

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

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AMUSEMENTS THIS EVENING.

- OLYMPIC THEATRE, Broadway, The Ballet Fantastique of HUMPHY DUMPHY.
BOOTH'S THEATRE, Twenty-third st., corner Sixth av.—JULIUS CÆSAR.
WOODS MUSIUM, Broadway, corner 9th st.—Performance after and evening.—OUT AT SEA.
WALLACK'S THEATRE, Broadway and 11th street.—THE VETERAN.
NIBLO'S GARDEN, Broadway, between Prince and Houston sts.—THE SAIAD QUEEN.
BOWERY THEATRE, Bowery—DICK TURPIN—BUFFALO BILL.
ST. JAMES' THEATRE, Tw. city eighth street and Broadway.—MARRIAGE.
FIFTH AVENUE THEATRE, Twenty-fourth street.—THE NEW DRAMA OF DIVORCE.
MRS. F. B. CONWAY'S BROOKLYN THEATRE.—THE DEMONIO.
THEATRE COMIQUE, 514 Broadway.—COSMO VOCALISTE, NIKKO AND CO.—LION.
UNION SQUARE THEATRE, Fourteenth st. and Broadway.—NEURO ASTIC—BURLIQUER, BALLET, &c.
TONY PASTOR'S OPERA HOUSE, No. 30 Bowery.—NEURO ECLECTICISM, BALLET, &c.
BRYANT'S NEW OPERA HOUSE, 251 st., between 6th and 7th avs.—BRYANT'S MINSTRELS.
THIRTY-FOURTH STREET THEATRE, near Third avenue.—VARIETY ENTERTAINMENT.
SAN FRANCISCO MINSTREL HALL, 585 Broadway.—THE SAN FRANCISCO MINSTRELS.
PAVILION, No. 68 Broadway.—THE VIENNA LADY ORCHESTRA.
NEW YORK CIRCUS, Fourteenth street.—JONES IN THE RING, ACROBATS, &c.

TRIPLE SHEET.

New York, Friday, March 1, 1872.

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SENATOR WILLIAM B. WOODIN is a member of the Senate Judiciary Committee, which is wasting its time in hearing long arguments on the bill to repeal the Erie Classification act and to provide for a fair election of directors, and thus risking the defeat of that measure by unnecessary delay. Unless the bill shall be speedily reported it will be believed that undue influences are at work to induce the committee to smother it, or, at least, to play into the hands of the "Ring" by driving it to the end of the session. Is Senator Woodin willing to accept the odium of this position?

GOLD WENT OFF TO 109½ yesterday, on a drumer market for American securities in London, where the HERALD's report of ex-Secretary Seward's opinions about the Alabama claims had a cheering influence upon the money market.

SENATOR L. L. LEWIS, of the Senate Judiciary Committee, is one of those responsible for the suspicious manner in which the report on that bill has been delayed. The people are aware that the object of the Erie Ring is to induce the Judiciary Committee not to report it until the session is so far advanced as to render its defeat possible. Senator Lewis is sharp enough to understand this game. Will he oppose it, or will he place himself under the suspicion of being a party to the trick?

A QUESTION OF IMPORTANCE.—According to our despatch from Richmond thousands of colored operatives employed by the tobacco manufacturers of Virginia and North Carolina are standing idle because the Ways and Means Committee in Congress has not arrived at a uniform tax to be levied on tobacco. Cannot the gentlemen at the Capitol hurry up, and thus stop the mouths of these thirty-thousand negroes?

SENATOR JACOB HARDENBURGH, of the Senate Judiciary Committee, is supposed to be an Erie man; but he is strictly honorable and fair. Although he may vote against the bill to repeal the Erie Classification act, he will not lend himself to the disgraceful trick of delaying the report of the committee.

Railways and Railway Laws—Have We a Road to the Pacific?—Evil Legislation Bearing Evil Fruit.

Congress must make up its mind to a definite and logical policy on the railway question. We have what the Germans might call a swarm of bills before the Senate and the House granting subsidies to new-born corporations, conveying tracts of land as large as European kingdoms and principalities, and endowing them with franchises that can only be controlled in the future by rigid legislation. The only advance that has been perceptibly made towards an aristocracy in this country has come from railroads and landholders. The stupendous power of the few men who controlled the South before the war and exercised an unusual preponderance in our government arose from the ownership of great tracts of land and the consequent possession of slaves to till them. In the North the ambition to hold land inspires our wealthy citizens, and we have single corporations controlled by a small knot of directors and stockholders, who own as much land as is embraced in the European area of the French empire.

The government, having permitted the acquisition of vast landed interests by endowing corporations with grants from the public domain, must control them by the operation of rigid and careful statutes. Our railway legislation has been little more than experimental. In the early times the policy of one powerful political party was in favor of internal improvements. It was held that in a new and sparsely settled country, with limited accumulations of capital, the government should charge itself with the building of railroads and canals and docks and ships and the improvement of navigation. The effect of this policy was twofold. Politicians obtained control of giant railways and used them for their own selfish purposes. The Pennsylvania Central, the Camden and Amboy and the New York Central were for years the scandal of our politics, as our system of canals is even now a scandal to the politics of this State. There was no prudent business management. The road was made subordinate to the necessities of the dominant party. Men were quartered upon its pay-rolls, contracts were given, free passes were thrown into every tavern, simply to effect conventions and control public opinion. In time the evil worked its own remedy. The famous policy of internal improvements was buried with the follies of the past and business men came to manage the great properties for business purposes. In New York we still retain control of the canals, but the opinion grows stronger that they must be remanded to the care of private parties and be sold for the treasury to the highest bidder.

While, therefore, the policy of government is to withdraw from the management of public works in States like New Jersey and Pennsylvania and New York, the necessity still exists of developing the Western countries. If we give aid to corporations in these Territories, we are compelled for our own interest to keep a careful watch over the property. The policy which has already borne fruit is a phase of the old policy of internal improvements. The whigs, under Henry Clay, contended for internal improvements. When the republicans were making their way to power they pledged themselves to a Pacific Railroad. They were anxious for votes, and this assurance gave them power in the Pacific. It was redeemed by the passage of the bill which authorized the building of the Central Pacific and Union Pacific. But the legislation on this subject, the building of the road and the various steps taken to accomplish the work, showed the ignorance and incapacity of Congressmen when dealing with a practical public improvement. We have little doubt that if the inside history of Pacific Railway legislation was known we should have a chapter of corruption as interesting and painful as any in the history of Tammany Hall. One corporation was in the first place endowed with government bonds more than enough to build the road. It was then permitted to execute a first mortgage bond, having precedence of the government as a lien upon the road. In addition there was a land grant which, of itself, was enough to have built the road. Laws were passed giving the owners peculiar facilities. Instead of husbanding these resources the directors of the road formed an inside ring called a Credit Mobilier, themselves being the members, and gave this ring the contract for construction. They paid the inside ring the government bonds which came as a subsidy, the proceeds of the first mortgage bonds and the land grant bonds. In other words, the princely endowment of money and bonds and acres which the government paid into their right hand as directors they quietly put into their left-hand pockets as railroad contractors, after deducting the cost of a rapidly built and imperfectly constructed road. The Credit Mobilier gave enormous dividends. The road that remained was a skeleton.

The Railway Ring which accomplished these results has been powerful enough to defy investigation. We can understand the silence of Congress on the subject when we remember that on one occasion a leading officer of the road declined to account for the disbursement of a half million of dollars charged in his accounts, as he had expended it in Washington in "a confidential manner." The discreet board did not press for a bill of items; but public opinion, which was shocked at the shameless advantage taken of the government by a rapacious corporation, prevented the passage of any further subsidy. One experience of treasury robbery was sufficient. We had paid four prices to build one road, and the next step was to pay two prices. The railroad pioneers who vowed that no road could be built in the West without bonds and lands suddenly found that a land endowment would suffice. Then came a shoal of land grants for railroads and telegraphs, with shoals of other bills now in committee asking for grants for every conceivable project. The largest endowment in the way of land was that given to the Northern Pacific. Although no bonds were paid as a subsidy there was recklessness and profligacy in the legislation which gave it life. While we paid four prices to build the Central and Union Pacific, and saw money, bonds and lands quietly slip into the pockets of a ring of directors, leaving the road, as we have said, a mere skeleton, we have paid two

prices to build the Northern Pacific. The endowment voted to this road was an inexcusable violation of law and public policy. Certain railway men and bankers asked for a land grant. The government consented, and then, as if ashamed of its niggardliness, as compared with the profuse gratuity to the Union Pacific, turned around and voted a second grant. Our readers may comprehend the extent of this gift when we say that the owners of the Northern Pacific Railway have received as much land from the government of the United States as is contained in the European area of all France! The land thus given belonged to the people. It was set apart for them by our fathers, to be homes for themselves and their children. The progress of civilization was gradually reaching it. In time the irrepressible enterprise of private citizens would have built a railway. But Congress, acting blindly, we hope, corruptly, we fear, deliberately voted away the heritage of generations. We trust, for the honor of Congress, that the books of this road will not also show a "confidential" item of a half million of dollars "expended in Washington."

We refer to this history, to which we might add the history of the Southern Pacific, the Kansas Pacific and the half dozen roads which Senator Pomeroy is said to control, for a double purpose. We must put an end to this midnight legislation, with its reckless and ignorant squandering of the public domain. We must tell the legislators who pass bills like the extraordinary acts creating the Pacific railroads that they are either knaves or fools—with evidently more knavery than folly. We must thoroughly investigate the condition of these roads. Look, for instance, at the condition of the Union Pacific Railway during the past winter. Here is a road endowed with money enough to have covered every exposed section of the track with a snow-shed, or at least to have justified the employment of assistance and machinery enough to prevent the snow from lying on the track more than twenty-four hours. If the law meant anything at all when the subsidy bonds were given it meant that such a road should be built as would exhaust the resources of science and engineering to accomplish that result; and yet here we have travel suspended, the mails delayed, the Continent divided, as it were, for weeks, and the government is helpless to remedy the evil. So long as it is possible for a railway to be interrupted for a month continuously we have no Pacific railway at all. The damage caused to business by this interruption amounts to millions of dollars, and another season may see it infinitely more disastrous. So of a truth we find ourselves, with all of our subsidies, without a road to the Pacific. A pair of iron rails run over mountain and plain and canyon and stream, which in fair weather will permit a locomotive and train of cars to pass. But in winter we must make up our mind that communication cannot be counted upon for a day, and that we are as much separated from California as Switzerland from Italy.

This is a painful and humiliating circumstance. We have paid the money—four times more than was needed—enough to have built a double steel track, with sheds covering every exposed point. Yet a month passes without communication, and Congress, under the drill of a gigantic Pacific Railway lobby which holds high court in Washington, does not take a step to remedy the evil. The Senate can give weeks to the wrangles of Schurz and Sumner and Morton, but not a day to a matter as important as this. What we want to know is, Why have we no Pacific railway? Why was this money squandered upon a ring of greedy speculators? Why, with the princely endowment voted by Congress, have we a road only certain during the midsummer months? Why is there no government supervision of the Northern Pacific Railway? How do we know that when this road is built we may not find that our enormous land grant has been thrown away? The whole system of government subsidy to railroads has been shamelessly managed, and under an exact and rigid operation of the law—were Congress to do its duty—the private directors, the government directors, the examiners appointed by the government to report upon the road, would be called upon to answer for this manifest abuse of trust before a committee of Congress, and perhaps before a jury of their countrymen. As the evidence stands we feel that these men, each and all, are morally as guilty of offending the law as Mr. Congressman Stokes, who is now in jail, and Mr. Congressman Whittemore, who passed within the shadow of the jail. If we had statesmen in Washington, if we had simply honest business men, instead of incessant demagogues like Schurz and roaring demagogues like Morton, if we had legislators above the fascinations of the Pacific Railway lobby, this whole matter would be reformed. The reckless men who have squandered the public treasure would be punished, the whole railway system would be governed by sound logical principles, the corporations so richly endowed would learn that they were under the law, not above it, and the great West, instead of falling under the dominion of grasping and audacious speculators, would feel the impulse of generous, progressive and life-giving enterprise.

"THE MYSTERIOUS INFLUENCE OF THE HERALD."—On Tuesday last, in the lower House of the New Jersey Legislature, a joint resolution in favor of an act of Congress providing for an appropriate survey of the coast and bay at Cape May, and for the erection of a breakwater at that point, being under consideration, several members spoke in opposition to some terms of the resolution. Mr. Leaning, of Cape May, then sent to the Clerk's desk a copy of the NEW YORK HERALD of Monday, the 19th instant, and had read therefrom an editorial entitled "Hydrographic Researches and the Revival of American Commerce." Mr. Leaning stated that after the reading of the article he thought it unnecessary to offer any further remarks on the subject, and the House evidently thought that no further debate was needed; for, with a slight amendment, the resolution was adopted, and a committee appointed to urge the matter upon Congress. So we go; and so it is that in all things looking to the development, advancement and prosperity of the country, on the land and the sea, the HERALD, far and near, is recognized "as one speaking by authority."

The Erie Infamy—An English View of the Classification Bill—The Duty of the Legislature.

The HERALD correspondent in London gives us an important contribution to the history of the Erie controversy. The announcement that there has been a rise in the value of Erie stock in consequence of the terrific onslaughts of the HERALD will gratify all lovers of truth and fair dealing and commercial honor. There is no chaffard of fraud, no matter how strongly garrisoned and entrenched, that will not yield in time to the incessant and well-directed blows of an independent and powerful journal. The walls of Jericho fell when they heard the echoes from the rams' horns. We anticipate no such miraculous results in Erie. We mean to destroy it as the Malakoff was destroyed, by heavy guns and incessant pounding; for we regard this Erie combination as the most powerful and reckless that has been known in modern times. It must fall, or we must confess that our civilization is helpless in the presence of crime and audacity.

The point of attack now is the Classification Bill. The English holder of Erie, whose views come to us by cable, does not share this opinion. To his mind the Classification bill has meritorious features. To be sure it has been adopted by many English railways, the argument being that some arrangement is necessary to prevent unscrupulous men from suddenly buying possession of a majority of the stock of substantial roads and taking possession of the property. Practically a danger of this kind is imaginary. If it were otherwise we have no right to do evil that good may come; to violate the first principles of moral law in the interest of morality. We see in this Classification bill and its workings in the Erie management an illustration of the immorality of the whole proceeding. We see how a combination of unscrupulous and reckless adventurers may suddenly purchase a fraction of stock and then make false issues and purchase the manufactured shares at a nominal figure, and, having gained this power, intrench themselves by debauching the Legislature and making a law which gives them four years' immunity in the possession of their stolen gains. And when, as in the case of Erie, these gains amount to seventeen millions of dollars a year, we see how the undisturbed use of the money, with no obligation to pay dividends on the stock or interest on the bonds or in the improvement of the property, will enable them to amass large fortunes, to buy opera houses, manage theatres, decorate troupes of ballet girls and singers, to rush into the wildest speculations, to take possession of the courts of justice, and even to dare to make a conspiracy to overthrow the credit of the nation. The immunity which the Classification act has given to the masters of Erie, and which it may give to any man who, like them, may plan a conspiracy against other corporations, is too serious a crime to be condoned by legislation. We made a blunder when we passed that act. Our duty now is to remedy that blunder as promptly and thoroughly as possible.

This being the case, we can well understand how the Erie stockholder, whose opinions we print, would naturally regard the Classification act as "the greatest act of roguery ever attempted in America;" nor are we surprised to know that it "excites the greatest reprobation." It is a still graver outrage that holders of stock in good faith cannot get it registered in their own names and vote upon it at the election of officers. An English capitalist may purchase a million of shares, and pay his good money for them; they are of no more use to him in the actual management of his property than a million of leaves in the vale of Vallambrosa. He finds them recorded in the name of Mr. Gould or his representative, and he cannot have them transferred to his own use and profit. So far as the profit is concerned, as the revenues of the road are diverted to the personal emolument of the combination of gamblers who are in possession, the shares yield him no more revenue than the firewood heaped in his cellar. Our laws and legislation make it possible, therefore, for a man to own property in America and have no control over it. In answer to this we have the base argument that foreigners, and especially Englishmen, have no rights in American railroads which we are bound to respect. We virtually say to foreign investors that if they send their money to the United States they must run the risk of confiscation. For, in truth, we have dealt with the foreign holders of Erie, and, indeed, with all American holders who are not in the confidence of the Ring, as though we had confiscated their money. We take it and use it, and permit it to drift into the pockets of a few gamblers, and give them no account of it, and debar them from the courts, and allow them no voice in the management of their affairs. The great Ring is sub-divided into forty smaller rings, in all of which the masters of the road have an interest. Every article necessary for supplies, for rebuilding the road, for rolling stock and the development of the property, is furnished to the great Ring by the smaller rings, and paid out of the Erie treasury at their own valuation. There is no check upon these expenses, no economy in management, no care for the interests of the stockholders. The owners go to the Legislature and find that the Ring has purchased its members. They entreat the Courts only to learn that the servants of the Ring wear the ermine. They appeal to Albany and discover that the pen of the Governor obeys the Ring as readily as the timid Faust when he wrote his name in blood at the command of Mephistopheles.

What has been the effect of this shameless and extraordinary immunity? American credit has been lowered in the eyes of the world to the level of the credit of Brazil or Turkey or Mexico. Here is a nation of surpassing wealth, with mines and forests and fields of grain and manufactures and water courses. Here is a proud, brave, enterprising people, famous for enterprise, industry and thrift. They have shown a progress that has amazed the world. In the ordinary course of business our unusual advantages and the natural desire for capital to develop them would bring to our money markets the merchants of the world. Here are opportunities for honest gain that no nation possesses. Yet prudent men avoid America because our credit has an evil name, and those who do not wish our institutions well, point at Erie with

scorn and say that in a free government there is no guarantee for commercial honesty. As a consequence capital has no tendency hitherward. When it does come we are compelled to pay exorbitant interest. When we ask financial men to buy our bonds they want large interest and an abatement of the principal. Every form of investment, from the national bonds which represent the honor of the nation down to the mortgage bonds of some small and thriving railroad, pays a tax upon crime. It is really a tax upon crime. We permit the Erie outrage; we give it life in our Legislature and in our Courts, and honor the leaders as men who deserve honor because of their vulgar "success"—the "success" of Jack Sheppard and Jonathan Wild—and the inevitable consequence is that our credit is stained and mildewed and is a disgrace to every American. As we have said, we cannot too largely estimate the extent of this disaster even in a money point of view. Because of Erie, and the tolerated crimes of the management, and the wicked alliance it made with Tammany Hall, we have lost in absolute money, which might now form a part of the national wealth and be enjoyed by our citizens, a thousand millions of dollars.

The American people do not mean to condone these felonies by submitting to them any longer. Our first duty is to insist upon the Classification bill being repealed, and to say to every legislator who hesitates to vote for that repeal that he has made himself infamous. Whatever arguments may be adduced in its favor graver arguments may be adduced against it, and, above all, its repeal is the first step towards the overthrow of the Ring. We must then protect the rights of the stockholder, and make it possible for every man, alien or citizen, when he buys a share to vote upon it and control it as his property. There must be no mistake about this. When foreigners invest their money here they have as much right to the protection of the law as they would have in their persons if they came to dwell with us. We have as much right to lock every alien in the Tombs or deprive him of his liberty as we have to lock up his money. At the same time we do not think it policy to permit foreigners to become the directors of a corporation like Erie. We insist that, before an Englishman can become Mayor or Governor, or hold any office, he must become a citizen. A railway like that of Erie is an essential part of the Commonwealth and is necessary to its development and its defence in a military point of view. Were war to ensue between America and Canada, for instance, the operation and occupation of the Erie Railway would be a most essential point. In modern war railways have an important function. As we would not permit aliens to command our forts, or police our lakes and rivers, or supervise our arsenals, so we cannot permit them to have such a control of our railways as would make it possible for them at any time to impair the national defence. But this point can be met. We advance it as what seems to be an unanswerable argument to the suggestion reported by our correspondent that the Erie Railway can only be reformed when it comes into the hands of an English direction. Let the English shareholders elect whoever they please; give them the amplest security; see to it that every dollar of their money is properly invested, with interest duly paid, but let American citizens have the direction of all lines on American soil. Let it be made a law that a majority of the Board, or, in fact, the whole of the members, be citizens of the United States.

There can be no objection to this limitation. It is not inspired by any feeling of unkindness to English gentlemen, but by a proper sentiment of prudence. As we understand English law no alien can hold real estate in England. There is a reason for that distinction which we do not care to fathom. Nor do we complain of it. We simply say that, as England protects her soil by making it the possession of English subjects, so we must protect our great lines of defence and offence, of transportation and supply, by putting them under the command of American citizens. With that provision plainly enacted, we again say, let us overthrow this whole Erie fabric. Until that is done we have no reform. Tammany was an ulcer: Erie is a cancer. It must be rooted out, and at once, and we must make it impossible that it can ever grow again upon our body politic.

The Queen Victoria Attempted Assassination Story.

A universal expression of pleasure at the escape of the widowed English Queen from the latest would-be royal assassin will re-echo throughout the civilized world on reading the painful story to-day. Coming so swiftly on the heels of the great Thanksgiving pageant of Tuesday last, it will serve in the pages of history to throw a dark but not a fatal shadow where there was so much of light and joyousness. It is not hard, on looking back over the record of the century to find these aspirants to sit pilloried on the benches of infamy or fanatic madness beside Charlotte Corday, Ravalliac and Jacques Clement. Our own history within the decade furnishes a fanatic monster to the roster of distinguished assassins. This latest creature of that blinded passion is named O'Connor, a native of Ireland, and appears to be little more than a boy in years. The motive which he alleges and the circumstances of his trusting a pardon to the Fenian prisoners into the face of the Queen and calling on her to "sign or die!" would seem to mark him as a lunatic of the ordinary king-assassin type. It will be recalled that shortly after her coronation she was assaulted in the same vicinity as that in which yesterday's attempt was made. Her son Alfred was fired at and wounded, it will be remembered, by an individual named O'Farrell, in Australia, with some similarly insane object racking his weak brain. The regret at the unfortunate occurrence will be considerably moderated by the fact that the only person likely to suffer therefrom will be the mad or vicious young man for the moment the notoriety of the hour.

THE LOUISIANA DEMOCRATIC STATE CENTRAL COMMITTEE have issued an address in which the adoption of the passive policy is recommended. Louisiana is a State in which passivism has lately not been very conspicuous.

The Health Officer of New York—The Quarantine Laws of the State.

A great deal of fuss has recently been made over the management of quarantine matters under Dr. Carnochan, who now retires from the position of Health Officer of New York, and a legislative committee has been spending several days over a protracted investigation of the subject. The inquiry has been of the usual character. Discharged stevedores, lightermen and boatmen; rebellious Staten Islanders, who regard the firing of a quarantine station as a perfectly legitimate method of getting rid of the offensive institution; ship owners who occasionally indulge in the practice of slipping quarantine, and have been at some time or another caught at the game, were ready in numbers to testify to the enormities of Dr. Carnochan's administration, as they would be prepared to bear evidence against any Health Officer of the port of New York, whomsoever he might be. On the other hand, prominent ship owners, the managers of the great steamship lines, and professional gentlemen of skill, experience and high reputation, were willing to bear witness that the affairs of quarantine were efficiently, honestly and courteously administered under Dr. Carnochan, as they would doubtless maintain in the case of any other Health Officer who simply discharges his duty under the Quarantine laws, without being responsible for their character. The testimony taken by the committee was no doubt one-sided. All such inquiries are made to represent the sentiments of the majority, and their absurdity is shown in the fact that in ninety-nine cases out of a hundred the majority and minority of an investigating committee draw precisely opposite conclusions from the evidence given before them. Yet in this case we are informed that the Quarantine laws were on trial, rather than the Health Officer.

The crusade against Dr. Carnochan was, of course, of a political character. The large quarantine fees authorized by law have made the office of Health Officer of New York a political one, just the same as the enormous emoluments of the Sheriff's office render it impossible to separate that position from politics. The party in power expects to draw from Staten Island a good share of the expenses of a campaign; and as Dr. Carnochan is no politician and does not care a straw for the exigencies of party, he was felt to be a very improper person to monopolize the profits of quarantine. The fees for lighterage, stevedorage and coage are lower now than they were in 1869, yet they are sufficiently large to excite the longing of general committees, ward committees and all the riff-raff of political organizations. These general committees have been successful in getting rid of Dr. Carnochan, but they will scarcely be benefited by the appointment of his successor. Dr. Vanderpoel, of Albany, comes of an old and distinguished family, and both in his private and professional character will do honor to any position he may fill.

Now, that abuses do exist in quarantine affairs at this port, no person will deny; but they are of the laws, and not of the administration. The facts that the office is made a political one, and that party cliques and factions assume to rule or ruin the incumbent, are of themselves sufficient to prove the existence of a radical defect in the system. The large fees received by the Health Officer lie at the root of the evil. The extraordinary emoluments of the position are regarded as a legitimate fund for political expenses, and the officer, finding himself stripped of a large share of his legal profits, sets to work to discover how he can make money, if not illegally, at least by a sharp and excessive interpretation of the law. If the State Legislature really desire a reform at Quarantine, and be not bent only on controlling the office for political purposes, a law should be at once enacted cutting off all the fees pertaining to the position and making the office a salaried one. Every dollar collected should go to the government, and the Health Officer and all his subordinates should be paid sufficient and even liberal salaries for their services. That of the Health Officer himself should be fixed at a sum sufficient to induce a physician of the eminence of Dr. Vanderpoel to accept the place and abandon his private practice, and the appointment should, for the same reason, be for ten years. It should be made an offence punishable with immediate removal for any officer or employe connected with Quarantine to accept a fee or present for any official service whatsoever, and the fees levied upon the commerce of the port should be cut down to the lowest point consistent with the expenses of the service. The inauguration of Dr. Vanderpoel would be a good time for the adoption of such a reform, as he will be indifferent to the compensation he may receive, and certainly will not be likely to lead himself and his office to the purposes of the politicians. If quarantine reform be really desired by the Legislature it can be secured alone in this way. If the laws be suffered to remain as they are the abuses complained of will still exist, without any fault of the Health Officer, and before long we shall hear the political hounds who have hunted down Dr. Carnochan howling at the heels of Dr. Vanderpoel.

The Senate Judiciary Committee and the Erie Classification Repeal Bill—A Word to James Wood.

The bill to repeal the Erie Classification act still hangs fire in the Railroad Committee of the Senate. Senator James Wood is the chairman of that committee. Recent developments should have induced Senator James Wood to respect the character of the Legislature sufficiently to resign that important position. A Senator who "borrows" money of Tweed and Gould and then votes for their bills is scarcely a fit person to head the Judiciary Committee of the State Senate. We now insist that Senator James Wood shall at once report the Erie bill. The further hearing of argument is a bold fraud, designed in the interest of the "Ring" to delay action on the bill until, driven to the end of the session, it may be defeated. It is quite probable that Gould might be generous enough to loan more money to a Senator, should he or any of his friends be in pressing need of pecuniary assistance; but the liberality of Mr. Gould can be no excuse for the defeat of justice and the continuance of the Erie directors in power in defiance of the stockholders of the road. Let us have a report on Senator O'Brien's bill