A SPARK-CATCHING MACHINE

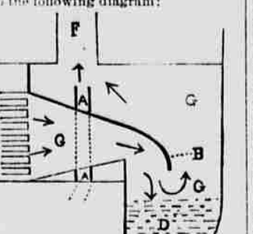
DEVISED TO RID RAILROAD TRAVEL OF AN INTOLERABLE NUISANCE.

Cinders and Sparks Prevented from Leaving the Smokestack—Saving in Coal as well as a Great Increase of Public Comfort.

An ingenious invention, which promises to render travel vastly more agreeable and certainly less dangerous than heretofore, is rapidly being introduced on our railroads. There is a strong probability that tourists will enjoy more comfort next year than was the case last summer, and the army of business men who live out of town and patronize the railroads twice a day will have one annoyance less to complain of. Undoubtedly, the most important of railroad nuisances are the cinders and sparks that fly into the cars through open doors, whirl in at the ventilators, and creep through every crack and crevice of the windows. Every one is familiar with this particular form of discomfort. The ashes, cinders, sparks, and soot pour out of the smokestack of the locomotive and sweep down upon the train. What does not get into the cars falls upon the track and forms a deposit of fine dust, which is constantly added to by the contents of the locomotive ash pan dumped at frequent intervals by the engineer as the train moves along. The result of this is that every train that passes over the rails raises clouds of this dust, which comes in between the cars and adds to the trials of the passengers.

Various devices have been tried to overcome this trouble. Screens and double doors on the parlor cars have proved unsuccessful, and the dirt works its way in despite every precaution. The new invention strikes at the root of the evil by detaining all of the soot, cinders, ashes, and sparks in the locomotive, to be dumped at the end of the journey or at long intervals on the road. The value of an efficient spark arrester is very great, as it will make property along the railroad much more secure against the ravages of fire. The great Michigan fires were started by sparks from passing locomotives. At present locomotives are furnished with screens that not only fail to arrest the sparks, but materially obstruct the draught.

The new spark arrester is the invention of Mr. David Groesbeck. An idea of it may be gained from the following diagram:



A—Exhaust. B—Deflector. C—Boiler Flues. D—Tank filled with Water. E—Dump Door. F—Smoke Stack. G—Air Chamber. H—Sparks and Cinders.

The apparatus consists of an addition of two feet on the front end of a locomotive's boiler, running down two feet below the usual level. The lower section is used as a water tank and cinder receptacle, arranged with a dump door perfectly watertight. Every engine uses its exhaust steam for making a draught. In this sketch you see the exhaust A is delivered above a deflector into the smoke stack F. B, the deflector, is one of the most important points in the invention. It consists of a plate of 3-16 inch steel iron, which runs in an easy curve from just above the flues indicated by C, to a point within ten inches of the water line in the tank. This plate is the exact width of the smoke arch. In the diagram D represents the water in the tank. G shows the air chamber in the smoke arch. The exhaust creates a powerful draught, and the cinders and ashes and sparks are whirled through the flues toward the smokestack. As they come from the flues they are carried violently against the deflector, and following its curve downward plunge by their own velocity into the water in the bottom of the tank, while the air and smoke, free of all cinders, sparks, and ashes, sweep around the end of the deflector and out of the smokestack. The velocity of the downward sweep of the draught is twice as great as the upward, and it is utterly impossible for anything to get out of the smokestack except the vapor. As the cinders shoot into the water they sink and gradually accumulate in the bottom of the tank as shown at H. When the receptacle is reasonably full the engineer opens the dump door E, discharges the whole load, closes the door, and all is ready again. When the door is closed the tank fills up to the water line but is prevented from filling any further by an automatic overflow, which precludes the possibility of any water entering the flues.

The mechanical arrangements for ascertaining the condition of the cinders and water in the tank are perfect. There is a float in the tank that is connected perfectly from the cab. The engineer knows at all times the exact amount of water and just the quantity of cinders in the tank, by testing with the float. The dump door is also manipulated from the cab, and the engineer can, by a simple turn of the wrist, open the door, discharge the cinders, wash out the tank, and close the door again, all within 10 seconds. The tank can be refilled within 15 seconds, and it is all done while the train is going at full speed. The tank holds about 120 gallons of water, and handles about fifteen bushels of cinders. With good hard coal the apparatus may be run 100 miles and upward without dumping; with good soft coal about 30 miles, while with poor soft coal it would be necessary to dump every 15 miles. Not the least important thing about the appliance is the economy in coal through the uninterrupted course of the draught. It has been found by actual experiment that the saving was often 18 and 20 per cent.

I had devoted considerable attention to the subject of spark arresters before finally hit upon this device," said Mr. Groesbeck yesterday. "However, I'm satisfied with the result. The invention not only prevents sparks, cinders, and even the ashes from going up through the smokestack, but greatly improves the draught and steaming qualities of the locomotive. Besides this, it effects a saving of from 15 to 20 per cent. in the consumption of coal. When the device was perfected I went to Washington to get it patented. When I got there I found I was too late. Mr. D. Pratt Wright, assistant master mechanic of the Erie, had patented the principle in June, 1880. I returned to New York, and worked on my invention until I had improved it so much that the Government granted me a patent over Wright in December 1880. I suggested to Mr. Wright that we should go in together in the invention. He assented at once. Then Joseph A. Sterling and Charles A. Hall, both mechanical engineers, joined us, and we improved upon the apparatus until it now does its work perfectly. It is a wonderful improvement in railway travelling."

"Is the device in use now?"

"Well, I should rather say it was. But I found it a difficult thing to introduce it at first. You see, railroad people hesitate to grant any one permission to alter their engines. Then, too, they usually run up to the very limit of their motive power, and find it difficult to spare the time for an engine to lay up in the shop while the apparatus is being adjusted. After the first trial has been made however, they adopt the spark arresters as fast as they can get them on the engines.

"Just after we had brought the device to such a condition that we couldn't see where it was possible to improve it, I went to the Sterling Mountain road and asked for permission to try the invention on one of their engines.

"Why," said the superintendent, "we only get two engines on the whole road, and one of those is so much disabled that it is said not to be good. We can't stop the whole business of the road while you are applying your invention."

"Well," I said, "I'll tell you what I'll do. You give me that old crazy engine on Saturday night and I'll return it to you in perfect working order early Monday morning. If the engine isn't ready, I'll pay whatever damages you may fix upon."

"Well, we thought it over for a long while, and finally agreed. We had everything prepared by Saturday, took the engine in hand, lifted out the old apparatus, and were all ready on Monday morning. We took a heavy train of cars and raced over the road easily, everything working to perfection. In times the road was very heavy grade, some of them running as heavy as 208 feet to the mile, but not a bit of dame, cinders, sparks passed out of the smokestack. Then I was fairly convinced that the apparatus would work everywhere and in any country. I remember when I first tried it the engineer was surprised at the cleanness of his locomotive. Instead of the grudging soot and dirt that usually covered it after passing over the heavy grades, the machine was almost as clean and trim as when it started out. We made the road a present of that apparatus, and it has run ever since without a bit of trouble.

"Then we approached the New York and Greenwood Lake road. After some argument they agreed to let us place the apparatus on a large passenger engine. This was on Nov. 7, 1881. It's on the engine still. When we first arranged with the Pennsylvania Railroad, it is one of the most expensively equipped lines in the world, and they are very chary of adopting inventions that are not assured successes. However, we got their permission and applied the spark arrester to an engine on Feb. 5, 1882. They were convinced of its efficacy at once and put it on another engine. Then they instructed their more of the arresters, and they will apply them to the locomotives as rapidly as they can get them into the shops. On March 17 last we put it on the main branch of the Erie, and on the 24th of July on the northern branch of the same road. All of the spark arresters are working yet, and the Erie is applying them to its engines as fast as possible. So you see the thing is meeting with pronounced encouragement. I knew it would succeed. The public will stand a great deal, but it won't stand the inconvenience and danger of unlimited dirt and cinders when it can escape them."

Later in the day the writer visited the workshops of the Erie Railroad. Half a dozen huge engines were drawn up in line, with half a score of busy machinists clustered around the boiler fronts. Some were being prepared for the addition of the spark arresters, and others had the improvements nearly completed.

"We have received orders from F. M. Wilder, Superintendent of Motive Power, to apply the Groesbeck spark arrester as fast we can get the engines into the shop," said Master Mechanic Vreeland. "I consider it a great addition to the engines, as it insures very much better draught, lessens the labor of the engineer, and renders travel vastly more pleasant. Then in the matter of coal we have found a reduction of at least 15 per cent."

"Does it cost much to apply it?"

"It cost about $300 apiece for the first four engines, but I see no reason why that sum should not be considerably reduced in putting on a number at a time."

TOOK HIM FOR A GREENHORN.

A Bunco Man Bagged by President Starr of the West Side Savings Bank.

George Starr, President of the West Side Savings Bank and Commissioner of Emigration, walked down the east side of Broadway yesterday. He had just passed Astor place when a well-dressed young man with a chalky face came up, grabbed his right hand, and began to shake it and smile, and say:

"Why, how do you do, Dr. Howard, and how are they all in Utica?"

"You're making a mistake, young man," said the bank president. "I'm Jenkins of Elmira."

"What! Not Dr. Howard—not my dear old father's good friend. Well, it is an extraordinary resemblance. Excuse me, Mr. Jenkins."

The chalk-faced man shook the bank president's hand again and vanished.

Two blocks further on appeared a better dressed and glibber man, who smiled with greater discrimination and shook hands less automatically.

"Why, Mr. Jenkins, how do you do, and how is Mrs. Jenkins? Remember me, of course? I'm Merriweather. Just got back from Europe with my wife."

Mr. Merriweather gradually developed a plan of presenting to the bank president a copy of the American Cyclopædia, and they walked on down Broadway.

"I looked all over for a policeman," said Mr. Starr at the Tombs two hours later. "There was not one to be seen on Broadway from Eighth street to Houston street. I happened to turn around and I saw the chalk-faced young man following us. Two others were across the street eyeing me closely. I made an errand to Travis's millinery store at 645. My friend Merriweather waited outside for me. Mr. Travis sent a clerk for a policeman. The clerk couldn't find one. So I set out again. It was arranged that the clerk should follow and summon the first policeman he saw. My friend Merriweather had waited patiently. He put his arm in mine and said we would go to a bindery in Marion street to get the cyclopædia. I asked where Marion street was, and he told me it was one side of Broadway somewhere. Then he said that Mrs. Merriweather was a wonderfully lucky woman. A lottery ticket she had bought had just drawn a $100,000 prize. He was going to draw the money, and would divide fifty-fifty if I would come along. I had been in the hands of these fellows for more than an hour. I hadn't seen a policeman yet. Merriweather led me down Spring street. I heard steps coming rapidly behind me, and turned and recognized Mr. Travis's clerk. As I turned the chalk-faced man, who also knew he was behind us, coughed, and Merriweather ran away. Then I grabbed the chalk-faced man, and here he is."

The chalk-faced man said he was George Harrison. He was remanded for examination. The police say he is a bunco steerer, and Mr. Starr thinks that may be he is.

A JEALOUS HUSBAND'S CRIME.

Shooting his Wife while she was in Bed and then Killing Himself.

BALTIMORE, Dec. 16.—In the second story of 186 Bank street, this morning, John Schpengler shot and killed his wife and then shot himself in the right temple, causing instant death. This is the eighth suicide which has occurred in this city during the past ten days. Two policemen saw a man running out of the house calling at the top of his voice for them to come into the house, as there was a crazy man up stairs. The policemen passed through the store to the rear room, and there found lying on the floor the wife of Schpengler. She was devoid of clothing, with the exception of a single garment, and [illegible] coming from a pistol wound in the pit of her stomach. The policemen questioned her as to how she had been injured, but she had become so weak from exhaustion that she would only ejaculate, "He did it," and motioned to them to go up stairs. They then ran up into the second story, and there found lying on a mattress the lifeless body of the husband, bleeding from a wound in the right temple. Schpengler and his wife moved into the house yesterday, and the only furniture in the front room at the time was a bed and wardrobe. There were no witnesses to the tragedy, but it was apparent that the husband had shot his wife while she was lying in bed, and then went into the adjoining room and shot himself. The floor was covered with blood, as was also the stairway leading down stairs. When the policemen returned to the lower room the wife was dead. The husband was prompted to the deed through jealousy, as is shown by the following letter, written in German, which was found on his person:

"God forgive me. My wife Lena has been untrue to me, for which I call her to answer. She has a sister Charlotta Paschell, who stands in bad reputation and her husband. She talked to my wife so long until she got her another control, and gave her bad advice, and carried it so far that she became untrue to me. I spoke to her about it, but she would not stay with me. I did every thing in my power, but in vain, until finally I was fully convinced of her being untrue to me. I came from Broadway and caution Lenaw in order to have her home. I spoke home to her every evening, and lectured her in her house. I became melancholy, and everything was lost to me until revenge gave me the only hope. I purchased a double-barrelled pistol in order to separate me from my wife. She gave me a few words which made my heart heavy. She understood her secret so well as to guard it the same as Sister Charlotta. I have no rest, and see nothing pleasant before me, and so I die in good spirits, which the Almighty has given me. J. S.

Partitioning the Tucker Estate.

Judge Donohue, in Supreme Court, Special Term, rendered last week a decision of some interest to property holders in the Fifteenth ward. Old citizens will remember the Hon. Gideon Tucker, a Tammany Hall Jackson Democrat, some time Alderman of the Fifth ward, and director of the Chemical Bank, and who was a member of the Legislature in 1830, occupying a seat next to that of Thurlow Weed. Alderman Tucker died in 1845, owning a good deal of real estate, much of which he devised to other children and grandchildren, but a part of the Brevoort farm, between Fifth and Fourth avenues, then of no great value, he willed to his four children, George, Charles, Mary Bolles, and Sarah McVeigh, and their heirs. By a codicil to this will he afterward revoked the share of Charles, and gave it instead to George as trustee during Charles's life, and, on Charles's death, to his heirs. In 1876 these four partitioned the land by suit, George Tucker acting as trustee for Charles, who was then childless. To this partition suit none of the heirs apparent of Charles ex-prisoner, Mary and Sarah, was made a party. Since the partition Charles died without issue. The referee in partition reported on the title, and conducted the sale, and since that time at least twenty good lawyers are said to have passed the partition title. Mr. Garrett C. Moore and others, however, who had last spring agreed to buy lots on South street, part of the said estate, and had paid $500 each to bind the bargain, rejected the title by advice of Mitchell & Mitchell, their attorneys, and brought suit for the return of the payments. Judge Donohue gave judgment for plaintiffs on the ground that the heirs had to deed a title free from the interests in remainder of survivors of the heirs of Charles. Smith & Woodward, attorneys for the defendants, will take the case up on appeal.

A Burial Deferred for Lack of Money.

About ten years ago Maria Theresa Charde, the daughter of a well-to-do widow and a teacher in a Williamsburgh Sunday school, became angered with her mother and ran away from home. She married a sailor named Claude Dorel, who took her to England, where he deserted her. She found her way back to this country, and, hearing of her husband's death in St. George's Hospital, London, two years later, married Louis Kardier, a painter. He was poor, and when she died in the St. Stout Hospital of pneumonia on Thursday, her husband had to ask the assistance of her mother, to whom she had become partly reconciled, to bury her. The mother, who had become Mrs. John Seaver by a second marriage, consented to have the funeral at her house, at 86 Quincy street, Brooklyn. Kardier paid $10 on account to Undertaker Slevin of spring street, and promised $20 on Friday, the day of the funeral. The undertaker transferred the body to Brooklyn and the funeral services were held, but Mr. Slevin then refused to proceed with the burial until he had been paid the balance, $25. He waved his claim to the burial ground, so that Mrs. Seaver was able to get another undertaker to bury her daughter yesterday.

Appearances Against the Complainant.

Wm. Rourke, a sturdy, middle-aged individual, in a work jumper's dress, was arraigned before Justice Brennan at the Jefferson Market yesterday. Policeman Armstrong of the West Thirty-seventh street police station said he found Rourke in a hallway so drunk that he could not take care of himself. Armstrong leaned against the barrel he spoke and his language was so foul that he was obliged to leave every saloon he entered, and finally left the city. Rourke's eyes were watery, and appeared to lack the distinct outline of exact vision. Justice Brennan looked sharply at him, and then told Sergeant Williams of the court to examine him and report. The Sergeant reported:

He has been drinking a little, though I don't like to say that he is exactly drunk."

The Justice discharged the prisoner and wrote on the back of the affidavit: "The complainant appears to be drunk. Defendant discharged.

AS THEY WISH TO BE SEEN.

Men and Women who Delight in Having their Photographs Taken.

"There are many persons who have almost a mania for seeing themselves photographed," a Broadway photographer said. "I have some customers who come two or three times a year. Sometimes they get new negatives and sometimes use the old ones. It is not an uncommon thing to print half a dozen orders from the same negative for a lady if we happen to get a good picture. Then the friends who judge her age by her picture wonder at the slight change in her appearance. That sort of picture is the favorite for sending in the country. Generally speaking, I may say that good looking women are our best customers for repeated orders. But if a woman is not good looking she sometimes makes it up with fashionable dress. I have some customers who are photographed in every new bonnet or dress. Most women nowadays like to be photographed in their wedding dresses.

"The babies are among our best customers. Mammas who can afford it have their babies photographed often in early years. A baby changes so much every few months that a set of pictures soon becomes invaluable. A gentleman snowed me the other day a full set of portraits of his son from 1 month to 21 years old. It included all styles, from the old-fashioned daguerreotype to the latest cabinet size. Many parents have their children photographed in uniform, imperial or carte de visite size. There is no reason why the poorest persons should not keep such records of their children's progress. It is this sort of trade that furnishes business to photograph galleries generally. There is, of course, an immense business done in photographing actresses, but that generally falls into the hands of a few galleries.

"I think our best customers are men," an east side photographer said. "As a rule, the women on this side of town do more work and have less to spend for luxuries than their west side sisters. Sometimes the girls in a shop will get up clubs to exchange pictures, but then they get the cheapest kind. Sometimes we get a social club to exchange pictures. That gives us a good order. Men who are prominent in athletic sports are very fond of having themselves photographed. We take lots of pictures of boxers, base ball men, and gymnasts. It is a common thing for college graduating classes to exchange pictures and put in the professors and tutors. This makes a nice little album for each one of the class."

"That women have at least no more vanity than men," an old operator said, "is conclusively proved by the experience of everybody who ever made a business of posing people. A man who thinks he is fine looking; who prides himself on his face or his figure, is generally the valuable kind of a customer. When we get a good picture of such a man we never destroy the negative, for we know he will be back for more. There are many storekeepers who give away their photographs as advertisements. Men do this even more than women. Such pictures are furnished at wholesale rates. It is a vanity which brings us much business. There is also much profit made from the pictures of popular clergymen. Not only the good-looking young pastors but the more sedate ones go often to the front of the camera."

COMPLAINING OF UNJUST TAXES.

Relief that is Sought by Foreign Manufacturing Corporations.

Fifty New York representatives of manufacturing corporations of other States met at the Metropolitan Hotel on Friday to devise means of reforming the system of discriminative taxation to which they are at present subjected. Mr. Stoele of the Waterbury Brass Company presided, and Mr. Mead of the Stanley Rule and Level Company was Secretary. A resolution was adopted instructing the committee appointed at a previous meeting to take steps to procure the desired legislative action. Attorneys have been employed to draft a bill embodying the proposed changes in the existing laws, and it will be the province of the committee to furnish the data upon which the call for reform is based.

Mr. M. J. Woodruff of the Russell & Erwin Manufacturing Company said to a reporter of THE SUN: "We hold that discriminating taxation against the foreign manufacturing corporations doing business in the State of New York should be abolished. The law provides that a foreign corporation doing business in the State of New York shall pay a tax on its capital stock amounting to one-quarter of a mill for each one per cent. of dividends paid. That is, it is a movable rate, based on the profits a corporation may make in all its business, and the corporation is liable in this State to that assessment, although it may not have made a dollar in the business in this State of New York, and although it has already been assessed equally with home partnerships and corporations upon all the property it has here. The Comptroller has modified his claim in accordance with the decisions of the courts of Pennsylvania—where a similar law prevails—in the case of the Standard Oil Company, to the extent of his fixing the assessment upon the whole capital stock on the basis of dividends, he interprets it to mean an added assessment upon the property actually within the limits of the State established upon the rate of the dividends upon the entire capital stock. That in some degree diminishes the amount of injury done by the injustice, but the injustice of the discrimination remains. Some foreign manufacturers escape this inflection by doing their business here under another name, and a professedly home partnership operating here as the agents of the foreign manufacturing corporations. But old corporations—like ours, for instance, which has done its business under one title for thirty years—do not wish to change their name for the purpose of such evasion. And, besides, they do not want to resort to tricks of that kind to escape the oppression of unjust laws."

Another meeting is to be held at an early day, when it is expected a draft of the proposed bill will be presented for consideration.

Capt. Smith Pronounced a Dangerous Lunatic.

The examination as to the sanity of Capt. Martin Luther Smith was continued before Referee Gaw yesterday. Dr. Matthew Chalmers had examined the Captain, and believed him to be a dangerous lunatic. One evidence of insanity was the way Smith denounced Superintendent Macdonald of the Ward's Island Asylum as a liar. Drs. Lucien Benainville, Allen McL. Hamilton, Wickes, Washburn, and Ingraham, and Superintendent Macdonald all testified that Smith's delusion concerning his wife's conduct rendered him a dangerous lunatic. Dr. Ingram said that when Smith was on his way up town in an elevated train for an examination two weeks ago, he began to talk in a loud voice and with obscene words concerning the alleged infidelity of his wife. Efforts to quiet him only elicited profane replies and the statement that "this is a free country."

Perpetual Fires Protected by Injunction.

Judge Arnoux, in the Superior Court, yesterday granted a temporary injunction in a suit brought by the Manhattan Iron Works against the Board of Police to restrain interference with the company's smelting business at the foot of 14th street, North River. The plaintiffs say that their property is worth $300,000, and that if the fires are allowed to go out on Sunday the heat cannot be brought up to a proper degree within six days afterward, and the smelting business will be totally destroyed, and the value of the property lost.

SPORTING NOTES.

The Hon. R. B. Roosevelt and Seth Green will take copious notes of their fishing experience in Florida.

Michael Cleary, well known as a boxer, has purchased a shell. He will launch out as a sculler next season.

Edward Hanlan will soon start for New Orleans, where he will participate in trotting races and train for his match with John A. Kennedy.

The number of trotting tracks in membership with the National Trotting Association for next season is much greater than ever before.

Mr. George, the amateur champion runner, is to enter the medical profession. He will be able to make good time in cases of emergency.

Maud S. and Early Bird are to skim alongside the pole tomorrow. If Maud S. can't catch Sylvester prick up their ears when they hear of this.

Hennessy, Presingham, Fernandez, Geologier, and other thoroughbred race horses, like the property of Mr. Groton, are the sold at Tattersall's on Jan. 1.

Clarence Whistler is a slight favorite in the betting on his wrestling match with Acton, which will take place in Madison Square garden on Monday evening.

Peregrine, the famous race horse, that won the Two Thousand Guineas, Derby, Doncaster Cup, and running second to him in the Derby, is off the turf.

The annual appropriation for the Grand Prix de Paris was hardly passed for next year, and fears are expressed that this great race will be discontinued or dropped.

The spring meeting of the Louisville Jockey Club will open May 22 and continue fourteen days. Twenty-two stakes have been opened for the meeting, to close Jan. 1.

Daniel O'Leary's pedestrian enterprise for Paris was a failure. He is now on his way to Australia to search of new fields for foot races. Harriman is to meet O'Leary in Australia.

Thirty race horses and a number of employees of the Brighton Beach stables, mainly those who owned the French pool system, started for the New Orleans race course Friday evening.

Ex-Gov. Stanford of California recently reduced the trotting record of his celebrated horse Palo Alto to 2:12¼, by purchasing the mares trouble, 2:24; Lula, 2:15; May Queen, 2:20; and Mattie, 2:20¼.

The first racing meeting on the new Latonia track, opposite Cincinnati, is to begin on June Oct 11. The stakes are named after famous race horses, such as Bladon, Hunyar, Harold, Gladiola, Ripple, and Sensation.

It is said that the Colonel, a trotter sired by Rysdyk, will be one of the best horses entered in the grand circuit next season. The Colonel is being trained at Walnut Plains. He is owned by Mr. A. Haviland of Brooklyn.

George Hazed intends to open a public house in New York on his return from England in about two months. Albert Smith, Hazed's backer, offers to match him against any man or men in the world, 100 miles, for from $1,000 to $5,000 a side, the race to take place in Madison Square Garden. Hazed's friend, Fitzgerald, is allowed five miles start. There is a deposit on Hazed's account in the office of the *Turf, Field and Farm*.

Mr. Mc. Slaughtersy of Salt Lake City, now in this city, has made an inflexible match with E. P. Stokes. He names his bay gelding Ewing, against Capt. Robin Overman, in harness, best three in five, for $5,000 a side, with the option of increasing it to $20,000 a side, to be trotted in June next on the Jockey Club Course, Chicago, Ill. Both horses were bred in California. It is said that Hickox is interested in this match.

DIVERS VIEWS OF CORNERS.

THE SENATE COMMITTEE HEARS BUSINESS MEN AND CLERGYMEN.

A Statement on Behalf of the Cotton Exchanges—Opinions of Vicar-General Preston and Rabbi Gotthell on Grain Gambling

George E. Moore, Secretary of the Cotton Exchange, testified before Senators Boyd and Browning of the Committee on Corners and Futures yesterday.

"I have been appointed by the Cotton Exchange," he said, "to appear before your committee. It appears that much of the testimony already given has been from those not having any practical experience or from those who have tried to make a fortune without work and failed. I desire to show your committee, as the result of practical experience, what is to be said in favor of buying and selling for future delivery. It is absolutely necessary, to meet the wants of trade. The Cotton Exchange had its origin in the necessity for saving time in the business of purchasing cotton. Purchasers formerly went from one store to another, at great loss of time, instead of meeting in one room, as at present. Now any desired quantity of any desirable quality may be easily and quickly procured. The commission trade is fostered and encouraged, and sales are made in the speediest possible way. The manufacturer is benefited because he can make contracts for future delivery of his raw material by depositing a margin only, thus saving the bulk of his capital, which otherwise would be long buried in unused materials.

"You cannot distinguish between the legitimate and illegitimate trade. Any attempt to stop the illegitimate trade would be injurious to legitimate trade. There is no more chance about dealing in cotton futures than there is in buying a house on Fifth avenue at the present prices. It is no more gambling than for a dry goods man or a grocer to buy stock in advance. I think it is straining morality very much to call these transactions immoral or bad. It is no more gambling than the taking of a contract to pave a street. If you look at the fluctuations of prices of staple articles for twelve years you will find that there were even more violent fluctuations before the establishment of the present system of dealing in futures than there have been since.

James O. Bloss, another member of the committee appointed by the Cotton Exchange, testified that in his opinion dealing in cotton futures is beneficial. The dealers are simply middlemen.

Henry Ward Beecher testified that he could not see the difference between the corners that are made on the street every day, and corners that require one or five years of combination. He saw no difference in principle between one man's taking advantage of his superior skill for profit and a dozen men combining for the same object. He doubted the power of the Legislature to correct the evils of gambling.

Vicar-General Thomas S. Preston testified that in his opinion transactions in corners and futures, as he had read about them, are immoral and injurious to commercial interests. He thought there ought to be some way of regulating the business and preventing the sale of what does not exist.

Rabbi Gustav Gotthell of the Temple Emanuel, in Fifth avenue, testified:

I know the state of the market only by what my parishioners say when I ask for contributions. I am certainly opposed to all kinds of gambling or dealing in stocks where things are actually bought or sold. The old Hebrew law makes it gambling. The old Talmudic law would make the gamblers incapable of testifying in court, and penalties were indicted. That law has ceased to have effect politically, but it has a moral effect. I hold all kinds of speculation in articles of food to be gambling. The accumulation of large fortunes in the hands of a few by means of these corners is a temptation to the young that leads them into dishonest speculation. As a rule, it is the duty of the Legislature to provide a remedy, I have no unlimited confidence in the power of the legislature to enforce moral laws. Legislative enactments may do something toward confining the evil. The English law is largely derived from the Mosaic law. The Mosaic legislation was for an agricultural people. It was forbidden to take interest from any permanent citizen. Loans could be made only as a matter of charity. There are distinct indications in the Book of Proverbs of speculation in food. In Palestine any poor man was permitted to go into any orchard and eat his fill.

Mr. Archibald Montgomery, exporter of grain, testified that dealing in futures under proper restrictions would not be injurious to commercial interests. He believed the evil arose from men selling what they do not possess. The Keene—or more properly the Hoyt—deal demoralized business. To continue the present mode of doing business would destroy legitimate business, and make us a nation of gamblers. He was opposed to any legislation by the State of New York alone, because it would simply drive business to New Jersey.

AS STAPLE AS HARDWARE.

The Condition, Profits, and Methods of the Jewelry Trade of To-day.

"Every manufacturing jeweller will say that trade has been twenty per cent. better this year than last," said Mr. D. H. Hopkinson, editor of the *Jewelers' Circular*. "The early spring trade was especially satisfactory, the holiday trade of last fall having run clear over into it. The plated or 'smoked' goods trade is not so prosperous as the trade in genuine goods. People no longer buy plated goods. Gold rings, chains, and all classes of goods from 14 to 18 carats fine are now as staple as hardware. The trade in gems has been exceptionally prosperous. Americans buy the finest diamonds in the world, and American women are the keenest critics of this class of goods.

"Retail jewellers do not accumulate stocks, because the system of buying known as the memorandum system makes that impossible. The retailer carries a certain line of goods. As he sells out the stock he writes the jobber to forward a memorandum of a few dozen each of the leading articles he carried in stock. The jobber does so, and the retailer selects what he thinks he can sell and returns the remainder. It is a hand-to-mouth trade, and perfectly conservative in the hands of a careful dealer. The profits in the jewelry business have been greatly overestimated. There is a difference in the manufacturers' profits on different classes of goods. The cheap goods do not yield as large returns as the artistic work of the best manufacturers. The improved machinery and the consequent competition have greatly reduced the prices of the lower classes of goods, and at the same time the percentage of profits, but the genuine goods, whether bracelets, chains, or rings, have a settled market value, and gems are especially steady."

IN TIME TO SAVE ONE LIFE.

Two Workmen Rescue a Comrade from a Stifling Vault—Another Killed.

In a vault eight feet under ground at Bayard street and the Bowery is a meter that registers the supply of water to the tank on the elevated railroad structure near Canal street. Girolamo Meamo, Cornelius Donahue, and George Adano were sent yesterday to repair the meter. They were employees of the elevated railway company. Foreman John G. Rickwer was in charge of the work. The manhole was opened and Meamo went down in the vault. He was seen to light several matches and then disappeared. Foreman Rickwer leaned over the hole and called, but received no answer.

Adano, who is Meamo's brother-in-law, went down into the vault. He shouted back that he thought Meamo was dead. His his voice grew faint and ceased. There was an overpowering smell of gas from the hole. Rickwer called for a volunteer to go down and rescue the men, and sent a messenger to the Eldridge street police station. Donahue jumped down into the hole and found Adano, who was almost unconscious, leaning against the side of the vault, and Meamo lying on the bottom, which was covered with water. James Flynn of 51 Elizabeth street, who had followed Donahue into the vault, assisted in raising Adano up to the opening, and he was dragged out and laid in the street where he was quickly revived. Meamo's body was next hoisted out, and then Flynn and Donahue were pulled up. "Another minute would have done for me too," said Donahue.

An Ironclad Quittance.

In a suit which came up before Civil Justice Gedney recently it appeared that an up-town manufacturer compels every one of his workmen to sign the following ironclad quittance before he gets it prepared by an old lawyer to make sure that it would hold good in court:

"To all to whom these presents shall come, or may concern, greeting. Know ye that I, ——, for and in consideration of the sum of —— dollars, lawful money of the United States, to me in hand paid by ——, have remised, released, and forever discharged, and by these presents do for myself, my heirs, executors, administrators, remise, release, and forever discharge the said —— and ——, their heirs, executors, and administrators, of and from all manner of action and actions, cause of action, suits, debts, dues, sums of money, accounts, reckonings, bonds, bills, specialties, covenants, contracts, controversies, agreements, promises, trespasses, damages, judgments, extents, executions, claims, and demands whatsoever in law or equity, which against them I ever had, now have, or which my heirs, executors, or administrators hereafter can, shall, or may have upon or by reason of any matter, cause, or thing whatsoever, from the beginning of the world to the day of these presents, and more especially from wages. In witness whereof I hereunto set my hand and seal.

Skating Begun, but Not at the Park.

The Manhattan Athletic Club grounds, a fifty eighth street and Eighth avenue, were opened to skaters yesterday morning, and in a short time the icy surface was covered with a multitude of boys and young men. Later in the day a number of women ventured out, and many expert amateur and a few professional skaters executed their graceful and hazardous movements. The club house was comfortably heated, and there was every convenience for the skaters. A moderate entrance fee was charged. The grounds will be lighted at night and kept open until 10 o'clock. The surface of the ice will then be swept off and flooded, so as to be smooth for the next morning.

Accommodations for skating on the lake in the Central Park have been completed. It was said yesterday that they were waiting for a harder freeze before sounding up the ball. If the cold snap continues for forty-eight hours longer the lake will be in proper condition.

In Case of Fire on the Islands.

The Sinking Fund Commissioners resolved yesterday that the boats running to Harlem should be used to transport fire engines to the islands in the Harlem River in case of fire. The owners of the boats will be allowed to charge $20 an hour for their use.

FREIGHT SHIPMENTS FROM CHICAGO.

All of the Roads Having as Much Business as they Can Handle.

CHICAGO, Dec. 16.—The statement of eastbound shipments again shows a marked increase, notwithstanding the general scarcity of cars and the delay in transportation caused by the severely cold weather. The aggregate shipments of staples by the six pool lines was 52,642 tons, against 50,933 tons for the week previous. The tonnage for the corresponding week in 1881 was 43,880 tons. In addition to the tonnage reported last week by the pool lines, 5,000 tons were carried by the Nickel Plate, making a grand total of 58,642, or an increase of 6,709 tons. There was a decrease in flour shipments of 10,889 barrels; in grain, an increase of 3,812 tons; in provisions, a decrease of 618 tons. The very heavy decrease in flour shipments is said to be due to the restoration of Northwestern rates and to the light stock of flour in store in the Northwest. The increase in grain shipments is wholly due to a better demand from the interior and New England points, little or no grain being exported. The decrease in provision tonnage is considered principally due to the approaching holiday season, this market for that product having been anticipated.

There has been an especially good demand for corn for shipment to the seaboard, due to the decline in prices here and the light stock in Eastern cities. Rail rates remain unchanged. Ocean rates, however, are slightly easier. The export demand has been good on provisions, fair on flour, and next to nothing on grain.

The Nickel Plate is as yet only receiving freight in carlots at the stock yards. It carried, however, almost as much tonnage this week as some of the pooled lines, and next week it expects to carry a much larger tonnage. It has recently made arrangements whereby it will receive grain from Western roads, which will be transferred to the cars of the Nickel Plate and sent East. All of the roads have as much business as they can handle. Cars are somewhat scarce, though none of the roads are at present blockaded at any point.

THE JOINT SHIPPING COMMITTEE.

Recommending Mail Subsidies, Government Aid, and Fewer Concessions to Seamen.

WASHINGTON, Dec. 16.—The Joint Select Committee on Shipping presented to-day its report on the condition of American shipping and the best means of reviving it. The cost of building sailing vessels here is $10 to $15 per ton greater than on the Clyde; on steam vessels the increased cost here is $25 to $35 per ton. The chief cause is that the labor required to mine, smelt, and fashion the iron costs more here than in England. The first step to revive our shipping interest must be to make it practicable for our shipyards to build iron vessels as cheaply as our rivals do. The committee advises that if ships be built here of materials wholly or in part produced in this country, the owner be entitled to collect from the Government a drawback equal to the duty that would be collected on the materials if imported. It is estimated that the tax we impose on foreign tonnage in our ports would in the next five years meet the drawback demand for the loss of American built ships. The committee advises that the United States imitate Great Britain by giving contracts to private shipyards for the building of parts of our war steamships. In order to the successful sailing of our vessels after they are built, they must be sailed at no higher cost, under our laws, than the English shipowner incurs. To this end our shipping laws must be modified. Our ships must be given the same privileges as to ships' supplies and the same compensation as to mails that the British Government gives. The committee makes the following recommendations, which are based largely on the British law: The abolition of the privileges of three months' stay in our ports to seamen discharged in foreign ports, and the payment of one month's wages only in certain cases where the seaman is justly discharged; allowing higher compensation to vessels bringing wrecked or disabled sailors home; the prohibition of the payment of advance wages to seamen; requiring that only the Captain or master of a vessel be imprisoned for offences against the laws; the liability of part owners to such a proportion of the debts as his share of the vessel bears to the whole; a reduction of the license fee from 50 cents per ton annually on each seaman; the abolition of the tonnage tax on vessels trading with Canada; the abolition of all Consular fees for services to vessels.

The committee also advises the reduction of taxation on vessels and the formation of a Bureau of Commerce and Navigation, with the Secretary of the Treasury as the official head.

THAT HAWAIIAN SUGAR.

Merchants Indignant that Claus Spreckels Should be Allowed to Run it in Free.

Leading importers and refiners of sugar spoke yesterday with indignation of the decision of the Secretary of the Treasury in favor of the admission, free of duty, of the high grade Hawaiian sugars falsely entered as "brown muscovado."

"It will not have any noticeable effect on the market," said one, "for Claus Spreckels's prices keep up to the Cuban figures, but it is a great advantage for him, as he enjoys a monopoly of the Sandwich Island production, and will give him practically entire control of the refining business on the Pacific slope. He has a very good thing of it, paying the Hawaiian planters Cuban sugar rates in New York, less cost of freight between San Francisco and New York. The Sandwich Islands will produce about 70,000 tons of sugar this year. How much that will be increased by Claus and Matilda sugars of the islands, we can only conjecture. Matilda is a name and imported here as Hawaiian sugar, nobody can now tell, but the extent of that fraud will be large."

A strong effort will be made by the combination of the refiners and importers of New York, Boston, and Philadelphia, and the Louisiana planters acting with them, to induce the President to issue the required one year's notice for abrogation of the treaty with the S