ENGLISH RAILWAYS.

HOW BEWILDERED HOLIDAY CROWDS ARE LEFT TO THEIR OWN DEVICES —ECONOMIC MOTIVES FOR THE RETENTION OF COMPARTMENTS AND FOR LACK OF SYSTEM.

Southampton, August 18.

There is always an offset for British maritime supremacy at a naval review off Portsmouth. It is the incompetency of the railway management on land. I have witnessed four impressive marine pageants in Spithead, and each time I have paid the penalty of vexatious delays and rough-and-tumble conflicts with mobs of holiday visitors. At the Jubilee review, the Queen's funeral and the arrival of the Duke of Cornwall from his voyage around the empire there were unmanageable crowds of sightseers fighting their way into railway trains at the Harbor station, and there were no resources of organization for directing and controlling them and facilitating their progress homeward. On Saturday night railway mismanagement reached the culminating point of complete demoralization at the main station in Portsmouth town. A violent thunderstorm had interrupted the illumination of the fleet, and multitudes of spectators had been driven from the long Southsea promenade by torrents of rain. Every electric car was filled with refugees from the storm, and there was a frantic onrush of pleasure seekers through the streets to the railway station. Thousands had come from London, Southampton, Winchester, Brighton, Chichester and surrounding towns to witness the naval parade and the illuminations, and they were dependent upon the powers of organization of the railway officials for a speedy and comfortable return to their homes. My own experience will show how feeble and untrustworthy was this resource.

My destination was Southampton, where I had dined after seeing the naval reviews most comfortably from one of the Admiralty vessels, and then had taken the train for Portsmouth for a second glimpse of the fleet. The station was filled with a multitude of travellers massed from the entrance down to the platform gates. No information respecting the movement of trains was available except from a gateman with a hoarse, indistinct voice, who shouted "Brighton train" for thirty or forty minutes. When this train had been dispatched after prolonged delay, the Southampton train was announced, and there was a tumultuous advance of an immense throng toward a platform between two long trains. Every compartment on either side was locked, and remained so for fifteen minutes, although both trains were to convey passengers to Southampton via Eastleigh. After the crowd had been kept unnecessarily on the open platform in the rain, the compartments of one of the trains were unlocked and at once crowded to suffocation. The guards made a feeble pretence of protecting the first class passengers against invasion by locking the doors when the compartments were filled, but rainsoaked outsiders were not to be withstood. An intoxicated enthusiast flung a gripsack into my compartment and clambered through the window, calling upon his companions to follow him, and the guards meekly surrendered, unlocking the doors and allowing passengers with third class tickets free ingress until there were fifteen in a compartment designed for the accommodation of five. Meanwhile, the train on the opposite side of the platform, which was to follow what was called the "Southampton Relief," was kept under lock and key, and there was a mob of passengers howling in the rain.

At the last moment it was announced from the platforms that neither train would go to Southampton, and that both would be emptied at Eastleigh on the main line south of Winchester. When Eastleigh was reached there was an indescribable scene of confusion and turmoil. The open platforms were already crowded with passengers who were unable to ascertain where they were to take their trains, and with the fresh reinforcement of travellers from Portsmouth there was an unmanageable mob. There were no gates, no signboards, no officials and no trainmen anywhere in sight. There were empty trains, but nobody knew in which direction they were going. The swollen throng of belated pleasure seekers was surging from one platform to another and drifting to and fro in a drenching rain. At last a feeble cry, "Train for Southampton!" was raised, and the empty carriages which had come from Portsmouth were rapidly filled. Passengers who had been ordered out of this train at Eastleigh were permitted to return to it, and were ultimately carried to Southampton long after midnight. At Portsmouth the railway officials had deliberately overcrowded two trains without reference to compartment privileges, and they had ordered both to be emptied at an intermediate station, and in the fulness of a protracted night of discomfort each was reloaded with passengers for Southampton.

I have described this holiday journey in detail for the purpose of illustrating the incompetent management and lack of organization to which travellers in England are constantly exposed. The system answers all the ordinary requirements of routine traffic; but whenever there is an emergency it breaks down under its own weight. Any unusual increase of traffic caused by midsummer journeys or holiday excursions reveals the incapacity of railway superintendents and station masters. Railway fares are lowered and immense holiday crowds are set in motion; but no arrangements are made at stations for handling and directing the swollen traffic. The trains are dispatched from London with little detention, because there is an adequate reserve of rolling stock available at the main stations, and because, also, there is a host of porters to answer questions and to conduct passengers to their compartments. Outside London there is unceasing vexation and delay whenever the traffic is heavy; there are inadequate safeguards against overcrowding of platforms and trains, and at terminal points where holiday crowds assemble the officials do not plan their operations in advance, and in an emergency are invariably helpless and without resources for systematic management. Such scenes as were witnessed at Portsmouth and Eastleigh are exceptional, but there is a general lack of organization on all the railway lines in the regulation of congested traffic and in the control of large crowds, and it is a matter of common observation that the train service on the best managed railways becomes more irregular and uncertain year by year.

There is an economic motive behind the reluctance of the English railway corporations to introduce cars of the American pattern. The stage coach type of carriage is the cheaper in practical operation. With the same weight of equipment more passengers can be carried in compartments than in long cars, and consequently they are packed into box pens as closely as possible, so that a single engine can be employed in drawing a short rather than a long train, and the schedule not be disturbed nor the line blocked. Classified boxes are more economical than classified cars would be, even if the first and second class compartments are partly filled; and when the pressure of holiday traffic is great all sections are invaded by third class passengers, and privacy and isolation cannot be secured even by lavish tips to station masters and guards. The retention of the compartment system in England is usually attributed to national conservatism and dislike for change, but the principal cause is the superior economy of the box pens. English railway managers are convinced that they can carry three or four times as many passengers in compartments with the same engine power, and they contend that the use of long American cars is impracticable where the traffic is as heavy as it is here. In emergencies like the one which I have been describing at Portsmouth after the naval review every compartment is crowded to suffocation and a single engine draws the train. The comfort of the passengers is disregarded; even the privacy of the first class compartments is invaded by third class trippers; but a second or possibly a third engine is dispensed with and there is economy in management, and by the shorter train less disturbance is caused in the operation of schedule and line.

There is also an economic motive for the lack of organization in the management of immense crowds. Neither trains nor stations are manned by a sufficient force for carrying out an effective system. The porters are virtually an unpaid force, dependent upon passengers' tips, and otherwise there is only a small group of railway servants available for directing the movement of swarms of travellers. In ordinary circumstances the porters are able to clear the platforms and to find places for all the passengers, but when there is an unmanageable assemblage of holiday sightseers, as there was at Portsmouth, it is left in a state of utter bewilderment. The small group of railway servants, exasperated by constant questioning and indifferent to the station master's orders, fall into the background, and the mob is allowed to overcrowd trains and platforms. Demoralization so complete as was witnessed after the naval review does not occur frequently, but mismanagement is constant at large stations, owing to the increasing pressure of traffic and to the inadequacy of the safeguards for the maintenance of order. The railway corporations have supplied sleeping and dining cars for long distance journeys, and they have also introduced corridor carriages, lavatories and vestibule trains, but they have not considered it necessary to improve the organization of the train and station services and to provide an orderly system for the management of crowds and the dispatch of travellers without confusion or bewilderment. An effective system would require an increased outlay in operating expenses, and the corporations are not convinced that any reform is requisite. The stage coach type of carriage was good enough for the mass of the travelling public fifty years ago, with porters to handle the baggage and to find seats for the passengers; and the general system ought to hold good for another half century in a staid, steady going, conservative country!

I. N. F.

G. VON SKAL RECEIVES GIFT.

GERMAN PRESS CLUB GIVES MANAGING EDITOR OF "STAATS ZEITUNG" A SILVER SERVICE.

George Von Skal, managing editor of the "New-Yorker Staats Zeitung," received a solid silver service yesterday afternoon from the German Press Club of New-York, in recognition of services during his four years as its president. After the regular business of the club meeting President Arthur Schueler made a presentation speech in which he said that the spoons should remind Mr. Von Skal of all the new members he had taken in; the forks, of the fact that he had raised the club from a financial hole into bright air; and the knives, of the many cutting remarks he had made as an editorial writer for the "Staats Zeitung."

Mr. Von Skal, who has just recovered from a severe and protracted illness, appeared deeply touched by the honor. In his speech of thanks he recommended the strengthening of a spirit of comradeship between the members of the German Press Club and their American fellow craftsmen. An informal celebration followed. Many honorary members of the club were present.

LENOX'S AUTUMN SEASON.

[BY TELEGRAPH TO THE TRIBUNE.]

Lenox, Mass., Aug. 31.—The autumn season in Lenox begins with opening of the golf tournament to-morrow. September finds both large hotels filled with guests and social happenings in the cottages crowd each other.

On Wednesday Lenox will entertain President Roosevelt and his party. The cottagers and men of finance now in Lenox will meet the President at the hotels at which the party will make brief stops. On Wednesday evening at Wyndhurst Mrs. John Sloane will give the first dance of the season. This affair is given to entertain the visiting golfers largely who are guests of the various cottagers.

Cards have been issued for a dance on Friday evening at the residence of Mrs. George Winthrop Folsom, of New-York. Four large dinners are also booked for the week and there will be dancing each evening in the hotels.

Interest in the coming exhibition of the Lenox Horse Show Association has been heightened by the engagement of C. I. Williams, of Stonington, Conn., and Mr. Whitney, of Troy, N. Y., as judges. The entry list of all classes will be much larger than last year.

William Douglas Sloane leaves to-morrow for New-York.

Joseph Fahey, of Sag Harbor, N. Y., who has been entertained here by Robert W. Paterson, has returned home.

The Rev. Churchill Satterlee, of Columbia, S. C., preached in Trinity Church to-day in the absence of the Rev. Harold Arrowsmith, who is a guest of Anson Phelps Stokes at Paul Smith's in the Adirondacks.

The entries for the open tournament of the Lenox Golf Club closed this afternoon with a field of forty well known golfers to start to-morrow in the opening contest for the Foster Cup. Among the entries is Percy D. Houghton, of Boston, who won the Lenox cup in 1898, and M. Malouf, of St. Paul's School, Garden City, Long Island, who has just won the Manchester tournament, and Malcolm McBurney, the winner of last week's open tournament in Stockbridge. The entries by clubs are as follows:

Oakley Golf Club—C. B. Cory, C. I. Trevelli, W. C. Chick, George T. Willard.
Agawam Hunt Club—J. T. Mauran.
Waumasett Club—John J. Shepard, jr.
Boston—Percy D. Houghton.
New-Haven—C. L. Auchincloss.
Morris County—J. B. Bates, M. K. Smith.
Tuxedo—Grenville Kane.
Springfield—L. M. Stickney, R. K. Clark.
Fox Hill—R. T. Mackey.
Taconic—W. H. Doughty, jr.
Lakewood—John Moller, jr., E. F. Jackson, H. G. Curtis.
Adams—W. C. Plunkett, C. J. Noble.
St. Paul's—M. Malouf.
Wyantuck—E. Leavitt.
Pittsfield—Marshall Kernochan, Harry W. Allen, L. Tyler Pratt, J. McA. Vance, D. E. Burns.
Stockbridge—Dr. Charles McBurney, Malcolm McBurney, W. R. Tuckerman, W. Nettleton.
Lenox—Francis Jaques, Samuel Frothingham, J. W. Burden, C. M. Fleischman, M. L. Hare, David T. Dana, Samuel Russell, John Slone, jr., Ernest A. Thompson, R. C. Greenleaf, jr., S. P. Shaw, Robert W. Paterson, E. L. Harkness, J. L. Bond.

GRAND DUKE BORIS GOES TO NEWPORT.

Grand Duke Boris exercised his imperial prerogative again yesterday and, instead of going to Newport on the 5 o'clock train, went on the 1 o'clock Boston express. Most of his companions went with him, but his secretary, Baron von Schaick, feeling rather under the weather, remained behind at the Waldorf, as did Jules Clarety, agent of the Trans-Siberian Railroad, who is transportation manager for the imperial globe trotter.

The grand duke didn't do much in New-York yesterday but get up, have breakfast, prepare for the journey and drive to the Grand Central Station. It was said at the Waldorf that he would probably remain at Newport a week.

LONG AERIAL TRIP PLANNED.

Denver, Col., Aug. 31.—"Big Glory," one of the largest balloons ever constructed, was successfully started from this city this afternoon on a trip, the purpose of which is to break the world's long distance record, as well as all previous records, for fast balloon sailing. It is expected to reach New-York if possible.

The balloon contains 140,000 cubic feet of hydrogen gas, and was built espcially for this trip. The occupants of the balloon are Captains T. S. Baldwin and Percy Hudson, aeronauts, and C. S. Sherman, a member of the staff of "The Dnvr Post." Bottles containing messages will be dropped to earth by parachutes, and these messages will indicate the course of travel and experiences of the travellers.

THE TRIBUNE FRESH AIR FUND.

ACKNOWLEDGMENTS.

"A Child"	$2 00
Proceeds of a circus given by six little boys of Enfield, Conn.	5 60
"No Name," Bar Harbor, Me.	2 00
"In memory of E. D. H."	5 00
"M. and A."	1 00
Through Miss Knox	2 80
John Trimble, Passaic, N. J.	6 00
"In memory of Katharine"	2 00
"Marguerite and Ray"	1 60
C. H. E.	1 25
From the children of the Eightieth Street Chapel	12 00
Previously acknowledged	17,425 38
Total, August 30, 1902	$17,466 63

MR. HEWITT'S LABOR VIEWS

APPROVED BY PROFESSOR HAWKINS.

To the Editor of The Tribune.

Sir: Abram S. Hewitt's statement of the coal strike question in Tuesday's Tribune should be read and reread by every American citizen who places any value upon the liberties of this country. When Mr. Hewitt says the whole issue involved is whether Americans are to have the right of private property and the right to work, he speaks the plain truth and goes to the bottom of the matter. Labor unions are not to be condemned, but rather to be commended and encouraged, so long as labor unions keep within the bounds of reason and fair play and do not violate the rights of others. But when they invade the rights of employers and non-union laborers, and trample upon the fundamental institutions of American civilization—private property and personal liberty—they are this country's worst enemy and are riveting chains upon their own necks.

Business men everywhere are met with the problem. How can we retain control of our business and make it a success, and at the same time concede the demands of labor unions? These demands are often reasonable and just. They are also often unreasonable and unjust. It is this latter kind, examples of which might be given by the hundreds, that menaces the welfare of the American people, and especially the wage working people themselves. I believe the time is coming when intelligent labor will revolt against the leadership and tyranny of half ignorant, irresponsible agitators and walking delegates. It must come or American labor will have to go back to European standards. The abuses of unionism, however, are not the only menaces to our industrial welfare. Reckless promoters, financiers and managers of corporations do their full share of mischief, and more. But the sins of corporation wreckers will not atone for the sins of labor wreckers.

DELMER E. HAWKINS,
Professor of Political Economy, Syracuse University.
Syracuse, N. Y., Aug. 28, 1902.

A SUGGESTION FROM MR. PUMPELLY.

To the Editor of The Tribune.

Sir: What Abram S. Hewitt has said about "the workingman's right to sell his labor in a free market" and the injustice of trade unions and their attacks upon the wage earners' "personal liberty" will be indorsed by every honest citizen.

Then as to his demand that there must come "appropriate legislation" to "prevent the recurrence of such calamitous conflicts, whereby everybody is injured and no one is benefited," it is a just one, but how to legislate properly on a subject so complex is a great problem.

The serious trouble in the present condition of things is that capital and labor are all the time widening the gulf that separates them, when, so far as their true interests are concerned, they should be all the time drawing nearer to some system of practical agreement and co-ordination.

A corporation implies completeness. As in the old English manorial and guild systems, the corporation had for its parts the capital of raw produce, labor, and capital of final production, so herein there was a common and mutual interest both industrial and personal, and therefore there could be no contest between the different parts of the one body.

They had their own charters, their own courts for the adjudication of their own laws, the courts being composed of both capitalists and artificers. Unless something of this sort can be established the same contests will go on as before, because there will be no change in the relationship of the two parties—capital and labor. In the present situation we have on the one hand the trades unions, representing labor, and on the other hand the trusts, an organization of capital of raw produce and capital of final production. Suppose that the constitution of a State could be so amended that it would be impossible for such State to grant any charter which did not embrace both labor and capital in some manner as described above, and did not make provision for joint meetings of these factors on some well defined plane of proportional representation for the discussion and decision of mutual personal and industrial interests.

Would not such a system lessen friction and have a tendency to do away with strikes? Also, would it not make tangible an industrial factor which would otherwise be intangible, in that it places the laborer's wage and labor itself within the touch of charter laws? Such an incorporation would introduce into the council of the capitalists an element in sympathy with the consumer, thus introducing a force which would restrain to some extent any attempt to place inordinate prices on produced articles.

The writer has taken the ground in a previous letter that all trades unions should be incorporated, but even if this were done this alone would not give to the labor organizations that civil liberty and responsibility that the writer deems is necessary. For the laborer's wage is the only basis out of which imposed penalties can be paid; but this wage is varying and always in motion from capitalist to laborer, and to reach the wage it is necessary to have hands on both payer and payee.

As to the proposed remedy at the ballot box, so strongly advocated by the Socialist Labor party (England being cited as an example by them), this can be answered by a sentence: Our legislative institutions differ from those of England, for they are such that a party, if victorious at elections, could control both the Senate and the House, giving such party a power over industrial and financial problems which would be thoroughly despotic. And we want no "imperium in imperio" in America. If one wishes to see a good illustration of the wretched muddle into which unwise labor organizations may bring the most honest of wage earners, as well as employers, let me refer him to the contest now going on between the Amalgamated Painters and Decorators and the Association of Interior Decorators and Cabinet Makers of New-York City, who are most extensive employers of labor. This one example is enough to prove the need of some remedial legislation, and along just such lines as the writer has here tried at least to suggest.

JOSIAH C. PUMPELLY.
Newport, R. I., Aug. 29, 1902.

NOTES OF THE STAGE.

SACRED CONCERT AT THE BEACH—IS ECONOMY SPELLED WITH A CAPITAL?

Two concerts were given at the Manhattan Beach Theatre yesterday, on the second of three Sundays that are to be collectively known, if the wish of the management prevails, as "A Festival of Music by the Sea." On the first Sunday operatic selections formed the programme, yesterday, after miscellaneous selections from the musical grab bag of Shannon's 23d Regiment Band, Rossini's "Stabat Mater" was sung by a chorus of fifty voices, at both concerts. The solo numbers were entrusted to Shanna Cumminf, soprano; Isabelle Bouton, contralto; Evan Williams, tenor, and Gwilym Miles, bass. Professor Dickinson has put himself on record in an attitude of satirical opposition to Rossini, as a composer of sacred music. But he has said nothing about the conjunction of Rossini, a Sunday crowd at Manhattan Beach, and Shannon's band. In the absence of authority the audiences yesterday warmly indorsed the combination, and applauded the soloists.

Duss "the incomparable," Duss the many multiplied, Duss of Economy, has disappointed many millions of his ardent admirers. Last night Duss gave his one hundredth New-York concert at the St. Nicholas Rink, and the people came by twos and threes (but mostly by twos) to hear. For had not the word gone abroad in the land, yea, as much as a month ago, that on this night Duss would give to one and all a bottle of real Economy wine? And why should any one doubt what Duss's press agent says? Well, to every "lady" in attendance last night, Duss did give a bottle—of wine? No, of cologne. And not Economy cologne, either, but economy cologne. The "gents" got nothing but brass band music. Even the fact that Duss appeared for the first time in a full dress uniform of white, with gold lace, could not make up for the disappointment. And now is the question raised whether Duss's Economy should be capitalized or not.

Greig's Peer Gynt suit was played by Kaltenborn's Orchestra last night. Next Tuesday will be symphony night, and on Wednesday Scandinavian music will be played almost entirely. Next Saturday Signorina Assunta de Rosa, a little Italian girl of sixteen, will sing with the orchestra.

More Sunday night concerts! This time Harlem is hit. Beginning on October 5, Klaw & Erlanger will give a series of Sunday night concerts at the Harlem Opera House, Sam Franko being the conductor and his American Symphony Orchestra the players.

Reginald De Koven will grace Manhattan Beach on Tuesday, and conduct the performance of "Maid Marian" at the theatre that evening.

FAMILY WITH TYPHOID STARVING.

DESERTED BY HUSBAND, WOMAN HAD BEEN UNABLE TO GET FOOD.

Persons living in the tenement house at No. 516 West Fiftieth-st., told a policeman yesterday they had heard groans and cries of distress coming from the flat occupied by Mrs. Mary Cæsar and her family at that address. The policeman found Mrs. Cæsar and all her children ill from typhoid fever and almost starved. The children are Annie, nine years old; Margaret, eight; John, five; Grace, three, and Josephine, eleven months.

Mrs. Cæsar said that her husband, John Cæsar, had deserted her two weeks ago, and that she had been unable to obtain food for her family because of her illness. The entire family was taken to Bellevue Hospital.

DEMOCRATS' BIBLE ISSUED.

CAMPAIGN TEXT BOOKS READY FOR SPELLBINDERS.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Aug. 31.—The Democratic campaign text book has been completed at last, and will be distributed to-morrow from headquarters in this city to the spellbinders for the party in all parts of the country, as their guide and mentor. In volume it is about the size of the Republican text book, issued nearly a month ago, and in contents is more varied. The editors of the book have devoted more space to the subjects of imperialism and the trusts than to any others, though they have touched upon every imaginable topic in which it is conceivable the voters may be interested. The book even makes Rear Admiral Schley a campaign issue. Thus it heads the chapter devoted to him:

Winfield Scott Schley, the Victorious American Admiral. The Republican Conspiracy to Degrade and Rob Him of His Well Earned Laurels.

The book quotes extensively from Republican newspapers on the subject of trusts and tariff revision, but William R. Hearst is the only Democratic editor whose utterances find a place in the volume. What the other Democratic editors will think of this of course remains to be seen. However, it is thought they will resent the obvious effort of Chairman Griggs and his associates on the Democratic Congress committee to represent the New-Yorker as the only newspaper proprietor competent to speak for the party.

By far the most notable omission in the book pertains to Senators Carmack, Patterson, Dubois and other Democratic Senators who led the fight last winter against the administration's Philippine policy. Not a word is quoted from the speeches made by any of these men, nor is any reference whatever made to the part they took in the Philippine debate, which consumed about one-half of the time of the Senate at the last session. This is taken to mean that these new leaders have been repudiated by the managers of the Congress campaign.

GRAHAM SWIMS NIAGARA RAPIDS.

HAZARDOUS TRIP FROM THE WHIRLPOOL TO LEWISTON.

Niagara Falls, N. Y., Aug. 31.—Carlisle D. Graham swam from the Whirlpool below Niagara Falls through the lower rapids to Lewiston this afternoon. Graham made a better swim than he did on September 9, 1901, when Maude Willard attempted to navigate the upper rapids in Graham's barrel, and was suffocated. Graham to-day wore a life-preserver about his waist and a neck float.

He entered the water at 3:17 o'clock. The swift running current whirled the swimmer to the centre of the stream, and for nearly half an hour Graham battled with the waves. As far as the Devil's Hole it appeared comparatively easy for Graham, and then he plunged into rough water that many times hid him from sight. Only once, however, was he in danger. A current suddenly tossed him toward the shore dangerously near a big bowlder that showed threateningly above the surface. By desperate swimming he just avoided the rock, and was carried on down stream.

Below the Devil's Hole, where the river narrows, Graham had another hard battle. For a time he was completely hidden from view, and the hundreds of spectators on the bridge and along the banks grew greatly excited. Graham soon appeared in the smoother water, where the river widens, and the crowd cheered him heartily. He declined to enter a boat, and swam to the shore just below the new trolley bridge. After a rub down Graham said he felt no bad effects from his hazardous swim.

HITCH IN A TREATY.

ANGLO-CHINESE COMMERCIAL CONVENTION NOT YET SIGNED.

Shanghai, Aug. 31.—The Anglo-Chinese commercial treaty has not yet been signed. Sir James L. Mackay, representing Great Britain, and the other commissioners met August 30 for the purpose of signing the treaty. It was then found that the imperial decree empowering the Chinese commissioners to sign the treaty was unsatisfactory, and the British representative refused his signature. This postponement has caused surprise, as everything was supposed to have been settled and Sir James Mackay had aranged to leave Shanghai. He has now cancelled his passage and is awaiting further communications from Peking.

The foregoing complication is partly due to the fact that a decree abolishing the likin was issued before the arrangements for the imposition of a surtax in its stead had been completed. The Chinese are also understood to be seeking a loophole which will enable them to repudiate this treaty later should they find it necessary to do so.

Sir James L. Mackay to-day assured a representative of The Associated Press that the terms of the treaty wert not questioned, but that the matter at issue was the interpretation of the decree.

OBITUARY.

WILLIAM E. HAGAN.

Troy, N. Y., Aug. 31.—William E. Hagan, one of Troy's best known citizens, died in this city on Friday, aged seventy-six. He was a native of Troy, his father having been a prominent merchant there. After being in the drug business in this city for many years, Mr. Hagan went to New-York City, where he became an expert in mechanics and chemistry as applied to the arts. He opened an office in Troy in 1874.

It was as a handwriting expert that Mr. Hagan was best known. One of the most prominent cases with which he was identified was that of Roland B. Molineux, who was convicted of the murder of Mrs. Adams. He also gave testimony in the trial of Patrick, accused of the murder of Rice; the case of Cadet Whittaker at West Point, the Morley letter case, involving the forgery of President Garfield's name, and many others of importance.

A few years ago Mr. Hagan published a book, "Hagan on Disputed Handwriting," and the book is considered an authority on the subject.

CAPTAIN JOSEPH C. VALE.

Carlisle, Penn., Aug. 31 (Special).—Captain Joseph C. Vale, sixty-five years old, a member of the Cumberland County bar and a veteran of the Civil War, died here to-day. He was captain of a cavalry company during the Civil War, and afterward wrote several books on the war. He took a prominent part in the organization of the Greenback party and was its candidate for Vice-President at one election. He leaves four sons—District Attorney Vale, of this county; Captain E. Meade Vale, of Company G, 8th Regiment, now at Shenandoah; Ruby R. Vale, a lawyer, of Philadelphia, and Robert B. Vale, of New-York.

WILFRED E. LEWIS.

Wilfred E. Lewis, for eight years a proofreader on The Tribune, and previous to that an editorial worker on "The Newark Advertiser," died yesterday morning at the J. Hood Wright Memorial Hospital from a brain lesion. He was originally a resident of Watertown, N. Y. He was a musician, and a member of the Typographical Union. A sister, Miss Hattie Lewis, of No. 306 West One-hundred-and-twelfth-st., survives him.

OBITUARY NOTES.

Catskill, N. Y., Aug. 31.—Fraser C. Hall, Editor of "The Catskill Recorder" since 1874, died at his home here to-day. He was fifty years old.

Middletown, N. Y., Aug. 31.—Captain William H. Elwood died to-day at his home, in Downsville. He served with Company I, 71st New-York Volunteers, in the Civil War. For years he was prominent in the political affairs of Delaware County.

WESTERN ROAD TO ISSUE BONDS.

Denver, Aug. 31.—At a special meeting held Saturday the stockholders of the Denver, Northwestern and Pacific Railroad Company decided to issue $22,000,000 of fifty year 4 per cent first mortgage bonds and ratified the contract with the Colorado-Utah Construction Company to build the road. The contract provides that work is to begin September 1.

THE PASSING THRONG.

It has been the custom to look rather to Maine than to Tennessee for temperance troubles; but there is a fair prospect, according to F. C. Janes, of the latter State, that temperance may become the paramount issue in the coming legislative campaign.

TEMPERANCE IN TENNESSEE.

"A movement is on foot in Western Tennessee, as you have perhaps heard here, to get a better class of men into the State legislature," he said yesterday at the Fifth Avenue, "and I am confident that the movement will spread. It may not accomplish so much as its promoters hope, but it will at least keep things lively. Ever since the Peeler bill, after passing the House, was defeated by a single vote in the Senate, the anti-saloon people, much encouraged, have been winking hard. They are likely to be behind another bill of the same sort this year, looking to a large reduction in the number of saloons, and though the terminal question and the railroad merger question will be prominent, I am inclined to believe that temperance will come before both the people and the legislature with the greatest prominence."

The water cure cannot, it seems, be claimed as a strictly American institution in the Philippines. Only the natives apply it to saints, instead of insurgents.

THE WATER CURE FOR A SAINT.

H. C. Bragg, of Springfield, said yesterday at the Gilsey: "I saw a letter from Manila the other day, dated back in July, that had some facts about the cholera in the Philippines this summer which, to me at least, were new. As the letter came from Miss Emma Ross, formerly the secretary of the Young People's Religious Union of the Unitarian denomination, they should pass as authentic. During the run of the pest thousands of circulars were printed, containing a prayer in Spanish and the representation of a cross. These were supposed to be a safeguard against the plague if tacked upon the door, and they sold in great numbers at a penny apiece. Miss Ross, says a United States health officer, told her they were harmful in effect, for they tended to make the people less careful about observing the sanitary precautions of the health officers. Another native preventive was supposed in a certain section to be one St. Joseph, a saint whose image was dear to the Filipinos in whose neighborhood he dwelt. The image was prayerfully invoked, but after a lull of a day or two in the plague, the disease broke out with renewed fury. The angry natives then took poor St. Joseph and buried him head down in a well for three days, that he might repent him."

GALLANT GOLDBEATERS' DIPLOMACY.

HOW THEY WOULD GET THE WOMEN OUT OF THEIR TRADE.

The goldbeaters, who have been for seven weeks on a general strike, and one of whose demands is the discharge of the women in the trade, have run against an insurmountable barrier. The employers are willing to grant part of an advance of wages demanded by the strikers, but are firm in refusing the demand for the dismissal of the women.

A novel plan has been evolved by some of the strikers to get the women out of the trade by degrees. It was told yesterday by Delegate Carter, of the Goldbeaters' Union, as follows:

"We had $12 a week, and struck for $21. The strike will likely be settled this week on a basis of $18 a week, and it will be agreed that the women will be kept in the cutting department.

"We want to get the women out of the trade by degrees. The idea has been thought of to have a resolution passed at the next meeting of the union, to the effect that when a woman loses her position and is unmarried, the best looking young man in the shop must marry her. This might work in some cases, but I admit that it might be difficult to carry out the provisions of the agreement in others."

Ex-Delegate James McCabe said that he was in favor of giving the resolution a trial.

"The matter has been informally talked over," he said, "and it is about the best thing we can think of to get the women out of the trade by degrees."

THE WEATHER REPORT.

YESTERDAY'S RECORD AND TO-DAY'S FORECAST.

Washington, Aug. 31.—The barometeric depression that was central over Southeastern Kansas Saturday evening has moved rapidly northeastward over Lake Superior attended by local rains from the middle and northern Rocky Mountain slope over the lake region and the Ohio Valley, and by high winds on the upper lakes. Local rains have also occurred over the Florida peninsula, on the Middle Gulf Coast and in Southern Mexico and extreme Western Texas. The barometer has fallen rapidly from the lower lake region and the Ohio Valley over the North Atlantic States, and continues high from the North Pacific Coast over the middle and northern plateau regions. The temperature has fallen from the Ohio River over the upper lake region and in the extreme Northwest, and continues below the seasonal average in the Middle West and Northwestern districts. During Monday local rains and thunderstorms will occur in the North Atlantic States, and local rains will be followed by fair and cooler weather in the Middle Atlantic States, the Ohio Valley and the lower lake region. Showers are also indicated for the Middle and West Gulf States. In the South Atlantic States and from the Upper Mississippi Valley and western lake region, over the Rocky Mountain and plateau districts fair weather will prevail. Along the Middle and North Atlantic Coast fresh to brisk southwest, shifting to west winds, with squalls, are indicated. On the South Atlantic Coast fresh east to south winds will prevail. On the Gulf Coast the winds will be fresh from the southeast. In the lake region brisk west to north winds will diminish in force. Steamers departing for European ports Monday will have brisk southwest to west winds, with local rains and squalls, to the Grand Banks. Storm warnings are displayed on the lower lakes.

FORECAST FOR TO-DAY AND TUESDAY.

For District of Columbia, Eastern Pennsylvania, New-Jersey, Delaware, Maryland and Virginia, local rains today, followed by fair and cooler; fresh to brisk southwest shifting to west winds and probably squalls; Tuesday fair.

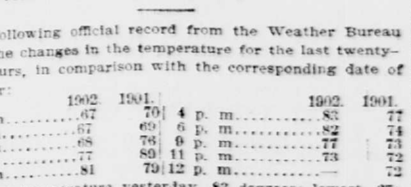
For Western Pennsylvania, local rains and cooler today; brisk westerly winds; Tuesday fair.

For New-England, local rains and thunderstorms today, with brisk southwest shifting to west winds and squalls; Tuesday fair and cooler.

For Eastern New-York, local rains to-day, followed by fair and cooler; brisk southwest shifting to west winds and squalls; Tuesday fair.

THE WEATHER REPORT.

TRIBUNE LOCAL OBSERVATIONS.



In this diagram the continuous white line shows the changes in pressure as indicated by The Tribune's self-recording barometer. The dotted line shows the temperature as recorded at Perry's Pharmacy.

The following official record from the Weather Bureau shows the changes in the temperature for the last twenty-four hours, in comparison with the corresponding date of last year:

	1902.	1901.		1902.	1901.
3 a. m.	67	70	4 p. m.	83	77
6 a. m.	67	69	6 p. m.	82	74
9 a. m.	68	76	9 p. m.	77	73
12 m.	77	80	11 p. m.	73	72
3 p. m.	81	79	12 p. m.	—	72

Highest temperature yesterday, 83 degrees; lowest, 67; average, 75; average for corresponding date last year, 74; average for corresponding date last twenty-five years, 70.

Local forecast—Local rains to-day, followed by fair and cooler; fresh to brisk southwest shifting to west winds, and probably squalls; Tuesday fair.

Burnett's Vanilla Extract
is the best, and the best is none too good for your food and drink. Insist on having Burnett's.

Do not be imposed on.
Always demand the genuine.
Murray & Lanman's Florida Water.

The surest and safest of Blood Purifiers is Jayne's Alterative.

DIED.

Biden, Fannie.	Hinsdale, Grace W.
Blake, Eli W.	Lewis, Wilfred E.
Butler, Christiana.	Rittenhouse, Rebecca L.
Cowan, Stafford H.	Seward, Theodore F.
Hagan, William E.	Welles, Edward L.

BIDEN—At Saratoga, August 29, after a short illness, Fannie Biden, of Brooklyn, eldest daughter of Edward A. and Cornelia M. Biden. Funeral services from her late residence, No. 871 Union-st., Brooklyn, on Monday, September 1, at 2:30 p. m.

BLAKE—In New-York, August 30, in the 36th year of his age, Eli Whitney, son of the late Professor Eli Whitney Blake, of Brown University, Providence. Funeral services at Peace Dale, R. I., Tuesday, September 2, at 3 p. m.

BUTLER—On August 31, Christiana, widow of Frederick Butler, in her 73d year. Relatives and friends are invited to attend her funeral from the Chapel of the Home, 104th-st. and Amsterdam-ave., on Tuesday, September 2, at 2 p. m.

COWAN—At Mount Vernon, N. Y., August 30, 1902, Stafford H. Cowan. Funeral service will be held at his late residence, No. 115 South 8th-ave., Mount Vernon, on Monday evening, September 1, at 8 o'clock. Bangor (Me.) and Clairhaven (Vt.) papers please copy.

HAGAN—In Troy, N. Y., at his residence, No. 93 4th-st., August 29, 1902, William E. Hagan, in the 76th year of his age. Funeral from Holy Cross Church Sunday, August 31, at 3:30 p. m.

HINSDALE—August 31, at Elizabethtown, N. Y., Grace Webster, widow of Theodore Hinsdale, of Brooklyn. Notice of funeral hereafter.

DIED.

LEWIS—Suddenly, on Sunday, August 31, 1902, Wilfred E. Lewis, in his 43d year.

RITTENHOUSE—On August 30, after a lingering illness, Rebecca L. Rittenhouse, wife of Moses Rittenhouse. Relatives and friends are invited to attend her funeral at her late residence, Morris Plains, N. J., Tuesday, September 2, at 4 p. m. Train leaves New-York at 2 p. m. on D., L. & W. R. R. Interment Woodlawn Cemetery, Wednesday morning.

SEWARD—At Orange, N. J., Saturday, August 30, Theodore Frelinghuysen Seward. Funeral from the residence of his daughter, Mrs. Thomas G. Bolles, 14 New-England Terrace, Orange, N. J., Tuesday, September 2, at 2:30 p. m. Interment private.

WELLES—At Lake George, Friday, August 29, Edward Livingstone Welles, of Brooklyn, in his 73d year, youngest and last surviving son of John and Sarah R. Welles, late of Ann Arbor, Michigan. Interment at Ann Arbor.

The Stephen Merritt Burial Co.
Only store, 8th Ave. & 19th St. Stephen Merritt, Pres.

Special Notices.

Heinigke & Bowen, New York. **MEMORIAL WINDOWS**

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Six Months	$2 56	Six Months	$1 02
Twelve Months	$5 12	Twelve Months	$2 04
DAILY ONLY:		WEEKLY REVIEW:	
One Month	$1 44	Six Months	$1 02
Two Months	$2 88	Twelve Months	$2 04
Three Months	$3 57		

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BREMEN—American Express Company, No. 6 Bahnhof Strasse.
GENOA—American Express Company, No. 15 Via San Lorenzo.

Postoffice Notice.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending September 6, 1902, will close (promptly in all cases) at the General Postoffice as follows: Parcels Post Mails close one hour earlier than closing time shown below. Regular and Supplementary mails close at Foreign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station).

TRANSATLANTIC MAILS.

WEDNESDAY—At 6:30 a. m. for Europe, per s. s. St. Paul, via Southampton (mail for Ireland must be directed "per s. s. St. Paul"); at 8:30 a. m. (supplementary 10 a. m.) for Europe, per s. s. Majestic, via Queenstown.

THURSDAY—At 7 a. m. for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece, British India and Lorenzo Marquez, per s. s. La Savoie, via Havre (mail for other parts of Europe must be directed "per s. s. La Savoie").

SATURDAY—At 5:30 a. m. for Europe, per s. s. Etruria, via Queenstown; at 7 a. m. for Italy direct, per s. s. Trave (mail must be directed "per s. s. Trave"); at 7:30 a. m. for Netherlands direct, per s. s. Staatendam (mail must be directed "per s. s. Staatendam"); at 8 a. m. for Belgium direct, per s. s. Friesland (mail must be directed "per s. s. Friesland"); at 9:30 a. m. for Scotland direct, per s. s. Astoria (mail must be directed "per s. s. Astoria").

*PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers, and Samples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transatlantic Mails named above, additional Supplementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

TUESDAY—At 7 a. m. for Newfoundland direct, per s. s. Rosalind; at 9:30 a. m. (supplementary 10:30 a. m.) for Central America (except Costa Rica) and South Pacific Ports, per s. s. Advance, via Colon (mail for Guatemala must be directed "per s. s. Advance"); at 6:30 p. m. for Jamaica, per s. s. Admiral Farragut, from Boston.

THURSDAY—At 8:30 a. m. for Northern Brazil, per s. s. Alps, via Ceara, Maranham, Para and Manaos; at 9 a. m. for Cuba, Yucatan, Campeche, Tabasco and Chiapas, per s. s. Esperanza (mail for other parts of Mexico must be directed "per s. s. Esperanza"); at 12 m. for Northern Brazil, per s. s. Sobratense, via Para, Maranham and Ceara; at 6:30 p. m. for Jamaica, per s. s. Admiral Schley, from Boston.

FRIDAY—At 7:30 a. m. for Brazil, per s. s. Byron, via Pernambuco, Bahia, Rio Janeiro and Santos (mail for Northern Brazil, Argentine, Uruguay and Paraguay must be directed "per s. s. Byron"); at 10 a. m. for St. Marc, Port-au-Prince, Petit Goave, Aux Cayes and Jacmel, per s. s. Prins. Wm. III (mail for other parts of Haiti, Curacao, Venezuela, Trinidad, British and Dutch Guiana must be directed "per s. s. Prins Wm. III"); at 12 m. for Mexico, per s. s. Santiago, via Tampico, Campeche and Tuxpam (mail must be directed "per s. s. Santiago"); at 12 m. for Yucatan and Campeche, per s. s. Raunsdale; at 6:30 p. m. for Bermuda, per steamer from Halifax; at 11:30 p. m. for Newfoundland, per s. s. Corean, from Philadelphia.

SATURDAY—At 8:30 a. m. for Argentine, Uruguay and Paraguay, per s. s. Horace; at 9 a. m. (supplementary 9:30 a. m.) for Porto Rico, Curacao and Venezuela, per s. s. Philadelphia (mail for Savanilla and Cartagena must be directed "per s. s. Philadelphia"); at 9:30 a. m. (supplementary 10:30 a. m.) for Fortune Island, Jamaica, Savanilla and Cartagena, per s. s. Aleno (mail for Costa Rica must be directed "per s. s. Aleno"); at 9:30 a. m. (supplementary 10:30 a. m.) for Haiti and Santa Marta, per s. s. Adirondack; at 10 a. m. for Cuba, per s. s. Morro Castle, via Havana; at 10 a. m. for Grenada and Trinidad, per s. s. Grenada; at 12:30 p. m. for Cuba, per s. s. Curityba, via Matanzas (ordinary mail only, which must be directed "per s. s. Curityba").

Mails for Newfoundland, by rail to North Sydney, and thence by steamer, close at this office daily at 6:30 p. m. (connecting close here every Monday, Wednesday and Saturday). Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 6:30 p. m. Mails for Cuba, by rail to Port Tampa, Fla., and thence by steamer, close at this office daily, except Thursday, at †5:30 a. m. (the connecting closes are made on Mondays, Wednesdays and Saturdays). Mails for Mexico City, overland, unless specially addressed for dispatch by steamer, close at this office daily except Sunday at 1:30 p. m. and 11:30 p. m., Sundays at 1 p. m. and 11:30 p. m. Mails for Costa Rica, Belize, Puerto Cortez and Guatemala, by rail to New-Orleans, and thence by steamer, close at this office daily except Sunday at †1:30 p. m., Sundays at †1 p. m. (connecting closes here Mondays for Belize, Puerto Cortez and Guatemala, and Tuesdays for Costa Rica). †Registered mail closes at 6 p. m. previous day.

TRANSPACIFIC MAILS.

Mails for China and Japan, via Vancouver and Victoria, B. C., close here daily at 6:30 p. m. up to September †2 inclusive, for dispatch per s. s. Empress of China (registered mail must be specially addressed). Merchandise for U. S. Postal Agency at Shanghai cannot be forwarded via Canada).

Mails for China and Japan, via Seattle, close here daily at 6:30 p. m. up to September †3, inclusive, for dispatch per s. s. Tosa Maru. (Registered mail must be directed "via Seattle").

Mails for China and Japan, via Tacoma, close here daily at 6:30 p. m. up to September †5, inclusive, for dispatch per s. s. Victoria.

Mails for Hawaii, China, Japan and first class matter for the Philippine Islands, via San Francisco, close here daily at 6:30 p. m. up to September †6, inclusive, for dispatch per s. s. Hong Kong Maru.

Mails for Hawaii, via San Francisco, close here daily at 6:30 p. m. up to September †8, inclusive, for dispatch per s. s. Alameda.

Mails for the Philippine Islands, via San Francisco, close here daily at 6:30 p. m. up to September †11, inclusive, for dispatch per U. S. Transport.

Mails for Australia (except West Australia, which goes via Europe, and New-Zealand, which goes via San Francisco), and Fiji Islands, via Vancouver and Victoria, B. C., close here daily at 6:30 p. m. after August †30 and up to September †13, inclusive, for dispatch per s. s. Aorangi.

Mails for Hawaii, Japan, China and first class matter for the Philippine Islands, via San Francisco, close here daily at 6:30 p. m. up to September †14, inclusive, for dispatch per s. s. China.

Mails for Tahiti and Marquesas Islands, via San Francisco, close here daily at 6:30 p. m. up to September †20, inclusive, for dispatch per s. s. Mariposa.

Mails for Australia (except West Australia, which is forwarded via Europe), New-Zealand, Fiji, Samoa and Hawaii, via San Francisco, close here daily at 6:30 p. m. after September †13 and up to September †20, inclusive, or on arrival of s. s. Lucania, due at New-York September †20, for dispatch per s. s. Ventura.

Transpacific mails are forwarded to port of sailing daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. †Registered mail closes at 6 p. m. previous day.

CORNELIUS VAN COTT, Postmaster.
Postoffice New-York, N. Y., August 29, 1902.