EUROPE.

The English Press Revolutionized by the Herald's Abyssinian Telegrams.

"Bull Run" Russell Bewildered by the American News Enterprise.

Difficulties of the German Naturalization Treaty.

The Cunard mail steamship Scotia, Captain Judkins, which left Liverpool at noon on the 11th and Queenstown on the 12th instant, arrived at this port yesterday noon, after a rapid passage, bringing a mail report in detail of our cable despatches dated to her day of sailing from Ireland.

The strike of the workmen at Geneva had terminated, the hours of work being reduced to eleven per diem and the wages increased ten per cent.

ENGLAND.

SPECIAL CORRESPONDENCE OF THE HERALD.

The Herald's Abyssinian Despatches—Bull Run Russell Humiliated in Army News—His Opinion of American Enterprise—The Drama—Advance in Rates of Living—Easter Holidays.

LONDON, April 11, 1868.

The London papers are not yet tired of grumbling over the HERALD's despatches by telegraph from Abyssinia. They are reluctant to believe that an American journal can afford to keep a correspondent in so remote a region, and they really cannot believe that the news sent by this gentleman is ahead of their own and in advance, even, of that received by the government. But the government itself credits the HERALD's despatches and is furnished with them regularly. Perhaps if the London journalists would ask Sir Stafford Northcote, the genial and able Secretary for India, what he thinks of the news transmitted for the HERALD, they would moderate their tone. Here is one of the latest growls from Bull Run Russell's organ, the *Army and Navy Gazette*. Dr. Russell will never forgive the HERALD for bestowing upon him a nickname which will stick to him for life:—"The impudent attempt to introduce into this country the machinery by which the 'rowdy journal' of New York has acquired and sustains its circulation has been treated by most of our contemporaries with the indifference and contempt it merits. The correspondent of the American paper who so obligingly furnished the London press with "the latest news" from Abyssinia, most probably accepts the communication as true and has no way of testing its accuracy; but there is intrinsic evidence, we think, that the intelligence which the telegram purports to give is not true. The latest news from Sir R. Napier was dated 11th March. The telegram from Lake Ashangi bears the date of March 16, and it is *just probable* that the advance of the British expedition had moved the sixty miles which lay between them on the 11th of March and the shores of Lake Ashangi in five days, but it is not very probable.

I must trouble you with another extract, but upon a different subject. The twenty-third annual dinner of the Royal General Theatrical Fund was held at the Freemason's Tavern on Wednesday evening. All of the London theatres except Drury lane and the Lyceum being open on that evening, no distinguished professionals were present, and a member of Parliament instead of a literary gentleman was invited to preside. The feast passed off very tamely, the only noticeable incident being the reading of the following very characteristic letter from Mr. Dion Boucicault, who is confined to his room by a severe illness and writes with all the cynicism of the sick. Mr. Boucicault says:—

BRIGHTON, April 7, 1868.

MY DEAR TORRENS—Illness prevents me occupying a seat near you to-morrow. They ask me to speak to the toast "The Drama." I should feel like Gladstone were I asked to return thanks for the Irish Church. I am the sacrilegious Iconoclast—the arch destroyer of sacred, traditional and vested opinions. I am one who believes in the living Drama and the Drama of the future; and I no more desire to see the defunct dramatists occupying the stage than I wish to see my grandfather rise out of his respected tomb and reclaim my inheritance. Now, all this is very profane and heterodox; it would shock the digestion of many, and a Freemasons' dinner and Freemasons' wine require encouragement, so I apprehend you are well rid of me. I enclose ten guineas. Will you kindly receive this subscription to the "Fund," and believe me, sincerely yours,

DION BOUCICAULT.

London is suffering from a sudden increase in the prices of all household articles somewhat similar to that which affected New York at the outbreak of the recent war, but arising from a different cause. In spite of the establishment of co-operative stores provisions and groceries are extravagantly dear. In the matter of fish London is being starved out by a new company with a large capital, which commands the trade and has sent salmon up to two shillings and sixpence a pound and other fish in proportion. Even the poor man's shrimps and periwinkles are exorbitantly high, and the metropolis of England sympathizes with the metropolis of America in all the complaints against famine prices.

Yesterday was Good Friday and was observed as a general holiday. The banks, stores and theatres were closed, all the churches were open. The Queen, who had been staying at Buckingham Palace for a week, went to Windsor and many of the aristocracy went out of town. Troops of volunteers started off to Portsmouth for the great volunteer review on Easter Monday. Altogether, I have seldom seen a duller day in any country. Some of the dissenting congregations had placards posted about the streets stating that the observance of Good Friday was a mere affair of superstition; but nevertheless it seems very clear to the hearts of all Londoners, who religiously cease working on that day, and do not really commence again until after Easter Monday.

As Easter Monday is a theatrical starting point—like boxing night and the opening of the season—I subjoin a brief account of the amusements offered at the various theatres. Miss Fanny Josephs commences her management of the New Holborn with Burnand's new burlesque, "The White Fawn" (*Biche au Bois*), and Craven's "Post Boy." A dramatization of "Oliver Twist," by Mr. John Oxenford, is produced at the Queen's. "A Hero of Romance," at the Haymarket; "No Thoroughfare," at the Adelphi; "Play," at the Prince of Wales', and "Daddy Gray," at the New Royalty, remain on the bills. The Princess' continues "Jennie Deans," but is now closed. A new burlesque, by Brough, called the "Field of the Cloth of Gold," at the Strand, and a new drama, called "Poor Humanity," at the Surrey, ends the list. Heller recommences his entertainments. The Japanese troupe appear at the Lyceum.

Anxiety About Abyssinia—The Reform Agitation Renewed—Labor Organization and Trade "Strikes."

The English news by the Scotia is meagre, the Easter holidays causing stagnation both in commerce and politics.

In London decisive war news was expected from Abyssinia, and its receipt was awaited with considerable interest and some little anxiety.

The *Pall Mall Gazette*, canvassing the prospect, says:—The special representative of the NEW YORK HERALD in London has favored us with a telegram received from the correspondent of that paper in Abyssinia:—

LAKE ASHANGI, March 16, 1868.

We have arrived here. A hostile chief is camped on the height overlooking the English camp. He refuses to give provisions, and dares Sir Robert Napier. The chief has sent a message to Sir Robert Napier stating that Theodorus proffers friendship. Jacoub, friendly chief, persuades the General not to believe him. We are now six days' march from Magdala. There is no grain, grass or straw. Hostile chiefs have devastated the country. King Theodorus ravages far and wide. Desolation of the country universal.

The London committee of the National Reform Union had determined to hold a series of public meetings in London in support of Mr. Gladstone's resolutions on the Irish Church before the 27th inst. The first would be held on the 16th of April, when the Right Hon. Earl Russell would preside.

At a meeting of the Manchester Reform Club Mr. Goldwin Smith made a long and able speech against the Irish Church and the Ministry, and in favor of Mr. Gladstone's resolutions. Mr. Smith in the course of his address said:—"There is one question which seems to be coming on, which is almost lost sight of in these great Parliamentary struggles, and to which I would venture to call the attention of my audience here, as I sometimes have tried to call their attention to it through the columns of the local press—I mean the question of the Canadian Confederation. There is a little cloud rising there, at present no bigger than a man's hand, which, unless it is attended to, may spread into a tempest. I quite appreciate the objects with which our statesmen tried to form a Canadian confederation. I have no doubt they meant to do what was right and best for both nations; but I think they erred in not fully taking the sense of all the colonies which they were going to combine in that confederation. I think they erred in allowing themselves to take the results of mixed elections as a sufficient indication of the popular will. Now the consequence is seen. Nova Scotia wishes to break loose. What are we to do? If we repeal the act of Parliament as regards Nova Scotia, the Canadians will no doubt be deeply offended, more especially as they have been bribed into the confederation by this inter-colonial railway. (Hear, hear.) If, on the other hand, we try to hold the Nova Scotians to the confederation, and they become very much exasperated, I am afraid that may lead to some differences between us and the United States. I am convinced that the United States entertain no design whatever against the independence of the Canadians. I am convinced that they will allow things to take their natural course as regards Canada. It is impossible not to see that the advantages of the Union are such that all neighboring territories tend to fall into it. It secures to all its members internal peace, external security and internal free trade—advantages which cannot fail to attract towards it our colonies on its borders. But I am convinced that the Americans entertain no aggressive designs against the Canadians. But, on the other hand, I do not feel sure that they will permit any European Power to coerce any community on that continent; and if we were to attempt to coerce the Nova Scotians, and compel them to remain in a confederation which they dislike, I do not feel at all sure that serious consequences would not ensue; and I cannot help thinking that this is one of the symptoms of the necessity of reconsidering our colonial institutions. We cannot give—Parliament cannot give—sufficient attention to colonial concerns to enable it to regulate the destinies of these distant nations. A leading Nova Scotian, writing to me, said that he had been present at the debate in the House of Lords, and that this Confederation act, to which he and his countrymen were so hostile, was carried in a thin house, after a debate which seemed to him to show that the debaters were really quite ignorant of the question on which they were talking. This is almost inevitable in the case of distant colonies; and I cannot help thinking that this affair will suggest to all who do not think mere extent of territory identical with happiness and power the necessity of reviewing that part of our institutions. (Hear.) That mention of the Americans suggests to me some kind words which were spoken by Mr. Conder as to my intention to reside for some time in America. I really am sorry that a private intention of mine should, without any fault of mine, have become public. I do not know how the information was obtained; but it was published by a tory paper; I do not know with what intention, whether as mere gossip, or for what purpose; but it was through no fault of mine that it was made public. I did not wish to obtrude my private intentions on the world. I have only to say that, wherever I go, I shall remain a good Englishman—(hear, hear)—and that if I am settled in America, so far as my humble endeavors will go, I shall endeavor to promote what I believe to be the best interests of both nations and cordial friendship between this country and the United States. (Cheers.) The liberal party, and the Manchester section of it which is represented here, is now, I hope, again no longer a rabble, but is about to advance as a united phalanx to carry out those great principles for which it lives, and to fix the institutions of England finally upon a liberal basis. I hope, before I go, at all events, to see that result virtually obtained.

Hopes were entertained that the strike of the colliers in Wigan and the district, which had given rise to much trouble, would be discontinued.

FRANCE.

The New Loan—Effect of the Imperial Armaments.

The latest reports from Paris by the Scotia state nothing definite appears to be yet known on the question whether the French loan will be for £17,000,000 or £30,000,000 sterling, or as to the precise date at which it will be introduced. About the middle of May seems now to be the expectation.

The semi-official press of France appears to be much concerned to prove that the increase of armaments and the strict execution of the clauses of the Army bill cannot mean war. *La France* says these armaments do not threaten peace:—"They can disconcert none but evil designs, for they are the shield of legitimate rights, the violation of which alone could lead to a conflict." The *Patrie* contents itself with asserting that there does not exist any symptom to justify the apprehension of war.

An article in the *Constitutionnel* refutes the statements of those journals which consider war inevitable, because France has taken all the necessary measures to wage it with success. It says:—The more France is armed the less is the probability of war. A balance of armed forces in the world is a guarantee of peace. It is true a general disarmament of all nations would be a more certain one for the repose of Europe; but who is to set the example? Is there a Frenchman who has at heart the greatness and safety of his country who would dare to advise such a confiding initiative? And should foreigners ask us to do so, could we not reply, as at Fontenoy, "Gentlemen, we leave it to you to take the first step."

GERMANY.

Serious View of the New Naturalization Treaty—Mr. Bancroft's Treaty Making Power—Who Are American Residents in German Towns?—Internal Peace—American Bond Sales and Opinion of American Finance—The Southern Elections.

FRANKFORT, April 4, 1868.

It appears that the Americans have committed the same mistake as the Germans did in 1848, by entrusting to learned men the management of public affairs. Mr. Bancroft might be a celebrated historian, very competent to give an opinion on events of the past, and still not practical enough to deal with a complicated question, implying a great variety of interests. The American residents in our town are in great alarm about the naturalization treaty. I must first state who these residents are. They are either bankers, doing a large business in American stocks and shares, or importers of foreign goods, buying German manufactures, all of them having their principal establishments at New York. Besides these are some staying here for the benefit of their health and visiting, in summer, the mineral springs in the neighborhood. All these families are now put under the tender mercies of the Prussian government by losing their nationality after two years' residence in Germany.

These people, by upholding the commercial intercourse, are quite as useful citizens of the United States as if they resided in some part of the Union; and still they and their grown-up boys are liable to Prussian military service. They are therefore compelled to shut up their establishments here, to the great detriment of international intercourse, if Mr. Bancroft's mistake is not set right by some ulterior diplomatic act. There is another article in the treaty wanting explanation. It is not clear whether a German emigrant, in order to be recognized as an American citizen, must be naturalized, and then have resided for five years in the States; only such persons would then be safe in this country who have resided for ten years in the States. These are momentous questions for a large number of American citizens, deserving the fullest consideration of the public press.

Things look now very peaceable on this side of the water, and there is not a shadow of truth in all the gossip about complications in the Schleswig question. The difference between that which Prussia concedes and Denmark might justly claim does not amount to a population of 40,000 souls, and nobody in his senses can believe that careworn Austria or iso ated France will throw the gauntlet to Prussia. With regard to Duppel and Alsen, the strong military positions, the European Powers are perfectly aware that nothing short of war can wrest them from Prussia, and they have certainly no such intention now, when they are engaged in completing their railway systems by the greatest exertions. In fact all governments are now contracting or guaranteeing loans for the construction of railways, and as many as five have been subscribed for in this week at our Bourse—for Russia, Bavaria, Rhenish Prussia, Styria and Wurtemberg—besides loans for public buildings in the cities of Florence and Liege. All this is only possible in a time of profound peace, and all governments are, therefore, bound to behave in a manner to quell the hitherto prevailing mistrust.

By the cheering prospect of peace trade has revived and mills and manufactories have again resumed full work. American bonds are now in somewhat better demand, under the general belief that Sherman's disastrous consolidation plan will not be passed by Congress. It is as certain as things are, which are to be proved by figures, that the wanton talk about the repayment of the debt, which nobody requires, has cost already a large number of millions to America, for United States bonds would fetch ten per cent more in our markets if capitalists anxious to invest in a six per cent stock, while the rate for money ranges at two per cent, were not driven away by the threats of losing one day part of their capital in consequence of a party vote in Congress. The actual price of 75¼ for the bonds does not come up in full to New York quotations, still they are continually sold from previous consignments.

The elections in the South for the Zoll Parliament have proved the wisdom of Bismarck's policy, not to encumber himself with the South German States before having joined the North into one compact State; they would only be a dissolving element and strengthen the opposition. Prussia will certainly not commit the mistake of Italy in doing too much at once; the South will join the North at the first emergency, without any compulsion from abroad.

Great exertions are made here to make this town a pleasant abode for foreigners. A club is going to be established where all foreign residents are gratuitously admitted to a lecture room subscribing to the leading papers of all nations.

SUICIDES IN THE CITY.

SUICIDE OF AN EMIGRANT BY DROWNING.—Coroner Keenan held an inquest at the Emigrant Hospital on Ward's Island over the remains of Samuel Schlotter, an inmate of that institution, who committed suicide by drowning himself. Deceased on Thursday of last week left the ward in the hospital, where he was under treatment for a swollen face and sore leg, and was seen no more alive. On Sunday his body was found floating in the East river, off the Island. No cause except depression of spirits is known for the commission of the act. The jury rendered a verdict corresponding with the foregoing facts. Deceased was thirty-five years of age and a native of Switzerland.

SUICIDE BY TAKING CHLOROFORM.—Charles Marcotte, a native of France, forty-one years of age, committed suicide at his late residence, 154 East Twenty-eighth street, by inhaling chloroform. Deceased, who boarded with Victor Chome, not making his appearance as usual yesterday morning, an effort was made to enter his room, which was found to be bolted on the inside. He failed to respond to the call made by Mr. Chome, when officer Jorn, of the Twenty-first precinct, burst in the door and found Marcotte dead in bed, his head being enveloped in the folds of the bed quilt and a sponge saturated with chloroform pressed against his nose and mouth. Some eight years ago deceased was in business with his brother, Leon Marcotte, living at 68 East Fourth street, since which time he has been living on his money. It appeared he purchased the chloroform at the drug store 387 Fourth avenue under pretence that it was to be used for a legitimate purpose. Dr. Wooster Beach made a post mortem examination of the body and in the stomach found traces of chloroform, which, in his opinion, was the cause of death. No cause for the commission of the act appeared. Coroner Keenan was notified to hold an inquest on the body.

ACCIDENTS ON THE SOUND.

The Old Colony Steamer Ashore at Hart's Island—Fortunate Escape of the Passengers.

At half-past four o'clock yesterday morning, while feeling her way in a dense fog through the Sound, the steamer Old Colony, of the Fall River line, ran at low water on the point of land which joins the southeast end of Hart's Island, tearing away, as far as is known, a portion of the planking, but leaving her framework intact.

The pilot had mistaken his course, it is said, by about half a point, and before he could fully check the speed of the boat she ran bow on to the shore until her forward part was lifted clean out of the water, leaving the stern immersed in it about three fathoms. It was exceedingly calm, however, and no sea, else, from the exposed position of the point, the boat would have been beaten to pieces and perhaps many of her passengers, of whom there were about 300, have lost their lives.

Fortunately, at about six o'clock, the pilot of the steamer Stonington—who was pursuing his usual course on his way to this city, which skirts the point of land on which the Old Colony was stranded, where the water even close to the shore is from seven to ten fathoms in depth—heard signals from a steam whistle and bells, and, stopping his engine, signalled in return. The result was that the Stonington was steered close to the stern of the Old Colony, where she was made fast, and gang planks being run out the passengers and baggage, without an accident, haste or disorder, taken on board and conveyed to this city at ten A. M.

The Old Colony is a staunch and swift boat. She was built in this city in 1865 by J. Englis & Son. Her engines were made at the Allaire Works. The boilers are two in number and of the tubular kind, having in each boiler sixty tubes or pipes. She is 310 feet in length, forty-three feet breadth of beam and fourteen feet three inches depth of hold. When loaded her draught is ten feet six inches. The Old Colony is substantially constructed of white oak and hemlock and fastened with copper, iron and tree nails. The saloon and cabin, magnificently upholstered, are on the promenade deck and are large and thoroughly ventilated.

The point of land on which the Old Colony ran is exceedingly dangerous to vessels passing near Hart's Island in a fog, storm, or when the ice chokes the East river. About four weeks ago, it will be remembered, the Galatea ran ashore at this place and was with great difficulty got off and repaired; and other steamboats, perhaps more by good fortune than management, have at various times just escaped, and no more, being wrecked at this particular part of the Sound. For some years the government has been asked to place a light and a fog signal at this point, and the Lighthouse Board has promised to make adequate provision for the safety of vessels passing near the island, but thus far has failed to carry out its intentions. There is placed on the point by private enterprise a bell, but its ringing in the event of a fog to warn vessels from the island is uncertain. It is in no one person's charge, and pilots of Sound steamboats never rely upon it. Had it been rung yesterday the stranding of the Old Colony would have been avoided. As it is, the public and the owners of the boats of the Fall River line are to be congratulated that the accident is no worse. Had it been in the night time and during a storm many lives would have been lost and the boat utterly destroyed.

The Metropolis will take the place of the Old Colony.

SPECIAL CORRESPONDENCE OF THE HERALD.

The Latest Particulars.

HART'S ISLAND, April 22—10 o'clock P. M.

The Old Colony now lies on the east side of Hart's Island, at the extreme lower end. There are some boats engaged taking off her freight, but hopes of saving the ship are very poor. Some of the old boatmen say that her back is broken, and this statement was confirmed by the officers of the steamer which plies between here and New York. Her freight is being transferred to the barges which were brought down by the agent of the line, and the Old Colony lies in such a state that at any moment a wave may wash over her and create confusion which may send her to pieces. She now rests on a dangerous reef, and the weather alone can determine whether she can be saved or not. The opinion of the boatmen and other naval folks at Neptune Point is that she will shortly go to pieces. Her present position bears this out, but the agents are making great efforts for her relief.

At Williamsbridge and Neptune Point, opposite Hart's Island, there was nothing known of the occurrence until the local authorities were informed by your reporter. The affair, when known, created an immense excitement in the neighborhood, which did not abate until some of the passengers of the Old Colony returned to their "old cottage near Rochelle."

Collision in the Sound.

On Tuesday night, as a consequence of the misty rain of the day, a thick fog set in after ten o'clock, which up to yesterday morning had become of the densest description on the rivers and low lying lands adjacent to the city. On Long Island Sound in particular the fog was so thick that, as sailors sometimes say, you could "cut it with a knife," and, consequently, the navigation of this estuary, generally a difficult operation, was rendered yesterday morning a task of the utmost danger. The boats coming towards New York found the air heavier and denser as they approached the city, and some had to lay to inside to allow the fog to clear up a little before they could proceed. Among these latter was the Elm City, the well known boat of the Bridgeport line, which left her dock last evening at her customary hour for New York. The weather had been very thick on leaving the Nutmeg State, and Captain Bowns, having a hundred passengers under his charge besides a full cargo on board, deemed it best to proceed with the utmost caution, particularly as the weather, instead of growing clear as he progressed, only got thicker. When opposite Throgg's Neck the Elm City's engines were stopped, for the fog was so thick that nothing could be seen a few feet off. In fact the captain and pilot were only able to guess at their position from the points of the compass and the distance they had run. The Elm City had been lying passively on the water for some time, and her whistle kept blowing an alarm every half minute or so, when, before any warning was given, all on board felt a sudden shock, heard the crash of rending timbers, a grinding, grating collision, and they knew that they had been run into. At first the Elm City keeled over to such an extent that all thought she was sinking, and there was the greatest scurry and confusion on board, although the captain tried his best to secure order and quietness. The time was half-past seven, and the passengers had just been aroused for breakfast before the shock came, so it was a little better than if they had been suddenly alarmed in their sleep. Fortunately, however, this was not the case. The Electra, which was the name of the colliding vessel—a propeller, of the Neptune line—struck the Elm City on the starboard side, just abaft the forward guard, and right against the boiler. The guard, deck and surrounding woodwork were cut into to the depth of seven or eight feet, and the boiler (a strong one) forced inward some three feet. It was certainly the strength of the boiler which preserved the ill-fated boat from being cut down to her keelson. Had the boiler been weak or burnt the effects of the collision would have been disastrous. The fog at this time began to lift a little, and the two boats as well as the extent of the injury could be clearly seen. The propeller Electra had her bow contorted all to one side, but was otherwise uninjured, while the Elm City had a great ugly gash in her starboard side, and looked hopelessly wrecked. The rent in the side was patched up as well as it could be done at the time, and the two boats then proceeded on to New York in company, where they arrived at their respective piers about ten A. M. yesterday morning. Captain Bowns, of the Elm City, says that he kept his steam whistle sounding every half a minute regularly all the time he was laying to off the Neck, and that he heard no whistle from the other boat at all before he was run into. From the direction of the cut in the side of the Elm City, the Electra must have been coming at right angles across the track of the other boat, which had, probably, while lying too, drifted broadside across the channel, which at this point begins to narrow. The fog was so thick, however, and the running so heavy that it would be hard to tell which party was in fault. As it is, it is a very fortunate circumstance for those on board that nothing more disastrous has to be chronicled.

FINANCES OF THE CITY OF HARTFORD.—Mayor Chapman, in his recent annual address to the City Council of Hartford, says:—"The amount of the city debt on the 1st day of April, 1867, was $1,455,281, thus showing an increase of the debt during the last fiscal year of $53,751 51. The amount received by the city for the year ending April 1, 1867, from city taxes and water rents was $250,700. The amount received the last year from the same sources was $294,500 64. The reason why the city debt has been increased the amount before mentioned during the last year, notwithstanding the receipts, were larger than those of the year previous, is owing to the fact that certain extraordinary expenses were incurred during the year for which the estimates of the Committee of Ways and Means had made no provision. The most considerable of the items which go to make up the sum of those expenses are the new iron bridges on Broad street, new stone breaker, engine and buildings, the fire bell and bell tower on Pearl street and the fire alarm telegraph."

THE TURF.

Trotting at the Union Course—The First of the Season.

After a few postponements on account of the unpropitious weather which has been so prevalent throughout the spring, the trotting season was finely inaugurated yesterday on the Union Course by a contest between Mr. Dugrey's bay stallion Ben Wood, Mr. Howe's bay mare Ginger and Mr. Nodine's brown gelding; mile heats, best three in five, in harness. There were seven entries for this purse, but those only named above put in an appearance, the others probably keeping away through lack of condition or some other equally potent cause. The three who did appear are new horses to the turf, but their performances on a first appearance and on an extremely heavy track were very creditable, indeed. The bay stallion of Mr. Dugrey won the race, after four very closely contested heats, the last being won after a remarkable struggle—a struggle in which the horses were so evenly matched at the close that the judges had considerable difficulty in deciding which was really the winner.

The attendance was, as might have been expected, from the heavy condition of the roads leading to the course and the lack of excitement attendant on the advent of unknown horses, not particularly large; still we noticed, however, among those who were there some of the most prominent trotting and racing men of the day. No doubt the attendance would have been larger but for the execrable condition of the roads, which might have vied with the celebrated Pontine marshes in their depth of mud, and an Italian buffalo would have been at a premium in dragging the vehicles through the miry sloughs. There was one advantage, however, in this slow progression; it enabled the traveller to take a better survey of the beautiful country through which the road passes than he could otherwise have done. The fields are now clothed with verdure and agricultural operations seem to have commenced in earnest, as at every point of view might be seen persons busily engaged in this peculiar industrial pursuit.

Reaching the Union Course, made famous by the great events that have there taken place—the spot where first was inaugurated the great split between the North and South, by the race of Eclipse and Henry—a thousand reminiscenses of the turf rush into the mind of the spectator. This time honored course was laid out, fenced around and its stands erected by Cadwallader Colden, whose name is alike associated with the Mayoralty of this city and the annals of the turf. On this old spot Black Maria and Lady Relief—both daughters of American Eclipse—in the race with Trifle and Slim ran their memorable four mile heats in succession—a feat unparalleled in modern times, and incontestably the greatest exhibition of speed and bottom on record. Here, also, Bascomb and Post Boy, Fashion and Boston, Fashion and Peytona, Tally-ho, Bostona and Free Trade (a four heat race) and numerous other celebrities achieved their reputation as race horses and left behind them records of speed and endurance that the race horses of no other country can exhibit. After the sectional differences between the North and South were inaugurated, and Southern men declined coming North with their horses for fear of their negroes being spirited away, racing drooped here, and the Union was converted from a racing into a trotting course. Since then most of the celebrated trotters of this country have appeared within its circle, and at different times and under various phases have achieved wonders in their specialty.

To avoid further digression, however, at present, we will give what took place yesterday, first premising that although the weather was fine the track was extremely heavy.

THE BETTING.

This important feature of the turf was by no means neglected, but all were abroad previous to the start which horse to select. When the pool-seller opened his auction and called for the first choice there was a long interval of silence and the buying was at extremely cautious rates. Mr. Nodine's horse, however, was selected for the winner and he sold at even against the field. After the first heat he was no longer in favor, as it was discovered that he was lame and the chances were against him. The others became favorites in turn to the end.

THE RACE.

First Heat.—Ginger won the inside, Nodine's gelding the second place, the stallion taking all that was left, which was the hardest and best part of the course. After a few ineffectual attempts they got away to a level start, and as they made the upper turn they all broke up. At the quarter pole, which was reached in forty-four seconds, Nodine was leading half a length, Ginger second, two lengths in front of the stallion. Going down the backstretch they all at different times broke again, changing their positions as they took their flights, and when they passed the half-mile pole Ginger was leading the stallion a length, the latter being six lengths ahead of Nodine's gelding. There was little variation in their positions around the lower turn, except that the stallion broke up and gave the mare a further lead, and she came on the homestretch three lengths in front, which she maintained to the mile distance stand, where the others, finding they had no chance, eased up and came in on a jog, the mare crossing the score six lengths in front of the stallion, who was half a dozen lengths ahead of the gelding. Time, 2:54½.

Second Heat.—There was very little betting on the trot between heats, the field being offered at odds against the gelding without takers. A good start was effected after a few scorings, Ginger taking the lead around the turn, the Nodine gelding second, with the stallion in close pursuit. Ginger broke before she reached the quarter pole, the stallion following suit, which gave the lead to the gelding, and he passed that point three lengths ahead of the mare, who was two lengths in front of the stallion, in forty-three seconds. On the backstretch the mare broke up again and gave a greater lead to the gelding for a short time, but before he reached the half-mile pole he began to "tangle" and the others closed on him. He was two lengths in front of the mare at this point in 1:27, the stallion close up. Going around the lower turn the gelding "came back" a little more, and, the stallion putting on the steam before they turned into the homestretch, they were all in a row. A short struggle for mastery ended in a succession of breaks by the mare and the gelding, and the stallion came home a winner by half a dozen lengths in 2:56½, the mare second, six lengths ahead of Nodine.

Third Heat.—A fine start, Ginger soon going to the front, the stallion second, Nodine on a break and running. At the quarter pole the mare was two lengths in front in forty-three seconds, the stallion second, one length in advance of the gelding. There was very little variation in their respective positions down the backstretch, the mare passing the half-mile pole three lengths ahead of the stallion, who was four lengths in front of the gelding. Time, 1:26. Going around the lower turn the stallion trotted rapidly and took sides with the mare before she reached the three-quarter pole, and they came on the homestretch side by side, six lengths ahead of Nodine. A very exciting tussle took place up the stretch, and the stallion landed at the score a winner by half a length, the mare second, six lengths in front of the gelding. Time, 2:56.

Fourth Heat.—The stallion was now a decided favorite against the field. Nodine got away first, the mare second; but they both broke up on the turn and the stallion led to the quarter pole three lengths in forty-four seconds; Ginger second, one length in front of the gelding. The stallion continued his lead down the backstretch, but the gelding had cut down the mare and was fast closing on the leader. He was two lengths in front at the half-mile pole in 1:29, but seemed to be getting groggy. On the lower turn the gelding collared the stallion, and they swung into the homestretch head and head, where a most exciting struggle was maintained to the score, both going over the line on a run, and, as every one thought, on a parallel line. The judges, however, gave the heat to the stallion, as they said he was ahead when Nodine's gelding broke and that he would have won had they both stayed at a trot. The mare was two lengths behind. Time, 2:57.

SUMMARY.

UNION COURSE, Long Island, Wednesday, April 22—Purse of $100, mile heats, best three in five, in harness:—

J. Dugrey entered b. s. Ben Wood	2	1	1
H. Howe entered b. m. Ginger	1	2	2
F. J. Nodine entered br. g. ——	3	3	3
J. Murphy entered g. m. Lady Pendleton	dr.		
J. H. Powers entered blk. g. Terre Haute	dr.		
Blake Forbell entered b. m. ——	dr.		
W. H. Taylor entered Billy	dr.		

TIME.

	Quarter.	Half.	Mile.
First heat	44	1:29½	2:54½
Second heat	43	1:27	2:56½
Third heat	43½	1:26	2:56
Fourth heat	44	1:29	2:57

LECTURE ON NATURAL HISTORY.

Mr. Waterhouse Hawkins, of London, the eminent naturalist, lectured last evening, in the hall of the Cooper Institute, on natural history. On being introduced, the lecturer was very enthusiastically received. He said it was but fair to divide history into the history of man and natural history, which was the history of the works of God. Power had been given to every man and woman to have control over the fishes of the sea, the birds of the air and the beasts of the field. The weakest of the creatures in the animal kingdom were provided with food and raiment and with means of offence and defence. Adam was the first naturalist. Man was the head of creation and in no way connected with the lower order. Job intimately knew the habits of the creatures he was acquainted with. Alexander the Great, though much engaged in the pursuits of a conqueror, slaughtering thousands of his fellow creatures, spent time in collecting specimens of natural history, which he sent to his former teacher. Julius Cæsar was also a great naturalist. What he had written in reference to the cattle of Great Britain would, if he lived now and had at this time written that treatise, have obtained for him a membership of the Royal Society of London or the Lyceum of Natural History of the City of New York. (Laughter.) Napoleon also had a desire for knowledge of natural history, and in his time exalted the greatest naturalist that ever lived, Cuvier. The lecturer described a visit paid by Cuvier to the British Museum several years ago, when the lecturer had the pleasure of being introduced to him. Cuvier said to him, "See all things in a bright light; avoid all dark things, for they are only mysteries." The lecturer then proceeded to make an able, critical and philosophical examination of the subject set down for the evening's discourse, and showed by diagrams how he had been enabled from speculations upon the bones of animals to sketch out a representation of beasts of great strength that really existed. The subject of fishes was next taken up. Mr. Hawkins giving an interesting account of the formation of these creatures and of the habits of salmon ascending through rapid streams to the spawning beds to deposit the ova. He adverted to the artificial breeding of fish, which was rendered necessary, more especially in Europe, where thousands and thousands of salmon were taken at the wrong moment. The lecturer's description of the shark, its formidable teeth, its powerful jaws and the mode in which it attacked that which it desired to destroy, was very graphic and elicited applause from the audience.

The formation and habits of the sturgeon, the "royal fish," were next touched upon, Mr. Hawkins suggesting that commercially this fish was of importance from the fact that isinglass could be obtained from it.

REAL ESTATE MATTERS.

New York and Brooklyn Sales Yesterday—Condition of the Real Estate Market.

The clear sky and genial weather of yesterday produced a slight improvement in the real estate market. The attendance was better at the Exchange, New York, and City Salesroom, Brooklyn, and better prices generally ruled. Brooklyn property still continues to be favored by speculators more than New York. Some heavy sales of it occurred yesterday. Taylor's Hotel, Jersey City, has been sold at private sale to the Leland Brothers for $100,000. Below are given yesterday's auction sales:—

BY A. J. BLEECKER, SON & CO.

1 lot on 65th st, 275 ft from 8th av, 25x100.5, H Evans $7,800
Three story b s house and lot 332 East 57th st, between 1st and 2d avs, lot 25x63, D Armstrong 19,250
Four story b s house and lot 154 West 45th st, between Broadway and 6th av, G Robertson 28,900
Four story b s house and lot on s s 79th st, 39 ft from Madison av, lot 16x85, J B Squires 33,000
Four story b s house and lot adjoining, W L Thompson 32,500

BY MULLER, WILKINS & CO.

House and lot 372 West 45th st, 16.8x100.5 2,600
2 lots s s 46th st, 325 ft w of 9th av, each 25x100.4, each 1,100
1 undivided ½ part of lots 179, 180, 181 and 182 in Depeyster's tract parcel, No 43, between 11th and 12th avs, 113th and 114th sts, each 165

BY WILLIAM KENNELLY.

4 lots with 2 story brick building, on south corner of 25th st and 11th av, lot 98.9x100, James Young 3,600
3 story brown stone house and lot, s s of 110th st, lot 18.9 x100.11, John Davidson 10,400

BROOKLYN SALES—BY JOHNSON & MILLER.

House and 4 lots on Grove and Ralph sts, 50x195.7, M Fitzpatrick 5,100
House and 4 lots adjoining on Grove and Ralph sts, 50x 195.7, Mr Ainslee 5,000
5 lots corner of Bushwick av and Margaretta st, 100x100, Mr Farrell, each 500
5 lots adjoining on Bushwick av, corner of Weirfield st, 100x100, Mr Williams, each 500
5 lots corner Eldert st and Bushwick av, 100x100, Thos H Brown, each 460
5 lots adjoining on Bushwick av, corner Margaretta st, 100x100, H Fairchild, each 425
3 lots corner Eldert st and Bushwick av, 61.1x100, J Fitzpatrick, each 450
5 lots corner Evergreen av and Eldert st, 100x90, R S Smith, each 275
5 lots corner Margaretta st and Evergreen av, adjoining, same size, M Farrell, each 280
5 lots corner Eldert st and Evergreen av, 100x100, P F Talman, each 240
2 lots on Evergreen av, adjoining above, 20x100, T C Higginson, each 250
3 lots on Evergreen av, adjoining and including Margaretta st, 60x100 each, D Phelan, each 260
3 lots corner Margaretta st and Evergreen av, 60x100, H B Hyde, each 240
2 lots on Evergreen av, adjoining above, 40x100, F Phelan, each 260
3 lots on Evergreen av, adjoining above, 20x100, Wm Mooney, each 245
2 lots on Evergreen av, corner Weirfield st, 20x100, W E Sydeman, each 300
2 lots corner Evergreen av and Margaretta st, 20x100, Mr Teeple, each 295
6 lots on Evergreen av, adjoining above, 20x100, Mr Heisenbuttel, each 230
2 lots on Evergreen av, adjoining and including corner of Weirfield st, Mr Heisenbuttel, each 275
2 lots corner Evergreen and Eldert sts, 35.10x36, B Masterson, each 240
2 lots on opposite corner Evergreen and Eldert, 33x100, Long & Barnes, each 200
4 lots on Eldert and Margaretta sts, two each, 40x200, R Butler, each 255
4 lots adjoining, being two on each street, as before, same size, A Vieth, each 220
8 lots adjoining, being four on each street as before, same size, W Heisenberthel, each 230
4 lots adjoining, being two on each street as before, same size, C S Parker, each 225
4 lots adjoining, being two on each street as before, same size, Long & Barnes, each 225
14 lots adjoining, being seven on each street as before, same size, W Heisenberthel, each 235
10 lots on Margaretta and Weirfield sts, being 5 on each st, 2 x100 each, J S Marshall 270
1 lot on each st, adjoining above, same size, F Mackeel 260
1 lot adjoining above, same size, Jacob Jones 280
1 lot adjoining above, same size, H B Hyne 290
22 lots adjoining above same size, Wm Heisenberthel 230
5 lots on Evergreen av, near Ralph st, 61x98 each, Wm Hersenburthel 575
3 lots adjoining above, 1 being a gore on the av, Mr Anstec, each 225
2 lots on Grove st and 2 on Ralph st, adjoining, 50x195.