CHOLERA IN CONSTANTINOPLE.

Fatal Visitation and Increase of the Death Rate.

How and Where the Disease Appeared.

Seventy Deaths a Day—Public Alarm—The Sanitary Cordon and a British Charge.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Nov. 14, 1871.

Letters which have been received in this city from Constantinople by mail represent that the cholera was spreading in the Turkish capital at date, and that the number of deaths caused by the epidemic was increasing each day, a state of facts which has been confirmed by advices of a still later moment from the afflicted metropolis.

First Appearance of the Disease—Sanitary Cordon by the Turks and its Breach by the British.

A HERALD special letter from Constantinople, dated in the city on the 20th of October, supplies the following facts relative to the first appearance of the cholera in its present visitation, the general alarm which was produced by its advent, and the sanitary measures adopted by the government officials and their first consequences among the populations neighboring the metropolis. The HERALD writer says:—

There has been a fresh alarm of cholera.

At the village of Haskkein, on the Golden Horn, there is a small colony of one hundred English families or so, whose heads are employed as engineers or mechanics in the dockyard or on board the Turkish steamers.

It was here that on Saturday and Sunday—October 14 and 15—last the disease suddenly manifested itself in proportions which compared with its hitherto dribbling progress were very serious.

Seventy deaths in a day among the natives of this little village, and seven among the English.

Panic ensued, of course. The inhabitants of the quarter having before their eyes the horrors of the *cordon sanitaire* of Cassim Pacha dispersed as though a bomb had fallen among them, to avoid being caught in a similar trap. Some went to Prinkipo, some to Pera, some to Beicos, and so the contagion was distributed well over the city and its environs.

As soon as this was satisfactorily accomplished down came the Sanitary Commission with its cordon, which it drew all the tighter on those who remained, to punish them for those who ran away.

Consequently there has been a great deal of fright, of misery and privation. There were the poor people hemmed in about a broad, open ditch, fringed with public slaughter houses—even doctors impeded in their intercourse with them, and they not allowed to take any measures for their own comfort which were not afforded within the limits of the cordon.

The Englishmen broke through the cordon after enduring it stoically for a while, but although by this act it was rendered nugatory the sanitary (or insanitary) officials persevered in their cordon, and every one who lacks the "pluck" to charge through it is tied up, neck and heels, with death.

Yesterday (October 19) the British Ambassador and the Consul General visited the locality, and it is believed the cordon will now be abolished.

TURKEY.

Imperial Order for the Progress and Completion of Great Public Works.

Solid Improvements and Substantial Developments.

TELEGRAM TO THE NEW YORK HERALD.

CONSTANTINOPLE, Nov. 13—Evening.

A firman order was issued to-day by the Sublime Porte directing the Minister of Works to inaugurate a comprehensive system of public improvement in view of the network of railways projected by foreign capitalists in the Ottoman dominion.

Harbors are to be improved, rivers made navigable, new roads to be built, old ones repaired and every effort made to establish lines of connection with the new railway from all parts of the empire.

The Railroad Projects and Foreign Capital.

During the month of October last the Grand Vizier of Turkey ordered an immediate settlement of all differences then pending between the Sultan's government and the different railway companies which had been delayed in the payment of their claims in respect of guaranteed interest, and enjoined that "in future as minute a punctuality shall be observed in the payment of such interest as in that of the coupons of the foreign debt of the empire." An English gentleman had withdrawn his acceptance of the general managership of the Société Générale, and Mr. Vlasto had succeeded, in conjunction with the Anglo-Austrian Bank and the Crédit Anstalt of Vienna, aided by some North German houses, in forming a banking company with a capital of £1,000,000, the headquarters to be in Constantinople, and which, it was said, would afford solid aid to the Sultan's government in its projects for the construction of well-planned works of railway.

SPAIN.

Cabinet Tactics Against the Parliamentary Opposition.

TELEGRAM TO THE NEW YORK HERALD.

MADRID, Nov. 14, 1871.

The Parliamentary motion for a vote of want of confidence in the King's government and Cabinet advisers which the adherents of Señor Zorilla proposed to submit to the Cortes will be taken into consideration by the Legislature, at the special request of the Ministers themselves.

This action has been resolved on by the Cabinet with the view, as is supposed, of still further distracting the plans of the opposition leaders, who have differed already as to the wording and form of the proposed resolution.

LIVINGSTONE, THE AFRICAN EXPLORER.

British National Pension to His Children and Hopes for the African Traveller.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Nov. 14, 1871.

The British government has granted a pension of £300 to the children of Dr. Livingstone, the African explorer.

Livingstone, when last heard from, was making his way toward the coast slowly.

MASSACHUSETTS INTELLIGENCE.

Important Bank Controversy Settled—A Clergyman Arrested for Forgery.

BOSTON, Nov. 14, 1871.

The Merchants' and State Banks, which have settled the controversy about the $600,000 lost through the operations of Mellen, Ward & Co., by sharing the loss, intend to bring the case before the Court of Claims, to recover the above sum from the United States, as the money was placed in the Sub-Treasury without a consideration. Each party pays its own expenses.

John Thornton, charged with the murder of Jesse Kingman, was to-day fully committed for trial.

Samuel H. Seymore, who was arrested in Worcester and brought to Lowell, was before the Police Court this forenoon and held until Friday next in the sum of $1,000 for forging the name of Rev. N. O. Mallory, of this city, and a like sum for obtaining money on false pretences. Seymore has been before reported under several aliases. He graduated at Columbia College, New York, and preached two years in Michigan.

GOLDSMITH MAID AND LUCY TO TROT AT PROSPECT PARK.

PHILADELPHIA, Nov. 14, 1871.

Goldsmith Maid and Lucy will leave here to-morrow for New York, and trot at Prospect Park, Brooklyn, on Saturday next, if the weather be fine, for a purse of $5,000, mile heats, best three in five, in harness.

ENGLAND.

Defence of the Movement for a Fusion of Classes or Social Equalization.

Prince Albert's Plan of Popular Reform.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Nov. 14, 1871.

Mr. Scott Russel writes in the city papers of to-day, giving a history of the social movement which has been lately instituted in this country with the view of effecting a more intimate union and a more friendly understanding between the members of the aristocracy and the artisans relative to other subjects of national interest.

Mr. Russel asserts that if the late Prince Albert were living at the time of the inception of the movement he would have been its leader.

The project, he says, originated in proposals for a union between the peers and workingmen. Mr. Russel denies most positively that "its objects or methods were political or revolutionary," and strongly advocates "perseverance in the effort in the interest of social progress and reform."

THE COTTON SUPPLY.

The ship Wyoming, from Philadelphia, has landed 260 bales of cotton at Liverpool.

FRANCE.

The Diplomatic Commissions to the Courts of Italy and Belgium.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, Nov. 14, 1871.

The government of France has appointed M. Goulard, Ambassador of the republic, to serve at the Court of the King of Italy in place of the Count de Choiseul, whose resignation of his diplomatic commission was announced by telegram during the past week.

M. Picard, late French Minister of the Interior, has been appointed Minister of the republic, to serve at the Court of the King of Belgium.

THE BELGIAN PARLIAMENT.

Opening of the Session with a Prince President in the Senate.

TELEGRAM TO THE NEW YORK HERALD.

BRUSSELS, Nov. 14, 1871.

The members of the two branches of the Belgian Legislature assembled in session to-day with the usual Parliamentary formalities.

The Prince de Legne was chosen President of the Senate.

THE PACIFIC COAST.

A Journalist Murdered by the Apaches—A Highwayman Properly Dealt With—Indian War in Arizona.

SAN FRANCISCO, Nov. 14, 1871.

Loring, who was murdered, with others, in the Arizona stage, was a popular author and journalist, and was on his way East, intending to lecture on Arizona and to expose Colyer's Indian peace negotiations when he himself fell a victim to the Apache treachery.

At Watsonville, on Sunday night, a robber named Black stopped Mr. King and demanded his valuables. King handed him his watch and shot him dead at the same time.

The appellants in the case of Mrs. Fair have twenty days to file a brief. The people will then have the same time in which to respond, so it is doubtful if a decision will be rendered before January 1.

The Pimo Indians in Arizona made a raid on the Apaches. They killed thirty-five men, captured eight children, and captured a quantity of plunder taken the day previous from the white settlements.

THE WEATHER.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., Nov. 15—1 A. M.

Synopsis for the Past Twenty-four Hours.

The low barometer has moved since Tuesday night from the Ohio Valley to New York and Maryland with steadily increasing intensity. Special areas of low pressure have been developed on Lake Erie and over Chesapeake Bay and New Jersey. Easterly gales have preceded the disturbance and increased to terrific violence at New York city. High northwest winds have been reported from Lake Michigan to the Ohio Valley and on the Florida coast, and still heavier gales now prevail on Lake Erie. Rain and threatened weather now prevail in the Middle and Eastern States; clearing weather north of Tennessee; clear weather in the Southern and Gulf States, except Florida. The pressure has fallen rapidly on the California coast. Reports from Oregon have not been received. Rain probably prevails.

Probabilities.

The areas of lowest pressure will probably move respectively northeast over Central New York and also over Long Island Sound, with heavy northeast gales, Wednesday morning; on the New England coast northeast; east winds back to northwest gales on Lake Ontario, and continue on Lake Erie till Wednesday noon; diminishing northwesterly winds on the upper lakes, Gulf and South Atlantic coast. The easterly gales in New Jersey veer to west and northwest. Threatening weather extend from the Pacific coast eastward. Clear weather on the upper lakes and Mississippi Valley will be succeeded during the day by cloudy weather and falling barometer.

Warning Signals Ordered.

Cautionary signals continue at Norfolk, Baltimore, Cape May, New York, New London, Boston, Portland, Oswego, Buffalo, Cleveland, Toledo, Detroit and Grand Haven.

The Weather in This City Yesterday.

The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, HERALD Building, corner of Ann street:—

	1870.	1871.		1870.	1871.
3 A. M.	49	46	3 P. M.	59	53
6 A. M.	50	46	6 P. M.	54	55
9 A. M.	52	50	9 P. M.	54	57
12 M.	53½	54	12 P. M.	47	56

Average temperature yesterday 52½
Average temperature for corresponding date last year 52⅞

BRIDGING THE MISSISSIPPI.

ST. LOUIS, Nov. 14, 1871.

A party of practical bridge builders, now in this city, made a proposition to construct a span bridge across the Mississippi River at Carondelet, or South St. Louis, six miles south of the Court House, agreeing to complete it within two years, at a cost not exceeding two million dollars. Three railroad companies have already expressed a willingness to enter into arrangements with the builders, and negotiations are now pending to secure the co-operation of others terminating at East St. Louis. There is every indication that work will commence in a short time, as the necessities for a bridge at that point are becoming imperative.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, Nov. 14—5 P. M.—Consols closed at 93¼ for money and the account. American securities firmer. United States five-twenty bonds, 1862's, 91¾; 1865's, old, 91¾; 1867's, 94¼; ten-forties, 90¼.

FRANKFORT BOURSE.—FRANKFORT, Nov. 14—A. M.—United States five-twenty bonds opened at 89⅞ for the issue of 1862.

PARIS BOURSE.—PARIS, Nov. 14.—Rentes closed at 56f. 75c.

LIVERPOOL COTTON MARKET.—LIVERPOOL, Nov. 14—5 P. M.—The cotton market closed strong. Middling uplands, 9⅝d.; middling Orleans, 9¾d. The sales of the day have been 15,000 bales, including 6,000 for export and speculation.

TRADE AT MANCHESTER.—LIVERPOOL, Nov. 14.—The market for yarns and fabrics at Manchester is firmer.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, Nov. 14—2 P. M.—Wheat, 13s. per cental for California white, 11s. a 11s. 3d. for No. 2 red Western spring, and 11s. 7d. a 11s. 9d. for red winter. The receipts of wheat at this port for the past three days have been 30,000 quarters, of which 20,000 were American.

LIVERPOOL PROVISIONS MARKET.—LIVERPOOL, Nov. 14—5 P. M.—Bacon, 35s. per cwt. for Cumberland cut; 39s. per cwt. for short rib middles. Lard, 46s 6d. per cwt.

LONDON PRODUCE MARKET.—LONDON, Nov. 14.—Tallow, 50s. a 50s. 3d. per cwt. Turpentine, 48s. 6d. per cwt.

LIVERPOOL PRODUCE MARKET.—LIVERPOOL, Nov. 14—5 P. M.—Petroleum, 10½d. a 11d. per gallon for spirits. Tallow, 48s. 9d. per cwt. Common rosin, 12s. a 14s. per cwt. Clover seed, 54s. a 56s. per cwt. for American red.

PETROLEUM MARKET.—ANTWERP, Nov. 14.—Petroleum, 48½f. for fine pale American.

MEXICO.

Herald Special Report from Matamoros.

The Telegraph Line to the Rio Grande Completed.

REVOLUTION REIGNING SUPREME.

The Government Forces Defeated by the Rebels.

TELEGRAM TO THE NEW YORK HERALD.

The HERALD correspondent at Matamoros has forwarded to us the following special despatch:—

MATAMOROS, Nov. 10,
Via BROWNSVILLE, Texas, Nov. 14, 1871.

The telegraph line to the Rio Grande is now completed. The first message by courier to the HERALD arrived here yesterday from Monterey, bearing dates to the 4th inst.

VICTORY FOR THE REVOLUTIONISTS.

At that date a body of 200 cavalry sallied from Saltillo on a foraging expedition and encountered the rebel forces. The government troops were driven back with the loss of one-half their number. The rebels are exultant over this triumph.

PREPARING FOR ATTACK.

Two regiments of government cavalry have arrived at Saltillo. Trevino has carefully fortified his position at Hellos Muertos, commanding on the road between Monterey and Saltillo.

Hearing of the arrival of reinforcements, he commenced firing, and began preparations for the attack, which was set down for the 9th inst.

Escobedo has placed at the disposal of the government all the forces in the department of San Luis.

His cavalry is now at Encarnasion on the border.

MOVEMENTS OF THE GOVERNMENT TROOPS.

The government forces from Tamaulipas under General Cortina have advanced into Nueve Leon.

Narango fell back to Monterey.

Cortina is now at Camaloo, having advanced twenty leagues towards Monterey.

MORE REVOLUTION.

It is said that Carvajal will head the revolution in Tamaulipas at the proper time.

WASHINGTON.

WASHINGTON, Nov. 14, 1871.

Payment in Europe of Interest on the New Loan.

It is unofficially stated on good authority that Secretary Boutwell, in his next annual report to Congress, will strongly recommend the necessary legislation to provide for the payment in Europe of the interest on so much of the new loan as is or may hereafter be placed abroad. This, it is claimed and believed, will greatly extend the European market for United States securities.

Cabinet Meeting.

A meeting of the Cabinet was held this afternoon, at which only the usual routine business of the departments was considered, except that there was some interchange of views in regard to selecting a proper person for appointment as counsel of the United States government before the general Commission for the settlement of the Alabama claims, in place of B. R. Curtis, who has declined the appointment.

Internal Revenue Decision.

The Commissioner of Internal Revenue decides that an instrument purporting to be a receipt given to a depositor by his banker as evidence of a withdrawal of his deposits or of a portion thereof requires a check stamp if it contains the name of a third party or other additional words which show that it is negotiable.

New Indian Peace Commission.

The President to-day appointed Nelson J. Turry, of Ohio, as member of the Indian Peace Commission, to fill the vacancy created some time ago by the resignation of ex-Senator H. S. Lane, of Indiana. Mr. Turry is a wealthy farmer and is well known in Ohio.

The Senatorial Finance Committee.

Senator Sherman characterizes the statement made in some of the papers this morning as to the action of the Committee on Finance as without the shadow of foundation, and good-humoredly appeals to the press to let the Committee on Finance alone for awhile, saying that they meet merely for inquiry and to hear others, and do not want the public misled by erroneous statements of what they have or have not done.

Treasury Balances.

The balances in the Treasury at the close of business to-day were:—Coin, $93,817,103; currency, $7,539,552; coin certificates, $18,744,900.

The Meteoric Showers.

The following supplemental report was furnished this morning by the Chief Signal Officer:—

The haze having cleared away several meteors in the eastward were observed at the Signal Office Observatory between the hours one and two A. M., a slight aurora being visible up to half-past three A. M. The weather at Mount Washington, N. H., has moderated, the temperature having risen to 25 degrees above zero at five o'clock yesterday evening, with the wind from the north blowing twelve miles per hour. At midnight it was calm, with clear sky, the weather throughout the country, with few exceptions, remaining cloudy or rainy, being, therefore, unfavorable for observing the meteors, and up to half-past one o'clock this morning nothing had been heard at the Signal office in regard to the expected meteoric displays.

LYNCH LAW IN INDIANA.

Capture of Three Negroes Charged With the Murder of the Park Family in Henryville—One of Them Strung Up by the Mob and Made to Confess—The Others Securely Lodged in Jail.

LOUISVILLE, Ky., Nov. 14, 1871.

Last night the citizens of Henryville, Ind., near where the brutal murder of the Park family occurred on Saturday night last, put a rope around the neck of George Johnson, a negro implicated in the murder, and, telling him that the crime had been traced to him, demanded to know his accomplices. Johnson, thinking that all was discovered, made a full confession, stating that two negroes, named Davis and Taylor, with himself, planned the murder, believing that Park had four or five hundred dollars of church money in his house. Johnson says that he watched outside, Davis held the light and Taylor committed the bloody deed. He says that his partners refused to divide the plunder fairly with him. They only got $14. The whereabouts of Johnson's accomplices became known and a party of the citizens immediately went and effected their arrest. The police took the three prisoners through the woods to avoid the mob, and committed them to jail in Jeffersonville to-day.

THE GEORGIA SENATORSHIP.

ATLANTA, Ga., Nov. 14, 1871.

The Legislature to-day elected, by an overwhelming majority, Hon. Thomas M. Norwood (moderate democrat) of Savannah, to the United States Senate.

AMUSEMENTS.

Steinway Hall—Prince Galitzin's Concert.

Two hundred people sat in the auditorium of Steinway Hall last night to listen to the first concert of Prince Galitzin, a scion of Russia, interpreted by a chorus of forty-six and an orchestra of forty. The programme comprised selections from the principal Russian composers, and it abounded in descriptions or sketches of the composers and the music. The only soloist was Levy, the celebrated cornet player, who really made the grand success of the evening by his inimitable playing. We think that there is no cornet player in Europe or America that can compare with Levy; and his manager, Fisk, Jr., may feel proud of securing permanently such a magnificent artist. The following remarks about Russian music must prove interesting:—During the past few years music in Russia has made immense progress. Two conservatories—one at St. Petersburg, the other at Moscow—have been established by the brothers Rubinstein, and these two institutions enjoy the special patronage of the Grand Duchess Helen, widow of the Grand Duke Michael, the uncle of the Emperor. There even exists in the two capitals of the empire a circle (somewhat limited, it is true), formed by disciples of the new German school (Zukunftsmusik) of the music of the future. Not only are Wagner's operas performed at the "Russian Opera House," but the works of Schumann, Berlioz and Liszt appear upon the programmes of concerts given by the several Philharmonic societies in St. Petersburg and Moscow. As regards Russian music itself, there can be no doubt but that among the names of its composers—Glinka, Dargomijsky, Verstofsky, Séroff, Rubinstein, Tilingoff, Kachperoff, Korsikoff, Cui, Moussersky, Bowdine, Balakéreff, Tchaikowsky, Ladijinky, Tchirkoff, Bortniousky, Lwoff, Lanskine, Variamoff, Titoff, Alabieff and many others. The name of Glinka is the central sun of the Russian artistic firmament. Russian music presents itself under different forms. The popular song, whose origin is generally unknown; the romance, known only during half a century; the ballad, the apostle of which is Dargomijsky, and also his pupils, Moussersky R. Korssikoff, Balakéreff—and especially Cui, who ranks as one of the most distinguished composers of the age—and the opera, which seems to have entered upon a very brilliant phase. Since Glinka's period Russian composers have given their country some twenty-five or thirty operas, for the greater part based on national historical subjects. Next in order comes the church music, *a capella*. But we shall defer reference to this special class of composition until Prince Galitzin shall commence his series of sacred concerts. Remarking that Glinka is the Mozart, and, judging from a certain portion of his compositions, the Beethoven of Russia, we shall say a few words concerning this genius of the North. Possessing a very fragile constitution, Glinka completed his education at home, nor could he be prevailed upon to take active part in the service of the crown, inasmuch as his artistic impulses directed his steps in other directions. He travelled extensively, chiefly in Italy, devoting his youthful mind to the close study of the great masters, especially Mozart, and thus fortified and true to his nationality he undertook his masterwork, "A Life for the Czar." This great effort is certainly the most perfect work of its kind. It may be briefly analyzed. The five acts of which it consists contain upwards of fifty melodies of the most entrancing character. Moreover, while each number, in form, rhythm and color, is unmistakably Russian, no single melody has been filched from the treasury of national song. The recitatives are all singularly melodious and clad in rhythmical forms. They bear not the slightest resemblance to the customary recitative passages of other operas. They are not at all cosmopolitan in nature, and it would be impossible to transplant them into any other score or replace them in the original without altering the entire meaning of the musical drama itself. The orchestration is truly sublime, and from the first note of the score to the last there is nothing to be desired. Every vocal or instrumental phrase has its just place and an obvious reason for its being. It would be a sacrilege to add to or subtract in the smallest degree from this product of genius. A striking and novel effect is, for example, produced in Wania's song (contralto), a rhytnm of three-four time being counterbalanced by one in common time. The subject of the opera is suggested by the Polish invasion of Russia, and the composer defines the movements of the Polanders by using the three-four rhythm (Polonaise), while illustrating the doings of the opposing Russians by means of the temp two-four, four-four, six-eight, &c., this ingenious process serving to keep in mind the antagonism existing between the two forces engaged in the scenes.

Glinka has also written another opera, founded on a poem by Puschkin (a celebrated Russian poet), called "Russian and Ludmilla." This composition, considered merely as a symphony or examined in detail, number by number, surpasses even the opera "A Life for the Czar," but viewed as a whole it is far from meeting the requirements of a perfect opera.

Prince Galitzin is the first of his countrymen who has sought to elevate the national song—that is to say, he was the first who perceived the desirability of introducing the popular Russian melodies into the concert room. True, every national melody arranged by Prince Galitzin for chorus and orchestra, and invested with rich harmonious settings, becomes an artistic composition, although the original theme retains its pristine vigor and simplicity. It is perhaps significant that the Prince rescued this species of popular song from its vulgar associations at the very time when the attempt was made to introduce it here by a certain Slavionsky, who succeeded only in presenting it in the uncouth form that characterized its rendering by the street bands or in the concert saloons of the Russian cities. In his youth Glinka composed more than a hundred romances, all conspicuously melodious. His orchestral works are, among others, the "Kamavinskaya" (Scherzo), "Une Nuit d'Eté," "La Jota Aragonaise," "Valse de Fantaisie," the music for a drama; "Le Prince Cholmsky," a tarentelle, with chorus, &c. We understand that Prince Galitzin has brought with him the complete score of the opera "A Life for the Czar," comprising all the orchestral parts, together with the designs for the several scenes, descriptions of the costume required, and also an English translation of the libretto, and it is quite possible that one of these days we shall enjoy a performance of this beautiful opera at some one of our leading theatres. This may be the more easily accomplished, seeing that the *mise en scène* is not costly, and that only four principal singers are demanded—a soprano, contralto, tenor and bass. The incidental ballet music is indescribably beautiful, and the scenes disclosed are exceedingly interesting, especially the last, representing Moscow and its historical Kremlin. The performance last night was an exemplification of a rule which all managers and musicians must understand sooner or later. Prince Galitzin engaged a chorus and orchestra which was mainly made up from the Italian opera; therefore these people had as much idea of his magnificent music—novel, grand, in every sense of the word—as a stage driver on Broadway has of the Sanscrit language. Those terrible people, the basses and wind instrumentalists, who play the most important parts in Russian music, actually murdered their parts outright. Russian music is worthy of better representatives than those people who undertook to sing and play last night. We trust that the Prince will do better at his next concert than he did last evening.

Olympic Theatre.

"Humpty Dumpty" continues to run at this theatre with fair success, drawing full and enthusiastic houses every night. In spite of many modifications and improvements its main feature is still, of course, Mr. G. L. Fox, who goes through his accustomed routine of grimaces, antics and capers with eminent success. Although pantomime is fast decaying, even in England, a few clowns such as Mr. Fox would do much to maintain its popularity. In figure, cast and flexibility of feature, and even in voice, nature seems to have specially formed him for the part he now enacts. The weakest parts of "Humpty Dumpty" are undoubtedly the *danses de ballet*, which can scarcely be pronounced very attractive. "Le Clodoche Quadrille," however, by the Zig-Zags, is very amusing and clever, and is also, most wonderful thing of all, new in its kind on the American stage. Miss Jennie Yeamans sings her old society song amid triumphant applause, though one can scarcely help pitying her for the effort she is evidently obliged to make to cause her child's voice to reach the galleries. The Cat song is, of course, still a great attraction. The usual fooleries of the pantomime, in which the Clown and the Pantaloon get into all sorts of absurd scrapes, are beginning to get stale; but a very little effort would be enough to furnish them up again. As to scenery and transformation effects, the management deserves the warmest praise. The grand test of popularity, large audiences, still nightly greet the piece, and it might apparently run much longer with conspicuous success.

AMERICAN INSTITUTE OF ARCHITECTS.

BOSTON, Nov. 14, 1871.

The American Institute of Architects commenced its fifth annual Convention this afternoon, at the Architectural Museum of the Institute of Technology.

The President of the Institute, Richard Upjohn, of New York, called the Convention to order and delivered the annual address.

Annual reports were presented of the Board of Trustees, Treasurer, the Committee on Education and the Committee on the Library and Publications.

The Secretary for Foreign Correspondence also reports from the following chapters of the institute:—New York, Philadelphia, Chicago, Cincinnati, Boston and Baltimore.

From the report of the Board of Trustees it appears that the present number of fellows of the institute is seventy-seven and of associates 600. There is a large attendance of architects from all parts of the country.

A business meeting will be held this evening for the election of officers and the consideration of the reports of the committees, &c. The annual dinner will be had at the Parker House to-morrow evening.

RAILROAD COLLISION IN JERSEY.

A Jersey City Horse Car, Filled with Passengers, Demolished by a Philadelphia Train—Ten Persons Injured—Three Passengers Carried Off by the Cowcatcher—Narrow Escapes.

The most serious accident that has occurred for many years on the railroad in Jersey City happened last evening. It will be seen on a perusal of the facts that the escape of at least a dozen persons from instant death was almost miraculous; but the collision was sufficiently disastrous to create an excitement in the city which will not soon be forgotten. Many lives have been sacrificed at the crossings, and numerous have been the escapes of horse cars at these places.

The Philadelphia train which left the Jersey City depot at ten minutes before seven o'clock arrived at the Newark avenue crossing just in time to catch the Hudson City car No. 1, which was on the up trip. On account of the severe storm then prevailing the car was so crowded that the

PASSENGERS WERE LITERALLY JAMMED TOGETHER.

The platforms were filled, leaving the driver just room enough to control his brakes and the conductor to pull his bell. The car stopped on arriving near the crossing, as required by the city ordinance. If a train should be coming either way the gate tenders lower the gates so that no person can pass. On this occasion the gate was not lowered, and the driver accordingly passed on. The horse car track crosses the railroad, not at right angles but at an acute angle, so that while a driver can readily see for himself whether a train be coming in, he cannot so easily see a train passing out, especially if his view be obstructed by a crowd of passengers in addition to the buildings which line the railroad at either side. He had just entered on the track, however, when he heard the cry raised

"A TRAIN! A TRAIN! DRIVE ON!"

Governed by the first impulse, he pulled up and stopped on the very middle of the railroad, and then, acting on the second thought, and taking in the desperate situation at a glance, he struck his horses, which made a vigorous plunge forward. The passengers held on, trusting, as had often been the case before, to the horses and to good luck to carry them out of danger. But they were not all in good luck this time. The car had so far passed on that only the rear platform and an angle of the body of the car, comprising about ten persons, were caught by the locomotive, which slackened not its pace as it tugged a long train after it. The engine ploughed through the platform and forced the heavily-laden car off the track, spinning it around and tearing away the angle alluded to. The cry of anguish which arose at this moment told that many of the passengers had felt the terrible reality. They were thrown out in every direction and the train dashed on, carrying with it a man, a woman and a boy who were

THROWN ON THE COWCATCHER

by the force of the collision. When the train was stopped, a few blocks above the scene, these persons were found clinging to the cowcatcher. They had sustained no serious injuries, but were greatly terror stricken. Then commenced the melancholy work of searching for

THE WOUNDED.

These were taken up and conveyed into the drug stores near the place or into the office of Justice Davis or the Jersey City Market, or the houses of other kind people who nobly came to the rescue.

The first taken up was an old man named William Samuel Blake, a jeweller, who works in New York, but who resides in Washington place, Bergen. He was carried into a tailoring establishment and laid on a table. The right side of his skull was severely fractured, and he sustained also injuries of the spine. He was only semi-conscious during the evening and had no recollection whatever of the collision.

A woman was carried into Justice Davis' office, and was injured so severely that the physicians have no hope of her recovery. Besides a severe scalp wound she sustained internal injuries which will probably prove fatal. She spoke only with great difficulty, and stated that her name was Sarah Birch. She was afterwards identified as a resident of Academy street, Bergen.

A man named Murray, residing at 304 Wayne street, received two severe scalp wounds.

A boy named John Miller, residing at 211 Newark avenue, had one of his legs broken.

George Aldridge, a nephew of Justice Aldridge, was severely cut on the head.

A young girl, residing at 366 South Fifth street, had her arm broken. She and her mother were returning from New York, where they had been making purchases.

Mr. Willis, son-in-law of Dr. Bradley, residing in Jersey avenue, was cut and bruised on the head.

A man was carried to the City Hospital in an insensible condition from scalp wounds. He had not been identified up to a late hour.

A man who resides in Hudson City had one of his legs broken.

The escape of Mr. Æneas Fitzpatrick was little short of being miraculous. He was thrown out of the car by the first shock of the collision and was for a few moments unconscious. He then raised himself, and, on looking around, saw that he was lying close to the track. He was able to walk home, but he remained in a very nervous condition for several hours. He was slightly bruised in several parts of the body.

Two other men, whose names were not ascertained, were slightly wounded. Among the passengers who escaped unhurt was ex-Alderman Toffey.

Dr. Prendergast, County Physician, was promptly on hand, and attended to the wants of the sufferers. The Knights of St. Patrick were holding a meeting at St. Peter's Hall, and on hearing of the accident to their president, Mr. Fitzpatrick, they appointed a committee to proceed to the residence of that gentleman and tender him the sympathy of the association.

Mr. F. W. Jackson, division superintendent of the Pennsylvania Central Railroad, was in the train which struck the car, and seemed to feel deeply

THE RESPONSIBILITY

which must attach to that railroad company. It is stated that the train in question was running under the new time-table made out last Sunday, when the lease had been accomplished.

The driver of the car was Christopher Hogan and the conductor C. M. Doe. The gatetender, who did not lower the gate in time to prevent the collision, was Thomas Langan. The recklessness of gatetenders on the Jersey City crossing of the New Jersey Railroad has recently become proverbial. The result of this accident, however, may be the waking up, not only of them, but of their employers, who cannot shirk the responsibility. Whether the Coroner be called upon or not the case will come before the Grand Jury.

FLAG PRESENTATION TO HAWKINS' ZOUAVES.

Last evening, about half-past ten o'clock, despite the terrible rain storm which raged over the city, a number of ladies and gentlemen assembled at the armory of the First regiment of Infantry, N. Y. S. N. G. (Hawkins' Zouaves), for the purpose of presenting a handsome American color to Company G of that well-known organization. The ladies, many of whom were saturated with the rain, were not at all daunted by the inclemency of the weather, and a goodly show of handsome dresses and bright, smiling faces was presented as Company G marched into the large room of the armory, which was handsomely decorated for the occasion. A surprise party had been gotten up for the benefit of Hawkins' boys, and the band of the regiment was present and discoursed choice music. Among those present were Captain Frank M. Clark, of Company G, a fine, soldierly looking fellow; Captain Murray, Lieutenant George Conover, Lieutenant Francois, Frank S. Clark, James S. Frazer, Charles A. Dick, Captain John White and others. The ladies' committee to present the flag was composed of Mrs. Lieutenant M. O'Neill, Mrs. T. O'Neill, Mrs. Clark, Mrs. John White, Miss Tompkins, Miss Brophy, Mrs. Van Orden, Miss Keenan and Miss Annie R. Conover. The company having been formed in line by Captain Clark the ladies stood in front while an orderly sergeant held the color. Captain Clark then made the following address on presenting the flag on behalf of the ladies' committee, for which duty he had been deputed:—

COMRADES—Our greatly respected and fair guest, the beloved wife of Lieutenant Michael O'Neil, has done me the honor to depute me to present to Company G this beautiful flag as a memento of the feelings and regard which she cherishes towards the company of which her beloved husband has so long been a much esteemed officer and member. And she requests me to say that she feels sure that she is confiding the care of this emblem of our country's nationality and unity to men who are worthy of being made the custodians of its glory and the protectors and upholders of its fame.

At the conclusion of the address Captain Clark called for three cheers for the lady guests from the company, which were given with a will and repeated three times three. Then Captain Clark responded in a neat and brief speech; the company was dismissed, and proceeded to supper, after which dancing was kept up until a late hour. In connection with the festival it is necessary to say that the roof of the armory leaked so badly that Captain Clark was compelled to spread twenty shelter tents over the broken places on the roof, and this even did not prevent the floor which was devoted to dancing from being flooded, interfering sadly with the pleasures of the evening. The King charges the people of New York a rent of $16,500 for this armory.

ARREST OF A HORSE THIEF.

Richard Shute, a horse dealer and confessed thief, was arraigned at the Yorkville Police Court yesterday, and was accused by Theodore P. Anderson, of No. 173 East 122d street, with stealing from him a horse, a couple of sets of harness, a bridle and saddle and a couple of fur robes, besides a whip, in all of the value of $720. Shute admitted the charge and gave information which has led to the recovery of the most of the stolen property from the parties to whom Shute had sold the articles.

THE NORTH POLE.

The Discovery of the Open Polar Sea—Report of Lieutenant Payer, of the German Expedition—The Best Route to the North Pole.

The Geographical and Statistical Society of Frankfort-on-the-Main has received a report from Lieutenant Julius Payer, one of the two leaders of the German expedition to the North Pole. It is dated "October 9, from the Norwegian coast, on board the ship Harald Haarfager," and presents some new facts of very great interest. After some introductory remarks the report goes on to say:—

The preliminary expedition for the exploration of the sea between Spitzbergen and Nova Zembla, which is to be followed next year by an expedition of greater magnitude, has achieved a very unexpected result—one which is opposed to all previous calculations. The reason why the principal object of the expedition—viz., the exploration of King Karl's Land—has not and could not be consistently carried out will be explained to you by Naval Lieutenant Weyprecht personally. As an offset against this failure there appears, however, the discovery of an extensive open polar sea in place of the unknown waters, which were formerly considered unnavigable. The Russians, the Swedes, and even the German expedition of 1868, vainly attempted to penetrate even as far as the southern part of this polar sea. But the result now obtained is calculated to give a different turn to the whole polar question, and to create a new basis for the exploration of the North Pole.

WHY THE FORMER GERMAN EXPEDITION FAILED.

It is very much to be regretted that the great German North Polar expedition of 1869-70 did not take this route, through the Sea of Nova Zembla, as it was originally pointed out by Dr. Petermann, who declared it to be the best route for penetrating into the heart of the Polar basin.

In spite of the fact that the highest authorities have hitherto decidedly opposed every route east of Spitzbergen, and that the numerous Russian expeditions during the present century have not even been able to sail round the northern part of Nova Zembla, and although the voyage of the Norwegian, Johannesen, last year, close to the coast of the double island to the Sea of Kara, to the Sea of Barentz, was considered an extraordinary and doubtful event, in spite of these facts to the contrary, our experience has proved the existence of an extensive open sea north of Nova Zembla. The Sea of Kara has been explored by the navigators, Simonsen and Nattisen and others, and reported to be almost completely free from ice. Simonsen has not found any ice even around the White Island. On the strength of these explorations the connection of the open sea of Nova Zembla with the waters of the north of Siberia may be considered an established fact. With this discovery vanishes an immense territory of ice from our maps. The year 1871 will undoubtedly be represented as very favorable to the ice navigation, although "unfavorable" years have often been spoken of without cause or proof. But the walrus hunters of Norlingia are unanimous in regarding last summer as the worst season ever experienced. Even the steamer Germania, of the German expedition, has not succeeded in penetrating into the Sea of Kara. In Norway the fact that sailing vessels have achieved higher results than steamships is attributed to the faulty construction of the Germania as a sailing vessel as well as a steamer, and it is therefore a matter of great importance to subject this vessel to an impartial examination

THE RESULT OF THE POLAR EXPEDITION.

The question now arises, how came the result of the present polar voyage to be so essentially different from all that had hitherto been experienced? We are as far from the presumption to believe that we have acted with more energy and resolution than our predecessors, as from placing our little enterprise on a degree with the large expeditions that went before us. The key to the riddle is simply this: that nearly all expeditions have entered and left these waters too early in the season. The best and only period for navigation is the autumn. Another reason for the ill-success of all these expeditions was that they kept too near the coast of Nova Zembla or Spitzbergen, as it now app