IMPORTANT FROM ROME.

Cardinal Antonelli and a Herald Special Correspondent in Conference.

His Eminence Expounds the Materialistic Situation—War, Finance, Diplomacy and Debts.

Meteorological Science Touched, but the Spiritualities Deferred.

Health of the Pope—Fallible or Infallible.

One of our correspondents in the Holy City reports underneath the progress and result of a special conference which he has just had with Cardinal Antonelli at the Vatican. His Eminence the Cardinal Secretary of State, as will be seen, expounded the materialistic situation—military, financial, diplomatic and scientific, foreign and home—with great force and acumen to our representative. Of the spiritualities, the Council and its probable consequences both here and hereafter, the Roman statesman was almost silent, at least for the present.

A Herald Special Writer in the Vatican.

ROME, May 9, 1870.

Having secured an interview with Cardinal Antonelli, I went to the Vatican Palace this morning and had a long conversation with that eminent personage. I found him in an excellent talking humor, so I was enabled to have quite a free chat with his Eminence.

He occupies the third floor of the Vatican, holding there his office and his residence whenever the Pope sojourns in that palace. The past winter both have been putting up there on account of the sessions of the council held in the adjoining basilica of St. Peter. The Cardinal is, of course, always in close proximity to his Holiness, who has the first and second floors of the building for his Papal household. After ascending the six spacious and magnificent marble stairways leading to the upper story and getting, by the wayside, a full peep at the Swiss sentinels, busily walking to and fro in their black and yellow striped costumes of the Middle Ages, including helmet and halberd, engaged, for the most part, chatting in Swiss Dutch. After passing numerous little bevies of domestics, in red drapery and *camierera*, in attendance at the doors of his Holiness' apartments, I was ushered in the first ante-chamber of the Cardinal's office, or the Department of State for Foreign Affairs. In this ante-chamber cards are taken by another usher, dressed in the priestly black gown. Here I observed several small fry of the order of priests, sitting on ordinary chairs, like so many spectres, armed with much patience, while waiting for the honor of being admitted to the august presence of the divinity of the spot, who has quite a reputation for making *la pluie et le beau temps*, justly or unjustly. Preceded by my second usher, I observed and passed on into the second ante-chamber, which adjoins the Cardinal's sanctum. In this second chamber I found myself among several high archbishops and bishops, one or two ladies, and a diplomat of one of the foreign legations. Here the furniture was *chic;* nice velvet-cushioned chairs, rich curtains, fine tapestries, and rare pictures on the walls were all the go, and the distinguished visitors were no longer so many spectres, but wagged their tongues as if they had somewhat of a right to do so. Not enjoying the privilege of being either one of the better half of humanity, or a diplomat, or a great dignitary of the Church, my turn of audience came next after that of the grandees assembled; but I had not to wait long, for after a short admittance granted to each the Cardinal would invariably pop out at his door, as if hurrying them all away while uttering the curt valedictory, "Bonjour," with a peculiar Italian and oily accent on the first syllable of that word.

On my entering the sanctum he received me standing, gave me a cordial shake hands, and motioned me to take a seat with him on a *tête-a-tête*. His manner, I must say, was free and easy, and throughout our conversation he talked in the most friendly and familiar style.

CARDINAL ANTONELLI AS HE IS.

Cardinal Giacomo Antonelli has now attained his sixty-fourth year, having been born at Sonnino, a village on the frontier between Rome and Naples, April 2, 1806. He does not appear over fifty at present, his physical appearance being wonderfully youthful for his years. His family was originally almost in a state of rusticity, but possessed of some property. As a youth he entered the priesthood, which has borne him to his present high, powerful and wealthy position as the Pope's Prime Minister. He is now many times a millionnaire, and has all that he could desire, except the Romagna or the old Pontifical territory, over which he once ruled, but which was, ten years ago, wrested from his grasp, notwithstanding his adroit intrigues and thundering despatches launched at the head of Cavour, when those two Italian wrestlers in diplomacy had their splendid bout together. Cavour had the strongest backer—Napoleon III.—and won the game. Antonelli had the misfortune to be backed only by Francis Joseph of Austria. They say that he privately considers all diplomacy to be so much vanity of vanities since that day, having lost all regard for humanity, princes and principalities, except a very spiteful one. He has four brothers here, all wealthy and well sliced off with the Pontifical cake, one being president of the bank and the others in high ecclesiastical office. He enjoys the reputation of taking care of his family, which he alone has drawn out of obscurity. Strange as it may sound here, he is emphatically one of the self-made men of the times. Since 1849, or during the last twenty-one years, he has occupied the position of Secretary of State, and during this period won a reputation as a man of brains and adroitness unsurpassed by none and equalled by few in Europe. He is cultivated, both in fine and letters, his intellect being characterized by quickness and depth at the same time, his drawback, the pitiful plight into which he, his rule and his dominions are now cast—being due to the fact that he never had any very heavy battalions at his back—for really a pope's soldiers do not count. Here all accord him the honor of possessing a "long head," and he is called an "old fox." They all will tell you that he never was known to be beaten in a game where cunning could gain the mastery. Withal, many piquant stories circulate in regard to him and his fortunes; he enjoys that thing called prestige, and passes for a most charming, fascinating, unctuous gentleman towards all and a special admirer of the ladies—although he himself wears a gown. At the head of a great State he would most probably have done wonders; as it is his chief victories have been won by sheer superior intellect, by ruse in a place where all has to be achieved by under-voice and underhand work. Even the Jesuits, with all their willness, have never been too many for him.

As I took my seat near him I observed him as much as possible during a twinkling, and I was not surprised to see that on his part he gave a sly, under-eye glance, as if to gauge my probable stock of questions, to see, no doubt, if I had come to ask him the history of all the ecumenical councils, past, present and future. Whether he was reassured by the glance against a useless and leaden importunity about councils in general and particular or not, the fact is, that by the time we were seated the "*illustrissima eminenza*" and your correspondent were talking along as if no cares of State weighed on his shoulders, and as though he was perfectly unconscious of a small, and ever so delicate a hint for "speech, speech," being addressed to him. He has a very ordinary look until he chooses to remove the hazy film in which he keeps his eyes covered up, then he bears quite a different aspect. He speaks rather poor French, with a decided Italian accent.

THE DECALOGUE—MAKING AND ILLUSTRATING HISTORY.

CORRESPONDENT—I have been passing the winter in Rome and would have called to see you before, but that I knew your occupations were numerous—more especially at this period, when the Council has been sitting, and so many distinguished foreign personages have also been taxing your time.

CARDINAL—You are very good to come to see me; I am charmed to see you. Yes, I have been very much occupied indeed. You have been passing the winter here; how have you liked Rome during the season just over? I am charmed that you have been pleased. Since the time when, as you say, you were in the habit of reading my published despatches in Italy, you have had a great war in America—a very disastrous affair. You must have almost become an Italian, so long have you resided in Italy. What surprises me is that your country seems to be getting up again wonderfully from the misery in which it must have been plunged by such a severe and long struggle between the North and the South and by the subsequent liberation of the slaves. It is indeed surprising, but true. You have the advantage of possessing immense resources. I suppose the South suffered the most. It must have been ruined when the war terminated, as the lands could not produce cotton while the battles lasted. Yet I have been informed that that part is also recovering its former prosperity. I knew an American staying here in Rome who was ruined by the war, but who went home, and there he made money, and returned here rich. I saw him. Such is the wonderful feature of your New World, where fortunes can be made very rapidly. The war left you a large debt. It is something frightful, but then it can be paid easily. What has given me great pleasure and satisfaction is to see that monthly accounts come over by the cable informing us that the debt is gradually, but steadily, being diminished by two, three, five, seven or eleven millions of dollars at a time. That looks very auspicious, I think, for the payment of the whole debt. I suppose there can be no doubt huge prices were exacted from the government during the struggle and many people got rich in that manner. Under such circumstances as those accompanying a huge war, just prices cannot be secured, and contractors and those following in their wake have the finest opportunity to grow suddenly wealthy.

CORRESPONDENT—But it seems there has recently been afforded an opportunity in Italy also of sudden fortune. As I told you just now, I have been traveling in Italy in search of news and to see the actual state of the country. I was not long ago at Naples, where they had such a fever of excitement this winter over the "*banche usarie*" (or private banks seeking deposits of money by holding out the promise of usurious rates of interest) established there in such numbers. I obtained while there many curious incidents in relation to their rise and fall. Some of the working classes, allured by the shining promises made, lost their all by depositing in them. One of the depositors told me that he had invested a thousand francs, received a weekly interest amounting to a tenth part of that sum, when the "bank" broke and his capital was beyond recovery. He had no means of redress, and assured me that there was much suffering in Naples in consequence of the suppression and collapse of all the said irresponsible institutions. He furthermore complained that there was no work, while they were left free to work, and concluded that "freedom to work" could not by any means be considered bread and meat for the flesh.

CARDINAL—Yes, I am aware of all this curious history. At the time people came to me here and asked me about those banks, and I said in reply that they were simply preposterous, absurd. How was it possible for them to accord ten or twenty or as high as thirty per cent interest per month on the deposit of money? It was simply impossible. No corporation, city or state, can afford to grant such ruinous premiums as those; no capital or enterprise could resist against those rates. And yet they were lavishly promised. It seemed strange to me that people with any amount of common sense could act so foolishly as was done there. Of course they were the work of rascals, who intended to get hold of the money and make off with it. You found the weather very warm at Naples?

CORRESPONDENT—No; but I found that many considered that the fever prevailing there to a slight extent had been introduced from Rome, while on my return here I was informed that it originated in Naples and thence was imported here. What is the truth about the climate of Rome?

CARDINAL—Naples must be unhealthy in some parts on account of defective sewerage. Here in Rome we have had no fever but what has been brought on by imprudence among the visitors. Our air is very pure and healthy, as you must have observed. The only thing to be guarded against here is the frequent and sudden changes in the atmosphere during the day, and especially towards evening and nightfall. For this purpose one must always take the precaution at such hours never to go out without having something to protect well the throat and breast. If this be observed there is no danger of fever or sickness. I never fail to observe this precaution and have never been sick; sometimes during the great heat of summer, when we are all liable to much perspiration, when the whole body is moist and consequently we feel pleasure in the open air or sitting exposed to it by opening doors and windows, I always keep them shut.

CORRESPONDENT—Don't you go out to a *villaggiatura* in the hot season?

CARDINAL—No, I never do; I stay here all the summer and never budge from Rome; I am kept here and can't leave on account of affairs. Take the simple measures mentioned, and Rome will be found healthy not only in June, but in July and August and all the year round. There have been many Americans here this winter. Did you know the Minister, Mr. King? He was a very excellent man. Mr. Cass was here before him. Mr. King went away because the government at Washington withdrew its legation. I don't know why, (and here the Cardinal's countenance assumed a shade of seriousness which gave place forthwith to a lenient smile,) though I believe for some reason of economy.

CORRESPONDENT—When is the Council to end, M. le Cardinal?

CARDINAL—Ah! as to that I can say nothing!

EPISCOPAL RETICENCE.

This is the substance of our conversation, apart from minor remarks, which need no recording. I put the last question more in laughter than in seriousness, because I knew full well the man in the moon would have been just as likely to answer it or give me details about the Ecumenical Council of 1870, "first at the Vatican," as the diplomatic and reverend seignor who sat before me. There would have been the same probability of getting any reply to a few free questions on the score of the "revolutionary kingdom" of Italy and its King. I am almost inclined to believe that it would be an impossible attempt, that of inducing any cardinal of the Roman persuasion to lay his cards face upwards on the table—so to speak—before the game is entirely over, but I feel certain that if any such cardinal could be so induced he would not sign his name "G. Card. Antonelli."

HEALTH OF THE POPE—FALLIBLE OR INFALLIBLE?

The Pope has been unwell for the last two or three days. An apoplectic attack is always feared for him; he is afflicted in one of his legs, which has to be constantly watched by the doctors, otherwise the disease would extend to his head and carry him off in ten minutes' time or less. In this connection some sacerdotificial fellow has just put in circulation the remark that now his Holiness' infallibility has been secured, thanks to an accommodative Council, the next thing to be done is to look after and decree his immortality. In the meantime the fathers in the Council are certainly busy and engaged in the preparation of the canon upon infallibility for Pius IX. and all his successors (supposing that he will have any, which by some here is openly considered doubtful the way things are working); we now look forward to the 4th of June, Pentecost, as the day when we shall have an infallible Pope, and at furthest by St. Peter's Day, June 29. After that, I am informed, that most of the fathers will leave Rome, while a few will remain here in the quality of a "general congregation," to wind up all the little matters under the heading of so many "papal constitutions," not as decrees of a council, which, with the infallibility of the Sovereign Pontiff, will become, *ipso facto*, an obsolete word as far as the Church of Rome is at present concerned.

YACHTING.

Movements of the Fleets in Europe—A Cruise to the East and Return—Launches and Sales.

[From the London Court Journal, May 14.]

Our correspondent at Cowes sends the following report under date of May 12:—

YACHTS ABOUT THE COWES STATION.

Guinevere, the Commodore; Gipsy, C. N. Mather; Pleiad, J. D. Gibb; Hesperus, E. D. Featon; Champion, E. N. Harvey; May Queen, E. B. Liebert; Zenobia, Vice Commodore; Clutha, C. Brett; Marma, J. C. Morice.

Arrivals.—May 8, Marina, J. C. Morice; 9th, Guinevere, the Commodore; Mystery, Hon. S. Bethell; Ceres, W. B. Tyningham; Odalisque, Mons. Mandriot; 10th, Cambria, J. Ashbury; Egeria, J. Maitholland; Fiona, E. Boutcher; Loadstar, C. F. Alison; 12th, Clutha, G. Brett.

Departures.—Gazelle, Sir John Burgoyne, Bart., for Southampton; Cambria, J. Ashbury, for Cowes; Fiona, C. Boutcher; Loadstar, C. F. Alison, for Southampton; Odalisque, Mons. Mandriot.

Yachting Notes.

[From the London Court Journal, May 14.]

The steam yacht Griffin, belonging to James Baird, Esq., of Cambusdoon, arrived in Ayr bay on Tuesday, after a lengthened cruise in the Mediterranean. In the course of her voyage she touched at Gibraltar, Malta, Naples, Alexandria, Port Said, Joppa, Smyrna, Athens, Constantinople, and other ports. Mr. Baird took a tour through Lower Egypt, and returned from the Red Sea by the Suez Canal. He visited Jerusalem, and other places of sacred interest in the Holy Land. The yacht was at Athens at the time when the massacre by brigands took place. We understand Mr. Baird and party, when there, had it in contemplation to pay a visit to Marathon, but were dissuaded from doing so. Mr. Baird and party left the Griffin at Naples to return overland.

The Nooya, a screw steamer of about 160 tons, is being built for Mr. J. T. Molson, by Messrs. Laird, of Birkenhead.

The Pantomime, schooner 140 tons, built in 1865 by Ratsey, and lengthened last year by the bow, has been sold for £3,300 to Captain Starkey.

Thursday there was launched from the building yard of Messrs. William Fife & Son, Fairlie, the yacht purchased by the Marquis of Ailsa from that firm about a month ago. His lordship made the occasion a festive one to his servants in Culzean Castle and grounds.

His Royal Highness the Prince of Wales has offered a challenge to be competed for by American and British yachts of 100 tons and upwards, on the conditions usually adopted in the sailing matches of the Royal Yacht Squadron, but subject to any modification which may be considered advisable by the Sailing Committee of the club. A meeting of the members of the squadron is to be held to-day, and the course, distance and date of sailing will be made known as soon after as possible.

Her Majesty has been pleased to present a cup, to be sailed for at the Royal Southern Yacht Club regatta, on Tuesday, July 19.

YACHTS FITTING OUT AT LEAMINGTON.

Beatrix, the Earl of Durham; Cecil, Colonel Markham; Dream, Mr. Elkington; Fenella, Mr. Nicholson; Free Lance, Captain Crax; Heather Bell, Mr. Clayton; Mirage, the Marquis of Ormonde; Myth, Mr. Kinnaird; Marmia, Mr. Chatterton; Shark, the Duke of Rutland, and St. Ursula, Mr. A. Kinnaird.

ROYAL ALBERT YACHT CLUB.

The regatta of this flourishing club has been fixed for the third week in August, and will, as far as we can ascertain, contain the following races:—An ocean race for a cup of the value of 100 guineas, presented by two members of the club; a schooner race for a cup presented by Count E. Batthyany, of the value of fifty guineas, the Albert cup, value fifty guineas; the Vice Commodore's cup for small cutters, and the ladies' prize for a Corinthian match.

THE DARIEN EXPEDITION.

Latest from the Explorers in the Gulf of San Blas.

Plenty of Rainy Weather—The Work Pushing Forward—Exploring the Rivers—The Prospect—A Plea for the Sailors.

GULF OF SAN BLAS, May 12, 1870.

It may be that the "rainy season" will not fairly set in until July, but during the nineteen days since our arrival here more than half of the time has been lost on account of rain, plentiful enough to give us a vivid idea of what that season must be "when the plug is wholly taken out." Even before the Nipsic went to Aspinwall—affording several of the officers a chance to make a speedier and more agreeable transit of the isthmus than they will probably enjoy by any other route than that of the Panama Railway—the heavens had opened widely and poured forth floods of rain. On one occasion the Guard caught 2,100 gallons in one hour and twenty minutes.

Nevertheless, orders to push on the work of the expedition, "rain or shine," have been faithfully obeyed, so far as nature itself has allowed. For instance, yesterday, in spite of continuous showers, no less than four thousand feet of telegraph wire were put up. And, notwithstanding all obstacles, the surveying party, under command of Lieutenant Hitchcock, of the Nipsic, has persisted in its exploration of the Mandinga river and its mouths or delta, until it has penetrated twelve miles inland, or six miles and a half in a direct line from the shore. This party is now advancing along the left fork of the river, which fork is called Samgundi by the Indians. The Nicalagua river has been explored with the plane table and accurately mapped for nine miles from its mouth, the exploring party being now five miles distant from the beach in a direct line. The Samgundi and the Nicalagua both head in the direction of the San José, a tributary of the Mamoni, which flows into the Bayano or Chepo. How high the sources of the San José may be remains to be determined. There is, in fact, no part of the isthmus of which so little definite information has been hitherto acquired, although there is strong reason to believe that the short air route across the isthmus will prove to be that between the head of the Gulf of San Blas and the navigable waters of the Bayano, emptying into the Bay of Panama. Therefore Admiral Davis, in his report on Interoceanic Canals and Railroads Between the Atlantic and Pacific Oceans," urgently recommended that a thorough examination for a pass should be made before the so-called "Kelly route," with a seven mile tunnel, should be considered the only feasible route in this locality.

In addition to the work of the surveying parties in the interior, the astronomical, topographical and hydrographical work requisite for the construction of a complete chart of the head of the Gulf of San Blas as the possible harbor of an interoceanic canal, is steadily going on. Mr. Morman's observatory was erected on the very day of our arrival. The exact latitude and longitude of an astronomical station has been obtained (latitude 9 30 6, longitude 79 2 18), a base has been measured, the triangulation has been executed with theodolite, the shore line has been determined with the plane table and sextant, and upwards of 100 miles of soundings have been taken by parties from the Guard.

Meanwhile almost everybody's apparel (and patience) is wearing out. One of the officers has worn out already ten pairs of boots and shoes. Some of the officers, perhaps, can afford such extravagant devotion to science and patriotism. But many of the men are getting deeply in debt for clothes that must be paid for out of their meagre wages. Might not the United States government make "drawbacks" enough on the millions grabbed and squandered by "ring politicians" to secure for the sailors and marines of the Darien Expedition at least three months' extra pay as a set-off against their unavoidable extra expenses?

Further Particulars of the Expedition—Twelve Miles Inland Surveyed—The Mountain Spurs Reached—Miscellaneous Intelligence.

The following additional particulars have been received of the progress made by the expedition in surveying the route from the Gulf of San Blas to the Bayamo river:—

The work of survey had progressed twelve miles inland from the Bay of San Blas, at which distance the first mountain spurs proper were reached, the highest elevation passed being 112 feet.

The progress of the survey was impeded by heavy rains, which swelled the streams to torrents. The weather was exceedingly hot during the daytime.

The work of surveying the Bay of San Blas was progressing rapidly, and it was believed would be completed by the time the expedition was ready to sail for home.

The Nipsic arrived from Aspinwall at noon on the 5th inst., bringing the New York mail of April 21, and supplies of ice and fresh provisions.

The sick list of the Guard numbered eight persons. Three officers at the front, with the surveying party, were sick with fever and ague. The rest of the expedion were in good health.

The expedition will sail for home about the 27th of the present month unless the present intention is changed.

JAMAICA.

The Cable Telegraph to Cuba—Preparations for Its Laying—The Line to be in Operation Early in June—Two Murderers Convicted—Coolie Emigration.

KINGSTON, May 5, 1870.

The United States steamer-of-war Yantic came into port on the 3d inst., from Havana and Santiago de Cuba, with Sir Charles Bright and other officers of the West India and Panama Telegraph Company, to make preparatory arrangements for the laying of the cables which are to unite the West Indies and Panama with Europe and America.

The British ship Milicente arrived here on the 29th ult. with a large portion of the cable. The steamer Suffolk, with more cable and the grappling apparatus of Sir Charles Bright, is expected from London via New York on the 17th. The steamer Dacia, with a large quantity of cable and electrical apparatus, was to leave London for this port on the 2d inst., but on her way hither she will stop at St. Thomas to embark Sir Charles Bright, who will come on in her to Jamaica. The Dacia will be followed by the steamer Titian early in May, and the British ship Bonaventure has sailed already.

By the British packet due here on the 21st inst. we will have twelve English operators, selected from the principal telegraph offices, and a number of station masters and signal men will follow by the British mail packet on the 5th of June, to be drafted off to the various islands as they are required. Sir Charles Bright leaves this in the British mail packet Seine for St. Thomas, and he is of opinion that the cable between this island and Havana, connecting with New York and Europe, will be in complete operation by the first or second week in June.

The widow and children of the late Mr. Aikman (crown solicitor) have recovered £6,000 damages from the Jamaica Railway Company as compensation for Mr. Aikman's death, which was occasioned by a calamitous collision, the result of mismanagement and extreme neglect.

Two black men, both Africans, were convicted before Sir John Lucie Smith and a jury of having murdered a fellow countryman, whom they shot in the back, and afterwards scooped out his brains, which they mixed with rum and drank, and then buried the body. These two men were sentenced to death, and will be executed in Spanish Town in a few days.

The British steamer Suffolk, which is expected here with the submarine cable, will remain on this station to visit the islands and repair the cables when necessary. Her headquarters will be Kingston. She is commanded by an officer who did much of the intercolonial service when he was in charge of one of the mail company's steamers.

Mr. W. M. Anderson, the Jamaica Agent of Emigration, resident in Calcutta, has arrived here on six months' leave of absence. Mr. Anderson has received the congratulations of the Governor and the colonists for the very admirable manner in which he has supplied immigrants for the Jamaica plantations, by which the colony saved an immense amount of money. Mr. Anderson will return to India in a few months time, and we understand 800 coolies are required to supply the immediate demand.

THE JERSEY EXPRESS WAR.

The Redoubtable Jubilee Jim, Jr., and the Jersey Judges.

James Fisk, Jr., and Augustus (Gus) Fuller, of the Erie Railway, presented themselves before the Paterson (N. J.) courts yesterday to plead to an indictment found against them by the last Grand Jury for alleged illegal freight charges, &c. They gave bail for their appearance. Mr. Fisk also renewed his bail on a previous indictment for "fraud and conspiracy" in connection with the locomotive express business, the particulars of which were given in the HERALD some months ago. This affair will be settled, it is whispered, by a withdrawal of the suit by the complainants. The last indictment, against Messrs. Fisk and Fuller, is the result of the opposition of the old defunct express companies against the Fuller Express. The connection of the latter with the Erie enabled them to transport freight at almost half the prices asked by the old companies, which were kept up by combination. The public joined the old expressmen at first, but, finding it somewhat pleasant to pay less expressage and have more spending money, they soon patronized the Fuller line, until all the old express companies gave up the ghost except two. The vindictiveness thus engendered has reached now the indictment; but the fight will amount to nothing, as there is now no one remaining in the field against them but the old expressmen themselves—and the lawyers.

CENTRAL AMERICA.

A Successful Revolution in Costa Rica.

President Jimenez Deposed and a New Government Established—Trouble Feared in Honduras and San Salvador—Affairs in Colombia—Cable Lines Between the Isthmus and Jamaica—General Intelligence.

PANAMA, May 17, 1870.

The steamship Montana from San Francisco arrived here this morning. She touched at Guatemala and from there brings late and important news from the other Central American republics.

COSTA RICA.

A revolution broke out in San José, the capital of Costa Rica, on the morning of the 27th of April, and resulted in the overthrow of President Jesus Jimenez and the establishment of a new government, with Dr. Bruno Carranza at its head.

The government of Jimenez, which has just been broken up, was installed by a revolution a little over a year ago, when Dr. Castro, the then constitutional President, and a man of broad and liberal views, was deposed. Jimenez's rule has always been unpopular, and since his accession to power the republic has been in a state of constant uneasiness. Several unsuccessful attempts at revolution had occurred. No confidence was felt in the man, and the country, which a few years before was most prosperous, began to decline rapidly. It was therefore determined to get rid of the obnoxious government and of the priestly influence which controlled it. A plot to accomplish this was well planned and ably carried out by leading men of the country. The plan was, first, to get possession of the two barracks in which the troops were quartered, and after to arrest the members of the government. The former was the most difficult as the barracks were closely guarded and all ingress and egress prohibited excepting to those well known and connected with the establishment. It was customary for some carts, loaded with grass for the supply of horses within, to enter every day. On the morning of the 27th of April these carts came as usual and passed the sentry without any suspicion, reaching the patio, or court yard; nine men armed with revolvers, at a signal from the driver, jumped from under the grass, rushed upon the guard and killed the officer in command and every man who opposed them. They then proceeded to the quarters of the commander, Biscubi. The first man who entered was shot by Biscubi, but the others following closely fired on the commander and blew his brains out. The revolutionists were soon largely reinforced and took full possession of the barracks, which was that of the artillery. A force was at once despatched to the infantry barracks, which they took possession of also, after firing only a few shots. The person of President Jimenez was next secured, and the new government was installed.

In the afternoon Santiago Millet, of Carthage, appeared before the capital with a force of 400 men, to the relief of the government; but he was notified that the captive President would be put to death immediately if the city was attacked. Jimenez then ordered Millet and his men to lay down their arms, which they did. On the following day the President and all the prisoners taken were set at liberty, and everything has since gone on quietly. The chief of the movement was Colonel Towns Guardia, assisted by some young men of the capital, among whom Horacio Carruza and Victor Guardia were prominent.

The new government is as follows:—

President—Dr. Bruno Carranza.

Commander-in-Chief—Guardia.

Secretary of State—Lorenzo Montufar.

It is believed the new state of affairs will give more general satisfaction than the old, and it is sincerely hoped it may.

In San Salvador it was feared a revolution would break out against the government. Don Borja Rustamente was suspected of being connected with the movement, and was obliged to flee the country.

HONDURAS.

Trouble seems to be brewing in Honduras also. At Amapia several arrests had been made and some fifty persons, natives of Nicaragua, were compelled to leave the State.

MISCELLANEOUS.

The telegraph line from La Libertad to the capital of Salvador is completed and in working order.

From Guatemala there is nothing of interest by this arrival. The republic is at peace.

COLOMBIA.

The Canal Question—Condition of Affairs in the State of Panama—The Railroad and Steamship Projects—Telegraph Connections—Miscellaneous Items.

PANAMA, May 17, 1870.

Since my last communication, that of the 7th inst., via St. Thomas, there have been no arrivals from Central or South America or mails from the interior of this republic. There is, therefore, nothing but local news to forward to-day. The steamer from Central America, usually due on the 16th, is not expected till the 19th, and the English steamer, with Bogota mails to 1st inst., via Buenaventura, is not likely to get in before to-morrow evening. Nothing further has been received here from Bogota as to the action of Congress on the canal treaty, nor is there anything of interest from the surveying expedition. The Nipsic left Caledonia Bay for San Blas on the 4th inst., and from a private letter of her commander I learn would likely remain there till the end of this month, at which time he expected to have the San Blas survey completed. The Nyack, Captain Eastman, arrived in this port on the 14th inst. and returned again last evening to the mouth of the Bayamo river, about thirty miles from here, to await the arrival of the Pacific party. The Nyack visited Panama for the purpose of sending home some discharged men and to take coal and some stores, &c., needed.

The crisis through which this isthmus is at present passing gives rise to much talk and conjecture as to the future. Panama is wholly dependent upon her transit. The Pacific Railroad has divested much of our business, and the effects of the line from the south coast to Liverpool, through the Straits of Magellan, are still more severely felt. The business of the transit is not a quarter of what it was a couple of years ago. How to attract back to the Isthmus this lost trade is now the question. A reduction of rates by the railroad is talked of, and it is asserted most positively that another line, American, from Panama to Valparaiso, in opposition to the present coast line of the Pacific Steam Navigation Company, who also own the Straits line, will be started in connection with the Panama Railroad Company and the steamship lines plying between Aspinwall and Europe. The subject has already been brought before the different companies who have suffered by the opening of the Straits line, and has been favorably entertained by all, and the name of Mr. William H. Webb is mentioned as the person likely to carry the scheme through. If the line is properly established, with suitable ships, efficient officers and competent managers, it will prove to be a great success, but no ordinary effort will avail. The Pacific Steam Navigation Company has had thirty years' experience on this coast, has an able manager at Callao, and probably the finest fleet of steamers and the best adapted to the trade in which they are engaged of any line in existence. Now that the different companies interested in the Isthmus transit see the necessity of rousing to some action it is to be hoped that Panama has experienced already her most severe trials in the way of hard times, and that they will succeed in recovering a good portion of the business which in more prosperous days they carelessly let go. The commencement of work on the canal is yet apparently too far in the future to afford much hope.

Advices received from Jamaica by last steamer are to the effect that Sir Charles Bright had arrived at Kingston and was making preliminary arrangements for the laying of the cable which is to connect this Isthmus with the West Indies. A correspondent says:—"Some doubt exists as to the laying of the line as all to Aspinwall. The United States of Colombia, it appears, have passed a law by which any telegraph company working in that country is to pay five per cent upon its net receipts to the State." The law above referred to was annulled, and another passed instead in March last, which only exacts that government messages should be transmitted free. The law is as follows:—

LAW WHICH AUTHORIZES THE EXECUTIVE POWER TO PERMIT TELEGRAPHIC COMMUNICATION OF THE TERRITORY OF THE REPUBLIC WITH OTHER NATIONS.

The Congress of the United States of Colombia decrees:—

Art. 1. Authorizes the Executive power to concede permission to any company or person who solicits it to establish on the coasts of the republic the extremity of submarine telegraphic cables which puts the nation in contact with other points of the earth, as well as for the uniting of said submarine cables with land telegraphic lines.

Art. 2. Telegraphic enterprises established in the national territory referred to in the preceding particle are reputed as of public utility, consequently will be free from all classes of taxes and contributions, national as well as State.

Telegraphic undertakings which accept this concession, are obliged by the same, to transmit, gratuitously, the official communications of the authorities of the Union and the States.

Art. 3. In case of foreign war, or internal revolt, telegraphic companies cannot operate without being under the vigilance of the political authorities.

Art. 4. The law of the 26th of July, 1870, which authorized the Executive power to permit telegraphic communication with other nations is hereby declared abolished.

Given in Bogota the 1st of March, 1870.

The same correspondent says that for the reason referred to the cable intended for Aspinwall will be used for part of the extension from Demerara down the east coast of South America to Rio Janeiro. On the managers becoming aware of the new law in existence the original plan of connecting with Aspinwall first will no doubt be carried out.

A very severe squall, of short duration, was experienced at Aspinwall on the afternoon of the 16th inst. It lasted only a few minutes, but during that time caused considerable damage to the roofs of several buildings. The shipping in port seems to have escaped uninjured.

Our foreign Protestant church is likely soon again to feel the want of a minister. The Rev. Mr. Hardie, who came out here from the States only a few months ago to take charge, is, I am sorry to say, obliged to leave us on account of ill health. He purposes returning home by steamer of the 1st prox.

General Santos Gutierrez, late Minister at Washington from Colombia, arrived here on the 13th inst., on the steamship Alaska, *en route* to Bogota.

Your summary of news from South and Central America in your issue of April 28, contains the following:—

"United States Consul Weir, at Panama, has got himself into trouble. He had a dispute with the Postmaster regarding the delivery of mails for the American Consulate, when, it is alleged, he struck the Postmaster a blow in the face," &c.

The paragraph should have read Consul Weil, of Tumbez, Peru, instead of Panama.

THE CUSTOMS CARTAGE.

How the Old System Operated—Some of the Barefaced Swindles of Importers—Tricks of Trade and Traders—The New System—Its Advantages and Safeguards.

A variety of conflicting statements have appeared from time to time in the columns of the daily journals in regard to the new system of cartage of customs goods adopted by Collector Grinnell, and that the readers of the HERALD may fully understand the workings of the new bureau the following, compiled from official sources, is inserted:—

Under the old plan of cartage the merchant and importer were permitted to carry their goods in bond, and from this fact alone a thousand abuses were born. The inspector, discharging a vessel, designated the cart to carry sample packages to the appraiser's store, and in many cases goods *in transitu* between the wharf and the place where the valuation was affixed have been changed; and, as examples, a cask of wine, worth five dollars per gallon, would fall under the manipulation of interested parties and a wine pump, and an inferior quality of liquor forced in. The valuation of the balance of the wine on wharf or in ship would be fixed at the low rate of the inferior wine already appraised. Choice silks, velvets, satins and corsets have been changed for poor linen, and the government defrauded and the dishonest inspector correspondingly enriched. Notwithstanding the fact that the government has a lien upon dutiable goods the officers of the Revenue Department surrendered packages to any cartman bearing a permit, and as no record was made of cart or drayman if fraud occurred the guilty party could not be found. A number of steamship lines, whose agents were not citizens of the United States, employed carts and drays, and the inspectors discharging their ships would give loads to such carts and drays as their interests would prompt—the goods, perhaps, that according to law were not to pass from the custody of the officials of the United States until the duties were paid. The prices charged by cartmen to the government for packages taken to the public store amounted to fifty-three cents per load; yet, by an understanding between the appraisers' office and the inspectors, cartmen charged each package as a load. The contractors under the old system were under $5,000 bond—an amount often a mere bagatelle to the value of their loads—and under this bond any number of carts could be employed. To the merchant and importer the contractors used a sliding scale of prices, varied to suit their customer. Under the old system the front of the dray was to be marked "Custom House license," &c. In many cases the inscription was marked on cart fronts with a piece of chalk or lampblack, or perhaps a board, easily removed and loaned from one cartman to another. Licenses in amount bore no proportion to the goods often carried, and in many instances carts would still retain their Custom House guarantee long after the bond of the license had expired. Collector Grinnell determined to reform this scandal upon the revenue service, and, after mature deliberation, concluded upon the following system:—

THE NEW SYSTEM.

The collection district of New York was subdivided into eight cartage districts, and for each district there should be a contractor who should give bonds to the amount of $50,000 for the faithful performance of his contract to cart customs goods, and each cart employed should be bonded in the sum of $5,000. Mr. Grinnell received upwards of one hundred bids for the eight contracts. "All I require," said the Collector, "is that the contracting parties shall have loyal records, capacity for the work and means to carry it on." With strict impartiality the contracts were awarded, the prices per load were fixed and uniform—thirty per cent less than the old rates to the government and thirty-three per cent less to the merchant and importer; and the load was also fixed at 1,200 pounds, for which the contractors receive fifty cents for the first half mile and sixteen cents for each additional half mile, and are not permitted to charge more. The contractors at their first meeting elected a general agent of cartage, and to him all matters connected with the customs cartage are referred, subject to an appeal to the Collector. By the new system none but bonded carts are permitted to ride dutiable goods, and a record is on file at the office of the bureau of every package carried by the licensed cartmen. The receipt given by the the drayman to the inspector is also filed, and with the check of the storekeeper who received the goods in the public store forms a complete chain, and if misdemeanors occur the Collector can at once determine the guilty party. The bureau affords facility to merchants and others to ascertain the whereabouts of missent packages, the receipts on file at once locating it.

The following exhibit will more fully explain the economy of the new system:—

In March, 1869, under the old system, 15,076 packages were taken to the public store, for which the government paid $7,041. In March of this year, and under the new system, 16,346 packages were carried, for which the government paid $6,725—being 1,270 packages more carted to the public store than in March of last year, and at a reduction in expense of $1,215. The sum of five cents per package from loads to the public store is paid into the Cartage Bureau.

In February there were 14,493 packages carried to the public store; March, 16,346, and in April, 17,933. It will be seen by the above that the new system is all that is claimed for it by Mr. Grinnell, and by it, if in the hands of responsible persons, the means of saving large amounts annually to the government and the merchant and the importer. In the service of the bureau are a number of clerks, agents and others, and the aggregate amount received by the bureau for its support from contractors and merchant cartmen, from February 1 to April 1, is $6,269, or about $30,000 per annum.

The Collector bases his authority on the Warehousing law of August 6, 1846, which declares that the Collector shall take possession of dutiable goods and lodge them in the public stores until the duties shall have been paid. The private bonded warehousing law of March 28, 1854, extends the provisions of this law, provides merely for private bonded warehouses under existing laws and does not alter or abridge the power of the Collector in the premises. The Collector during his administration has instituted a number of reforms, broken up countless rings of plunderers, so long established that the participants began to look upon the results of their fraud as the legitimate fees of their offices. The Cartage Bureau has met with general favor, save with large houses, who, owning their horses and drays, employ their draymen by the week or month, and disappointed bidders for contracts.

MUSICAL AND THEATRICAL NOTES.

Signori Lefranc and Regna are engaged for the great Beethoven festival, which commences at the American Institute Coliseum on June 13. The conductors are Carl Bergmann, George F. Bristow and Patrick S. Gilmore.

The Central Park Garden concerts, under the direction of Theodore Thomas, are crowded every night.

Matilda Heron, the representative *tragédienne* of the American stage, will appear at Miss Jennie Wilmore's benefit at the Academy of Music to-morrow evening.

George Bristow's juvenile Beethoven festival commences at Steinway Hall June 16.

"Fernande," the last reigning sensation in Paris, will be produced at the Fifth Avenue on June 7. It is one of Sardou