ACROSS THE CONTINENT.

On the Route to Hamilton—Condition of the Country—Situation and Appearance of the Town—Publishing a Newspaper Under Difficulty—Wild Cat Schemes.

HAMILTON, WHITE PINE DISTRICT, Nev., April 23, 1869.

FROM ELKO TO HAMILTON.

Not strictly on the overland route; but who, when not pressed for time, could pass Elko without visiting the new silver district, the district that is now causing so much excitement in the mining world, both on the Pacific coast and in the Eastern States? I could not, for one, and although the ride from Elko to this place is 130 miles, and that in a stage and over a very rough road, I determined to take the risk and see for myself the country I had heard so much of and that was said to be of such fabulous wealth. True, I was travelling under the most favorable circumstances; I was with a party of six, who had a coach to themselves and who were to make good time, instead of being packed like herrings in a box and compelled to take twenty four hours to make the distance; and this was an additional inducement; so this morning at three o'clock we were called to an early breakfast, and at half-past four we were snugly stowed away in a mud wagon, as it is called—a cross between a stage and an oxcart—an indescribable sort of vehicle, such as was used on the overland route before the railroad did away with all such machines and rendered travelling tolerable.

The morning was very cold—indeed, it was freezing—and to one who had long been a stranger to such weather it was rather sharp, but it was clear, and there was every prospect of a fine day; so we bore it without a murmur and wished for sunrise. On reaching that formidable river, the Humboldt—some 200 yards from the station—we found that it had risen during the night, and that, as there was no bridge and as it had to be forded, it was necessary that we should get out, for fear of getting our feet wet by reason of the water coming over the floor of the coach. We did so, and then went over what was termed a toll bridge for foot passengers, a rough structure made by some of the settlers, who at one end had built a house, where they resided and collected toll from all persons who crossed the stream either on business or pleasure. The horses floundered through it, and the bottom of the stage was spared a wetting by about an inch only, so we had a dry place whereon to place our cold feet, which was good fortune. We soon packed away again and started. About half a mile further we passed on our left that wonderful hot spring or pool that I referred to in my last, and that is used as a bathing place; it is a great curiosity, and I was informed that its depth in some parts is 160 feet.

Our party consisted of three gentlemen from San Francisco who were visiting White Pine on business, and three who were destined for New York, via White Pine, for a "look see," as Chinamen say, myself being of the number. We were all acquaintances and friends, and this fact gave promise that time would not hang heavily on our hands. It did not take long to discover that the journey was to be of the roughest description, and that we would be weary and sore long before reaching our destination. The road can be better imagined than particularly described. It was rough in the first place; recent rains had rendered it a mass of mud; then the heavy teams had cut it into deep ruts, and the cold weather of the past two days had frozen it hard, rendering it a series of hills and hollows, which we tramped over in a way to throw us violently to one side or the other of the coach, or jolted us so that our heads would come violently in contact with the roof of the hardest riding vehicle it was ever my lot to encounter. The first six miles of the road was over a tolerably high hill, and while going up the grade we noticed a coyote feeding upon the carcass of a horse that lay by the roadside. We passed about 200 yards from him, but he took no notice of us beyond turning round to look, and then went on with his morning repast.

Upon reaching the summit of this hill we had an extended view of the immense plain before us, stretching as far as the eye could reach to the southward and flanked on either side with ranges of mountains snow capped and as dreary looking as those we passed while on the railroad. The plain contained nothing but the everlasting sage brush; not a tree was to be seen of any kind. But with all this picture so barrenness the scene was very fine, especially as we saw it with the first rays of the rising sun, which gilded the mountain tops and made them look exceedingly beautiful. Although I was disgusted with the prospect before me, still I could not help breaking into an exclamation of delight and admiration, for it was a picture that one does not see every day, even where I saw it. We passed rapidly down the hill side, and soon after came to the first station for changing horses, seven miles from Elko. I cannot speak much for the stock on this road. It appears to be sadly worn down, and some of the horses were very thin; they have evidently been badly cared for, badly fed, and subjected to much exposure, the stables being of the rudest description, scarcely affording any shelter whatever in the terrible weather that sometimes occurs in this valley. All these defects are now being remedied, however, and the road will soon be as well stocked as any other in the country. The second stage was the longest on the route (fourteen miles), and the road was no improvement over the first portion, and on reaching it I determined to change off, and accordingly took my seat outside with the driver, with whom I soon commenced a conversation. He was not like those I met on the Reno and Virginia route, but a good up little chap, that looked only fit for a mud wagon, and four inferior horses. He was, however, better than he looked, and his description of his trials and vicissitudes while driving on the overland route east of Denver were quite interesting. "I have been very lucky myself, sir," he said, "with the Indians; but I have passed more than once dead bodies that hadn't been scalped half an hour." I thought then an Indian would hardly care to take his scalp, for he appeared such an insignificant specimen of humanity.

Throughout the entire distance from Elko to Hamilton we met emigrants, bound to the new silver district. Some were evidently moving there with all their worldly goods. Some were on horseback, and many on foot, with their blankets strapped upon their backs, were slowly plodding their way to where they hoped to realize more or less of a fortune. Of course a very large majority of them are destined to disappointment. They reach their destination with little or no money, are soon dead broke, and then they are glad to get away. We met some few on the back track, who were disgusted with the prospect and spoke disparagingly of the place and everything about it. Of course all the freight for White Pine has to be hauled in wagons, and it generally takes five or six days for these heavy teams to get through. The expense of freight is enormous, and prices charged must be very high in order to cover expenses. For instance, a lot of paper was purchased in San Francisco for the White Pine News, the cost of which was $320, and the freight to Treasure City was $600; everything else is in proportion. It appeared to me as if the entire road was lined with freight teams, and yet it cannot go forward fast enough for the demand.

The relay stations average about ten miles apart, and are all of the same character—lonely places, whereat a few stable men live to care for the stock. My, what such a life must be! At Jacob's Wells station, sixty-seven miles from Elko, we met the old overland road, and the wires of the Western Union Telegraph Company; here there is a telegraph station, and when we arrived despatches were found for several of the party. Think of it, so far removed from civilization and yet within call of all parts of the world. The road in this vicinity and on to Hamilton is a vast improvement upon the commencement, and we were less subjected to being knocked about like a bundle of chips; still it was bad enough at the best.

Twenty-eight miles from Hamilton we passed the first indication of silver mining. There is a large mill erected at this point, not yet in operation, for the reason that miners are holding back their ores for a fall in the prices of milling, now considered exorbitantly high, being fifty dollars per ton. This is high, certainly, in comparison to Virginia prices, but when we consider cost of labor, wood and other mill material it is not so much after all. At this point, from a little adobe hut, there was a flag flying which told us that within there was a smallpox patient; so we did not fondly linger in the vicinity. Treasure Hill, the haven where we would be, was in plain sight, covered with snow, of course, and the distance was becoming shorter; for we had come to a good road and had a new driver, who did not let the grass grow under the wheels. The foot of the hill was reached, and soon we were winding our way up the cañon. The last change of horses had been made, and at eight o'clock we reached the door of Wells, Fargo & Co.'s office in Hamilton, the sorest, most tired, wornout individual that ever alighted from a one hundred and thirty mile mud wagon ride. I was almost a cripple, could scarcely drag one foot after another, and was thoroughly disgusted in every way, although our trip had only been fifteen and a half hours—the quickest on record. I do not wish to keep any one from White Pine who has business there, or who, by going, expects to make a fortune; but the man who takes the trip for pleasure should go to a warmer place for pastime.

THE COUNTRY

through which we passed has but little to recommend it. It is about the same that I have before described, with some few exceptional spots. In the first place, there appears to be plenty of water, and I noticed a few points where grass was growing. All these have been taken up for ranches, on some of which I noticed cattle grazing. The width of this valley I take to be about fifteen miles. The slope of the mountains is gradual, and the mountains, although high in altitude, do not possess the broken, rough surface I expected to see. Their sides are in regular waves almost, and when looked at from an angle the tops of these waves (if I can use that term) present a series of parallel lines as regular as if drawn with a rule. No better country can be found for the construction of a railroad, and if in time it is determined that White Pine will warrant it doubtless one will be constructed that will be free from any grade of magnitude, except at either end, and no cutting or filling of any great moment will be required. I cannot help being impressed with the idea that this valley was at one time the bed of a great river. Indeed, the shells and other deposits to be found on the mountains fully prove it. Of course we must remain in ignorance of what has been, but it is certain, beyond all doubt, that at one time this country has undergone great transformations. It can easily be seen that there is no agricultural wealth here; the productions of this section are mineral only, and in these the country is rich beyond all power of description. Such is the opinion of those competent to judge—who are capable of making this assertion from positive knowledge—and it is believed that, even with all that has been discovered, other deposits will from time to time be found that will rival even the best that White Pine can produce.

As you get to the southward and approach the White Pine district the hills begin to be wooded with timber similar to pine and a mountain mahogany; it is not of dense growth, but still it is in good supply, and on all the mountains around Treasure Hill there is plenty of it for fuel and other purposes. It is delivered for use at about five or six dollars per cord, which is a low figure and most fortunate for those compelled to live in this region of ice and snow, where fires are required nine months in the year.

HAMILTON.

Located at the foot of Treasure Hill—the hill wherein the most valuable deposits of silver ore have been found—is, of course, a town of the most primitive condition. It has sprung up like a mushroom, but it must eventually prove a place of great importance. It has now, I suppose, some 200 or 300 houses, of all shapes, sizes and material. They are, however, principally constructed of light frame work, covered with canvas, and afford only shelter from the inclement weather that prevails about eight months in the year. There is a large floating population, composed of every class, from the capitalist to the penniless loafer who lounges about waiting for the first person to turn up out of whom he can obtain a meal or a drink, the latter not unfrequently being preferred. The cost of living is enormous, and accommodations are very limited and of the poorest character. Real estate is held at extravagant prices and rents are proportionately high. You may imagine how costly building must be when lumber is worth $350 a thousand for the roughest description. Of gamblers and thieves there are plenty; the faro bank flourishes and rascality is at a premium; but this is always the case in places like Hamilton, and it is only a repetition of what San Francisco was in the early days of California, after it came under American rule.

Hamilton must be situated at an altitude of between 7,000 and 8,000 feet above the level of the sea, judging from Treasure Hill, that overlooks it, which is 10,200 feet high; its location is exceedingly picturesque, being surrounded by mountains that are no pigmies in height. All over these hills prospectors have located claims, and their huts, dotted here and there over the entire surface, remind one of an army in winter quarters. Snow is everywhere, and it seldom if ever happens that it cannot be seen during every month in the year. Now the entire surface of Treasure Hill from Hamilton to its summit is clothed in a mantle of pure white, and you can hardly realize that behind its rugged peak, away up among the clouds, is situated the town of Treasure City, the headquarters of the mining district, and a place of no less importance than Hamilton. No one is favorably impressed with the appearance of the town when alighting from the stage; there are no sidewalks, and you land in a sea of mud, which becomes worse as you go to the centre of the street, until at times it is almost impassable. Top boots and overshoes must be worn, and no one need pay attention to personal appearance here, for it is the last consideration. The streets are lined with freight of every description; heavy teams are constantly coming in with more; buildings are going up everywhere; auction sales are taking place in a dozen localities; men are rushing about in every direction, corner loungers are in crowds, and all is life, bustle and excitement. You hear nothing but claims, real estate and rents; these are the all-absorbing topics of conversation, varied only by the saying "Come, take a drink"—an invitation not often declined. It will not take very long to put things in shape and have matters so arranged as to make Hamilton quite a comfortable place; those who see it now and six months hence will be surprised at the great change that will have taken place. There is enterprise enough here and money enough to build it up rapidly, and when the season becomes more moderate carpenters and masons need not be idle an hour; there will be work enough for all of them at high wages.

There is already an excellent daily paper published here—the *Inland Empire*—and I was surprised to see an office of such magnitude; it is all in a tent about thirty by fifty feet in size. In one corner I found one of the editors hard at work on copy for the next day; the local was not far off. In another corner, of which a room has been made, the other editor was in bed sick; half a dozen compositors were at work; there was a power press, Washington hand press, two Gordons and a rotary, and the proprietor told me that he was run down with job work. Really, I saw nothing more American in character than this newspaper office; and if energy deserves success truly the proprietor of the establishment should make a fortune.

New towns are being located and building lots are offered for sale therein at high prices. There is one city called Pocotillo that looked beautiful on paper; its lots were extensively advertised and then sold at auction; some purchasers were found, and one, when he came to look for his lot, found it, but discovered that it was on the side of a mountain top which a kangaroo might climb, but not a human being. Be on the look out for everything coming from White Pine, let it be mining claims or town lots. Don't buy until you know what you pay your money for. There is an immense amount of humbug and swindle about, better known as "wild cat," and the unwary are sure to be taken in if they listen and act upon all they hear about White Pine and its vicinity.

To-morrow I shall go up the hill to Treasure City, and will there examine the situation with care, so that I can furnish the HERALD readers with information that they may depend upon as being in all respects reliable. In the meantime I caution them against the contents of the thousands of private letters sent East about this locality, and particularly against some of the schemes now on foot in our Eastern cities whereby a few speculators will be made rich and thousands lose their money. There is wealth here beyond all doubt—silver deposits that are unexcelled in the world; but every piece of rock is not ore, nor is all you hear the truth. I shall hear and see for myself, and will endeavor to put the information in shape. Until then I can only say be cautious.

THE TERRIBLE STEAMBOAT CONFLAGRATION AT CINCINNATI.

Six Steamers Destroyed—The Landing in a Blaze of Fire—Terrific Scene.

The Cincinnati *Commercial* gives the following account of the late terrible steamboat conflagration at that place:—

The body of flame was fully 500 feet long by 100 feet in width, and it reached up into the air far above the level of the Spencer House roof. The burning boats were the Clifton, Mary Erwin, Darling, Cheyenne, Melnotte and Westmoreland. The Charmer had dropped down out of the way, and the West Wind, just coming up, had towed the St. James out of danger. All statements that our reporters heard agreed on the Clifton as the starting point of the fire, and that it progressed in the order in which the boats are named above. The flames from the burning boats shot far into the air, illuminating almost the whole city, and sheding radiant sparks all over the lower squares as far north as Third street. The levee, that had been deserted for so long a time, was suddenly peopled by thousands of men, women and children, alarmed by the prolonged ringing of the bells, and attracted from drowsy beds by the great light at the river.

The mere handful of firemen who dared meet the destroying element at the water's edge seemed so puny and insignificant in the light of the grand terrific conflagration, that the crowds upon the wharf could not hope for the salvation of any that might be on board the doomed vessels; they could but stand and gaze and shudder. The light wood work could not long witstand the hot breath of the fire fiend. The symmetrical outlines of the boats were lost sight of in the sheets of flame and the dense volumes of smoke that enveloped them. The white spars and the delicate tracery of the cabins were one moment resplendent, the next they were gone. Deprived of support, the decks quivered and crashed down to the hull, the tall chimneys in a second toppled over and fell like forest trees, some upon the wharf, some into the water. Oil burst from confinement and flowed in broad streams far down upon the surface of the river, resembling, when viewed from the Suspension Bridge, a separate rivulet of molten gold.

It appeared at the first a hopeless task to resist the progress of the fire on the six boats over which it had so quickly spread, and hopeless it proved, for the stiff breeze blowing from the east bore the flames from one boat to another until all were ablaze, and the six river palaces were swept away like chaff before the wind. The firemen, seeing that it would be useless to attempt to save the boats that were on fire when they reached the wharf, concentrated their energies to save the steamers that lay above the Melnotte. Planting their hydraulic batteries on the steamer Silver Spray they stood, with scorching faces and blistering hands, directing their heavy streams of water to points likely to be attacked. They were very successful in preventing the flames from communicating to the boats above the Spray, and even that boat was not injured by the flames to any appreciable extent. At three o'clock, when the conflagration had spent its energy on the six steamers, the firemen were still holding their own.

It is believed that no lives were lost by fire; but a deck hand, who escaped from the Clifton, states that a companion, in trying to save himself, jumped into the river and was drowned.

When the fire was blazing fiercest a number of kegs of powder on the Clifton exploded, but, as far as we could learn, did no particular damage.

The Westmoreland was the property of the New Orleans and Cincinnati Packet Company, and was posted for Vicksburg, Natchez and New Orleans. W. J. Rusk, master.

The Cheyenne was an Arkansas river packet. A. B. Piersel, master.

The Clifton, Frank Stein, master, belonged to the Memphis and Cincinnati Packet Company, and was posted for Cairo and Memphis.

Frederick B. Mills, of the firm of Chapin, Mills & Co., of Milwaukee, Wis., decamped last week, after having forged and altered bills of lading whereby he gained advances on over 4,000 barrels of flour more than he actually shipped.

ARMY INTELLIGENCE.

Opinion of Attorney General Hoar Concerning Brevet Commissions.

WASHINGTON, May 13, 1869.

The following is a copy of the opinion of the Attorney General in reply to a question of the Secretary of War concerning brevet commissions to officers serving in the Indian wars:—

ATTORNEY GENERAL'S OFFICE, TREASURY DEPARTMENT, April 24, 1869.

Hon. JOHN A. RAWLINS, Secretary of War:—

SIR—The second section of the act of March 1, 1869, entitled "An act to amend the act of 1866 for establishing rules and articles for the government of the armies of the United States," declares that hereafter commissions by brevet shall only be conferred in time of war, and for distinguished conduct and public service in the presence of the enemy, and that all brevet commissions shall bear date from the particular action or service for which the officer was brevetted. Two days after this law took effect (on the 3d of March, 1869) the Senate confirmed the nomination of a number of officers to promotion by brevet, which had been pending before that body prior to the date of the act. Among these were some that had been made on account of services rendered in recent engagements with the Indians, in each of which the date of the promotion corresponded with that of the service mentioned. The question which you submit is whether, under the terms of the law cited, these latter officers are now entitled to the commissions by brevet heretofore intended for them, and whether, by its terms, officers not of this class are now excluded from brevet promotion. With regard to the latter branch of this question, it is very clear that if the officers referred to were not nominated for brevet promotion by reason of distinguished conduct and public service in the face of the enemy they cannot now be commissioned by brevet. The circumstance that their nominations were pending before the Senate prior to the date of the [illegible] not relieve them from its operations. T[illegible] nations were not appointments. To cons[illegible] latter required the issue of commissions in [illegible]nce of the previous nominations after confirmation thereof by the Senate; but the authority to commission in these cases was, it appears, swept away by the statute even before such confirmation was made. It would seem, however, that the other nominations mentioned which were made and confirmed for meritorious service in recent engagements with the Indians are within the act, and that consistently with its provisions brevet commissions may be issued to the officers designated therein. The only point which suggests itself in connection with this branch of the subject is whether promotions made during Indian hostilities may be viewed as conferred in time of war in the meaning of the law. That Indian tribes are capable of maintaining peace and war with the United States is recognized in numerous treaties made with them, and accordingly where hostilities break out between any of these tribes and the government, a state of war with propriety may be said to exist. Indeed, such hostilities have been so described by the Legislature. Thus the act of April 20, 1818, third state, page 459, made a provision for the pay of militia called into service in prosecuting the war with the Seminole tribe of Indians; so that brevet promotions made during the existence of Indian hostilities for distinguished service in the presence of the enemy are to be deemed as made in time of war within the meaning of the statute.

I have the honor to be, very respectfully, your obedient servant,

E. R. HOAR, Attorney General.

The Artillery School at Fortress Monroe.

FORTRESS MONROE, May 10, 1869.

The United States Artillery School at this post, the annual examination of which was held a few days ago, has received its complement of officers for the ensuing year, and is again in successful operation.

The graduating class of last year have all left for other fields of duty—some to Alaska, some to California, and others along the Atlantic coast from Maine to Florida.

Brevet Major General William F. Barry remains in command of the school, and his assistant, Brevet Brigadier General J. B. Roberts, lieutenant colonel of the Fourth artillery, also remains another year. Of the officers on duty last year he has retained the following:—Brevet Major J. B. Sanger, first lieutenant First artillery, adjutant; Brevet Captain Albion Howe, second lieutenant Fourth artillery, ordnance officer, and Lieutenant James Curry, post commissary. Of the battery commanders two have been retained—Brevet Major J. B. Shinn, captain Third artillery, and Brevet Major J. B. Campbell, captain Fourth artillery—who will remain during the coming year as instructors. Of the new officers reported for duty is Brevet Brigadier General Charles H. Morgan. The five batteries are officered as follows:—Battery G, First artillery—Brevet Lieutenant Colonel Samuel S. Elder, captain; Brevet Captain B. S. Humphrey and Brevet Captain Michael Leahy, first lieutenants; J. T. Webster and W. F. Reynolds, second lieutenants. Battery A, Third artillery—Brevet Major J. B. Shinn, Captain Brevet Major J. G. Turnbull and Brevet Major William M. Tompkins, first lieutenants; Brevet Captain J. B. Eaton, Brevet Captain Charles Humphries, second lieutenants. Battery K, Second artillery—Brevet Lieutenant Colonel Samuel N. Benjamin, captain; Brevet Major W. B. Graves and Brevet Major C. E. Kilburne, first lieutenants; William Stanton and E. T. Richmond, second lieutenants. Battery C, Fifth artillery—Captain James W. Pipers, Brevet Major David H. Kinzie and Brevet Major John R. Brinkle, first lieutenants; Brevet Major Oscar H. Howard and G. N. Whistler, second lieutenants. Battery F, Fourth artillery—Brevet Major J. B. Campbell, captain; Brevet Captain Samuel Fields and Brevet Major H. C. Cushing, first lieutenants; W. F. Stewart and Sidney W. Taylor, second lieutenants. Of the the above officers all have already reported for duty except four—Lieutenants Kilburne, Cushing, Stanton and Richmond—who were on duty at distant posts and have not yet had time to reach here, but are expected to arrive in a few days. There are also on duty at this post, in the engineers' department, Brevet Brigadier General Henry Brewerton, colonel of engineers, and Captain H. B. Phillips, in the medical department, Colonel George E. Cooper, post surgeon, and Dr. J. H. Holder. In the ordnance, Brevet Colonel Thomas G. Baylor, commanding the arsenal; Captain William Adams, ordnance storekeeper, and Brevet Major William S. Beebe, first lieutenant of ordnance. In the quartermaster's department, Brevet Lieutenant Colonel Henry W. Jones, depot and post quartermaster; Captain C. A. Allgood, military storekeeper, and Chaplain, Rev. Mark L. Cheevers. Dr. Cheevers has been stationed at this post for upwards of forty years, and is still hale and hearty.

The following order, issued for the government of the school during the month of May, will give some idea of the course of practical instruction pursued at this school during the summer months:—

The course of practical instruction during the month of May will be as follows daily, except on Friday afternoons, Saturdays and Sundays, viz.:—

First—Battery G, First artillery, siege battery—The instructions to comprise the service of the gun, the mechanical manoeuvres with blocks and rollers, and with the siege guns and two drills and blank cartridges, to continue from 1st to 20th inst. From the 20th to the 31st the transportation and laying of two siege gun platforms, and target practice with the 4½-inch and 30-pounder siege gun and 8-inch siege howitzer.

Battery K, Second artillery—15-inch seacoast gun. The service of the gun from the 1st to the 15th inst., including two drills with blank cartridges; target practice with shot and shell from the 15th to the 21st inst.; dismounting and mounting the gun by means of gins and blocks, and by means of hydraulic jacks and blocks during the remainder of the month.

Battery A, Third artillery—Mortar battery—Service of the siege mortar and mechanical manoeuvres until the 15th inst.; laying one mortar and one rail platform and target practice from the 15th to the 20th inst.; service of the seacoast, 13-inch mortar, mechanical manoeuvres of mounting and dismounting and target practice from the 20th to the 31st inst.

Battery F, Fourth artillery—Field battery—Service of 3-inch, light 12-pounder and Gatling gun, mechanical manoeuvres and two drills with blank cartridges of 3-inch and light 12-pounder until the 20th inst.; from the 20th to 31st inst. target practice with 3-inch light 12-pounder and Gatling gun.

Battery C, Fifth artillery—Seacoast service and mechanical manoeuvers of 10-inch seacoast gun, and of the 24-pounder flank defence howitzer and two drills with blank cartridges until 17th inst. From 17th to 25th inst., transporting and mounting a 10-inch gun and its chasses and top carriage in barbette. From 25th to 27th inst., service of 10-inch seacoast gun in barbette. From 26th to 31st inst., target practice with 10-inch smooth bore and 150-pounder parrot rifle guns.

Second—Brevet Brigadier General J. Roberts, lieutenant colonel Fourth artillery, will superintend the drills at the field and siege gun batteries, and Brevet Brigadier General C. H. Morgan, major Fourth artillery, will superintend the drills at the mortar and seacoast gun batteries.

Third—Except on Saturdays and Sundays, there will be daily recitations for officers in artillery practice. These recitations will continue for one hour each, and will take place at eleven o'clock A. M. The recitations will be so arranged that the officers of each battery will recite once each week and that the recitations shall be in that portion of the tactics in which the officers may be engaged for that month.

Fourth—Recitations in tactics for non-commissioned officers and privates will be regulated by commanders of batteries and take place as often and at such hours as they may deem expedient, the recitation to be conducted by a commissioned officer. Weekly reports of such recitations, signed by the battery commanders, will be sent every Saturday to the adjutant of the school.

Fifth—On Friday afternoons the drill will be infantry tactics, either by company or battalion, as may be designated by the commanding officer of the school, and will be superintended, if by company, or commanded, if by battalion, by the field officer of the week.

NAVAL INTELLIGENCE.

Lieutenant Commander Simeon P. Gillett is to be detached from the Naval Academy on the 8th of June next, and ordered to take passage on the Sabine, on June 30, to the European squadron and report there for duty; Lieutenant Commander Henry L. Johnson is detached from the Naval Academy and ordered to the Juniata; Lieutenant Commander John Clark is detached from receiving ship Ohio and ordered to the Macedonian; Assistant Surgeon P. P. Bulloy is detached from the Naval Hospital at New York and ordered to the Lancaster; Chief Engineer Charles H. Loring is appointed a member of the Board of Visitors at the Naval Academy; Commodore Carter is ordered in charge of the naval rendezvous at San Francisco; Captain Fabius Stanley is ordered to open a naval rendezvous at Baltimore, Md.; Surgeon Wm. Green is ordered to report to him for duty; Lieutenant Commanders Smith W. Nichols, G. D. B. Ghioden and George Wadleigh are ordered to the Naval Academy on the 29th of September next; Surgeon Philip Sansworth is ordered to the Lancaster, as fleet surgeon of the South Atlantic squadron, on the 15th of June next; Surgeons Benjamin S. Mackie is ordered to the Naval Hospital at New York, and Andrew M. Moore to the Naval Asylum at Philadelphia; First Assistant Engineer A. V. Frazer is ordered to the Navy Yard at New York.

The United States steamer Seminole, Commander E. K. Owens, arrived at Fortress Monroe a day or two since from the Portsmouth (N. H.) Navy Yard, where she had been fitted out for the West India squadron. On arriving there it was found she required some additional repairs. She left on the 9th inst. for the Norfolk Navy Yard, where she will receive them and be ready to go to sea in a few days.

Lieutenant Commander Allen D. Brown has been ordered to the Naval Academy on the 20th of September next. Lieutenant James M. Forsyth has been ordered to the receiving ship Macedonian. Lieutenant Commander Frederick Pearson is detached from the New York Navy Yard and ordered to the Macedonian. Lieutenant Samuel H. Baker is detached from the Potomac and ordered to the Savannah. Lieutenant W. W. Mead is detached from the Mound City station and ordered to the Savannah.

MEXICO.

Adjournment of Congress—Application of General Rosecrans for Colonel Mayer—The Revolutionary Movements.

HAVANA, May 8, 1869.

The English steamer Tyne, from Vera Cruz on the 2d, arrived at this port on the 6th inst. with dates from the Mexican capital to the 30th ult.

Congress was to adjourn on the 31st inst. The election of a new Congress will then follow. By telegraph we learn that Señor Gomez Palacio has been elected President of Congress, and Señor Lozano Vice President. The report on the estimates passed with few amendments.

General Rosecrans has represented to the Secretary of War that the services of Colonel Mayer in the United States army during the civil war were of such a nature that it would be specially agreeable if the least possible anxiety and a fair trial could be meted out to him without unnecessary delay.

The telegraphic line between Guadalajara and Manzanillo, on the Pacific, is completed, thus opening interoceanic communication direct from Vera Cruz with the Pacific coasts.

There has been no Mexican Minister nominated yet to Washington.

The report is confirmed that the works of material improvements are sacrificed for the subsistence of the army.

General Porfirio Diaz has accepted the nomination for Governor of the new State of Morelos.

The revolution of Palacio in Sinaloa does not seem to be making great headway. As yet no conflict had occurred between him and the government forces, but by telegraph we learn of the defeat of the rebels in Rosario and the Fuerte. Tamaulipas is still disturbed, and matters look threatening in Guerrero, near Tamasula, State of Durango. The rebel Joaquin Contreras and companions were gathering forces in large numbers with great rapidity. It is evident opposition to the Juarez government is on the increase, and a revolution of large proportions may be looked for at any moment.

LITERATURE.

Reviews of New Books.

PRIMEVAL MAN—AN EXAMINATION OF SOME RECENT SPECULATIONS. By the Duke of Argyll. New York: George Routledge & Sons.

His Grace, the Duke of Argyll, is one of the few British noblemen whose writings are a source of pleasure and instruction to the reader. That delightful old toady to royalty and nobility, Dr. Johnson, once said that when a nobleman condescended to appear before the public as an author his merit should be handsomely acknowledged. Although royal and noble authors are quite common now-a-days and most frequently very fatiguing, we are disposed to accord to the author of this book all the praise which his great abilities undoubtedly deserve. "Primeval Man" reviews the speculations of the late Archbishop Whately, of Dublin, and of Sir J. Lubbock. Three of the four papers it contains are well written and ably argued. The fourth seems faulty in its arguments. The Duke attacks Sir J. Lubbock's opinion that there is "no evidence of degradation" in pre-historic man. He insists that, reasoning from the known for the purpose of reaching the unknown, "we have the indisputable fact that man is capable of degradation." On another page he says, "this is true of man both collectively and individually—of men and of societies of men." To illustrate this position he refers to the fact that "rude and barbarous tribes stare with wonder on the remains of temples, of which they cannot conceive the purpose, and of cities which are the dens of beasts." This sentence is rather obscure, but we presume it to mean that these "rude and barbarous tribes" are descended from those that built the temples and cities. This is a most doubtful assertion. If there is one fact which the science of geology teaches more convincingly than any others, it is that the peoples of pre-historic days, with few exceptions, have utterly passed away, at the same time or soon after their civilization ceased. Man, as a community, is capable of degrading his fellow man, but cannot degrade himself. By this it is meant that a civilized community cannot voluntarily descend to the debased condition of savages. We have daily and numerous instances of the voluntary degradation of individuals or fractions of society, but nowhere is there to be found recorded the voluntary degradation of societies. Wherever we have found an ancient civilization destroyed and its people degraded (not brutalized, as the Duke implies), there also have we found the conqueror and the oppressor. The inhabitants of Romili and Selanik (ancient Macedonia and Thessaly) may be and have been accounted degraded, but the degradation of the pure Grecian stock has not been voluntary. The peoples that composed the celebrated phalanx of Philip and of Alexander and that organized the famous Thessalian cavalry were, from the very nature of things, incapable of falling as low as the Macedonians and Thessalians of the present day have fallen. So again with the Egyptians, Persians and other Eastern peoples. Wherever we turn we find this deterioration caused by the persecutions and brutalities of conquerors. Restore the liberties of these people and their civilization will reassert itself. We see this fact strikingly exemplified in Egypt to-day and to some extent in Persia and the East Indies. Some nations have been utterly destroyed. The nomadic tribes of Arabia that "stare with wonder on the remains of temples" and the wild, wretched beings that hover about the ruins of Carthage have nothing in common, not even by descent, with the nations that possessed a great civilization. Providence, in his inscrutable wisdom, seems to have decreed that certain members of the human family shall ever remain savage, barbarous, degraded. We say ever remain, because the known and traditional history of five thousand years ever places the negro in precisely the same condition that he is now in. By bringing him to our midst and controlling his brutal propensities we may give him a certain civilization, but when that association and control ceases he relapses into barbarism. This we see in Hayti and St. Domingo to-day. The same thing may be said of our nomadic tribes of Indians. They evidently are not of the same branch of the human family as the Aztecs of Mexico, the Aymares, Chinchas and Huancas of Peru, and the other ancient civilizers of America, who, it now seems almost certain, originally came in colonies from Asia. On the whole, we are inclined to Sir J. Lubbock's view that there is "no evidence of degradation" in pre-historic man, and we also agree with the Duke of Argyll in rejecting the argument that man was born in a state of utter barbarism. The cycles of destruction have swept away many once powerful, civilized nations. Their commerce has dwindled to nothingness, their arts and sciences have been lost, and fecundity itself has perished. But to compare them in their state of decay with the savages of Africa, the natives of Australia and the cannibals of the Pacific is unjust, not only to them, but to our present civilization. Retrogression can scarcely be termed degradation.

TALES FROM ALSACE. New York: Robert Carter & Brothers.

This is a volume of delightful reading. It is a series of scenes and portraits from life in the day of the Reformation, as drawn from the old Chronicles. The stories, one and all, are admirable. We mention especially "Master Nicholas," "Little Mat" and the "Tower of St. Stephens." We can imagine such a mind as that of Henry Wordsworth Longfellow reading this book with passionate delight.

GENERAL HISTORY, CYCLOPEDIA AND DICTIONARY OF FREEMASONRY. By Robert Macoy. New York: Masonic Publishing Company.

Altogether this book is probably the most complete history "of the rise and progress of Freemasonry and its kindred associations, ancient and modern," that has been published for some time. Whether the Masonic Order is as old as is claimed may be open to doubt; but it is certain that its history is of great general interest. Mr. Macoy appears to have performed his work admirably. Without pretending to anything like literary excellence (although he writes very well) he has given a clear account of all that is of importance to the Order, so that those who read this book can readily understand its science. Included in the work is "a dictionary of symbolical masonry," which will be found quite interesting.

Miscellaneous.

The last number of the *North British Review* we have received from the Leonard Scott Publishing Company. It is full of ably written, entertaining articles, among which we would name as deserving of special notice "The Increase of Lunacy," "The Hudson's Bay Company," "The Reconstruction of Germany," and "Public Works in India." All the *Review* contains are excellent papers, but those named are more than ordinarily good. "What is Man's Chief End?" is a pretentious paper, but scarcely as well argued as the importance of the subject demands.

QUARANTINE.

The Risk We Run from Foreign Epidemics—The Vaccination Imposition—Reform Needed—Who Owns the Quarantine Grounds?

Quarantine may or may not be a useless institution, according to the hands into which it falls. An honest, intelligent, efficient health officer could, as the chief officer of our Quarantine station, inspire that degree of confidence and secure that composure of mind among our citizens so essential in the season when foreign fevers are liable to be introduced among us. Fear, as all medical experience testifies, is an ever ready helpmate of plague itself; but the fear which springs from a consciousness of being left to the mercy of every vagrant epidemic that emigrants from abroad may bring to our harbor, is even more potent than that which the actual presence of contagious disease inspires. It is in no spirit of personal hostility to Dr. Swinburne that the HERALD addresses itself to the subject of reform in the management of quarantine. That department of our sanitary system is more important to the citizens of New York than any other. No port in the world is the entrepot of such a host of emigrants as this. They come as comes an invading army, in fleets, and are landed by regiments at a time. They hail from all parts of Europe, from many parts where tropical diseases sweep like the simoom of the Sahara and too often leave the seeds of misery and death behind. They come to a city already overcrowded with reeking tenement houses, overcrowded with poor people, and as full of every inducement in those sweltering days of July for a plague to come and take up a permanent residence as Constantinople, with all its filthy Mussulmans. This is why quarantine becomes of so much moment. Emigration this year will be larger than ever before. The summer may be unusually warm, and no precautions can be considered too great that will keep that dread enemy, the plague, from our doors.

If Castle Garden has to be closed up or removed to Sandy Hook, better let it be done than that emigrants breathing ship fever should be allowed to take up their residence in the midst of the swarming population of Madison or Greenwich streets. The rich people of New York, of course, feel little apprehension. They can easily leave for the watering places at a moment's notice; but it is possible they may return to find the grass growing in the streets they left behind them. If, however, the management of quarantine is in the hands of a man who gives more of his time and attention to business intended to enrich himself and his confederates, to levying blackmail off every vessel that enters the port and has to pass through quarantine, to arranging plans for defrauding the revenue and to engineering bills through the Legislature at Albany to render quarantine and everything pertaining to it a rich placer for himself and his friends, then it is better the institution were abolished and we can then make sure that the plague, when it comes, will not catch us napping.

The steamer Queen, from Liverpool, arrived in the harbor on Monday evening with over 1,200 passengers on board. The Quarantine doctor went aboard, and to his intense delight discovered, as he supposed, two cases of smallpox. Here was an hour or so of vaccination that should yield in the regular quarantine way over $1,200. The ship, however, happened to have on board two surgeons who believed themselves as competent to determine what was smallpox as the Quarantine doctor. They asserted that the two cases were measles, and vaccination was, consequently, out of order; but still the Health Officer persisted that smallpox and nothing else than smallpox was visible on board that vessel, and all the passengers, crew and captain included, should submit to vaccination or live and die in quarantine. The surgeons of the ship would not yield their belief, and as things began to assume a threatening aspect the Quarantine official deemed prudence the better part of valor, and, as the first instance for a long time, retired without his vaccination fees. By calculating the number of passengers who arrive here during one-half the year, and multiplying that number by one dollar, we may arrive at a rough estimate of the profits derived from quarantine vaccination. As a rule of the institution every vessel is supposed to have at least one case of smallpox on board—that is quite enough for the purpose, whether it be trivial or serious in character. It was well for Christopher Columbus there was no such official as Swinburne at Hispaniola when he first came in sight of that historic island. Poor Christopher, it is to be presumed, had few dollars left after starting on his perilous voyage, but though he went on a mission for the benefit of mankind, had our Swinburne boarded his weather beaten ship the Genoese marine would have had to submit to a dose of vaccination, hand over all his loose change and never cut the figure he does in history of planting with his muscular right arm the Iberian standard on the soil of the New World. The Frenchman who said that the vaccine of Quarantine was worse than the smallpox itself has been very extensively endorsed. Vaccination, when properly performed, conf