# YACHTING.

## General Meeting of the New York Yacht Club.

**Election of Officers for the Ensuing Year—The America's Cup—Interesting Report on the International Races—Principle in Regard to Challenge Cups Clearly Defined—Another Letter from Mr. Ashbury on Time Allowance—The Charges of the English Yachtsman Against the New York Club—His Prize Cups To Be Returned.**

The first general meeting of the New York Yacht Club for the year 1872 was held at the club rooms on the 1st inst., Vice Commodore William P. Douglas in the chair. There was a large attendance, including the owners of the following named yachts:—Alarm, Alice, Columbia, Fleetwing, Dauntless, Foam, Fleur de Lis, Jessie, Josephine, Madeleine, Madgie, Magic, Palmer, Sappho, Sunshine, Resolute, Wivern, Gracie, Josie, Kate, Sallie E. Day and Vindex.

Secretary Charles A. Minton read the minutes, which were approved.

ELECTION OF OFFICERS.

The following officers were then elected for the ensuing year:—Commodore, James G. Bennett, Jr.; Vice Commodore, William P. Douglas; Rear Commodore, Franklin Osgood; Secretary, Charles A. Minton; Treasurer, Sheppard Homans; Measurer, A. W. Craven.

The meeting next proceeded to the appointment of a Regatta Committee, when the following gentlemen were named as such committee:—G. L. Haight, William B. Bend and Henry Steers. The House Committee was then nominated and elected, as follows:—Philip Schuyler, Frederick White, W. H. Major, J. H. Draper and Fletcher Westray.

The Commodore of the Club took the chair at this stage of the proceedings, and the naming of a day for the annual regatta being in order, Mr. DICKERSON moved that it take place on the second Thursday in June. The resolution was carried.

Mr. PHILIP SCHUYLER, chairman of the Regatta Committee, presented the report (already published) of the June regatta, which was adopted.

THE AMERICA'S CUP.

Mr. SCHUYLER, of the Committee on "Arrangements for Contest with Livonia for the America's Cup," then read the following report, which was accepted and ordered on file:—

C. A. MINTON, Esq., Secretary New York Yacht Club:—

SIR—The committee appointed to arrange the contest for the America's Cup, under challenge by the Royal Harwich Yacht Club, through James Ashbury, Esq., with the schooner-yacht Livonia, beg leave to submit their final report.

The committee was appointed on the 4th October, 1871, its action being subject to the decision of the club, and was instructed to report at a meeting to be held on the 10th of the same month.

On the 10th October, at a meeting of the club, the committee submitted the correspondence between them and Mr. Ashbury, which was ordered on file, and reported that no conclusion had been arrived at as to the conditions of the race. The following resolution was then passed:—

Resolved, That the Special Committee be instructed to arrange with Commodore Ashbury, as representative of the Royal Harwich Yacht Club only, for a series of races, to determine the possession of the America's Cup; to consist of three races over the regular course of the New York Yacht Club, and three over an outside course, twenty miles out from the lightship and return. In case of a tie another race over one of the above named courses to be decided by the committee shall be sailed. In all other matters the races shall be subject to the rules and regulations of the New York Yacht Club. The winner of a majority of races shall determine the possession of the Cup.

A copy of this resolution was sent the same day to Mr. Ashbury. After a long correspondence, which is herewith submitted to be placed on file, a conclusion was reached in accordance with the instructions given to the committee as follows:—

No. 26 BROAD STREET, NEW YORK, Oct. 13, 1871.

JAMES ASHBURY, Esq., Commodore Royal Harwich Yach Club:—

DEAR SIR—Your communication of this date is at hand, by which we are gratified to learn that our negotiations have come to a successful conclusion, and that you assent to sail a series of seven races, in accordance with our proposition made on October 10, in which you represent the Royal Harwich Yacht Club only; therefore, we accept the dates of the races proposed, with the following slight alterations of the days, viz.:—

MONDAY, Oct. 16.—New York Yacht Club Course.
WEDNESDAY, Oct. 18.—Twenty miles to windward from Sandy Hook Lightship and back.
THURSDAY, Oct. 19.—Club Course.
SATURDAY, Oct. 21.—Sandy Hook Lightship Course as above.
MONDAY, Oct. 23.—Club Course.
TUESDAY, Oct. 24.—Sandy Hook Lightship Course as above.

And we propose to start on Monday morning at ten o'clock from the stakeboat off Quarantine. We remain yours, truly,
MOSES H. GRINNELL, Chairman.
SHEPPARD GANDY.
ROBERT S. HONE.
PHILIP SCHUYLER.
CHARLES A. MINTON.
For C. A. MINTON, Secretary of Committee.

It was also verbally agreed that the committee should confine its selection of a yacht on each day to one of the four schooners named in their communication to Mr. Ashbury of October 6, viz.:—Columbia, Dauntless, Palmer and Sappho.

In regard to this correspondence the committee beg leave to remark that its tedious length and somewhat acrimonious character on the part of Mr. Ashbury arises from some supposed right, claimed by him, to sail as many races on successive days for this cup with one vessel as he can obtain foreign yacht Clubs to appoint him and his yacht as representatives of their club and squadron. He overlooks the fact that the deed of gift of the Cup carefully guards against any such sharp practice, which would not only make the contest uninteresting, but would enable a very inferior yacht to win the Cup, by securing one out of twelve, twenty or more trials, as would almost inevitably be the result.

The clause alluded to in the deed of gift is the one which requires six months' notice to be given by the challenger before the race can come off.

It is a well established principle in regard to challenge cups or trophies of any kind that when under acceptance of a challenge from any one party no action can be taken with any other until the existing issue is decided.

There are many good reasons for this acknowledged rule—among others the very obvious one that, as the Cup may be lost under the pending challenge, it could not be expected that time or money should be wasted in making preparations in advance to hold what may have passed into the hands of another. If, therefore, Mr. Ashbury desires, as he has a right to do, to send twelve different challenges with one yacht from twelve different clubs, and any one of them, say the first on the list, has been accepted, the club holding the Cup, to avoid such an unsportsmanlike contest, would undoubtedly require that the six months' notice from the remaining eleven should date successively after the termination of the preceding event, so that six years would elapse before the business was finally closed up.

On the other hand, if by accident or design several clubs should desire to contend for the Cup at about the same time, each with its own representative yacht, the club in possession (and we speak confidently in such a case for the action of the New York Yacht Club) would in all probability waive the required notice, and meet their competitors in a sportsmanlike spirit, avoiding any unnecessary delay arising from accidental causes.

In the present instance, from the first telegram of the New York Yacht Club turough Commodore Bennett, dated June 6, 1871, waiving the six months' notice, to the last letter of this committee, dated October 13, 1871, Mr. Ashbury has been officially recognized as representing the Royal Harwich Yacht Club, and no other, although he seemed persistently bent upon placing a different construction upon his and their relative positions.

FIRST RACE.

MONDAY, Oct. 16—New York Yacht Club Course.—Yacht selected "Columbia," Franklin Osgood, Esq.; wind light. Columbia winner by 27m. 4s.

SECOND RACE.

WEDNESDAY, Oct. 18—Outside Course, twenty miles from Lightship and return; to sail dead to windward going or returning; yacht selected "Columbia;" heavy wind. Columbia winner by 10m. 33s.

The committee regret to be obliged to report Mr. Ashbury's dissatisfaction with their decision in this race. The following is his protest, with the answer of the committee:—

OCTOBER 18, 1871.

TO THE SAILING COMMITTEE OF THE NEW YORK YACHT CLUB:—

GENTLEMEN—I herewith claim to-day's race for the Livonia, on the ground that the Columbia rounded the stakeboat (steamer) contrary to your sailing regulations. The Livonia was jibed round the mark boat on the starboard hand, passing it to the northward and eastward, while the Columbia winded round on the port hand, passing to southward and westward. By doing this the latter gained a great advantage over the Livonia, as she came out some distance to windward, and the yachts could not at that time lay their course to the Sandy Hook Lightship. Of course it would be impossible to say now whether the result would have been different had the Columbia left the markboat on the starboard hand, but I am entitled to make a protest against the race being awarded to her on two sufficient grounds. Firstly, by rounding contrary to your instructions she did gain a palpable advantage over the Livonia; and, secondly, in the interest of general match sailing and the danger of violating such regulation by the most obvious unfairness. It is with great reluctance that I make such protest, especially as I never made a protest in my life before this one and the two under which I am sailing this series of races. But I am confident you will admit that I am, under the circumstances, fully justified in claiming the race. Yours truly,
JAMES ASHBURY.

To this the Regatta Committee made the following reply:—

OFFICE OF THE SECRETARY OF THE NEW YORK YACHT CLUB, 26 BROAD STREET, NEW YORK, Oct. 20, 1871.

JAMES ASHBURY, Esq., Commodore Royal Harwich Club:—

DEAR SIR—Your protest of the 18th inst. is received and has been laid before the committee. I am directed to state that it cannot be entertained. The sailing regulations for the outside course, a printed copy of which was furnished to you, leaves the manner of turning the stakeboat optional. I am yours, truly,
CHARLES A. MINTON, Secretary.

The instructions referred to by Mr. Ashbury give for the inside races the customary course of the annual regatta of the New York Yacht Club. For the outside races they read as follows:—

Crossing an imaginary line drawn from the committee boat to the lightship, and sailing twenty miles to windward to a stakeboat (steamer), turning that, return, passing between the committee boat and the lightship. The start will be a flying start. The same preparatory signal and signal to start used for the races over the New York Yacht Club course will be observed in the races from the lightship.

The races over both the above-named courses are subject to the rules and regulations of the New York Yacht Club, and are to be sailed with time allowance.

From its inauguration to this time, in all matches sailed under the rules of this club, it is a settled rule that the manner of turning a stakeboat or mark of any kind is optional, unless specified to the contrary. For this reason it is customary when sailing in regattas or sweepstakes to specify the manner of turning a stakeboat, in order to lessen the danger of collision, when a large number of vessels are competing in a race. But in matches between two vessels, of which many have been sailed under club rules, it has never been customary to do so.

As far as it is known to your committee the same rule holds good in England now. It can be stated with certainty, however, that such was the rule when the America won this cup in 1851.

August 23, 1851, the day after the race for the cup, Captain Ackers, of the yacht Brilliant, sent a protest to the Commodore of the Royal Yacht Squadron against awarding the cup to the America, on the ground that she had passed inside instead of outside of the Nab light, the latter course being the usual one in the annual regattas of the Royal Yacht Squadron, which was the course selected for this contest.

The committee having ascertained that the written instructions to Commodore Stevens did not mention the manner of turning the Nab, decided unanimously against the protest on the ground that, when not specified to the contrary, the manner of turning any mark or stakeboat was optional.

On the 28th August, 1851, the America sailed a private match with Mr. Stephenson's schooner Titania, twenty miles before the wind and back, the Earl of Wilton, Commodore of the Royal Yacht Club Squadron, being by desire of Mr. Stevens the sole umpire of the race.

The America, going down before the wind, rounded the mark steamer precisely as the Columbia did in the present instance—that is, leaving it on the port hand and luffing up on the port tack. The Titania was nearly five minutes behind, and therefore had ample time to turn, leaving the steamer on the starboard hand as the Livonia did, and thus might have claimed the stakes under a protest. Mr. Stephenson, however, followed the America's track, and although, as the previous contest shows, our English brother yachtsmen were quite ready with protests, no question was raised by him, or by the umpire, or by any outsider on the ground now claimed by Mr. Ashbury as the authorized rule.

The committee have dwelt at some length on this matter because, although by the rules of this club there is no appeal from their decision, Mr. Ashbury not only declined to accept it as final, but made it the foundation of communications to them through the press, which were of a disagreeable character generally, threatening to appeal to tribunals unknown to this club for redress against what he deemed unjust treatment.

The friendly relations which from an early period in its history have existed between this club and the Royal Harwich of England have induced the committee to take no notice of the communications referred to, presuming they would not be endorsed by the club which, in other respects, Mr. Ashbury has represented in so spirited a manner, and they are, on that account, not incorporated in this report.

THIRD RACE.

THURSDAY, Oct. 19, New York Yacht Club Course.

It was the intention of the committee to give the Livonia an opportunity of testing her powers with one of the other yachts on the list, and they had notified Mr. Osgood that the Columbia would not be selected for this race. Upon arriving at the anchorage the Sappho and Palmer were not there, and the Dauntless, though apparently not expecting to be called upon, was necessarily selected. When towing her into position some of the head gear was carried away, and she was unable to start.

Mr. Osgood at once tendered the Columbia, although her captain was disabled by an accident—no overhauling had been done of sails, spars, &c., since her late severe work—and he himself unable to take personal charge of his yacht, as has been invariably his custom.

Wind fresh from southwest. The Columbia lost three minutes at the start; recovered it at Southwest Spit, where she parted the flying jib stay hook, depriving her of the use of her flying jib during the remainder of the day and losing six minutes at this point in consequence of missing stays.

From Buoy No. 10 to the lightship and back to buoy No. 10 the Columbia held her own, notwithstanding the loss of the flying jib and the neglect of the sailing master in not reducing the aft sail. At this point the continued strain on the steering gear finally carried it away, and she was thrown out of the race, coming in with her mainsail furled. Livonia the winner by fifteen minutes and ten seconds.

The committee sent the following communication to Mr. Osgood, and desire to have it placed on the record as part of their report:—

OFFICE OF THE SECRETARY OF THE NEW YORK YACHT CLUB, 26 BROAD STREET, NEW YORK, Oct. 20, 1871.

Rear Commodore F. OSGOOD, Yacht Columbia:—

DEAR SIR—We take great pleasure in thanking you for the spirited and sportsmanlike manner in which you offered your vessel to start, rather than have yesterday's race go by default.

It was known at the time that you were not able to sail in her, and that even had she been in condition she had not been selected to start. We feel, and the public at large know, that although your yacht was beaten yesterday, that defeat, under the circumstances, was no disgrace, and that you, the owner, by your action of yesterday, have only added additional lustre to your well-known character for unselfishness and true sportsmanlike feeling.

Again, accept our united thanks, to which we think we can add those of the entire community, which already owes you much, knowing that your yacht will soon again be ready to do battle, and with the same confidence in her and her owner as we always had we remain, yours very sincerely,
MOSES H. GRINNELL, Chairman.
SHEPARD GANDY.
ROBERT S. HONE.
PHILIP SCHUYLER.
CHARLES A. MINTON.

FOURTH RACE.

SATURDAY, Oct. 21.—Outside course; yacht selected, Sappho; William P. Douglass, Vice Commodore. Wind south-southwest, light at first, but increased to whole-sail breeze. Sappho winner by 30m. 21s.

FIFTH RACE.

MONDAY, Oct. 23.—New York Yacht Club Course. Yacht selected, Sappho; wind west by south, fresh; afterwards moderate, ending with full whole-sail breeze. Sappho winner by 25m. 27s.

This finished the series, and the much-coveted cup still remains with the New York Yacht Club.

The time given is the corrected time by the New York Yacht Club tables of allowance.

The Livonia gave a slight allowance of time to the Columbia, about the same as she received from the Sappho.

These series of races enabled the club to try the English schooner with centreboard and keel yacht, both of them in light and heavy weather, smooth water and rough. In no state of the weather or in any point of sailing by or large did the Livonia show any superiority over the Columbia or Sappho.

In a private match with the Dauntless, Commodore Bennett, with allowance of time by New York Yacht Club rules of 1870, outside course, the same as these club matches, the Livonia was beaten by eleven minutes three seconds, actual time; six minutes three seconds, corrected time by rules of 1870.

All of which is respectfully submitted.
MOSES H. GRINNELL, Chairman.
(Signed at his request by PH. Schuyler.)
SHEPPARD GANDY,
ROBT. S. HONE,
PH. SCHUYLER,
CHAS. A. MINTON.

NEW YORK, Jan. 31, 1872.

Mr. MORRIS moved that, in order that due publicity be given to so interesting a document, 500 copies be published, in pamphlet form, and that a copy be sent to each English yacht club. Carried unanimously, as was also a vote of thanks to the committee for their services during the races.

The committee was thereupon discharged, and Vice Commodore DOUGLAS moved that the entire correspondence with Mr. Ashbury be published in the book along with the report, which, after some debate, was carried.

ANOTHER LETTER FROM MR. ASHBURY—NEW YORK YACHT CLUB TIME ALLOWANCE.

The SECRETARY read the following letter from Mr. Ashbury.

No. 9 SUSSEX PLACE, HYDE PARK GARDENS, Jan. 10, 1872.

TO THE COMMODORE AND COMMITTEE OF THE NEW YORK YACHT CLUB:—

GENTLEMEN—Before an English or other yacht can compete for the America's Cup of 1851 six months' notice has to be given; hence my object in raising a question for immediate settlement one way or the other, in order to give time for the necessary six months' notice to be given after the receipt of your answer. I have no knowledge that any one contemplates going to New York this year to sail for the Cup in question, but I think it very essential to have the time allowances rearranged. In 1870 the Cambria (including the Atlantic race) won eight races in American waters under the rules of the New York Yacht Club, notwithstanding the measurement and time were by no means in favor of the Cambria, as against what they would be under Royal Thames Yacht Club rules.

Prior to the departure in 1871 of the Livonia for New York a very general opinion prevailed in America that she could beat the Cambria on any point of sailing, and as a sequence a great expectation that she would beat any yacht of the New York Yacht Club with a fair measurement and time allowance; and it is much to be regretted that after the Cambria's visit the time allowance was so altered as to practically give the Livonia and English yachts no possible chance, and on the face of it bears the appearance that such alterations were made in anticipation of the Livonia's visit, the fact of such a large and powerful schooner as the Sappho only allowing the Livonia fifty-five seconds certainly causes that impression to be very general. To go into the desirability of altering your measurement would doubtless cause a controversy and thereby delay; I would therefore suggest that the members of the Sailing Committee confine themselves to the simple question, whether any alterations should be made in the time allowances, both as regards keel vessels and centre-boards, and to what extent. I am in hopes that the committee can consistently act on this suggestion and thereby remove for the future one of their "arrangements," which necessitated my sailing under a formal protest for "unfairness and unsportsmanlike proceedings." If I should ever decide to revisit New York in connection with the '51 Cup, I shall not take an equitable, sportsmanlike interpretation of your deed of trust, as I did last year, and then find an act of courtesy and generosity met by a series of unfair proceedings, but I shall take a purely legal construction of the document referred to. I shall ask no modifications or favors, and shall give none.

I should sail under the most eminent legal advice in this country as to the rights of several clubs under the deed of trust. If my views thereon are confirmed I should challenge accordingly, but on the next occasion I should decline to take the opinion of the N.Y.Y.C. as final in any judgment they gave against me. In that event the law courts of New York would be required to express an official judgment on the advice of eminent Queen's counsel, without whose favorable opinions as to my rights I should not have sailed.

Requesting the favor of an early reply, I remain, yours truly,
JAMES ASHBURY.

LAID ON THE TABLE.

Mr. GEORGE SCHUYLER moved that the Secretary advise Mr. Ashbury of the receipt of his letter, that it had been read before the meeting and had been laid upon the table. Carried.

Mr. WILLIAM H. MAJOR presented the following preamble and resolutions, which were unanimously adopted:—

Inasmuch as the America's Cup is the property of the New York Yacht Club, and cannot go to any individual yacht or yachts which may have been the means of retaining said cup in the possession of the club, and inasmuch as it is proper that said yacht or yachts should have some memento of their victories,

Resolved, That a suitable die be struck for a medal, to be entitled "The America's Cup Medal," at the expense of the club, and that the owner of any yacht that has been or shall hereafter be instrumental in retaining the America's Cup in the possession of the club shall be authorized by the club to have a medal struck from the before-mentioned die, at his own expense, having inscribed on it the name of the victorious yacht and that of her competitor, together with the date of the contest, and that a committee be appointed to select an appropriate design for the die.

Seconded and carried unanimously.

On the motion of Mr. KRESS the flag officers were appointed as such committee.

MR. ASHBURY'S CUPS.

In reference to the question as to what disposition should be made of the three prize cups which had been transmitted to the Commodore of the New York Yacht Club by Mr. Ashbury, to be sailed for by the club under certain conditions (the same not having been accepted by the club), it was resolved to refer the whole matter to a committee. The motion was carried and the chair appointed Vice Commodore Douglas and Messrs. Hatch and George Schuyler such committee, and after due consideration the following report was made:—

Whereas, Inasmuch as Commodore Asnbury has charged the New York Yacht Club with sharp practice and unfair and unsportamanlike conduct in their dealings with him,

Resolved, That they cannot, with any self-respect, compete for the cups which were deposited with Commodore Bennett by Commodore Ashbury to be sailed for by the yachts of the New York Yacht Club, and that the Secretary be instructed to return the cups to Commodore Ashbury.

This report was unanimously adopted, and, some routine business having been transacted, the meeting adjourned.

# MUSIC AND THE DRAMA.

**Third Philharmonic Concert.**

The Philharmonic Society already begins to show unmistakable signs of decadence. On Saturday night we made a calculation of the empty seats at the Academy of Music with the following result:—120 seats in the parquette, 133 orchestra stalls, twenty-two balcony boxes and eight proscenium boxes. Again, we find one hundred names on the programme as representing the orchestra present, whereas by actual count there were only eighty-four. The programme was as follows:—

Symphony—No. 4, in D minor.....Schumann.
I. Andante, Allegro; 2. Romanza; 3, Scherzo; 4. Allegro con Spirito.
Aria—From the oratorio "Creation," "With Verdure Clad." Hadyn.
Mlle. Henriette Corradi.
Concerto—For violin.....Max Bruch.
With orchestral accompaniment, Senor P. Sarasate.
Overture—"Macbeth," in C major, op. 15.....Heinefetter.
Aria—"Di Polluto," "Di quai soavi lagrime,".....Donizetti.
Mlle. Henriette Corradi.
Overture—"Leonore," No. 3, in C major.....Beethoven.

The lovely symphony was interpreted with unusual spirit and expression, which was a positive relief from the slovenly playing of the previous concerts. The same may be said of the rendering of Beethoven's immortal overture, in which the members seemed to be inspired with enthusiasm. Heinefetter's work impressed us as a rambling, aimless, weak composition, that will never possess any interest for a musician. Senor Sarasate proved himself one of the very best violinists that ever visited this country. The concerto he selected for this occasion is a work of a very high order of merit and one that will rank beside Mendelssohn's celebrated work for the same instrument. Mlle. Corradi revealed the fact that she possessed a hard, well worn, unsympathetic voice, which was particularly unpleasant in the aria from "The Creation." The Philharmonic Society seems to have the peculiar facility of selecting the worst vocalists to be found in New York for their concerts. The plan is a cheap one for the particular occasion, but we doubt very much if in the long run it will not prove very expensive.

**Footlight Flashes.**

Aimée opens at the St. James', Boston, to-night.

Dan Bryant has a burlesque on "Un Ballo" this week.

Mme Parepa-Rosa sings Amelia, in "Un Ballo en Maschera," at the Academy of Music to-night.

"Man and Wife," having proved a great success at the Brooklyn Theatre, will be kept on the bills this week.

Mr. John Koch will open the Central Park Garden in the summer with Theodore Thomas and his unrivalled orchestra.

Mr. J. Grau will return next month from Europe, having engaged the celebrated pianist Rubinstein, and a first class concert troupe.

The benefit tendered the family of the late Mr. Moore, at Niblo's Garden, on Wednesday last, netted over two thousand dollars.

The cast of the new play of "Marriage," to be produced at the St. James on the 12th inst., will be as follows:—Carroll Gray, James S. Mackaye; Walter Brooks, A. H. Davenport; Margaret Brooks, Miss Griswold; Alice Brooks, Miss Varian; servant, Mr. Butler.

A Louisville paper thus speaks of a recent performance of "Trovatore" in that city:—"it is difficult, if not next to impossible, to speak calmly of such an achievement as of last night. If it had been the display of dramatic power alone, or only the echoes of a glorious voice ringing in the ear, the task would be of comparative ease; but the union of the two commands enthusiastic comment and divorces theory from the criticism. Miss Nisson has this tribute of eulogy from the audience of last night. Her Leonora was the most electric, if not the more artistic, performance of the week. She was in splendid voice, and was evidently enthused beyond herself by the greeting which attended her entrance and followed her until the end. She sang as she has not sung to us before, with a spirit and intensity, a certain dash and *abandon*, which she had not before displayed. It was a triumph for her, in which she stands pre-eminent above other lyric conquerors who have visited our stage in other years. Her return next week will be as the return of a queen, to whom we are all bound in willing obedience. The opera last night was exceptionally well sung throughout. Brignoli surpassed expectation, not only in his wonderful retention of the clear and ringing tenor of years back, but in the, for him, surprising display of dramatic ability. He has developed into an actor who does not, to say the least of it, mar the effect of the story. In the "Ah! che la morte," his clear, ringing and dulcet voice rivalled Miss Nilsson's in winning the applause which followed—applause which would have nothing but that it should be repeated, and, with graceful consent, the beautiful duet was again given.

**Driftings Abroad.**

Señor Larra's farce, "Justos por Peccadores," has been successfully performed in the Calle de Jovellanos, of Madrid.

Herr Franz Abt, the well-known song composer, gave a concert a short time since at Hamburg, but it was not particularly successful.

Two new operas are to be produced shortly at Genoa—"Luigi XI., by Signor Fumigalli, and "Il Conte di Monreale," by Signor Gandolfi.

Delighted with the success of "Lohengrin," at Bologna, Herr Wagner has sent his portrait to Mariani, the conductor, with the inscription, "Vive Mariani."

The "Boleldieu Society," at Rouen, has been reconstructed, and gave on the *fête* of Sainte-Cecile the "Christus Vincit" of M. Vervoute, in the Church of St. Ouen.

Mrs. John Wood, Miss Emma Chambers, Miss Inch, Miss Turner, Mr. L. Brough, Mr. Cox, &c., have been performing to excellent houses at the Gaiety Theatre, Dublin.

At Weimar, Shakspeare's "Measure for Measure," which had not previously been brought out on the German stage, has been performed in a German version by G. Von Vincke.

The death of Mlle. Deschamps at Constantinople by colic, after a *petit souper*, threatens to break up the French troupe at Constantinople, as they attribute it to cholera and prepare to escape.

Herr Franz von Holstein's opera, "Die Haidenschacht," has been produced at the Theatre Royal, Munich, with marked success. Both the composer and the singers were recalled several times.

A new three-act comedy, "Unter den Mikroskop," by Herr Julius Roser, is in preparation at the Vienna Hofburgtheater. Herr Mosenthal's new work, "Madeleine Morel," lately performed at that theatre, was favorably received.

"We have been informed," says the *Petersburg Russian Gazette*, "that an *Italiomane* paid 600 roubles for a box on the occasion of Madame Pauline Lucca's benefit. It does not seem too dear when we consider our inexhaustible finances."

"Rathlose Erben," a new comedy, by Herr Hippolyt Schaufert, has been successful at the Royal Theatre of Cassel. A new play, by Professor Schneegans, of Munich, entitled "Doctor Vorwarts," or "Du Solist Nicht Capituliren," is announced.

A joint stock company has been projected for insuring good performances of opera, ballet or drama all the year round at Sienna. Should the company really be formed and carry out its object this will be the first town in Italy able to boast of uninterrupted theatrical performances.

Sardou's new comedy at the Paris Vaudeville, which was presented to the public on the 1st of this month, is a political play, and in the character of Rabagas, a versatile Gascon lawyer, we see a transparent allusion to Gambetta. If it is authorized the Palais Royal will ask permission to produce a work of the same kind called "Paris Babel," and other theatres will follow suit.

The Monday popular concert at London in the beginning of January was rendered lively by the appearance and vigorous playing of Mlle. Carreño, an American pianist. This young lady is a remarkable pianist in many ways, but chiefly for the impetuosity of her attack. The boldness and rapidity of her execution are really wonderful. Not that she ignores the softer shades, either; but it is in the brilliant passages that her spirit is best seen—at times it becomes absolutely frantic. The E flat sonata, an early work of Beethoven, was more suited to her than the quartet of Mozart's, from which her individual playing obtruded itself to the damage of perfect equity as regards the other performers.

# THE INTERNATIONAL MUSICAL PEACE JUBILEE.

**Success of Gilmore's Visit to Europe—Amounts Already Subscribed at Home.**

Mr. P. S. Gilmore has given an official account of his mission abroad in the interests of the International Peace Jubilee, which will be held in Boston next June, and in which the entire musical world takes a lively interest. The results of his personal application to the principal governments of Europe, backed by letters from President Grant and the leading men in this country, were eminently satisfactory. In London he gained the consent of Mr. Cardwell, Secretary of War, to allow the splendid band of the Grenadier Guards, Dan Godfrey, leader, to take part in the approaching Jubilee. Mr. Gilmore met Sir Sterndale Bennett, Arthur Sullivan, Randegger, Arthur Chappell, Barnby and Sir Julius Benedict in London. Nearly all expressed a wish to contribute in some way to the Jubilee, either in person or by their compositions, or by both. Here is a letter from Benedict, which expresses the sentiment of the entire musical community of London:—

No. 2 MANCHESTER SQUARE, W., LONDON, Oct. 9, 1871.

P. S. GILMORE, ESQ.:

MY DEAR SIR—I am deeply interested in your projected World's Peace Jubilee, and have little doubt that with your indomitable energy and the admirable organization of your vocal and instrumental armies, this gigantic and almost superhuman undertaking must prove the greatest musical achievement of our age and a glorious success for yourself and all your countrymen. My sincerest wishes and sympathies will follow you in your laborious task, and if you really think that you could find room for one of my compositions among the phalanx of artists whom you will unite under your banner, I shall be most happy in contributing my mite and endeavoring to do my best to justify your much too favorable opinion of the humble talent of yours, most sincerely,
JULIUS BENEDICT.

Mr. Gilmore thus relates his experience on the Continent:—

FRANCE NOT PREPARED.

In Paris my success was not complete, and this from the fact that the military bands of the nation were undergoing reorganization after the war, and in the gay capital of the French nation military music appeared to be in a somewhat chaotic state, most of the bands having become depleted by casualties. I received through our Minister, Mr. Washburne, a letter from the French Minister of War regretting that such was the case, and affording me no encouragement; but since then I am happy to say that I have received information that an effort will be made to have France properly represented at the Jubilee.

BELGUIM READY.

I called upon our Minister at Brussels, Mr. Jones, who at once took up the matter in the most earnest manner, and, having consulted with the proper Belgian authorities, he assured me that he had no doubt whatever of Belgium contributing its best band. "In fact," said Mr. Jones, laughingly, "I told the Minister of War that if he did not send his best band I would demand my passports and quit the country. Depend upon it Belgium will be represented." From that assurance I assume that the Guides Band will be the one despatched here.

GERMANY FRIENDLY.

My first visit, on reaching Berlin, was paid to Mr. George Bancroft, for years the American Minister to Prussia. Through his kindness the matter was brought to the notice of the proper authorities. A few days subsequently he informed me that he had spoken with that great soldier Von Moltke, who gave the idea his hearty endorsement. Mr. Bancroft felt quite pleased at imparting to me this information and took immediate steps to place the matter in proper train, he having received suggestions from Von Moltke as to the necessary proceedings to take. He desired me to draw up a memorial to the Emperor, inasmuch as after the matter had been passed upon by the war authorities, it would be necessary to receive the endorsement of His Imperial Majesty. Colonel Bliss, the Secretary of Legation, and Mr. Kretzmann, our Consul at Berlin, did me great service in forwarding the project, and took great interest in my success. The Bandmaster General of the Army, Herr Weipricht, gave me several interviews, it being absolutely necessary that he should be consulted. He gave my request his hearty commendation, and proposed to write an international *pot pourri* on German and American themes. He furthermore gave his official sanction that a band of the Prussian service should be given me, and also hinted at the probability of his accompanying it, should his health permit.

AUSTRIA NOT ADVERSE.

I then went to Vienna, where I met our Minister, Mr. John Jay, who authorized his Secretary of Legation, Mr. John F. Delaplaine, not only to commend the matter to the Austrian authorities, but to accompany me in person and give me an official introduction to them. We called upon Baron Schwartz, the general manager of the great Austrian Exhibition of the Industry of all Nations, which is to be holden in Vienna in 1873. At his suggestion we waited on the Minister of War, General Baron Kuhn, and that dignitary entirely approved of the undertaking, which it struck him would prove in its consummation one of the happiest events the world would ever be called upon to celebrate. He was by no means ignorant of the first Jubilee—a fact which afforded me the greatest surprise as well as pleasure, and inquired if the coming Jubilee was, in its characteristics, to be similar to that undertaking, wherein cannon were used as an accompaniment to the music; and he appeared to be much gratified in knowing that implements of war could be so happily used in swelling the chorus of universal peace, and that he would much like to be a participator in such a grand festival. He recommended, in accordance with forms, that, as in the case of Prussia, a memorial should be drawn up to the Emperor, and which he would have presented at the proper time. This memorial was drawn up and entrusted to the care of our Legation, and Mr. Delaplaine informed me that in due course of time it would reach the Emperor, without doubt be favorably received and acted upon, and a band despatched to Boston in season to take part in the Jubilee.

RUSSIA WILL BE REPRESENTED.

There proved to be no necessity for my taking a journey to Russia, as it was my good fortune to have met Governor Curtin, the Minister to Russia, in London, and with, like all others of our countrymen that I met abroad, became absorbed in the scheme. Under his advice and supervision I drew up a memorial to the Emperor Alexander, which he was to present on his return to his mission. He was deeply interested at the time in the journey of the Grand Duke Alexis to this country, and felt sure that the warm reception the Duke would experience from all classes in America would prove the surest guarantee that the foremost of the Russian bands would be most gratefully tendered. Governor Curtin took the greatest delight in anticipating the pleasure the people of this country would derive from hearing a thoroughly trained Russian band perform their peculiar national music, in their rich and brilliant uniform of white and gold.

Strauss, whom Mr. Gilmore met in Vienna, was also favorably inclined towards the enterprise, and will likely be one of the conductors on the occasion.

ENTHUSIASM AT HOME.

Dr. Tourjee is overwhelmed with applications from societies all over the country for admission to the chorus, and will shortly issue circulars announcing the musical numbers to be rehearsed, and for the general guidance of all societies participating. So great is the desire on the part of singers to swell the chorus that two grand choruses of 20,000 each could be formed without difficulty, and all that is now required to bring about this great uprising and to accommodate the immense influx of strangers which the Jubilee will bring to Boston—in a word, to have the grandest musical festival that ever took place, or probably ever will take place, in our day and generation—is simply a building.

THE COLISEUM.

The cost will be about one hundred and sixty thousand dollars for a permanent structure. To make it a permanent structure will, in a great measure, depend upon the pecuniary success of the festival, but of that there cannot be the faintest doubt. Three different locations are under consideration, but the new land between the Providence and Boston and Albany Railroads, on Huntington avenue, may be the site, being in some respects the most convenient. Already there is more than one-half of the whole sum required guaranteed. Among the subscribers the following have pledged the largest sums:—

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| Lewis Rice | $5,000 |
| M. M. Ballou | 5,000 |
| Oliver Ditson & Co. | 5,000 |
| George H. Davis (Hallet, Davis & Co.) | 5,000 |
| Eben D. Jordan | 10,000 |
| Patrick Donahoe | 5,000 |
| Lee & Shepard | 5,000 |
| Boston and Albany Railroad | 10,000 |
| Wetherbee, Chapin & Co. | 5,000 |
| Old Colony and Newport Railroad | 6,000 |
| Mason & Hamlin Organ Company | 10,000 |
| Boston and Providence Railroad Corporation | 5,000 |
| Harvey D. Parker & Co. | 5,000 |
| Joseph H. Chadwick | 10,000 |
| The Smith American Organ Company | 5,000 |
| Joseph F. Paul | 2,000 |

## PICKPOCKET ARRESTED.

Samuel F. Perry, aged twenty-four years, of 422 West Forty-third street, was arrested by Officer Brenenan, of the Twenty-ninth precinct, on Saturday night, upon complaint of J. A. Carmichael, of the Gilsey House, who charges that while riding up town on a Broadway car on Saturday night, the prisoner picked his pocket of a wallet containing a small sum of money and valuable papers. He denied the charge before Justice Cox, at Jefferson Market yesterday, but was committed for trial.

# ALEXIS IN KENTUCKY.

## A Brilliant Reception at Louisville.

## STORY OF A ST. LOUIS FLIRTATION.

## The Grand Duke Charmed by a Kansas Girl.

## VISIT TO THE MAMMOTH CAVE.

## Mrs. General Custer Avenged for the Miss Spotted Tail Kiss.

## ADMIRAL POSSIET AS A GALLANT.

LOUISVILLE, Ky., Jan. 31, 1872.

Having visited cities and scenes of interest in the East and West and North, His Imperial Highness the Grand Duke Alexis and suite are now making a short sojourn in the South. The imperial party will rendezvous at Pensacola, to which port their ships, now at sea, are bound, and whence they will sail from the shores of the United States to resume their journey round the world. The few days spent in St. Louis, after the buffalo hunt, were called "days of rest;" but, in truth, our Russian visitors have hardly had a quiet day since their feet first touched the soil of the United States. What with their journeying from place to place, their reception in the different cities and their private business, all their waking hours are fully occupied. The Grand Duke, the Admiral and the Councillor of State, these three especially have an immense amount of private correspondence to attend to, and this is promptly despatched by mail and telegraph from day to day. By means of the Atlantic cable they are

IN CONSTANT COMMUNICATION WITH THE EMPEROR,

who is informed of all essential particulars of their tour almost as soon as the readers of the HERALD. The sojourn of

THE IMPERIAL PARTY IN ST. LOUIS

was the most agreeable of any other, except, perhaps, New York. They had formed many pleasing acquaintances on the occasion of their first visit to St. Louis, while on their way westward to participate in the Buffalo hunt, and they were pleased to accept an invitation to revisit that city on their return from the praries of the West. They felt quite at home and quite at ease in St. Louis, principally because they were not continually conducted hither and thither by committees, but rather were allowed to employ their time as they desired, their convenience and wishes being in all cases considered first. It is not surprising, also, if the beauty that surrounded them at the ball, the guests at which were not so numerous as select, had some influence in awakening those delightful memories of Missouri which will be among the most cherished recollections of their tour in the United States. That the Grand Duke enjoyed the ball is evident from the fact that he remained until after four o'clock. As he was left free to choose for himself his partner for each dance, when His Imperial Highness indicated whom he would like to dance with some friend of the lady informed her of the Duke's desire to be presented, and then followed the introduction and the dance, unless, indeed, the honor of having