ENGLISH TRAMWAYS.

CONTRASTS AND ANOMALIES FOR AMERICAN EYES—MUNICIPAL MANAGEMENT OF STREETCAR LINES.

Leeds, August 28.

The streetcar service of Yorkshire and Lancashire offers many surprises and anomalies for American eyes. The lack of enterprise shown in the employment of either horses or steam-tenders in place of cables or electricity is conspicuous. The surplus accommodation for the public is equally noticeable, the cars being large and amply supplied with seats. No passenger ever stands in an English streetcar. The conductor is liable to arrest if such an outrage occurs. Then there is the remarkable cheapness of the fares. A mile for a halfpenny is the rule, and for a penny a passenger may often go three or four miles.

The most striking contrast between the English and the American systems lies in the relations of the municipal government to these enterprises. In America the streets and highways are surrendered (often gratuitously and infrequently with proper compensation) to private corporations, which for the sake of paying large dividends to stockholders overwork and underpay their operatives, withhold from the public adequate accommodation and seldom reduce fares unless they are compelled by legislation to do so. In English and Scotch cities, with rare exceptions, the municipal government retains control over the roadway, constructs and owns the tramway, and either operates it as a branch of the town service or leases it to the highest bidder with guarantees of remunerative rentals, low fares and satisfactory accommodation for the public.

HUDDERSFIELD'S CITY TRAMWAYS.

In Huddersfield municipal operation of tramways has been exposed to many vicissitudes of fortune. The corporation was authorized in 1880 by Act of Parliament to lay tracks and to advertise for proposals for working the lines. The railways were constructed, but no satisfactory bids were received for operating them. The corporation consequently was compelled in January, 1883, to employ engineers and conductors, and to enter into the business of railway management. The grades were very steep and it was necessary to substitute steam for horse power. The fares were low, and the system at once became popular; but the railways had not been operated longer than six months before a frightful accident occurred from the overturning of a car, over which the engineer had lost control. This accident cost the corporation over $40,000 in compensation for lives lost and injuries sustained, and temporarily created much prejudice against steam tramways. Eight years afterward another accident occurred from the explosion of a boiler on a tramway engine and this cost the corporation $10,000 in damages. The tracks had been laid originally for horsecars, and when steam was introduced the cost of keeping them in repair was materially increased from the use of heavier rolling stock, so that the reconstruction of the lines became necessary.

In consequence of these costly accidents and the heavy charges for repairs the lines have not been remunerative enterprises, although the passenger traffic has been very large for a town of 100,000 population. The deficiencies in running expenses, with the interest charges and sinking fund contributions added, have been met from the rates, or local taxation, the burden ranging from one-ninth of a penny to five pence in the pound. After all these drawbacks the bills for damages have been paid and the lines reconstructed, and the tramways are now virtually self-sustaining under municipal management.

From information supplied by the courteous Town Clerk of Huddersfield, I find that $702,500 has been borrowed by the corporation, for which there is an accumulated sinking fund of $31,815. The expenditures for tracks, engines and cars have been $679,435. About twenty miles of street railway are in operation. The receipts and expenditures now meet on working terms, although the taxpayers during fourteen years have been called upon to provide about $206,000 for deficiencies, one-sixth of which was represented by sinking fund contributions.

THE TOWN SEEMS SATISFIED.

These figures on their face seem to carry condemnation of municipal management as an unprofitable financial undertaking; but both the corporation and the public seem to be satisfied with the situation. As the Town Clerk explains the matter, the Municipal Council does not wish to show a more favorable balance sheet. Under the Act of Parliament by which the corporation acquired the right to lay and own the tracks, it is under obligation to advertise for proposals for the letting of the lines; and so long as the statute remains without amendment the Council in order to retain in its own hands the management of the tramways will not allow the business to become profitable. Whenever there seems to be a large margin for surplus earnings, extensions of the lines are planned, and the expenditures increased. This policy is adopted deliberately in order to discourage bidding for leases; and at the same time the fares are maintained at abnormally low rates. The Council seems to be convinced that municipal operation, which was forced upon the corporation when it was impracticable to obtain responsible bidders, promotes the interests of the town and must not be abandoned through technicalities of the act, which will some day be removed. Certainly Huddersfield has cheap, if not rapid transit, and the extension of the system by the construction of unremunerative branches has tended to serve the ends of public convenience and the building up of remote sections of the town.

If Huddersfield presents the anomaly of streetcar management which aims to keep down earnings by unprofitable extensions of the service and by low fares, the neighboring city of Leeds offers the equally amazing spectacle of corporation control of tramways for the sake of redressing the grievances of engineers, drivers and conductors. While the streetcar lines of that town were managed by private companies the men employed were overworked and underpaid, and the public sympathized with them. About a year ago in consequence of the public agitation of the wrongs of the operating force, the Town Council purchased the property of the streetcar lines—horses, engines, cars and stations—for $650,000 and brought them under direct municipal management. The wages of the operatives were advanced almost at once and their working hours were shortened. Fares were reduced, the rolling stock was improved, and the traffic enormously increased.

The financial results of the first year of municipal management are generally accepted in the town as satisfactory, although it is not altogether clear whether or not there is a balance on the right side, when all the charges for interest and sinking fund are entered. The lines under municipal management are now practically self-sustaining in any event, and there has been a marked improvement in the service. The recent experience of Glasgow has demonstrated that the streetcar business can be profitably as well as efficiently conducted on a municipal basis. It is not probable that either Leeds or Huddersfield will abandon the experiment.

THE QUESTION OF MOTIVE POWER.

In each of these towns, as well as in Bradford, there is dissatisfaction with the motors which are employed. Horse-power is unavailable on many lines where the hillside gradients are very steep, and the steam motors now in use are both noisy and unsightly. The cars are drawn by steam tenders, and are heavy and clumsy vehicles, although fairly comfortable for passengers. The smoke of the engines is so serious an annoyance that "double-deckers" have come into use, one car being built above another. The weight of the rolling stock involves excessive wear and tear upon the tracks, and increases the cost of keeping the lines in good order. The town councils have naturally discussed the expediency of introducing either cables or electricity, but the former motor is not regarded with favor, and experiments with the latter have not been successful when conducted by private streetcar companies. The Leeds Town Council will speedily act upon a report of the Committee on Tramways, which has been investigating this subject. It recommends the introduction of electric cars, with wires in subways instead of being suspended overhead, to the disfigurement of the streets.

In Bradford, as in the majority of large English towns, the tramways are owned by the corporation and leased to private companies under a twenty-one years' contract. The rentals are low, $1,450 per mile for the first ten years and $1,500 thereafter; but on the basis of $450,000 as the amount invested by the city in the construction of about twenty-two miles of track, there is now an annual profit, after the sinking fund and the interest charges have been provided for. Other towns have managed the business more shrewdly, and are making from the rentals 10 or 12 per cent on the capital invested in the construction of the lines.

The Bradford system is unsatisfactory for two reasons: First, the rentals are considered too low; and, secondly, the private companies are displaying very little energy and enterprise in introducing electricity or some other effective motor as a substitute for horse power and steam. The experiment which has been tried with electric cars has not been successful. Indeed, there seems to be a growing feeling in the town in favor of the complete municipalization of the tramways as the only practical expedient for getting rid of the noisy engines and "double-deckers" and introducing a new motive power under adequate safeguards for public interests. With Leeds and Huddersfield close at hand and successfully managing their street railways as municipal enterprises, it is probable that Bradford, when the leases expire, will enter upon the same policy.

BEHINDHAND IN ELECTRIC LIGHTING.

In both electric lighting and railways England is a long way behind America. When the British Association met in Montreal seventeen years ago Mr. Preece, the distinguished electrician, expressed surprise that so few adaptations of electric lighting had been made in American cities. During the long interval progress in electrical science has been very rapid in the United States and much slower in Great Britain. Outside London electric lighting is mainly confined to central circuits in large cities and has been introduced on a small scale. Cities which own and operate their gas plants have been reluctant to avail themselves of electrical supplies. Birmingham, while it has municipalized gas, has strangely armed an electrical company with lighting privileges for thirty years—a radical departure from Mr. Chamberlain's original policy. Leeds has followed Birmingham and permitted a private company to supply electric light to consumers in competition with municipal gas. Manchester, Oldham, Huddersfield, Bradford, Glasgow, Brighton and other cities have established electric lighting plants under municipal ownership and management. In Glasgow and Manchester this policy has been markedly successful. In Bradford also it has been a profitable municipal enterprise, a return of 10 per cent being made to the town treasury upon the capital invested after payments have been provided for the sinking fund.

While English cities have, as a rule, been very cautious in introducing electric lighting they have been equally deliberate in adopting electric transit. The Isle of Man, which now has in operation electric lines from Douglas to Laxey and also to the summit of Snaefell, is in this respect in advance of other portions of the United Kingdom. In Birmingham, Leeds and a few other cities there are electric railways, and in South Staffordshire there is one which has been most economically constructed; but the trolley system has not been introduced on a large scale. Blackpool has electric tramways under municipal management, but the success of the experiment has not yet been fully demonstrated.

While English cities are behind American towns in the adoption of improved methods of electric lighting and transit, there are some compensations for lack of enterprise. The charges to consumers for electric light in Bradford, where a superior system has been introduced by the Town Council, are very low, and in Manchester and Glasgow the best methods have finally been employed after an exhaustive investigation of principles and appliances. Electric transit when it is provided on an extensive scale may be free from some of the most objectionable features of the American system. Unless all signs fail, the municipalization of electric supplies is the coming policy in England. The town councils may eventually furnish electric power not only for lighting but also for the operation of machinery. Not only the municipalities, but county and district councils as well, are moving rapidly in the same direction. Already there is a very strong movement in rural communities for the construction of light or electric railways at the expense of ratepayers for the benefit of the farming classes, and Parliamentary legislation is eagerly awaited for that purpose. This is one of the newest developments of State socialism in conservative England.

I. N. F.

THE TRIBUNE FRESH AIR FUND.

ACKNOWLEDGMENTS.

C. L. U.	$3 00
Paul W. Otis, Brooklyn, N. Y.	3 00
Collection at service held at the Forest Lake Hopatcong, N. J., on Sunday, September 1	8 55
Church of the Holy Communion (Special)	94 00
No name	4 00
Proceeds of a candy and cake sale by three little boys at Twilight Park, Greene County, N. Y.—Marcus Dall, William Dall and Henry Lange	10 60
E. L. B.	3 00
Collegiate Reformed Church, corner Fifth-ave. and Forty-eighth-st. (Special)	201 00
Collegiate Reformed Church, Seventy-seventh-st. and West End-ave. (Special)	201 00
Cash	3 83
Three little maids of Spring Lake, N. J., Sadie M. Dunbar, Edith A. Scott and Mabel Lloyd	6 00
"Better late than never"	2 00
E. O. B.	5 00
Previously acknowledged	$1,801 29
Total, September 7, 1895	$2,346 37

DEFENDER'S GREAT VICTORY.

AMERICANS ELATED.

From The Philadelphia Times.

There is not an American anywhere, no matter how little he may know of the sea or how slight an interest he may have supposed himself to be taking in the yacht race, who does not feel a proud elation when he reads that the Yankee boat has won. The contest yesterday is not decisive, but it is none the less an inspiring victory. Professional yachtsmen may debate over the details, but the great public will be satisfied with the result. The Defender wins, and America still holds the champion cup. That is glory enough for one day.

THE DEFENDER THE BETTER BOAT.

From The New-York Herald.

By a decisive gain, both in beating to windward and in a straight reach home, the Defender proved herself superior to the Valkyrie. It is true that for the first half of the beat to windward the Valkyrie seemed to hold her own, and the outlook for the Defender was not encouraging; but thereafter the latter steadily outpointed the English yacht, while going just as fast through the water. Under these circumstances it was inevitable that, barring accidents, the American yacht must win.

A MOST SATISFACTORY RACE.

From The Baltimore Herald.

In all respects save one, the contest between the cup-racers yesterday was perhaps the most satisfactory of any yet held. The exception was the weather. Light, variable winds prevailed during the whole race, and for a long time it looked as though the boats would not be able to finish within the specified six hours, and that the result would not count. Whether our new cup champion can also establish her superiority in what may be called good racing weather remains still to be demonstrated.

IT WAS VALKYRIE WEATHER.

From The Brooklyn Eagle.

The Defender has won. The weather was against her. The winds were not in her favor. The fates favored the Valkyrie. The English boat was said to be built for light winds. The American boat was built for heavier winds. Yet she outpointed and outsailed her rival.

DUNRAVEN'S SPORTSMANLIKE CONDUCT.

From The Philadelphia Inquirer.

While we are rejoiced at the Defender's success, we must pay a tribute to Lord Dunraven, whose gentlemanly and sportsmanlike conduct has made him a host of friends here. He cannot have the cup, but he can have the goodwill of Americans, who like a good sportsman whether he wins or loses.

SELECTIONS FROM THE MAIL.

A FUSION TICKET NECESSARY.

THE ONLY WAY IN WHICH THE STANDARDS OF REFORM CAN BE MAINTAINED.

To the Editor of The Tribune.

Sir: Shall we have a straight Republican or a fusion ticket for New-York this fall? The politicians and newspapers are saying a good deal on this question now. The voters, however, will speak later at the polls, and with some emphasis. If our motto is, "Go with your party, if your party goes to ——," then by all means let us have a machine ticket, for certainly the machine will land our party there, only give it time. But if we desire good, clean municipal government, and seek to give Tammany another blow, then we must unite with all organizations who will work with us to secure such a government.

The ground has been dug up and foundations laid for a better city. It would be a pity to backslide so quickly. Our city could become the grandest in the world if we had perpetually a sound and ambitious government. We need public lavatories, baths, gymnasiums, libraries, zoological gardens, parks, more schools; a thousand things we need, while our political masters of the past have put the money into their own pockets.

After the victory of the union ticket last fall Mr. Platt declared that it was a Republican victory, and, of course, wanted all the spoils. He didn't get them, however, nor did he fool the people by his assertion. Senator O'Connor, one of his mouthpieces, said yesterday: "No one doubts that a straight Republican ticket last fall would have been elected, and conditions this year point to the same result." I trust Mr. O'Connor believes what he says. Better for his conscience if he does, although the understanding must then be seen to be a little out of gear. Facts may be unpleasant, but it is better to face them than to twist them into pleasant fiction. A straight Republican ticket would not have won last year, much less can it succeed this year.

As to last year, no campaign was ever more tireless or fierce. Never were the hearts of the people more afire. Blackmail and corruption had been rolling the turbid stream out from the wigwam. The Lexow Committee had opened the dam and the people were thoroughly sickened with its noisome odors. How intense were the feelings of the people we all know, and what an effect that had on the vote we can all guess. But a year having gone by we are cooler. We are still angry with Tammany, but are we still ready with religious zeal to crush her?

Since then a thousand selfish interests have grown up to choke enthusiasm. Many are ready to rush back to the Tiger, forgetting that she devours even while she suckles her whelps. Trucks have been removed from the streets and those who own them are angry at the new government. Offices have not been received, and the malcontents want revenge. Policemen are not allowed to go to sleep or get drunk while on duty, and that treatment doesn't agree with some of them. Saloons have been closed on Sunday in conformity with the law. They may object to a reform that reforms. Certain papers have made a great noise about "personal liberty," so that many an ignorant voter will feel duty bound to replace Tammany and restore "life, liberty and the pursuit of happiness." It is an outrageous thing for the government to help some people to be sober once a week.

What does all this indicate? Simply this, that even in case of a fusion ticket we may expect to lose many votes of the disaffected. These votes will probably be cast for Tammany; each one will count two against us. The secession of 25,000 would reduce our 50,000 majority to zero. Furthermore, if a straight ticket is put in the field, while it will lose us the co-operation of the State Democracy, the German Reformers and the Good Government Clubs, it will also lose the support of a great number of Independent Republicans. We are tired, oh, so tired, of Mr. Platt!

If he would only give the people a chance to vindicate him as Judge Maynard or Senator Hill did, I am sure he would receive an equally satisfactory vindication. If Mr. Platt would only seek some monastery and spend his time in sweet religious meditation! How grateful we should be to him. But if he will persist in starting his "straight" machine, we would advise him to sand the track well, for it will be upgrade work. Where he will get sufficient ballots for fuel to keep the pressure up I for one am at a loss to know.

A new idea has got into the heads of a good many people of late. It is this, that a city is a corporation and must be run on business principles and for the benefit of the stockholders, who are its citizens. The patronage and spoils system is antagonistic to this principle and must go. Let the citizen feel proud of his citizenship and not deposit that holy thing we call a ballot upon the altar of any boss or political rascal.

To die for country is good, but to live for her and elevate her politics is equally good.

M. R. FONDA.

New-York, Aug. 28, 1895.

DANGER OF A STRAIGHT TICKET.

THE PRESENT SITUATION IN NEW-YORK DEMANDS A UNION WITH OTHER REFORM ELEMENTS.

To the Editor of The Tribune.

Sir: The time not being far distant when the Republican party will be called upon to decide whether to advocate and maintain a straight or a union ticket, it becomes necessary to survey the field and conjecture, at least, the effect on the party of the one course or the other. Viewing the election of last fall at this time, it seems more than probable that if the party had then put up a straight ticket it would have been successful. But the wise heads thought otherwise, and a union ticket became the order of the course. Last fall there was a deep political background, a combination of significant causes, which would have enabled the party to carry to a successful issue a straight ticket. And what were those significant causes?

1. The people had become heartily tired of the weak and vacillating policy of the National Administration. They had lost faith in the Democratic party to administer the Government for the best good of the people. It will be remembered that previous to the inauguration of Mr. Cleveland in March, 1885, the commercial interests of the country were prosperous and in a healthy financial condition. Merchants and manufacturers were running their business to the full, and the wage-earner was receiving liberal wages. What followed? Within three months after Mr. Cleveland's inaugural address a terrible stringency usurped every department of trade and commerce from the Atlantic to the Pacific. Curtailment became necessary to the manufacturer, and his action touched the business pulse of merchants, large and small.

2. In this metropolis hundreds of thousands of people had reached the conviction that the deep-seated corruption and cankering influences of Tammany Hall had well nigh sapped the life-blood of the community; corruption stalked in high places, raged in many departments of the city government, almost to the extent it did in ancient Rome, when all things were for sale—offices, honor, virtue and life itself. These facts constituted the background which, in bold relief, stood glaring and rampant, when the Committee of Seventy, supported by thousands of New-York's best citizens of all parties, commanded a halt, and Tammany Hall received a blow such as it had not received since the Tweed Ring overthrow. These constituted the spring and lever which emboldened the people to rise in their might and overthrow the sordid corruption; and these would have enabled the Republican party last fall to carry to victory a straight party ticket.

The ticket which was put forth, while fairly successful, detracted from the party's inherent strength, and brought about such a state of affairs in city politics as seems to us to render it now necessary for the party to form a union with the better wings of the opposition, and out of the combination to do the best that can be done to secure for the Republican party such of the judicial and local offices as may be secured, and, if possible, carry the county by as great a numerical vote as was cast for Mayor Strong—154,000. "Divide and conquer" should now be our motto.

It is evident that a straight Republican ticket in this city this fall would deter many who have acted for reform, and the line would be drawn so sharply that, considering the comparative failure of the boasted reform of last fall, those of the opposition who allied themselves with Republicans would incline to doubt the wisdom of such reform. They would drop back to their earlier affiliations and so vote against a straight ticket, but would support a union ticket. Since the prevailing opinion seems to be that, in the main, the boasted reform of last fall, from a hundred and one causes, failed to accomplish the beneficent results anticipated, and voters have lost faith to some extent, in the methods adopted, it cannot but be disastrous to the future weal of the Republican party to attempt to stem such a tide with a straight ticket. Better coalesce with the loftiest elements of the opposition, and, perchance, they may be leavened so that a year hence, or two years hence, a straight Republican ticket may be practicable and carried to victorious results. But not now.

The distrust of the people in the virtue of reform, in the unwise or improvident bestowal of patronage, in the dual position of the heads of the several departments of the city government—these speak in thunder tones against the policy of a straight Republican ticket this fall.

JOHN FREEMAN BAKER.

New-York, Sept. 6, 1895.

A RELIC FROM A SOUTHERN FIELD.

To the Editor of The Tribune.

Sir: I respectfully ask your attention to a war relic which may be of some interest to a Federal Veteran. An old Confederate veteran here found a medal while ploughing his field. On one side it has a shield of United States coat of arms, and around it the words "Against Rebellion, 1861." On the other side it has the name "Silas C. Edwards, Co. K, 127th Reg., N. Y. Vols." This medal was found here about four miles from Atlanta, by Thomas Lawrence, who was a soldier of the Confederacy. He would be pleased to have some information concerning Silas C. Edwards, and if he is still living he will be glad to restore the medal.

Can you give a notice of this incident through your paper? It may bring about a friendly acquaintance between the two former adversaries in a war of patriots. Mr. Lawrence will be glad to correspond with Mr. Edwards. Thomas Lawrence, lives on his farm; his postoffice is South Atlanta, Ga.

ROBERT L. RODGERS, ex-Confederate.

Atlanta, Ga., Aug. 31, 1895.

JOHN F. LEWIS NOT THE ONLY ONE.

FOURTEEN OTHERS REFUSED TO PUT THEIR NAMES TO THE VIRGINIA SECESSION ORDINANCE.

To the Editor of The Tribune.

Sir: In the brief notice in The Tribune of Tuesday, the 3d inst., of the death of ex-United States Senator John F. Lewis, of Virginia, is this statement:

In 1861 he was a member of the convention called to determine whether Virginia should remain in the Union or cast her lot with the Confederacy, and was the only member of that body who refused to sign the secession ordinance.

This is a mistake, and one that does injustice to a considerable number of the anti-secession members of that convention, some of whom are yet living, but many have "fallen asleep." The statement that Mr. Lewis refused to sign the ordinance is doubtless true, for he was a determined, uncompromising Union man, and much more that is good could and ought to be said and published of him.

It is equally true, within the certain knowledge of the writer hereof, that at least fourteen other members of that convention who had voted against the passage of the ordinance did not sign it, and, moreover, withdrew from the convention almost immediately after the ordinance was passed, and went home to their constituents in the northwestern part of the State.

J. C. M'GREW.

Kingwood, W. Va., Sept. 5, 1895.

TWO NUISANCES THAT SHOULD BE STOPPED

To the Editor of The Tribune.

Sir: Can nothing be done by the Park Board and Park police to prevent most of the seats at the entrance to Central Park, especially at Fifth-ave., and the best seats in Madison and Union Square parks, being taken by tramps and loafers? The foul and coarse language, nasty habits and filthy condition of most of those who occupy these seats make it impossible for respectable persons to avail themselves of the great advantages they offer. If the police were to keep a sharp watch on these tramps and request them to move on, whenever and wherever found in parks, the moment they are in the least disorderly, they would soon, in a great measure, disappear, especially if the Detective Department would take an occasional look at these people, and they might find many suspicious characters in that way.

Your paper is rendering the community a great service by repeatedly calling attention to the reckless driving of all kinds of vehicles by boys. There is a simple remedy for this which would soon stop the evil if the law which prohibits driving in the city over six or seven miles an hour were strictly enforced by the police and every one who violated it promptly arrested. It is to be hoped that you will keep up calling attention to this evil until such orders are issued by the police as will stop this dangerous nuisance.

OBSERVER.

New-York, Sept. 5, 1895.

THE LUNAR ECLIPSE AT VASSAR OBSERVATORY.

To the Editor of The Tribune.

Sir: A remarkably clear sky prevailed throughout the Eastern States on the night of September 3, when the total eclipse of the moon occurred. At Vassar College Observatory a fine view of all phases was secured, and a series of observations taken. The observations counted of value in these days are no longer the instants of beginning and ending, which used to be made use of for determining longitude, but the occultations of stars during the period of totality. Longitude is now determined by other and more accurate methods. But the disappearance and reappearance of stars hidden by the moon as it moves across the sky gives data of considerable astronomical importance. Except during eclipse, the diffused light of the moon blots out all stars near its limb, except the brightest.

At Vassar Observatory some ten faint stars were observed as they vanished behind the dull-brown disc of the eclipsed moon, or reappeared after occultation.

Also the colors of the darkened disc are worthy of note, as they bear upon the condition of the earth's atmosphere. On Tuesday night these colors presented fine shades of brown and gray, but the peculiar tints of green observed during the eclipse of last March were not repeated.

FRANCES A. WOOD.

Vassar College, Poughkeepsie, N. Y., September 6, 1895.

THE SEA SERPENT OF THE BIBLE.

To the Editor of The Tribune.

Sir: A recent editorial in The Tribune had reference to the almost universal testimony as to the existence of the sea serpent; but few people seem to be aware that perhaps the earliest mention on record of such a creature occurs in the Bible (Amos ix, 3): "And though they hide themselves in the top of Carmel, I will search and take them out thence; and though they be hid from my sight in the bottom of the sea, thence will I command the serpent, and he shall bite them."

A. G.

New-York, Sept. 3, 1895.

THE TRIBUNE'S CHESS REPORTS.

To the Editor of The Tribune.

Sir: Permit me on behalf of a number of readers interested in chess to express our appreciation by thanking you for the complete and interesting accounts of the recent tournament, and for the space usually devoted to the game in your columns.

J. B. HOWARD.

Kaatskill Bay, N. Y., Sept. 5, 1895.

DR SCHEELE SAYS HE DID NOT GIVE OUT THE REPORT.

To the Editor of The Tribune.

Sir: Two papers published yesterday part of my analytical report handed to Coroner's Doctor O'Meagher and Assistant District-Attorney McIntyre.

This has brought me into a rather delicate position toward those authorities, as I had instructions not to publish anything in reference to the Bliss poison case. Wherever those two papers received their information it is not in my power to state, but you may rest assured that they did not receive the matter from me or any one connected with me in the case.

If I have any statement to make I most certainly will hand it to the press at the same time.

DR. WALTER P. SCHEELE.

New-York, Sept. 8, 1895.

THE BRETHREN OF THE FLAMING HEART

MR. HARGROVE'S LECTURE BEFORE THE H. P. B. BRANCH OF THE THEOSOPHICAL SOCIETY.

Ernest T. Hargrove, a barrister, of London, delivered a lecture last evening on "The Brethren of the Flaming Heart" before the members of the H. P. B. branch of the Theosophical Society at their rooms, No. 142 West One-hundred-and-twenty-fifth-st. Mr. Hargrove is one of the leading members of the H. P. B. branch of the society in London.

In his lecture last evening Mr. Hargrove said in part:

The great aim of Theosophy is a universal brotherhood. We cannot reconcile ourselves to the warring of creeds which is going on all about us. Theosophy is the only system that can explain the great contrast in the conditions of humanity—the great question that is constantly arising between the rich and the poor, and between the good and the evil. What is the cause of these inequalities? Nature—I do not mean merely objective nature, but the whole of nature—is the universe of law. Man is a spiritual being, using a body. Man is a soul. The soul grows, evolves, develops. How? It not only develops infinitely in the future, but it has also developed infinitely in the past.

Why is man in the body here now? Because this evolution is a process of growth from centre to circumference and back again from circumference to centre. The soul has periods of activity or evolution which we call life; it has also periods of inactivity or involution which we call death. What we call heaven is a period of rest followed by another life on earth in order to gain experience. The conditions in which we live were generated in the past. Evolution is the result of the law of cause and effect, covering all the planes of consciousness.

Looking on life as the school of the soul, poverty is by no means a curse, wealth is by no means a blessing. What either shall become depends upon its use. Man cannot be looked on as a slave, but only as the result of his own past, and he must see that he can be the master of his own future. Who is helping him in this? Man is the helper of his fellow-men. He has the powers of divinity.

The process of evolution and involution applies to objective nature as well as to man. The whole was originally a unity, and unity is the source and end of all things. Man is not cursed by his origin, for his essence is divine. If we reached a point where body no longer hinders, but helps us, and if we realized our higher natures, we would be able to attain and realize that knowledge which is ours by right. To be divine is in the province of every man—to be a beacon for his fellow-men.

The Brethren of the Flaming Heart are not so great as adepts. They have not as yet reached that point of evolution, but they have to some extent realized the divinities which they really are. They teach that intellect alone, without the heart, is useless. That the intellect must be accompanied by the heart for the doctrine of the heart is that of life itself, of intuition verified by experience. They are opposed to dogmas. Instead of setting up a race of priests they make man his own teacher. They have taken the vow of poverty. By this they mean not the giving away of earthly treasure, but the giving away of knowledge for the enlightenment of their fellows.

AN ENGINE SPARK STARTS A BIG BLAZE.

Amsterdam, N. Y., Sept. 8.—The brewery of Harry F. Bowler was burned at an early hour this morning, together with barns and sheds. The loss is estimated at about $200,000. The insurance is $150,000. Valuable machinery was burned, including a device for manufacturing ice, which was valued at $20,000. A storehouse owned by Banta Brothers, shoddy manufacturers, was also burned; loss, $10,000; insured. The brewery took fire from a spark from a Central-Hudson Railroad engine.

BANNOCKS NOT TO BLAME.

A TALK WITH GENERAL COPPINGER.

HE EXPLAINS THE TROUBLES IN THE REGION OF JACKSON'S HOLE—THE PATHETIC STORY OF NE-MUTZ.

General J. J. Coppinger, whose name has been so prominent in connection with the recent Indian trouble at Jackson's Hole, reached this city on Friday evening last on his way to Washington, where he has been called on important official business. The General is a son-in-law of Mr. Blaine. A Tribune reporter found him in his rooms at the Brevoort House last evening, busily engaged in completing his official correspondence. He was looking as hale and hearty as he did at the close of his campaign under General Custer.

General Coppinger was reticent in saying anything about the nature of the business which calls him to Washington, and said that at almost any day he might be summoned back to his military post at Omaha. As to the newspaper reports that have appeared recently relative to General Coppinger being the only survivor of some twenty comrades appointed to commands during the Civil War by General Grant, at the request of the Pope, he preferred to say nothing for publication.

As to the recent trouble with the Bannock Indians at Jackson's Hole, the General, who has just come from a month's encampment with his troops in the valleys of the Teton range of snow-capped mountains, talked freely.

Just as he had thrown himself back in his arm-chair preparatory to giving a description of the recent trouble with the Bannocks, his eye lit upon a large painting hanging upon the wall of his apartment which he had not noticed previously. "Well!" said he, "that is a remarkable coincidence," as he arose from his chair and walked toward the painting. "There hangs a picture which the artist must have copied from the very scenes of the Bannock troubles," and the speaker pointed out the peaks of the Teton range, Jackson Lake and Jackson's Hole, with the Indian huts, all of which were clearly outlined in the painting.

General Coppinger returned to his chair and resumed his story. "For generations past," said he, "the Bannock tribes have been hunting in the region of Jackson's Hole, as it is almost impossible for them to find enough game in the narrow country which now marks the limits of their reservation south of the Snake River, in the southeastern portion of Idaho. In 1868 our Indian Commissioner made a treaty with them, in which the United States guaranteed to the Indians the right to hunt on the unoccupied lands, so long as peace subsisted and game was to be found there.

"During the last few years a mass of settlers, mostly farmers, have found their way into this region, who have proved themselves to be for the most part a law-abiding, hard-working and industrious people. I have been greatly pleased with them. There is another class of men there, however, not farmers, possessing perhaps a couple of packhorses, a saddle-horse, a six-shooter and one or two Winchesters, who do not want the game to be taken by the Indians. They want the elk and other game for what money they can make by taking out hunting expeditions of whites, and are determined, if possible, to prevent the Indians from hunting over that district.

"As a result of this feeling, early in July last a number of the Bannocks were arrested, their ponies and arms were taken from them and some of the prisoners were mercilessly shot down.

"When I reached Jackson's Hole with my cavalry troop and five companies of infantry, with the intention of inducing the Indians to return southward to their reservation, I found them perfectly well behaved, and was much pleased with both their bearing and conduct in the matter."

General Coppinger then went on to give a story of a handsome young Bannock Indian twenty-one years of age, from Fort Hall, Ne-Mutz, by name, who had been found near Fall's Canyon by Lieutenant Parker's scouting party, shot through the body. The bullet entered the Indian's body at the back and came out near the centre of the groin, lodging in his left arm just above the wrist.

"Ne-Mutz's story of the affair," continued the General, "was, as nearly as I can translate the young buck's language, about as follows: 'On or about the evening of July 12 a party of Bannocks was hunting, according to our custom, near Fall River. We saw a party of white men in the distance, but imagined, as we were attending strictly to our own business, that they would do the same. In the evening our party, consisting of eleven bucks and some squaws, lay down to sleep. We awoke about 4 o'clock the next morning to find ourselves surrounded by the whites, and under the cover of their rifles. We were ordered to surrender our arms and did so. Our entire party was then placed on the trail, a white man following each Indian with some other white men riding on the plain below, so as to prevent our escape. Some of us feared we were to be hanged or imprisoned by the white men. In fact our captors had told us that one or the other of these punishments would be our fate. We made a break for the timber lands and the whites opened fire on us. I don't know how many were shot.' The white constable who led the attacking party corroborates Ne-Mutz's story."

General Coppinger told the story of getting Ne-Mutz back to camp as follows:

"Ne-Mutz was a remarkably engaging, handsome young buck. Lieutenant Parker, who found him in the canyon, over forty miles from home, with his wounds still undressed and uncared for, had to bring him nearly ninety miles around the mountains before he succeeded in reaching our camp, twenty-nine days after the shooting. The country was too rough for wheels, and the poor fellow had to be carried much of the way on an extemporized litter lashed between two mules. He suffered greatly from the mortification of his wounds, and the bullet was still lodged in his left arm. Before Dr. Lynch, the assistant surgeon, dressed the wound Ne-Mutz begged pitifully that some one would make a paper (i. e., write a letter) for him to his mother. He knew that the water (tears) was streaming down her cheeks for his sake, and he wanted to let her know that he was still alive." The General seemed much moved as he told this pathetic story.

General Coppinger said that the five or six hundred Indians who had gathered at Jackson's Hole were as peaceable a lot of Indians as he ever had to deal with, and that as soon as runners were sent out with the request that they leave the Teton region both Bannocks and Sheshones departed without a murmur to their reservations. General Coppinger said that long before he reached the scene of the massacre he was satisfied, notwithstanding the contrary reports, that no blame attached to the Indians. The General could not say definitely whether or not the Government would make any further investigations and take any decisive action in regard to the outrage.

MONEY LEFT TO CHARITY.

Cambridge, Mass., Sept. 8.—The will of Elizabeth T. Eldredge, of Newton, has been filed in the Probate Court. It bequeaths to the Home for Aged Men $25,000, to be used in establishing a branch home to be known as the Trull Home. To Grace Church, Newton, is left $7,000; Pine Farm Boys' Home, $2,500, and Mrs. Pomeroy's Home for Girls, Newton, $2,500; to the Episcopal Church Home for Orphans, South Boston, $2,000; Association for the Relief of Aged Indigent Females, $25,000; Society for the Prevention of Cruelty to Animals, $1,000; to the Massachusetts General Hospital, for the establishment of free beds, $10,000. The remainder of the estate, valued at several hundred thousand dollars, is divided among relatives and friends.

THE WEATHER REPORT.

A RISING BAROMETER ON THE COAST.

Washington, Sept. 8.—The barometer has risen on the Atlantic coast; it is highest over Pennsylvania and has fallen throughout the Central Valley and Rocky Mountain district, and it is decidedly low north of Montana. Local showers are reported from the South Atlantic Coast, in the Lower Mississippi Valley and southern portions of Minnesota and Louisiana; elsewhere the weather is generally clear. It is slightly cooler from the lower lake region southward to Virginia, and it is decidedly warmer from Texas northward to Dakota. Fair weather will prevail in the middle Atlantic States, the lower lake region and New-England.

DETAILED FORECAST FOR TO-DAY.

For New-England fair, light variable winds; warmer in Vermont.

For Eastern New-York fair, light winds shifting to southeasterly.

For Eastern Pennsylvania fair, southeasterly winds; warmer in central portion.

For Delaware and New-Jersey fair, light variable winds.

For the District of Columbia and Maryland fair, but partly cloudy, with easterly shifting to southerly winds; slight changes in temperature.

For Virginia generally fair, southeasterly winds.

For West Virginia, Western New-York, Western Pennsylvania and Ohio fair, warmer; winds shifting to southerly.

TRIBUNE LOCAL OBSERVATIONS.

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

Tribune Office, Sept. 9, 1 a. m.—The weather yesterday was clear and mild. The temperature ranged between 70 and 83 degrees, the average (74) being 3½ higher than on Saturday and 2 higher than on the corresponding day last year. The weather to-day is likely to be fair.

DEATH FOLLOWED THE WEDDING.

THE MASTER OF CEREMONIES AT A BROOKLYN MARRIAGE DIED FROM HEART DISEASE WHILE WALTZING WITH THE BRIDE.

The festivities following the marriage on Saturday night of Miss Dora Schwickly to Samuel Liebman at the home of the bride's parents, on Swan-st., near Sackman, Brooklyn, were brought to a tragic end at 3 o'clock Sunday morning, when Jacob Estes, master of ceremonies, fell dead from heart disease as he was waltzing with the bride. Estes was a well-to-do jewelry pedler and had a profitable trade in Western cities. The bride and bridegroom were his particular friends, and he hurried home from the West in order to attend the wedding. The wedding supper was over and every one was having a merry time to dance music. Estes was in the middle of a waltz with Mrs. Liebman, when suddenly he reeled and fell at her feet. All was excitement in an instant. The bride fell in a faint and was followed by several of the women guests. Mrs. Liebman was soon restored, but Estes apparently died on the instant. Physicians were summoned, but could do nothing for him.

He was unmarried, twenty-three years old, and the sole support of a father and mother well advanced in years. He lived at No. 560 Sackman-st.

If it was