MEXICO.

Herald Special Reports from Mexico and Matamoras.

THE TROUBLES AT MATAMOROS.

A Collision Between Two Mexican Chieftains Anticipated.

THE PRESIDENTIAL ELECTIONS.

Latest Reports of the Vote and Juarez's Chances.

TELEGRAMS TO THE NEW YORK HERALD.

Our correspondent in Matamoras and the City of Mexico send us the following special despatches:—

MATAMOROS, August 6, 1871.

General Palacios, commanding in this city, and General Cortina, who has command of the line of the Rio Grande, are antagonistic. The trouble grows out of the deputations from the American side of the river, who have been complaining of the outrages committed by the Mexicans and Indians. A collision is feared, and preparations are making for the outbreak, which may occur at any moment.

The Elections—The Opposition to Juarez Gaining Strength—The Vote as It Now Stands—Troops Sent to Tobasco.

MEXICO, August 6,
Via INDIANOLA, August 11, 1871.

The opposition is gaining strength as the returns from the distant part of the republic are received. According to the latest reports Lerdo has 2,027 electors and General Diaz 3,094. The *Diario Oficial* says Juarez has 5,023 electors. This would seem to indicate the President's re-election by Congress, if he has a proportionate strength in that body; but the result of the election of Congressmen is not yet ascertained.

TROOPS SENT TO TOBASCO.

Troops have been sent to Tobasco to suppress the outrages reported to be occurring there.

RAILROAD MATTERS.

Railroads in Maine—The Late Accident on the Maine Central Road.

PORTLAND, August 11, 1871.

The directors of the Maine Central Railroad held a meeting this afternoon and sent a committee to Bangor by the night train, and appointed another committee to examine personally, with a competent engineer, every bridge on the line at once, in the most thorough manner. The Station Agent at Bangor has been directed to continue medical attendance and every comfort to the wounded, at the expense of the company.

The directors of the Boston and Maine Railroad have located an extension to within three miles of Portland, leaving North Berwick, three-quarters of a mile from the Portland, Saco and Portsmouth Railroad depot. It crosses Maryland Ridge at Wells, goes within a mile and a half of Wells Beach and the Atlantic House, and half a mile north of the Ocean House, on the Old Stage road; passes midway between Kennebunk and Kennebunkport, thence parallel with the Portland, Saco and Portsmouth Railroad to Biddeford and Saco, going through the centre of these cities, thence strikes down close to the Ocean House, on the Old Orchard Beach, thence to the seashore, crossing Nonesuch River, two miles from the Atlantic and Kirkwood Houses, Scarboro Beach, and three-quarters of a mile from Oak Hill station, on the Portland, Saco and Portsmouth Railroad, and thence to the Cape Elizabeth line.

Duluth to be the Terminus of the North Pacific Railway.

DULUTH, Minn., August 11, 1871.

The Directors of the Northern Pacific Railroad Company and the Lake Superior and Mississippi Railroad Companies in a joint resolution here to-day decided to enter at once upon an extensive system of harbor improvements, including the completion of the canals, deepening of the bay and the construction of permanent docks. This will render the harbor of Duluth one of the best and most capacious, and capable of accommodating the commerce of the lakes. Duluth is also fixed as the lake terminus of the Northern Pacific Railway. It is announced that the road will be completed and trains running to the Red River within several days. A large force of men is employed.

Consolidation of California Railroads—Burning of Snow Sheds on the Pacific Railroad.

SAN FRANCISCO, August 11, 1871.

The absorption of the California Pacific Railroad into the Central Pacific Road was completed yesterday by the election of Leland Stanford, of the Central, as President, Milton S. Latham as Treasurer, and the old Board of Central Pacific Railroad Directors.

The damage to the railroad by the fire at Emigrant Gap is greater than at first reported. From a half to three-quarters of a mile of the snow sheds along the road have been destroyed. The trains were delayed twelve hours. The station buildings were burned so quickly that the occupants escaped with their nightclothes only.

The Pennsylvania Central Railroad.

LOUISVILLE, August 11, 1871.

Representatives of the Pennsylvania Central Railroad Company arrived to-day to complete the transfer of the Jeffersonville, Madison and Indianapolis Railroad to that company, which will be done to-morrow.

The Cayuga Lake Shore Road Under Contract.

AURORA, N. Y., August 11, 1871.

The contract to build the Cayuga Lake Shore Railroad has been let to Colton Smith, of Massachusetts.

ILLINOIS ITEMS.

Outrage by a Negro Upon a Child—Burglars Foiled—Two Desperadoes Captured by a Watchman.

CHICAGO, August 11, 1871.

Last night at Rockford a negro named Smith committed an outrage upon the daughter of the Rev. E. M. Walters, aged eleven years. The excitement among the citizens in consequence is intense, and talk of lynching the beast is general.

At Belvidere last night, during a heavy thunder storm three burglars undertook to enter the countingroom of M. G. Leonard's warehouse. George Tuttle, an employé on guard, attacked the scoundrels, who were armed. During the fight Tuttle shot one of the burglars in the mouth and through the arm, and knocked the other senseless to the floor. The third fled. The two injured burglars are now in jail.

THE VIRGINIA SPRINGS.

WHITE SULPHUR SPRINGS, W. Va., August 11, 1871.

Governor Walker and lady, of Virginia; General M. C. Butler, of South Carolina; General Cox, of Tennessee; General Robinson, of Virginia; James Lyons, of Virginia; M. W. Glenn, Baltimore *Gazette*; John R. Thompson, New York *Post*; James R. Randall, Augusta *Constitutionalist*, and State Senators Roller and Graham are among the late arrivals here. The number of arrivals increases daily at all the Virginia springs and average 100 a day. The season is at its height here and but few persons are leaving for other springs. The grand fancy and masquerade ball of the season will take place on Wednesday next.

FRANCE.

Thiers in Favor of Large Armaments and a Standing Force of 500,000 Men.

All the German Troops to Evacuate France Before the End of the Year—More Taxation—The Elections for the General Council—Shall M. Thiers be Dictator for Two or Three Years?

TELEGRAM TO THE NEW YORK HERALD.

PARIS, August 11, 1871.

It is reported that the negotiations between Berlin and Versailles for the evacuation of France have resulted in an agreement by which the occupation of French territory by the German troops will entirely cease before the end of the present year.

It is said that President Thiers urges on the Military Committee of the Assembly the necessity of having large armaments and a normal effective force of 500,000 men in the army.

THE BUDGET.

The expected budget statements will probably be delayed some months.

THE YIELD OF THE INCOME TAX.

The French Budget Commission proposes a three per cent tax on all bonded goods except corn and coal, and estimates the yield therefrom at 75,000,000 francs per annum.

MORE ELECTIONS.

The elections for the Councils General will take place early in September.

HOW LONG SHALL M. THIERS REIGN?

The party of the right in the Assembly demand that M. Thiers' term of office be prolonged only two years.

PROBABLE RESULT OF THE VOTE.

It is thought that the vote of the Assembly upon the motion for the prolongation of the term of office of M. Thiers for three years will stand about as follows:—For the proposition, 300; against it, 230; probable absentees, 130.

EX-QUEEN ISABELLA.

Ex-Queen Isabella, of Spain, has arrived at Trouville-sur-Mer.

THE TWO KAISERS.

Meeting Between the Emperors William and Francis Joseph—The Political Significance of the Imperial Conference.

TELEGRAMS TO THE NEW YORK HERALD.

BERLIN, August 11, 1871.

The Emperor of Austria received the Emperor William at Wels to-day. Cordial greetings were exchanged, and their Majesties departed this evening in a special train for Ischl.

English Opinion on the Meeting of the Two Emperors.

LONDON, August 11, 1871.

It is believed in well-informed circles that the affairs in Europe have lately taken a threatening aspect. Some diplomatists affect to doubt the probability of a Franco-Russian alliance against Austria and Germany.

On the other hand it is persistently asserted that there is a grave misunderstanding between the Cabinets of Vienna and St. Petersburg. A rumor is also current that the Czar claims the fulfilment of an important concession which the Emperor William is alleged to have promised to Russia for keeping aloof in the Franco-German war.

The *Evening Post* attributes political significance of a friendly character to the meeting of the Emperors of Germany and Austria.

AUSTRIA.

Dissolution of the Reichsrath and the Provincial Diet.

TELEGRAM TO THE NEW YORK HERALD.

VIENNA, August 11, 1871.

The Reichsrath and the Provincial Diet have been dissolved.

ROME.

The Pope Declines a Proffered Honor—He Suggests the Exemption of Catholic Students from Military Service.

TELEGRAM TO THE NEW YORK HERALD.

ROME, August 11, 1871.

The Pope has writen a letter to a committee who have offered him the title of Pius the Great and a throne of gold. He refused to accept the proposed honor during his lifetime, and suggests that the money which has been subscribed for a throne be employed in procuring the exemption of students of the Catholic seminaries everywhere from military service.

THE ST. JOHN AND TYNE CREWS.

ST. JOHN, N. B., August 11, 1871.

The new boat for the St. John crew, built by Mr. Elliott, of New York, was received here to-day. It is not as wide as the old boat. Price has recovered and taken his place again. Percy, of the Tyne crew, who has been suffering from summer complaint, is well again. Very little betting is going on, but the backers of the St. John crew are more confident.

RAILROAD ACCIDENTS IN JERSEY.

At an early hour yesterday morning the Adams Express car attached to the through train from New York to Philadelphia caught fire at a place between Frankfort and Holmesburg, not far from Philadelphia. The fire was caused by sparks from the locomotive.

A brakeman named W. H. Bodine, a resident of Trenton, jumped from the platform of his car near Amboy yesterday and was fatally injured. He apprehended that a collision was imminent and he jumped off to save himself. He is now at his home in Trenton.

TELEGRAPHIC NEWS ITEMS.

Four large barns filled with hay were burned yesterday in Newark, Ohio. Loss $35,000.

Two hundred and twenty-three shooting stars were counted in one hour and thirty minutes yesterday morning at Shrewsbury, N. J.

A violent thunder storm visited Appleton, Wis., Thursday night, doing much damage. A German woman was struck by lightning and instantly killed.

A fire in Coldwater, Mich., on Thursday night, destroyed a clothing store and photographic gallery. Loss, $20,000.

Cincinnati holds on to her Sunday laws. The ordinance passed by the Councilmen a few days since repealing the Sunday ordinances was rejected by the Aldermen yesterday, without debate.

Lawrence Cochran was caught by a rope at the Keystone colliery, in Pottsville, Pa., yesterday, and crushed to death by passing over a drum.

Julius K. Adams, of the Sophomore class of Harvard College, near Boston, was drowned yesterday while bathing.

Three infants, said to have been farmed out to an old woman, Julia Callahan, in East Cambridge, Mass., have died recently. The woman is under arrest on suspicion of killing them with opium.

A despatch from Halifax reports that the schooner Favorite, of Plymouth, Mass., from the Banks with 700 quintals contish, struck on the outer black ledge westward of Tarboy, Point Grysborough, N. S., in a dense fog, on the 3d inst., and immediately went to pieces. The crew were saved.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, August 11—4:30 P. M.—Consols closed at 93⅞ for money and 93⅝ for the account. United States five-twenty bonds, 1862's, 92¾; 1865's, old, 93⅛; 1867's, 92⅝; ten-forties, 88.

PARIS MONEY MARKET.—PARIS, August 11.—Rentes are quoted at 58f. 35c. The bullion in the Bank of France has increased 1,900,000f. during the week.

LIVERPOOL COTTON MARKET.—LIVERPOOL, August 11—4:30 P. M.—Cotton closed dull; middling uplands, 8⅞d. a 8⅞d.; middling Orleans, 8d. a 9⅛d. The sales of the day have been 8,000 bales, including 1,000 for speculation and export.

TRADE REPORT.—The market for yarns and fabrics at Manchester is quiet.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, August 11—2 P. M.—Wheat, 11s. 7d. per cental for California white. The receipts of wheat for the past three days have been 15,000 quarters, including 5,000 American. Corn, 30s. 6d. per quarter. Flour, 25s. per bbl. for Western Canal. Peas, 40s. per quarter for Canadian.

LIVERPOOL PROVISIONS MARKET.—LIVERPOOL, August 11.—Pork, 45s. per bbl. for fine Western prime mess.

FRANKFORT MONEY MARKET.—FRANKFORT, August 10—Evening.—United States five-twenty bonds closed at 97⅜ a 97⅝ for the issue of 1862.

ANTWERP PRODUCE MARKET.—ANTWERP, August 10—Evening.—Petroleum closed at 48⅝f. for fine pale American.

ENGLAND.

Further Fuss About the Alabama Claims.

A Tory Peer Suggests Another Mode of Wriggling Out of Paying the Indemnity—Evasive Reply on the Part of the Government—Death of Mr. Buxton, the Eminent Liberal—Terrible Calamity at Stowmarket—The New Commissioner Under the Treaty at Washington.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, August 11, 1871.

In the House of Lords to-day Lord Redesdale questioned the right of the United States to maintain its demand of indemnity for the damages caused by the Alabama, now that the American government had granted amnesty to the late rebels and that reconciliation with the South was complete. He asked whether the government intended to bring this point to the attention of the arbitrators at Geneva, and he proceeded to argue it at great length.

EQUIVOCAL RESPONSE.

Lord Granville replied that the question of liability for the depredations of the Alabama would be argued in all its bearings before the arbitrators by Sir Roundell Palmer and other eminent counsel retained on the part of Great Britain, whose interests would certainly not suffer for the lack of able and learned defenders.

THE GUN COTTON EXPLOSION.

A terrific explosion of gun cotton occurred to-day at Stowmarket, a market town in the county of Suffolk.

CASUALTIES.

Several persons were killed. Further explosions are apprehended.

DECEASE OF A REFORM LEADER.

Charles Buxton, M. P. for East Surrey, an eminent reviewer and leader in the educational movement in England, died to-day, in his fiftieth year.

PROSPECTS OF THE CROPS.

The weather throughout England is fair and favorable to the growing crops.

COMMISSIONER GURNEY.

Mr. Gurney's name appears in the *Gazette* this evening as Commissioner of Great Britain under the Treaty of Washington.

WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, August 12—1 A. M.

Synopsis for the Past Twenty-four Hours.

The barometer has fallen in the Rocky Mountain stations and on the Pacific coast. It has risen in the north and west of Kentucky and fallen on the Gulf and South Atlantic States, and less so in New York and New England. The temperature has fallen in the Mississippi valley and northward. It has risen on Lake Ontario. Northwesterly winds have prevailed in New England, but are now diminishing, and light winds or calms are reported from Virginia to Missouri and southward. Fresh northerly winds prevail from Ohio to Illinois and Lake Huron. Cloudy weather, with light rains, has extended during the day over the Lower Lakes and the Southern and Gulf States, but is now rapidly clearing away.

Probabilities.

Clear weather will probably continue on Saturday very generally east of the Mississippi, with northerly winds from South Carolina to Maine and westward, and partially cloudy and clearing weather on the Gulf coast.

BROOKLYN AFFAIRS.

The Three-Card Monte Men.

Coney Island is ahead again. The three-card monte men yesterday fleeced a Mr. G. R. Patterson, of Florida, out of $75 and then threatened to club his head off if he did not leave the place.

The Last Highway Robbery.

John B. Leapo, the diamond broker, who was assaulted and robbed on Tuesday night at the corner of Second avenue and Ninth street, is now lying at his residence in Ninth street in a critical condition.

Assault on an Officer.

Officer Zunt, of the Tenth precinct, was assaulted with stones and brickbats at a late hour on Thursday night, while attempting to arrest Mary Hayes and another woman, in Nevins street, near Atlantic street. The women were rescued from custody; but Mary Hayes was arrested subsequently and locked up to answer.

Run-Over Accidents.

Frank Fanning, residing in Washington street, was run over by a runaway horse on the corner of Fulton and Concord streets on Thursday night and severely injured.

Yesterday afternoon William Walsh, a boy twelve years old, was run over by a swill wagon at the corner of Van Brunt street and Greene avenue, and had his spine injured.

The Supposed Victim of the Westfield.

Upon the body of the man found at the foot of King street, South Brooklyn, on Thursday, and who is believed to have been one of the victims of the Westfield, was a letter from Bridgeport, Conn., and appears to be from his wife. His name is evidently William Sphord, and his family are now in Bridgeport, as appears from an address on the back of a card.

OBITUARY.

Charles Buxton.

The death of Charles Buxton, a son of the distinguished Sir Thomas Fowell Buxton, is reported by cable this morning. Mr. Buxton was born in 1822 and was educated at Trinity College, Cambridge, graduating in 1843. He was for many years a member of the House of Commons, representing Newport, in the Isle of Wight, from 1857 to 1859, Maidstone from 1859 to 1865 and East Surrey from 1865 till his death. Mr. Buxton was the author of many able papers in the English reviews and of a Life of his father, the late Sir Thomas Fowell Buxton.

THE CELTIC NATIONAL ASSOCIATION.

The Celtic National Literary Association, composed of young gentlemen who reside in the Seventh ward and in the neighborhood, met last evening at No. 115 East Broadway. The meeting was private, but our reporter learned that about fifty young ment were present. Dr. Power, one of the Fenian exiles, addressed the meeting. Various subjects were discussed for the furtherance of the idea which tends to the liberation of Ireland. Besides Dr. Power several other gentlemen addressed the meeting, and an adjournment was had until next Friday night. The chairman of the meeting *pro tem.*, Mr. David Neligan and Mr. M. Clarke, acted as secretaries. The committee to make arrangements were Dr. Power, Dr. Dwyer, Messrs. John D. O'Brien, William Lynch, William O'Keefe, M. Clarke, Dr. Burke and Mr. Casey.

A SWINDLER.

A man calling himself Bearman and representing that a friend of his—a late captain of one of the companies in the old Tammany regiment—is now lying sick at the hospital and that he (the captain) had authorized him to go about collecting money for his relief, is now on his travels. He has a paper on which appears the name of General Ingalls and several other army officers of note, subscribing various amounts, from one to ten dollars. These names are all forgeries, and the individual having them in his possession is a common swindler.

CO-OPERATION.

Mr. A. S. Cameron, engineer, of East Twenty-third street, who was the first to introduce the co-operative plan in this city by giving to those employed by him a chance to participate in the profits of the concern, was yesterday made the recipient of a handsomely engrossed set of resolutions by his employés. The plan has been to divide among the employés at the end of the year ten per cent of the net profits of the establishment. The employers say that the amount paid to the men under this method is more than compensated for by the extra efforts the men make, while the men are evidently highly satisfied.

YACHTING.

The Cruise of the New York Yacht Squadron.

Arrival of the Fleet at Boston—Reception by the Eastern Yacht Club.

BOSTON, August 11, 1871.

The New York Yacht Squadron has arrived. The steam tender to the flagship, which arrived last evening and anchored in Nantucket Roads, got under weigh this morning and stood out of the harbor, when she found the entire squadron in the vicinity of Minot's Ledge Lighthouse, the point of rendezvous, they having arrived at various hours during the night. The morning was calm, not a breath of wind was to be felt, and the sun rose from Old Ocean unobscured. The surface of the water was like a mirror, and without any perceptible swell. The yachts lay head round the compass, not even having steering way. This state of affairs lasted until about eleven A. M., when light airs from the eastward enabled the vessels to get into position, the Commodore in the centre, with the Columbia at the head of the port and the Rambler—in the absence of the Sappho—at the head of the starboard division. As soon as the line was formed they were headed for the entrance to the harbor.

THE EASTERN SQUADRON,

which had anchored at Nantucket Roads, intended coming out this morning at daylight to meet the visitors, but absence of wind prevented. As soon, however, as the breeze sprang up they stood out, and at noon the first gun of the reception was fired. The scene at this time was certainly very beautiful. The day was bright, clear and warm, and the wind, although not enough for fast sailing, was sufficient to counteract the effect of the sun's rays. The adjacent coasts, dotted in every direction with towns and villages, stood out in bold relief. Ahead was Boston Lighthouse; on the port beam the great triumph of engineering, the lighthouse on Minot's Ledge, and far away to the westward could plainly be seen the steeples and domes of "The Hub." As the Eastern Club squadron, consisting of seventeen vessels of all classes, passed to the northward of the New York squadron the saluting commenced, and the firing for some time was very lively. The remarkable reverberations from either shore suggested the idea that mimic warfare was going on. As so on as the New York yachts had been passed the Eastern yachts tacked and stood in after them. The steam tender to the flagship, with the band on board, occupied a position in the rear and centre of the New York fleet and led the Eastern fleet, saluting them with the strains of delicious music.

UNDER THE GUNS OF FORT WARREN.

At a quarter of two o'clock the fleet passed Boston Light, each vessel holding its position with great exactness. At ten minutes past two the anchorage in Nantucket Roads was reached, when the fleet was moored directly under the guns of Fort Warren.

BRILLIANT SPECTACLE IN BOSTON HARBOR.

It is safe to say that the harbor of Boston never presented a more brilliant spectacle than it did to-day, as over thirty magnificent yachts entered its water. A finer afternoon could not have been selected for the occasion, and the whole affair passed off in a manner that must have been most satisfactory to all concerned in the reception.

The arrangements for the coming regatta are yet to be perfected.

Another Account of the Reception of the New York Yacht Squadron by the Eastern Club—The Regatta to Come Off on Monday Next.

HULL, Mass., August 11, 1871.

It is the opinion of all who witnessed it that a more magnificent spectacle has never been seen in these waters than the meeting of the Boston and New York Yacht Club fleets to-day. Apart from the excellence of the vessels themselves, altogether aside from the costliness and beauty of the individual crafts that dotted the placid sea, the exhibition was one that left an impression upon the mind ever to be remembered. It was a glorious triumph for the pleasure navy of the country, a grand unity of thought regarding the progress of naval architecture, a brilliant combination in sentiment and hospitality, a fine tribute on the part of the Eastern Yacht Club and a well-deserved token of appreciation of the splendor of the squadron from New York. Proud indeed may the members of that organization be of their vessels. Thousands of strangers to-day heaped their encomiums upon them, and failed not to observe that yachting as a pastime has been making

AN UNPRECEDENTED HEADWAY

within the last few years. The Eastern Yacht Club vessels—composed of all classes of vessels—looked extremely pretty, and maintained excellent order on their way out. Among the many crafts were the Rebecca, Wivern, Nellie, Ethel, Julia, Glimpse, Alice, Narragansett, Sadie, Coming, Daisy, Violet, Sumata, Edith, Flirt, Belle, Silvia, Iris, Ianthe and others.

As the two fleets approached each other, seemingly cautious and observant, as if manœuvring for attack or defence, it vividly brought to mind old war times, for it looked as if a broadside battle were about to be commenced. As they appeared in line at a distance the New York fleet, comprising the Columbia, Eva, Rambler, Fleetwing, Halcyon, Idler, Dauntless, Madeleine, Dreadnaught, Magic, Foam, Tarolinta, Tidal Wave, Wanderer, Vindex, Vixen, Gracie, and others whose signals could not be discerned, the symmetry of the vessels, the discipline maintained and the beauty of the exhibition contributed to render the reception of the New York Yacht Squadron one of the prettiest and most amusing spectacles at sea that the imagination could suggest. Nearer and nearer the vessels approached, when at length, upon a signal gun from the flagship Rebecca, the welcoming salutes from the vessels of the Eastern fleet resounded far and wide, while the great guns of the New York squadron responded in unmistakable terms. A dense cloud of smoke for a while obscured the view, but when it slowly cleared away the Boston fleet was in line at the rear escorting their guests. A fine band of music sent forth enlivening strains, and with a fair wind the two squadrons sailed for Nantasket Roads, coming to anchor under the guns of Fort Warren.

In the afternoon, upon the news of their arrival reaching the city, steamboats crowded with visitors and flying bunting in honor of the occasion sped outward in large numbers. Crafts of all descriptions dotted the waters in the vicinity of the yachts, and far into the evening the scene was one of great animation. Towards sunset many of the yachts weighed anchor for the city, salutes being fired and responded to upon the advent of each.

To-morrow evening the Eastern Yacht Club will entertain their visitors at a grand banquet, to be given at Point Shirley.

THE REGATTA

of which so many enthusiastic anticipations have been formed comes off on Monday. The course depends upon the direction of the wind, although the event will probably come off in the vicinity of Swampscott. Extensive arrangements have been made for the occasion, and should the wind prove favorable it will doubtless be one of the most brilliant *fêtes* on record.

The Farragut Bay Club of Philadelphia.

FORTRESS MONROE, Va., August 11, 1871.

The Farragut Bay Club of Philadelphia arrived here to-day in their schooner yacht Mayhew. They will leave to-morrow for Cobb's Island and Cape May, *en route* for home.

Yachting Notes.

Mr. P. McGlenan, of Pamrapo, N. J., laid the keel on Wednesday last of a new boat intended for Mr. A. C. Bush, of the Brooklyn Yacht Club. She is 29 feet length of keel, 11 feet 6 inches breadth of beam and 2 feet 6 inches depth of hold. The same builder early next month will commence the new yacht ordered by Mr. George A. Beling, owner of the Kaiser Wilhelm. She will be 65 feet length of keel, 74 feet over all, 17 feet breadth of beam and 5 feet 6 inches depth of hold. Both of these boats will be built in the best possible manner and are meant to be fast.

The Brooklyn Yacht Club hold a special meeting at their rooms No. 26 Court street to-night to make all the arrangements necessary for the annual cruise. A full attendance of boat owners is earnestly requested.

The Toronto *Globe*, in a recent issue, in referring to the first regatta of the Royal Canadian Yacht Club, thus speaks of a new yacht built in that vicinity from a model furnished by a builder well known hereabout:—

A new feature will be introduced in the shape of Colonel Shaw's (United States Consul) new boat, which arrived here yesterday, under command of Captain Ellis. Colonel Shaw's yacht, which is called the Ina, measures 35 feet keel, is 38 feet over all, has 13 feet 9 inches beam, and is about 23 tons burthen. She is a handsome, trim-looking craft, and was built after a model made by P. McGlehan, of Pamrapo, N. J., one of the leading builders of yachts in the United States. The Kaiser Wilhelm, which won the prize at the late Brooklyn regatta in the sloop race, and the Bella, which took the prize for the second class, were also built by him. Mr. McGlehan is a successful rival of the celebrated George Steers, and his boats latterly have carried off most of the prizes offered for their class. The sails of the new boat were made by John M. Sawyer, of 244 Wall street, New York, and seem to fit her beautifully. So far as the hull of the boat is concerned, she appears to be all that could be desired; she has a very clean entrance and a beautiful run aft, her bottom is fine, and while affording great comfort for cruising for pleasure her racing capabilities have not been lost sight of. She has below four spacious sleeping berths, and her centre board is so arranged as not to interfere with her cabin accommodations. Judging from her behavior on her way up, it will take a fast boat to beat her.

Yacht Sappho, N.Y.Y.C., Vice Commodore Douglas, was lowered from the screw dock late Thursday evening, her repairs having been completed. She at once left for Boston to be a participant in the coming race there, gotten up by the Eastern Yacht Club.

The following yacats passed Whitestone yesterday:—

Yacht Sappho, N.Y.Y.C., Vice Commodore Douglas, New York for Boston, in tow.

Yacht Restless, N.Y.Y.C., Mr. Hatch, City Island for New York, in tow.

The yachts Bunsby, Mr. Pope, and Juliette, Mr. Furbish, are at anchor off Whitestone.

REPUBLICAN REORGANIZATION.

Meeting of the Republican Central Committee—Colonel Duganne's Remarks—Election of Permanent Officers—Everything Lovely So Far—Compliments.

The Republican Central Committee met last evening, at Apollo Hall, for reorganization. This wing of the party is, of course, essentially antagonistic to the Greeley wing, which holds forth corner of Twenty-third street and Broadway. As it stands now it is supposed to be purified; but it is very probable that after a short time there will be the customary

WRANGLING AND BICKERING,

with hours and hours of meetings. There were about one hundred and twenty-two members present last evening. Outsiders were numerous in the hallways and on the galleries. The meeting having been called to order, Colonel Duganne took the chair, in accordance with an order from the executive committee of the Republican State Central Committee, Messrs. Orton and Schultz being unable to continue a paternal care of their offspring. Colonel Duganne, upon assuming his temporary duty, made an address. He regretted the delay they had had in

THE ACCOMPLISHMENT OF THE RECONSTRUCTION;

yet care and deliberation were necessary, so that every one would be satisfied. For any one to say that this reconstructed committee was a Custom House affair or under the patronage of government, or that it was not incited, guided and controlled by the purest patriotism, was

A CALUMNY WHICH HE HURLED BACK

upon the author. Government officials were too hard upon republicans in keeping men out of representative positions who, in his opinion, ought to be the working men of the party. He condemned ostracism of this sort. Men who hold office under the administration ought to support and be side by side with non-officeholders.

THE FRIENDS OF REORGANIZATION

represent the administration, but their motive had not been to control federal appointments, for with this aid they could have had a majority in the General Committee of 1870. They did not then want to buy or to sell. The party was decaying under these tactics.

TAMMANY HAD DEBAUCHED

the General Committee and would continue to debauch not only the General Committee, but every association in which its emissaries in republican ranks could get a footing. Hence it was necessary to cut loose from Tammany as the only means whereby to save the republican party from utter ruin. The deplorable spectacle of

A REPUBLICAN COMMITTEE RUN BY TAMMANY

was in their favor. Every republican was now invited to the reorganized party, provided Tammany was renounced by him.

Colonel Duganne then announced that the nomination for officers was in order. After some changing of delegates' names and the reception of a protest (which was not read) from the Fifth Assembly district, which protest was subsequently referred to the executive committee yet to be appointed, the nominations for the office of president were opened. The delegations were called, but at first only the chairman of each answered, and this was soon objected to, with the result that any member of a delegation might if he choose

NAME HIS FAVORITE.

For the first six districts John J. Townsend was the winning man but on the Seventh Colonel Duganne received a solitary vote; the Eighth district went for Townsend, but the Ninth gave a bumper to Chester Arthur; from this to the Fifteenth Townsend was the full favorite, but the Fifteenth called out Henry Depaugh to a man; the Sixteenth were

ALL TOWNSEND MEN,

and the Seventeenth gave Hugh Gardiner a "kind of a show;" the remaining districts of the twenty-one were solid for Townsend. Then

THE ELECTION OF MR. TOWNSEND

was made unanimous on the roll of delegates being called, the total ayes numbering 122.

Ex-Judge White now undertook to tell the committee who Mr. Townsend was, and said that he (White) had sat with him in the Legislature twenty years ago, and that when Henry J. Raymond was Speaker of the House he placed Mr. Townsend on the Judiciary Committee, the highest compliment he could have paid him. Their new chairman had no alliance except with the great republican party of the Union, and would work with zeal and fidelity for the best interest of the committee. After some dispute as to whether or not

THE VOTING SHOULD TAKE PLACE BY BALLOT,

in accordance with the rules laid down by the reorganizers of the party, in which the chairman's decision in favor of the ballot was beaten by ninety to nineteen, the election of the other officers was proceeded with. Mr. Hugh Gardiner was unanimously elected First Vice President; Mr. George F. Opdyke was elected the Second, but Mr. Depaugh received ten votes, and there were four scattering. Mr. John D. Lawson was unanimously elected Treasurer, and Mr. George B. Lyon received a similar honor for the office of Secretary. Mr. James T. Armstrong was elected Sergeant at-Arms, and it was stated that the Twenty-third street organization had

CHEATED THIS MAN

out of his compensation because he had gone over to the side of the reformers. Resolutions of thanks were then passed to Messrs. Orton and Schultz for their services, and to Colonel Duganne, the chairman of the evening. The committee adjourned subject to the call of the sub-committee, consisting of Colonel Duganne and Messrs. Gardiner and White, who had been chosen to wait upon Mr. Townsend and inform him of his election.

MISSISSIPPI POLITICS.

Both Parties Organizing for an Active Campaign—Governor Alcorn Denounced by the Republican Organ.

JACKSON, August 11, 1871.

Governor Alcorn has made the opening speech of the campaign at Vicksburg. He will speak again to-morrow in North Mississippi. Both political parties are making active preparations for the coming campaign. The democracy are holding enthusiastic county meetings, and, as the election is for county officers and legislators, there will be no State Convention.

The republicans will hold a State Convention on the 30th. The *Pilot*, the leading republican paper, warns the party against sending Alcorn's appointees to the Convention, and urges that men be sent who are under no obligation to him. It charges that an attempt has been made already to pack the Convention, and that Alcorn's speech at Vicksburg was about himself and what he had done to build up the party in Mississippi, entirely ignoring the thousands of hard working and true republicans. The *Pilot* says:—

He greatly fears that he would be nobody in the estimation of the people if he were not constantly held up to them as a most wonderful man. To gratify this passion he interfered with the public printing, stopped the publishing of the Code and other laws by the exercise of the appointing power, and has thrown a firebrand into the republican ranks, in the form of a newspaper, which it becomes necessary for him to sustain by making public speeches in its behalf.

KENTUCKY ELECTION.

LOUISVILLE, August 11, 1871.

Full returns from fifty counties are received, which show Leslie's majority to be 37,586 less in those counties than that of Stevenson (democrat) in 1868, notwithstanding the fact Leslie's total vote in the same counties is greater than Stevenson's. The difference in the majorities therefore is due to the increase of the republican vote since 1868, largely from the colored population, who had not then been enfranchised.

FALL OF A BUILDING.

While an old building at the corner of Roosevelt and Batavia streets was being torn down yesterday afternoon it suddenly fell, injuring Daniel Murphy, aged fourteen years, residing at No. 77 Madison street; John Martin, aged twelve years; Mrs. Sullivan, of No. 19 Oak street, and Henry Hoggel, of No. 87 Roosevelt street. None of these, however, were seriously injured.

William Walker, a negro boy, sixteen years of age, residing at No. 65 East Houston street, became engaged in a quarrel with another son of "Afric's coral strand," named Richard Gibson, about nine o'clock last night, in front of No. 25 Pine street, during which he stabbed Gibson severely in the back. He was locked up.

FRANK BLAIR, JR.

What He Thinks of the New Departure—German Republicans to Train with the Democracy and Why—A Coming Democratic Victory—What Do You Think of Gratz Brown for President?—Leads the Van.

CAPE MAY, August 10, 1871.

An ex-Major General, at present a United States Senator, fifty years of age and the father of nine children. Such to-day is Frank P. Blair, who, although he has not a great history, is in some respects a representative, in the fullest sense of the term, of the Southwestern lawyer and politician, without that polish that characterizes many South-Western professionals of the present day, but imbued with all the qualities of the "old school" politician. "Old school," in American politics or history, need not be supposed to mean a century down the hill of time, but fifty years back may aptly express the "old school" meaning in its broadest sense, in the light of the events of the last quarter of a century.

BLAIR A TEETOTALER.

Senator Blair presents evidence of wear. His face is now perfectly smooth, having been divested of the rather fierce looking mustache with which we are wont to associate him when thinking of his short partnership with Seymour and our minds revert to the campaign pictures. Furthermore, the Senator is strictly abstemious in the matter of liquid comforts, yet the "views of the past" have done the work for him, and to day Frank P. Blair presents the picture of a bitter, unrelenting, outspoken politician. A very *rara avis*, indeed. I had the honor of an introduction from a friend. We were cordially received by the old firecoater, and some gentlemen, who were conversing with him at the time, took their leave, as one of them pertinently remarked,

"I SMELL AN INTERVIEW. LET'S GO."

They did go, and we slid into an easy conversation on social questions. The Senator's extraction and pedigree were alluded to, and he very cheerfully gave us a full account thereof which, regard for HERALD space warns me must not be alluded to, except to say briefly that he is of Scotch-Irish nativity, and that three generations of the Blairs have made America their home.

We talked of the wonderful resources of Missouri, and what its future must be. Naturally we referred to leading men in the State, and from that to politics was but a step.

I was not long in recognizing that General Blair is perfectly at home on that subject, and his experience for the past ten years, varied as it has been, would hardly lead one to think him possessed of so much solid and practical information. There is not a leading or would-be leading politician in America to-day whose strong and weak points are not thoroughly known to the old Fifteenth corps commander. Politics have been his constant study for many years, and like the whole family he has made it his business to familiarize himself with the leading characteristics of leading men.

The conversation began as follows:—

"There is a general desire, without any *arrière pensée*, among democrats to see the new departure a success, is there not?"

General BLAIR—I think not; but we can't tell what men will do to help a cause. Some democrats undoubtedly think it a wise movement. The more intelligent, however, I think, will refuse to accept the platform arranged by Vallandigham.

CORRESPONDENT—Will there be a serious fight among the democrats of Missouri on this question?

General BLAIR—No; I think not. Missouri is all safe for a hundred thousand majority in the next Presidential election, without logging in any new departures. I refer to the Germans, who, dissatisfied with Grant's treatment of Schurz, and pleased with Gratz Brown's fight against disenfranchising citizens, will come to the polls and vote the democratic ticket to a man.

CORRESPONDENT—What was the moving influence to suggest the new departure?

General BLAIR—The "new departure," so called, is merely a second edition and natural sequence of the

ACTION OF TAMMANY HALL

when they put Chase in the race as a candidate for the Presidency.

CORRESPONDENT—Suppose, now, for instance, the "new departure" is adopted by the democracy generally, who do you regard as the most available candidate for the Presidency?

General BLAIR—Gratz Brown, present Governor of Missouri.

CORRESPONDENT—May I ask your reasons for deeming him the foremost man in the democracy?

General BLAIR—Well, it will be necessary to harmonize the candidate with the "new departure." Who so well harmonized already as Brown? Furthermore, he is an especial favorite with the Germans of Missouri particularly. You will recollect that he was the especial champion of the anti-disenfranchising minority in that State, and from his perseverance he soon made it a majority. The German republicans of Missouri were opposed to disenfranchisement from the beginning. Brown,

SUPPORTED BY SCHURZ AND THE GERMANS,

won the day on this issue alone. The Germans all over the Union are incensed against Grant, and with good cause, because of his treatment of Schurz and other Germans within the past year. Brown could easily receive the support of all the German republicans in America, which, added to the regular democratic vote,