing else than annexation. In substance, the statement as given to The Tribune correspondent is that both the Cuban Government and the Cuban people are united in fighting an annexation conspiracy which includes some leading public men in the United States and some large financial interests.

NO COMPLAINT YET AGAINST BRAGG. BOTH GOVERNMENTS ANXIOUS TO AVOID UNPLEASANTNESS.

Washington, July 15.—Up to this time the utterances in regard to the Cubans attributed to General Bragg, United States Consul General at Havana, have not been officially brought to the attention of the State Department. Nor has Mr. Quesada, Cuban Minister at Washington, received any instructions from his government as to the steps he is to take in the matter. The State Department is anxious to prevent any unpleasantness in regard to the Bragg statements if possible, particularly in these first days of the new Cuban republic.

A. M. RIVERO'S OBSERVATIONS. ARRIVED HERE YESTERDAY MORNING ON THE WASHINGTON.

A. M. Rivero, secretary of the Cuban Legation, arrived here yesterday morning on the Washington steamer Mexico from Havana. In speaking of conditions in Cuba at present, he said: "Business affairs in Cuba are in a very depressed condition, but we hope for an improvement. Everything depends upon what the United States does for us in the way of reciprocity. We are anxious to buy from here and to send all our products to the United States. Sir Wilfrid Van Horne's railroad would be a great thing for the island. We are encouraged to grow sugar and other products to maintain it, but at present it looks as though Sir Wilfrid would not do that. We have nothing to ship. It is true that the sugar manufacturers made more crop this year than last, but it was made at a loss. If a man is losing two cents on every article he makes, the more he turns out the greater his loss. That is the position of our sugar men at present. I hope that the situation will improve. It rests with you up here to solve the problem for us."

ERUPTIONS IN NEW-ZEALAND. WELLINGTON, NEW-ZEALAND, JULY 15.—Tremendous explosions have occurred at the Waimauku geyser at Rotorua, a height of eight hundred or nine hundred feet being reached.

TO CHANGE THE PORT OF LONDON. LONDON, JULY 15.—The County Council to-day unanimously voted its approval of the report of the royal commission detailing the antiquated conditions, and urging improvement in the facilities of the port of London.

THE DETROIT AND CHICAGO LIMITED. LEAVES GRAND CENTRAL STATION 4.50 P. M., ARRIVING CHICAGO 3.15 NEXT DAY. 2-HOUR TRAIN VIA NEW YORK CENTRAL AND CHICAGO CENTRAL.—Adv.

MAKES TIME FOR THE BUSINESS MAN. THE PENNSYLVANIA RAILROAD 2-HOUR TRAIN TO CHICAGO. LEAVES NEW YORK 1.55 P. M. DAILY.—Adv.

LINDENTHAL AMENDS PLAN TO CONFER WITH THE MAYOR ON THE BRIDGE PROBLEM.

TROLLEY LOOPS IN BROOKLYN IN CONNECTION WITH THE MOVING PLATFORM PROPOSED.

Bridge Commissioner Lindenthal and Mayor Low will hold a conference to-day to discuss the various plans that have been submitted for the relief of the congestion on the Brooklyn Bridge. Mr. Lindenthal has made a number of changes in his moving platform plan, which is believed to be an alternative of the Parsons plan, based upon popular and friendly criticism. He has abandoned his purpose of turning over to the Brooklyn Rapid Transit Company the plaza at the Brooklyn end of the bridge, and has decided to suggest to the Mayor that the moving platform be extended over the bridge roadway to Tillary-st., which would carry passengers to within five minutes' walk of the Borough Hall and the business section of Brooklyn.

Under this arrangement passengers could alight from the moving platform at any point between Sands and Tillary sts. Instead of making a railroad terminal of the plaza, a series of trolley loops would be laid in the cross streets under the roadway. The cars would take these loops from Washington and Adams sts., and leave them by way of Fulton-st. This plan would overcome the objection raised by President Orr of the Rapid Transit Commission that the congestion would be transferred from the Manhattan to the Brooklyn end of the bridge by the moving platform. The loops would be spread over so great an area, Mr. Lindenthal believes, that there would be no congestion to speak of. However, even if the plaza is to be used for a trolley terminal, Controller Grout said yesterday that the Brooklyn Rapid Transit Company would not obtain control of it unless the city was adequately compensated.

At the recent meeting of the Rapid Transit Commission Controller Grout raised the objection that the people of Brooklyn were not all masters of their time, and would not take kindly to the inconvenience and loss of time involved in changing from the moving platform to the trolley cars at the Brooklyn terminal. He also said that the extra two cent charge for crossing on the platform would not meet approval.

Mr. Lindenthal says that all the business people who now pay five cents on the trolleys between Borough Hall, Brooklyn, and the City Hall would save four cents by using the platform, which would take them to within three or four blocks of their destination in Brooklyn. The vast population living along the Brooklyn waterfront and on Columbia Heights, he says, would also be benefited by this arrangement. Mr. Lindenthal believes that it would be well to allow the trolley cars to remain on the bridge after the moving platform is installed. He is of the opinion that people would prefer to use the moving platform, and that the trolley cars would eventually withdraw from the bridge for lack of business.

Mr. Lindenthal denies that the moving platform is an alternative of the Parsons plan. He says that after the bridge is rebuilt, and made into a double decker, the platform could be raised to the second deck and the first deck used for the elevated trains. The reconstruction of the bridge would cost about \$2,000,000. The bridge commissioner believes that while the streets leading to the bridge are now crowded in rush hours, when thirty-eight thousand people are carried over each hour, the moving platform could carry sixty-five thousand without any such congestion in the streets. The reason for this is that the crowds are halted continually by the difficulty of loading the trolley cars, while the platform would keep the trolleys moving.

To a Tribune reporter yesterday Controller Grout said: "I agree with Mr. Lindenthal that the bridge plaza, which are not now utilized for any purpose, ought to be put to some practical use. There would be no harm in turning the Brooklyn Bridge plaza over to the Brooklyn Rapid Transit Company, but you must rest assured that if it is done the city will be adequately compensated. I do not care to discuss the moving platform scheme. I prefer to hear other people make suggestions."

RAN INTO THE MICHIGAN. FREIGHTER TORE GUNBOAT FROM HER MOORINGS AND DID \$10,000 DAMAGE.

Erie, Penn., July 15.—An accident happened to the United States steamer Michigan to-day that was quite serious. The Michigan was lying at her dock when the freighter M. B. Grover hove in from the Pittsburgh dock. While under full speed, heading full for the Michigan, the captain of the Grover evidently lost control of his boat, for she ran into the Michigan, driving her down the bay fully one hundred and fifty feet. The crash was terrific. The nose of the Grover ploughed into the Michigan, tearing her from her fastenings and holding her fast. There was great excitement aboard the war vessel. The collision was unexpected, and the crew were demoralized. Splinters and ribs and flooring of the decks flew, and the air was full of debris. Commander Winder of the Michigan estimates the damage at \$10,000. This includes the ruining of two 6-pound Driggs-Schroeder rapid fire guns of an improved pattern, and a whaleboat valued at \$400. Commander Winder at once wired to the Navy Department at Washington. He says that the ship will be out of commission several months while undergoing repairs. The ship received no damage below the waterline. Her engines also escaped damage, and she returned to her dock under her own steam after the accident. The damage will prevent the annual cruise of the Naval Cadets at Detroit, and she will be unable to carry the special command appointed to select a site for a naval training station on the Great Lakes.

CHINESE CRUISER BLOWN UP. ALL OF THE CREW EXCEPT TWO LOSE THEIR LIVES.

Victoria, B. C., July 15.—News was received by the steamer Empress of India to-day of the destruction of the Chinese cruiser Hai-Chee at Nanking by an explosion. The Japanese cruiser Atago arrived at Hsiakuan on June 21, and the magazine of the Hai-Chee was opened to salute her. Then came the explosion, and of the crew of 200 to 250 only two escaped. The cruiser went up like a flash, the shock being heard for five miles, and showers of wreckage were scattered far and near. Three small boats lying alongside were destroyed, with their occupants. The United States cruiser Helena, which was in the vicinity, picked up the two surviving men.

BUTCHER COMPANY FORMED. TO BUILD MILLION DOLLAR ABATTOIR TO FIGHT TRUST.

At a largely attended meeting of the Retail Butchers' Mutual Protective Union last night at Terrace Garden, the announcement was made that the retail butchers had completed their plan to go into the business of killing and dressing beef. The plan includes the erection of a large abattoir in this city, with all the latest devices and improvements. It is to be a building six stories in height and with dimensions 200 by 150 feet. A site has not yet been acquired, but there are reasons to believe that the plan will be in the vicinity of Eleventh-ave. and Fortieth-st. The retail butchers have formed a stock company with \$750,000 capital in 7,500 shares.

About 200 of the 6,000 retail butchers in the city have subscribed for \$200,000 of the stock. Ten per cent of the amount subscribed for is payable at the time of subscription, 40 per cent on July 25 and the remaining 50 per cent on August 20. The entire capital stock is to be subscribed for within one year from the time of incorporation, according to the by-laws.

The new corporation will be known as the New-York Butchers' Dressed Beef Company. Within the next forty-eight hours ex-Register Isaac Fromme, who is its attorney, will go to Albany to make application for articles of incorporation. The incorporators are thirty, and include some of the leading retail butchers. The directors for the first year are Arthur Bloch, Aaron Buchsbaum, James Weston, Jacob Bloch, Charles Grismer, William G. Wagner and Mayer Meyers. The plan provides that all the incorporators and those who subscribe for the capital stock prior to the issuing of articles of incorporation shall be admitted as members without election. Thereafter, as a safeguard against undesirable members, membership may be obtained only through election.

The estimated cost of the abattoir is more than \$1,000,000. Operations will be begun with a working capital of \$50,000 for current expenses. The first step toward the present action was taken at a meeting of the Retail Butchers' Mutual Protective Union, held on June 12. A committee was appointed to work out the plan, and obtain subscribers. The committee was composed of the following members: Arthur Bloch, Aaron Buchsbaum, Jacob Bloch, William G. Wagner, George H. Shaffer, Charles Grismer and Isaac Fromme.

This committee declares it has a plan by which the plant will pay reasonable profits at once, and leave enough margin besides for a graduated rebate for members of the company on all their purchases.

Arthur Bloch, who presided at the meeting last night, caused considerable commotion by announcing that one individual had offered to take 51 per cent of the capital stock, thus giving him a bare majority, and that the offer had been summarily rejected. The offer was made by a Wall Street man, who was a personal friend of Mr. Bloch's. Before the meeting was called to order Isaac Fromme advanced to the edge of the platform, and said:

"We are present in this meeting representative of a concern hostile to the interests of the retail butchers in this city. You all know what would happen to a member of our union who tried to intrude upon a meeting held by the members of the union. To-night we will take our stand on the edge of the platform, and said:

"We are organizing this stock company," said Chairman Bloch, "not for the purpose of fighting anybody. We are simply seeking to obtain justice, protection, independence and self-preservation. We want to stay in business and not be enslaved by the trust. By virtue of a slow process a small clique of men have practically enslaved the butchers of New-York. They are cutting off credits, refusing supplies, and using in their treatment of us methods so arbitrary and objectionable that they not only are a shame on a free and liberty loving people, but they prevent us from making a bare living out of our business. But to-night we will take another link out of the chain they have thrown around us."

Mr. Fromme said after the meeting that, while the members of the union fully expected that the trust would attempt retaliation between now and the time for the opening of the plant, the butchers had taken steps to meet any such situation should it arise.

CAR BURIED IN BLUE FLAME. MANY HURT IN PANIC CAUSED BY LOOSE ELECTRICITY.

Three persons were severely burned, several more were hurt and scores of women and children were thrown into a panic yesterday when a sheet of blue flame descended from the elevated railway structure at Twenty-third-st. and Second-ave., and enveloped a crowded Twenty-third-st. crosstown car, which had come to a stop. The injured are:

COLEMAN, Kate, twenty-eight years old, of No. 214 East One-hundred-and-nineteenth-st.; burns on the face, neck and chest.

DAILY, Anna, forty-seven years old, of No. 215 East Fifty-third-st.; bruised about body by jumping from PORTLAND, Mary, twenty years old, of No. 261 First-ave.; burned about the face and hands and bruised about the body.

WARDEN, Mary, seven years old, of No. 391 East One-hundred-and-seventeenth-st.; burns on face and hands and bruises about body.

WOLKOVITZ, Rebecca, eight years old, of No. 408 Second-ave.; contusions of head and bruises of the body.

Intense excitement prevailed in the neighborhood of the flash. The large open car, which was crowded, had just rounded the curve from Twenty-third-st. into Second-ave., and had come to a stop, when the flame came down from the structure directly over the car. Simultaneously a flame shot up from the slot of the surface road. The car was almost hidden in a bluish glare. Immediately there ensued a wild scramble among the terrified passengers, who sought to escape from the car. They fought and struggled with one another to spring to the ground, and women and children were trampled by men as they fell to the street. While the passengers were struggling there was a loud report, like the sound of an explosion of gas. This increased their terror. Several women were injured in jumping.

The bluish flame was said to be caused by the third rail on the elevated road being overcharged, and by double currents of electricity meeting under the surface tracks. The flame lasted for several minutes.

It illuminated the dark recesses under the elevated structure, spreading along the beams to the pillars on both sides of the street, and then shooting down to the sidewalk.

Many Portland, who was standing near a corner pillar, was thrown headlong to the street by the shock. She was badly burned.

LIGHTNING HITS TAMMANY. NOT THE POLITICAL VARIETY, BUT THE REAL SMASHING KIND.

SHATTERS A FLAG POLE AND RIPS UP THE ROOF OF THE WIGWAM—SHOWER RELIEVES THE HEAT FOR A TIME.

Hot and humid weather made yesterday morning decidedly uncomfortable for New-Yorkers. The temperature steadily rose from 72 degrees at 6 a. m., to 86 degrees at 1 p. m. By that time, however, heavy clouds had been gathering and shortly before 2 o'clock a lively and refreshing thunderstorm broke over the city. It sent pedestrians scurrying to shelter, and kept passengers in the open cars busy pulling down the shades for protection from the drenching rain. The storm was welcome, as it sent the mercury down seven degrees in about twice as many minutes, and gave life and freshness to the air. This condition was of short duration, however.

Soon after 7 o'clock last evening a thunderstorm came out of the west, and about 7.30 rain fell in torrents. It was accompanied by one of the heaviest falls of hail seen in this neighborhood for some time. Some of the hail-stones were from one-sixteenth to a quarter of an inch in diameter. The fall lasted five minutes. The wind reached a velocity of fifty-four miles an hour, lasting at that speed for ten minutes, and the rainfall amounted to .37 of an inch. The lightning was vivid and picturesque. Before the rain, at 7 o'clock, the temperature was 79 degrees, and fell eighteen degrees in fifteen minutes. The thermometer recorded 70 degrees at 9 o'clock.

The forecast was fair and warmer to-day, Thursday increasing cloudiness, with rising temperature. Fresh west winds, becoming south.

The 40-foot flagpole on top of Tammany Hall was hit by the lightning at 7.43 o'clock last evening, when the storm was at its height, and was shivered from top to bottom. A dozen big splinters fell on the sidewalk and into the street, but, owing to the heavy rain, there were no passers-by at the time. The lightning flashed down the pole, darted across the roof, and demolished the wooden Indian standing near the edge. Then it zigzagged over the roof to the rear and flashed downward into the back of the stage of Tony Pastor's Theatre, adjoining, where a performance was going on. The damage was slight, and the audience knew nothing of the accident.

Henry Riccer, of No. 142 East Fourteenth-st., was standing in his doorway, directly opposite, talking to a Dr. Sherry, when the lightning struck the flagpole. They were thrown to the ground. Riccer was rendered unconscious, and, with Dr. Sherry, was slightly burned. Some of the splinters of the flagpole were thrown into the Third-ave. elevated station, one hundred feet distant, and parts of the roofing, which had been ripped up by the lightning, were seen flying over Irving Place. Only the janitor was in Tammany Hall when the bolt struck.

At Wulfer's cafe, opposite Tammany Hall, splinters of the flagpole were gathered as souvenirs by a number of politicians, including Senator McKenzie, of Pennsylvania; F. H. Xuma, national organizer of the Brewster Association of America; J. Fanning O'Reilly, and Joseph Wilson, associate leader of the Vth Assembly District. Lawrence L. Hart, manager of the place, said that vibrations were felt on the marble floor at the time of the shock.

"Touchin' on and appertainin' to 'is here freak of lightning," remarked a wise patron of the cafe, "it occurs to me that the bomb that Chief 'Bill' tumbled off last night at the Four Corners Club has just reached Tammany's flagpole and made it look like a two-spot. And that's no joke."

A 30-foot flagpole on the roof of the Cornell Medical College building, at First-ave. and Twenty-eighth-st., was struck by lightning and shattered. Large splinters were hurled from the roof, and one of them struck a man through the air to the doorway of Butler's saloon, at First-ave. and Twenty-ninth-st. A small girl who was passing narrowly escaped being struck.

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