

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

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AMUSEMENTS THIS EVENING.

- BOVEY THEATRE, Bovey, -Mazeppa-The Dead Black. WALLACE'S THEATRE, Broadway and 13th street-LOVE AT SEA. BOOTH'S THEATRE, 25th st. between 5th and 6th avs.-EDWIN BOOTH AS HAMLET. GRAND OPERA HOUSE, corner of Eighth avenue and 54th st.-THE TWELVE TRAPDOORS. OLYMPIC THEATRE, Broadway-New Version of HAMLET. FIFTH AVENUE THEATRE, Twenty-fourth st.-PROOF. NIBLO'S GARDEN, Broadway-INSTALLATION; OR, THE MEN IN THE CAP. WOODS MUSEUM AND MENAGERIE, Broadway, corner NEW THIRDS ST.-MADONNA'S. Mrs. F. B. CONWAY'S PARK THEATRE, Broadway-THE NIGHT IN A BARBER. TONY PASTOR'S OPERA HOUSE, 201 Broadway-COMEDY VOCALISM, NEGRO MINSTRELS, &c. THEATRE COMIQUE, 214 Broadway-COMEDY VOCALISM, NEGRO ACTS, &c. BRYANT'S OPERA HOUSE, Tammany Building, 14th st.-BRYANT'S MINSTRELS. SAN FRANCISCO MINSTRELS, 255 Broadway-TRIO. FIAN MINSTRELS, MADONNA ACTS, &c.-12 TRAPDOORS. SALLY & LEON'S MINSTRELS, 720 Broadway-KIRKLAND MINSTRELS, NEGRO ACTS, &c. NEW YORK CIRCUS, Fortenthall street-EQUESTRIAN AND GYMNASIUM PERFORMANCES, &c. HOOLEY'S OPERA HOUSE, Broadway-HOOLEY'S MINSTRELS-HUNTERY DUMPEY, &c. APOLLO HALL, corner 25th street and Broadway-THE NEW HUNGARIAN. NEW YORK MUSEUM OF ANATOMY, 52 Broadway-SCIENCE AND ART.

TRIPLE SHEET.

New York, Monday, February 28, 1870.

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THE LEGISLATURE.-More than half the time allowed by the constitution for our Legislature to sit has passed, and yet comparatively nothing has been done beyond changing the names of a few religious societies, authorizing the construction of one or two bridges over creeks and legalizing the acts of some country squire. It is time for the members to give up their bickerings and go to work. Much remains to be done.

ANOTHER RAILROAD ACCIDENT.-The latest horror seems to be a story of rotten timber-the slow decay of an old trestle-that the smallest care on the part of the managers of the road, the slightest inspection of the state of the road from time to time, should have guarded against. But for want of that care a car load of people are smashed. How much more will it cost to pay for the passengers thus butchered than it would have built a new bridge and kept them alive?

RENTS.-It would be pleasant to the people to be able to hope that rents in the city were doomed, like pride, to have a fall, and the thought that because they went up with gold they must go down with it is seductive. But the consideration of the relation of rents to gold is only one point in the case, and not, perhaps, the most important point. The great impetus that the war gave to the growth of the city as the financial capital of the nation has come to keep up the prices that were first sent up by the change in money, and it is very doubtful if now the supply of houses is so much greater than the demand as to lead to a fall in rents.

THE TREASURY PROGRAMME FOR MARCH.-Secretary Boutwell has directed that the sales of gold and purchase of bonds be continued for March-one million of gold to be sold and one million of bonds to be purchased each alternate week, on account of the sinking fund, or a sale of two millions of gold in all. He also directs the purchase of a million of bonds on each alternate week for the special fund. The sales of gold ordered are somewhat less than the usual amount, but they will serve, no doubt, to keep gold either at its present low ebb or send it even lower, if only on account of indicating the intention of the Treasury to keep up its previous policy in the matter.

Railroads and Railroad Kings-The New Power in the World.

The time is rapidly approaching when the federal government will be compelled either to take charge of the great railroad lines of the country or to control their management by law. We foresaw this some time ago, and have on several occasions given our views to the public. We notice that the British press begins to look at the matter in the same light with reference to both the railroad system of England and the United States. The London Times has an editorial on the subject, by way of comment on its correspondence from America, showing the gigantic strides of this new power in the world and the dangers of it. The writer admits that in England there is danger as well as in this country from the growing power of railway corporations, and that they have felt some of the inconveniences of allowing certain companies to acquire too great authority. "They have," he says, "divided the country between them; they have become a power in Parliament, and they cannot be said to have raised the tone of either house. But with us they have never advanced to a point at which they could be considered dangerous." But in the United States, he remarks, higher destinies have awaited the railway magnates; and then he goes on to show that Cornelius Vanderbilt, James Fisk and Jay Gould, John Edgar Thomson, Thomas A. Scott, John W. Garrett, and perhaps a few other monarchs of the railways, have power to control State Legislatures, judges, politicians, Congress, as well as the vast material interests of the country, and that it may be questioned if some of them have not as much power as President Grant himself.

The public does not always see the power of the gigantic railroad corporations or of the individuals who manage them. When the managers are bold, speculative and unscrupulous they sometimes show their hands. Sometimes, too, the power of railroad monopolies presses so directly on the people that a cry is raised, though unavailing, against them. The Camden and Amboy Railroad monopoly affords us a case in point. We have seen how the vast power of the Erie Railroad, in the hands of Fisk and Gould, can be used to the injury of the public. But there are other and still more powerful railway companies and combinations, the operations of which are not so generally known nor so directly felt at present, but which are advancing rapidly to a dangerous control over the interests and destinies of the country. The Pennsylvania Railroad, which had originally only the three hundred and sixty miles from Philadelphia to Pittsburg, now runs two thousand seven hundred miles of different railways. Most of this enormous extension has been acquired within a year or two. It is stretching out its arms now to embrace Omaha, the terminus of the Pacific Railroad, over thirteen hundred miles west of Philadelphia. The New York Central, with its connections and the other railroads under the control of Mr. Vanderbilt, represents, perhaps, five thousand miles of road and over three hundred millions of capital. If this railway should get control of the Erie, as it is believed he will, he will control the most stupendous railroad system in the world, and one that will comprise nearly all the roads that centre in and radiate from the great metropolis of the United States. The Baltimore and Ohio Railroad is also one of these stupendous monopolies. It has a line of connection fifteen hundred miles, with numerous branches. Then there are the Illinois Central, extending through the rich States of the Mississippi Valley, and the Pacific Railroad, which controls the whole trade of the western side of the Continent. A few (five or six) corporations, controlled by about as many individuals, hold property estimated at nearly a thousand millions of dollars, and impose whatever tariff or restrictions they please upon the travel and interior commerce of the country.

Nothing else than legislation by Congress can reach the growing power of railroad corporations and managers, can prevent a far greater consolidation of their interests and save the people from the fatal consequences. The tendency to consolidation increases every day, and we can hardly imagine to what extent it may be carried, for the railroad companies only study their own interests. The whole of the railroads, under a general system of combination or consolidation, may be controlled by half a dozen men or a less number. Of course this would destroy all competition and place the entire public at the mercy of these men. What is to hinder these railroad managers from watering the stock of their companies three or four times over, and making the people pay double or treble rates for passage and freight in order to get dividends on such watered stock? We have seen this watering process carried out on several of our great lines, and we can imagine how far it might be practised. If the capital stock of these companies amounted only to the cost of their roads good dividends could be earned by a much reduced tariff of fares and freight than is now charged. So we see the public suffer in the end. The State Legislatures are too much under the influence of great railroad corporations to provide a remedy. Congress must do it. The evil is growing to such a magnitude that if there were no power originally given to the federal government to interpose it would be necessary to assume the power. But Congress has the power, beyond all doubt, to control the railroads. The constitution of the United States, section eight, clause three, declares that Congress shall have power to regulate commerce with foreign nations, and among the several States, and with the Indian tribes. The railroads, which run from one State to another and through all the States, making a perfect network of communication, carry on commerce among the several States. In fact, nearly all the commerce among the States is carried on and controlled by the railroads. Congress has not only the power, therefore, to regulate this, but it is a duty to do so. Let us have a general law, then, and, if necessary, a board of control as well, to restrain the excesses, exorbitant charges, dangerous combinations and mismanagement of the railroads, and let the public and commerce be protected. It must come to that in the end, and the sooner Congress goes to work about the matter the better.

The Cambria and the Sappho-Proposed Channel Race.

Elsewhere we give a correspondence in reference to a yachting match between Mr. Ashbury, owner of the English yacht Cambria, and Mr. Douglas, owner of the American yacht Sappho. With the letters we also give a diagram showing the course named by Mr. Ashbury as the only one over which he will make a race against the Sappho. It will be observed that Mr. Ashbury by his tone seems to weary of the discussion of races by correspondence. Through whose fault, then, has the nearly interminable correspondence on several races been brought about if not through his? He challenges the world to several races. Challenging the world was always an American prerogative, and when this ambitious gentleman ventured upon our national ground it was but natural that he should be taken up from many points. He soon saw the necessity of limiting some of his challenges, and hence the many letters of which he now wears.

As to the course indicated for the latest proposed race, this is the primary fact-it is an eminently unfair one to test the merits of an American yacht. At the same time it is a course peculiarly fitted to give play to certain of the greater excellences of yachts of the English style. The very presence of the lighthouses-the fact that the first stretch of the course is drawn between two of these indicators-tells a story of the difficulties of navigation in that water, and not of the legitimate difficulties of navigation which it is the sailor's greatest glory to contend against, but of the treacherous, hidden, annoying perplexities of sands and shoals. With such difficulties in the way it is obvious that there must be great advantage for the deep, sharp, narrow craft of fine lines that best answers to her helm in sudden changes of course, and just this is the character of the English yachts as contradistinguished from the American yachts, which are better with greater sea room. The course, then, is a proper one to test one point of excellence in boats-namely, the readiness with which they can be brought about. If this were a most important point, or if it were just now specially at issue, this would be a good course; but as other points far more account overbalance it, as, in fact, the most generally seaworthy boat, and the fastest, may, in this triangular race, be beaten by the handiest, which is neither good nor fast, the course is partial and unfair, and not fitted to test the point at issue between these yachts, which is their speed on a fair course equally suited to the merits of each.

Why, then, does Mr. Ashbury name such a course and declare that it is his "ultimatum"?-nay, not only declare that he will race over no other course, but that he will not race over this unless the owner of the Sappho will give him a start of fifteen or twenty minutes on account of the greater size of the Sappho, though from the nature of the course it is not quite certain that greater size is not a disadvantage? Simply because he does not want any race with the Sappho. He has beaten her once, and does not want to risk the honor so won by giving her any chance to beat him. Therefore he names conditions that are impossible, or nearly so. On the other hand, Mr. Douglas is eager for a match, and perhaps the more eager as he perceives the disposition on the other side to avoid it. It is a law in sport also, as well as in commerce, that is stated in the commercial phrase "the buyer must pay." Mr. Douglas must take some disadvantage to secure a race from a man who is not only indifferent, but averse, to a new trial of the boats, notwithstanding his oft-asserted readiness.

In such a relation of rival sportsmen the eager man is very apt to be tempted into a hopeless contest, and to make a match in which he cannot possibly win. Mr. Douglas, we are glad to note, is not likely to fall into this error, as he positively refuses to give time over this course; and since he positively refuses this, and Mr. Ashbury as positively declares he will not sail without it, there is not much likelihood that a match will be made.

International Jurisdiction in Egypt-The Consular Reform Commission.

The special correspondence from Egypt, dated at Cairo on the 28th of January, which appears in our columns to-day, supplies matter which interests the commerce and citizens' rights of the American people in a very pointed manner, and consequently affects the cause of civilization all over the world in its present intercourse with the inhabitants and executive of the land of the Pharaohs. The HERALD writer reports the organization and progress of the International Consular Commission assembled in that city with the view of regulating and straightening out the complex claims of franchise and duty due to and by foreigners in the country. President Grant's commission authorizing Consul General Charles Hale to act on behalf of the people and government of the United States during the conference and the report which was adopted by the commission are also given. This paper is of a very satisfactory character; so that it is to be hoped that Egypt will be again completely on the square with the outside world at an early day. Of the incongruities and national medley difficulties of the present system, it is enough to say that during the investigation of a recent case of homicide in the British Consular Court at Cairo "Bull Run" Russell-after having mistaken and misrepresented the Sphinxes-drew forth his LL. D. parchment and appeared for the prisoner. Another Irishman conducted the prosecution, the jury was chiefly of Scotchmen, the prisoner was a Maltese and the judge an Englishman. This was certainly the capstone of the modern Babel. "Bull Run" was sure to be there. The noise did not surprise him, after the Black Horse Cavalry affair of Virginia. We hope, however, for the sake of the peace-loving people of the world that it has been brought to a close.

GRAND PROSPECTS FOR AMERICA IN ROME.-The Archbishop of Baltimore has formed a "third party" in the Ecumenical Council in Rome. As will be seen by our special correspondence from the Eternal City, Archbishop Spalding thus heads an American episcopal forage intermediary between the extremists of Italy and Germany on the infallibility question and other vexed subjects. An intermediary or balancing party is always a powerful one. The American prelates may thus carry off the greater number of the vacant scarlet hats.

If they do-as it is to be hoped they will-the Italians will be taught the force of the English adage of "The lion and the unicorn getting for the crown. Up comes the little dog and knocks them both down."

Archbishop Spalding is a wise and prudent man. Let the haters of Baltimore, New York and Cincinnati look out for new patterns.

The Postal Telegraph Bill-The Argument of Mr. Orton.

Mr. Orton, President of the Western Union Telegraph monopoly, continued his speech in opposition to the Postal Telegraph bill before the Senate Committee on Post Offices on Saturday. He claimed that it was unjust to reduce the rates of telegraphy in this country to the basis of rates where the wires are under governmental control in Europe, and held that as the telegraph was "essential" only to the few here, legislation could be better directed to lowering the prices of food and clothing for the many. As to European governments assuming control of the wires, he claimed that the system of government in Europe gave privileges to the people rather to keep them quiet and in subjection than to extend any benefit to them; and as ours is not a paternal government we should leave it to the people not only to govern themselves, but to promote in their own way everything requisite for social intercourse or business interests. As to the proposed consolidation of competing lines, he held it to be the true policy of Congress to favor competition and thereby encourage cheap rates, rather than to control all the wires itself by the proposed postal system. Mr. Orton's speech is somewhat lengthy, but we reprint it elsewhere, and refer to present his main arguments, which we have summarized above.

It is merely begging the question to say that reducing the price of food and clothing for the many should be the object of Congressional legislation rather than reducing the rates of telegraphy for the few. Congress can very easily attend to both matters without rushing its business. The one is a question merely of tariff, and is always affected by prices in Europe and the duties imposed on imports, in order either to protect our own manufacturers or to obtain a revenue for the government. But the rates of internal telegraphing are not affected by imports, and are not at present a source of much government revenue. In the event of government taking control of the wires, however, they will become a source of revenue at such reduced rates as will make them accessible, as they are already essential, to the many. As to Mr. Orton's idea that we should leave the people to promote their own social and business intercourse, it is a true and good one, but it is his own monopoly which prevents their carrying out the idea. Our government is a government of the people, and while they could promote their own business and social intercourse through the government telegraph, they are debarred from doing so through his monopoly. The imperial autocrat of France, to whom Mr. Orton refers as extending only the minor privileges of cheap telegraphy to the people, while he is held upon his throne by the bayonets of his soldiery, is prototyped here not by our government, but by such monopolies as the Western Union, except that the latter does not extend even such a privilege to the people. But Napoleon finds this very privilege of cheap telegraphy the deadliest weapon against his soldiers' bayonets, and the Western Union seem to think it equally deadly against their monopoly. As to the fostering of consolidation by the purchase of the wires for the use of the government, Mr. Orton, as President of the Western Union Company, can certainly enter no just protest. He cannot seriously argue against it on the grounds of monopoly in the same breath in which he says that his company would be able to get control even of the governmental organization proposed in one of the postal telegraph bills. His company has been regularly in the habit of buying up smaller lines and weaker companies, and now own three-fourths or more of all the lines. They will admit of no healthful competition. A monopoly of telegraphing by the government would be a people's monopoly, if one at all, like the present postal system, cheap and efficient, and not what it is under the Western Union, essential to the few and inaccessible to the people at large.

The Opening of the Campaign in New Hampshire.

The Hon. Henry L. Dawes, the great economical agitator in Congress, opened the political campaign in New Hampshire on Saturday night by a speech at Nashua. He reviewed only in a general way the political records of the opposing parties, but went deeply into the figures of the administration. He claimed with Speaker Blaine that Grant had expended sixty million dollars less than Johnson in a corresponding time, and, as the result of Dawes' economy agitation, intended to keep it up. The exposure of the exorbitant estimates called for by the department bureaus, which Mr. Dawes said, by the way, were mostly inherited from Johnson, had brought the administration to a sharp sense of their duty, and President Grant had told him personally to tell the people of New Hampshire that the future years of his administration would show no ascending scale of expenditures. Congress and the Executive were now both working in harmony earnestly and ardently to cut down every extra dollar of expenditure. We must say good for Mr. Dawes. He has shown Butler and a good many others how to be independent even as a partisan, and, more than that, has proven that a party does better in discussing and curing its own deformities than in trying merely to hide them from the people. If he has secured the ardent aid of the President and Congress in his economical reforms, he is a treasure to the republican party even if he should fail to carry New Hampshire.

THE COPPERHEAD ORGAN LEFT OUT IN THE COLD.-During the negotiations for the purpose of effecting a compromise between the two democratic factions no consideration whatever was given to the Manhattan Club copperhead organ of this city. That concern is therefore left out in the cold, with no party to back it, no friends and no patronage except a few auction advertising contracts which it ripped from the dead carcass of the old Courier and Enquirer.

The Churches Yesterday.

We recommend to our many thousands of readers a careful and earnest perusal of the religious intelligence which we publish this morning. No sectarian need turn aside because of his or her sect being neglected. We cannot, in fact, recall to mind any Christian denomination which held divine service in this city, Brooklyn and adjacent places yesterday, which is not reported elsewhere in our columns. Thus it is that the broad catholicism of the HERALD takes within its fold all religious faiths, putting to shame those publications which catch glimpses of heaven through sectarian telescopes, and would bar the road to Paradise with toll gates guarded by angels representing particular denominations.

At Plymouth church Mr. Beecher preached eloquently on the necessity for "a timely preparation to meet God in the other life," and some of his hearers must have thought that they had been rather delayed in this work by those gentlemen who stood at the door of the tabernacle crying out "Only pewholders allowed to enter at present." Silently and we trust, with Christian resignation, these unhappy mortals who had been unable to bid in a pew stood by while the elect, some of whom, we fear, imagined that they had paid a price for the first consideration of the Lord, entered attired in silks and satins which rustled even as angels' wings, although the angels within them were somewhat of the earth earthy. These anxious supplicants for divine grace were no sooner seated than some of them engaged in pious conversations about sociables and the price of gold, probably under the impression that because the last home of the wicked is paved with good intentions the walls of the spiritual resting-place of the righteous are covered with fashion plates and stock quotations. If such was their idea we earnestly conjure them to read the sermon of Rev. Henry Powers, who preached at the Brooklyn Elm Place Congregational church on "True Independence." The congregation of this clergyman was large and fashionable, and the sermon was able and witty. He denounced the fashion and extravagance of the day, and declared that the demands of women for dress upon their husbands and fathers compelled them to work harder and longer than they should, and in many cases reduced them to poverty. The reverend gentleman quite forgot that even this pecuniary ruin might be frequently effected from purely religious motives. Doubtless many extravagant ladies bear in mind that it is easier for a camel to pass through the eye of a needle than for a rich man to enter the kingdom of heaven, and so they reduce their male protectors to poverty for their salvation's sake. Appearances are often deceiving; we, therefore, plead for the women. To some extent on the same subject Dr. Chapin preached at the Church of the Divine Paternity. He said that life does not consist in outward pretensions, or in shows of dress and display, at which we fear some of the sterner sex groaned inwardly and prayed that their wives and daughters could be brought to hold the same opinion before starting on a shopping tour. It is singular how popular the subjects of dress and wealth are with clergymen whose congregations are of the wealthiest and most fashionable in the country. Yesterday there were but two aristocratic churches where these were not referred to. One was Grace church, at which Dr. Potter preached on the authority and observance of the Sabbath, denouncing those foreigners who come among us from Continental Europe, bringing with them a kind of heathenish observance of the sacred day. The other was the Church of the Messiah, where the attendance was small, owing, probably, to the absence of Rev. Mr. Hepworth. His place was filled by a Boston clergyman, Rev. Mr. Cudworth, who informed the congregation that he had heard much about their singing and desired to ascertain for himself if they could do as well as his congregation at the Hub. Thus challenged, the worshippers struck up "Far from mortal cares retreating," with an energy and a lustiness that must have been gratifying to the challenger, and we pray, acceptable to Him in whose praise it was sung. This exhibition of vocal power over, the congregation, serenely conscious of its triumph over the Boston singers, attentively listened to a sermon. "The match was, we feel assured, worthy of the metropolis."

Elsewhere the attendance was good and the sermons excellent. At the Church of the Strangers Dr. Deems preached on the parable of the lost sheep. At Lyric Hall the Rev. Mr. Frothingham delivered a sermon on religion, which word, he said, has three definitions-one "to read over," a second "to bind again," and a third "to loosen." He believed in the third definition, and we should have thought in the second also, from the facility in which one was bound again recently whom the reverend gentleman considered "loosened." At St. Francis Xavier's, St. Vincent de Paul, St. Stephen's and the other Roman Catholic churches the services were unusually grand and impressive in view of approaching Lent. The sermons, too, were all appropriate to the occasion. Lent formed also the subject for an able discourse by Rev. Thomas Gallaudet at St. Ann's Episcopal church, where in the afternoon the sign-language service for the deaf mutes was delivered. At the Quaker's church, in Rutherford place, a very fashionably dressed and demure-sentenced congregation assembled and listened to words of wisdom from those brothers who were moved by the spirit to preach. Last, though not least of the places of worship that we shall refer to here by name, is the Zion Colored Church, where the sable aristocracy of New York indulge in prayer. It was noticeable that the dresses worn by the ladies were principally of subdued colors, such as deep purple silk and black satin, occasionally heightened by a diamond pin or ear-drop, although, as regards the latter, we would have supposed that the jewels were principally jet.

We have here mentioned but a few of the churches reported this morning in the HERALD. We refer the reader to another page, where he will discover that yesterday the good work of salvation was energetically persevered in, and that in this city, so full of sin and wickedness, earnest prayer for pardon and redemption went up to the throne of God.

OLD BEN WADE.-We are glad Old Ben Wade is in Washington again. We always feel surer of the administration when he is about. He has such a sledge-hammer way of putting things that he keeps all hands on their good behavior, and especially those crawling old fogies of the Cabinet who pretend that the young blood of America is afraid of Spain.

A Leaf from the History of the Metropolitan Stage.

Among the majority of theatre-goers there are very few who have any idea of the kaleidoscopic nature of the stage in everything connected with it. It is not alone when the curtain is rung up and the footlights flash on the parti-colored costumes of histrionic magnates and their satellites that the constantly varying and chameleon character of the stage is revealed. The box office and the managerial sanctum tell a similar story, and oftentimes the grim Cerberus of the stage door, who expires only with the establishment itself, is bewildered to know who "the powers that be" are and what the fate of their predecessors may have been. But seldom or never in the history of any stage has such a sweeping revolution taken place as that which commenced with the Quixotic crusade of those chiefs of the buskin brigade, the Managers' Association, against the HERALD and ended with their disastrous defeat. War is proverbially prolific of changes in the political and social world, and the stage is no exception to the rule. Since peace was declared a new order of things has sprung up. We miss many of the old faces, and the first king has obliterated some of the old dramatic landmarks. New theatres, new managers, new companies, and even new entertainments, are in the field in such numbers and variety that the oldest theatre-goer, who keeps the memories of the Park and Hamblin as green spots in his mind, becomes bewildered and shakes his head dubiously at these new-fangled notions of music and the drama.

Among those who were led away by the treacherous advice of sycophantic Bohemians to wage war against fearless and independent criticism Maretzek is, beyond doubt, the most unfortunate. Acting on the suggestions of the needy penny-a-liners who formed his body guard while he had a dollar in his pocket, he incautiously went too far, and became outlawed in consequence of his disregard of the rules of honorable warfare. Then, too late, he discovered the mistake, which he would have given anything to obliterate, but the record was against him in indelible characters. The consequences of his insane folly soon became apparent. From the moment he penned the fatal document affairs began to assume a shaky appearance with him, and it was not long before a crisis was reached. Bankruptcy stared him in the face, and after a few spasmodic efforts his star sank into oblivion. Since then he has made many abortive attempts to give it light once more, but only succeeded in producing a flitting glimmer each time. Mark the results now of placing confidence in unscrupulous Bohemians. The very journal that led him to commit the folly of quarrelling with one of the best and most conscientious friends of art he could find, and that proclaimed itself his champion, now comes forward, Job comforterlike, and blames him for his want of success. It sneers at his artists and is liberal in its transparent sympathy, while it completely ignores the fact that to its Upsas influence the unfortunate impresario may ascribe his ruin.

The question of the non-success of Italian opera in this city has been discussed ad nauseam. It only requires a competent public-spirited manager and a liberal, enterprising corporation, instead of the narrow-minded clique that rule the destinies of the Academy, to make Italian opera as great a success here as any other kind of entertainment. There is no fear that the public will be backward in their patronage of true art. They reject humbug and broken promises, but when merit and fidelity to art appeal to them they are ever ready to lend a willing ear to its claims. They cannot be expected to sustain the emasculated affair which is here termed Italian opera, in which if by chance a real gem appears it is so obscured by the wretched surroundings that all its brilliancy is lost. Give them an ensemble, in artists, chorus, orchestra and scenery, equal to that of the dramatic stage, and they will respond liberally to the outlay. Who wants to hear an aria, no matter how divinely sung, in a scene more fitted for a tenement house than an opera, when Booth's, Wallace's, Daly's or Niblo's offers such artistic pictures to the eye? A manager cannot please one sense at the expense of another. Harmony is the first law on the stage, and the public of the metropolis have learned to respect it and demand it. We urged it in the name of the public a few years since, and thus provoked managerial wrath. But the public soon convinced the buskin heroes of their mistake, and now all, save the Italian opera, have accepted the fiat of their patrons, and have inaugurated the new regime of harmony and excellence in everything as far as lies in their power. The one exception is a lamentable example to all theatrical and musical managers.

Hard Facts for the Telegraph Monopoly.

The following facts were presented by Mr. Hubbard as showing the greater advantages for the people of the system in which the government manages the telegraph: -In twenty-one States of Europe 394,793 miles of wire have cost \$41,300,597 gold, or \$17,000,000 currency. In this country 104,584 miles of wire have cost the Western Union Telegraph Company \$48,000,000. Four miles under the governmental system cost no more than one mile under the corporate. In twenty-one States in Europe 29,338,000 messages were transmitted at a cost of \$11,596,000 gold, or \$13,567,300 currency. In this country 8,400,770 messages were sent for \$5,737,627. Average rates abroad, forty-five cents; in this country, seventy-one cents per message. The whole reason of the difference between the United States and Europe is that in Europe the government takes charge of the telegraphs; here they are managed by a monopoly that has no object in common with the people. The Western Union Company replicates that the rates here are cheaper "per mile" than in Europe. This is the secret of their chicanery. Electricity takes no account of miles. It goes a thousand miles as cheaply as it would go fifty miles; but the monopoly, instead of charging according to actual expense, makes a constructive charge according to distance.