NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
PROPRIETOR.

All business or news letter and telegraphic despatches must be addressed NEW YORK HERALD.

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AMUSEMENTS THIS EVENING.

FIFTH AVENUE THEATRE, Twenty-fourth street.—THE PROVOKED HUSBAND.

OLYMPIC THEATRE, Broadway.—THE BALLET PANTOMIME OF HUMPTY DUMPTY.

LINA EDWIN'S THEATRE, 720 Broadway.—WITCHES OF NEW YORK.

BOOTH'S THEATRE, Twenty-third st., corner Sixth av.—THE FOOL'S REVENGE.

WALLACK'S THEATRE, Broadway and 13th street.—THE VETERAN.

GRAND OPERA HOUSE, corner of 8th av. and 23d st.—LALLA ROOKH.

NIBLO'S GARDEN, Broadway, between Prince and Houston sts.—LA BELLE SAVAGE.

ST. JAMES' THEATRE, Twenty-eighth street and Broadway.—MONALDI.

WOOD'S MUSEUM, Broadway, corner 30th st.—Performances afternoon and evening—WORKINGMEN OF NEW YORK

ACADEMY OF MUSIC, Fourteenth street.—ITALIAN OPERA—HAMLET.

BOWERY THEATRE, Bowery—VALENTINE AND ORSON—BUFFALO BILL.

MRS. F. B. CONWAY'S BROOKLYN THEATRE.—CAMILLE.

PARK THEATRE, opposite City Hall, Brooklyn.—BUFFALO BILL.

THEATRE COMIQUE, 514 Broadway.—COMIC VOCALISMS, NEGRO ACTS, &c.—CINDERELLA.

UNION SQUARE THEATRE, Fourteenth st. and Broadway.—NEGRO ACTS—BURLESQUE, BALLET, &c.

TONY PASTOR'S OPERA HOUSE, No. 201 Bowery.—NEGRO ECCENTRICITIES, BURLESQUES, &c.

BRYANT'S NEW OPERA HOUSE, 211 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. 688 Broadway, near Fourth st.—GRAND CONCERT.

NEW YORK CIRCUS, Fourteenth street.—SCENES IN THE RING, ACROBATS, &c.

NEW YORK MUSEUM OF ANATOMY, 613 Broadway.—SCIENCE AND ART.

TRIPLE SHEET.

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THE NEW COURT HOUSE AND COMPTROLLER GREEN'S OPPORTUNITY.—Half a century ago a hundred and fifty thousand dollars were considered a large expenditure for a Court House for the county of New York. The present Court House, according to Comptroller Green's report, in answer to a resolution of the State Senate, has already cost over eight millions, and the prospect is that its completion will require five millions more. Thirteen millions for a Court House in the county of New York! This reaches the amount that was required for the completion of the Capitol of the nation at Washington. What Comptroller Green should do is this: He has the opportunity to signalize his reign as Comptroller by completing the construction of the new Court House within the shortest possible period. No one who has the credit and the honor of the city at heart will begrudge an expenditure that will wrest the city from its present poverty of County Court House accommodations, and Comptroller Green is just the man to help the work along.

EARL GRANVILLE'S SECOND NOTE ON THE ALABAMA CLAIMS—THE AMERICAN CASE FOR INDIRECT DAMAGES.—A cable despatch dated in London this morning reports, on English newspaper authority, that Earl Granville's second note in reply to Secretary Fish's despatches on the Alabama claims case was delivered to Minister Schenck last Wednesday. It as asserted that in this communication the English Foreign Secretary maintains his position against the American claim for indirect damages, which, it is said, he "repudiates." He proposes, however, that the counter cases on both sides be lodged with the Geneva Board of Arbitration at the proper moment, and that this be done without prejudice to the position taken with regard to indirect damages. This looks to us like an attempt to return to the first principle, or the "as you were" of the drill of diplomacy. There appears an inkling of a more complete acknowledgment by Great Britain of the fact that there is "something" in the indirect damages case as presented from Washington; and even that is a good deal to gain from a diplomatist like Granville. *Magna est veritas.*

"Mexico!" the Countersign of the Administration—The Immediate Duty of General Grant.

When Robert J. Walker wrote his famous letter from Kansas to President Buchanan in reference to the condition of affairs preceding the adoption of the Lecompton constitution, he said "Cuba! Cuba! (and Porto Rico, if possible) should be the countersign of your administration, and it will close in a blaze of glory." This eminent statesman had felt the popular heart, and if his advice had been taken Mr. Buchanan's administration would have escaped the evil fame which has gathered over it. Let us say to President Grant, in the spirit of the departed statesman, "Mexico! Mexico! should be the countersign of your administration, and it will close in a blaze of glory."

President Grant's foreign policy has been full of good intentions. St. Domingo was destroyed by Sumner and Schurz at a time when they professed to be friends of the administration and republicans, and were so enabled to stab the President under the guise of amity. The trouble with St. Domingo was that the President sacrificed the greater to win the lesser, and failed to win either. Our policy with Cuba may have been prudent and wise. Certainly it has been courageous, for it has been regarded by the country with restiveness and anxiety. We have never felt comfortable about Cuba. Somehow the country thinks that Spain has kept us under a menace all these years; that we have been practically told that we have no power to interfere, and that any threats of interference would be gasconade, and might offend Spain. As to the English question, that splendid plume in the diplomatic cap of Mr. Fish has been sorely bedraggled by recent developments. We do not know whether we have a treaty or not, whether we are to have peace or not; and the danger is that the most splendid diplomatic achievement of the generation, and one that does great honor to the President and the Secretary of State, will be overthrown. So that we are justified in saying that the foreign policy of the administration will present fewer phases of interest than its policy in regard to the Indians, the finances, civil service reform, and the treatment of the South. And yet there is no phase of government policy so apt to attract a people as what pertains to foreign affairs. We are more interested, as a general thing, in what concerns our neighbors than in what concerns ourselves. As a people we are anxious to make ourselves felt in the world. The annexation theories of Jefferson, Jackson and Polk were of eminent value to the democratic party, and the President, in overlooking the field and arranging the lines of his campaign, will see that he needs strength in his foreign policy.

We might, perhaps, urge him to follow Governor Walker's advice and interfere with Cuba. There we reach a hazy atmosphere. Can we interfere in Cuba without a war? Do we not see that Spain would be compelled to regard any action of this kind as war? Do we remember that in a war, which would be purely naval, Spain has more ships cruising around "the Ever Faithful Island" than we have in our navy; that this Spanish navy was worthy to meet Nelson at Trafalgar, and that in an active maritime contest in any naval conflict except where our ports were defended by torpedoes we would be overmatched? We can estimate that a war with Spain would, even if we were successful, cost more than the amount necessary to purchase the island. We are far from saying that we should be deterred from interference in Cuba by the fears of a war if that action were to become necessary. The time may come, and that speedily, when the United States, in the interests of humanity, will be compelled to put an end to cruel, endless, merciless strife. But the duty must come to us so clearly that we cannot escape it. It must come as an honorable, unavoidable duty. We cannot go around the world seeking quarrels, and, however necessary it may be to make Cuba the countersign of the administration, every reason makes it impossible at this time. The West Indies are gravitating towards the United States. In time our flag will float over the Spanish main. All independent enterprises against St. Domingo, Cuba, Porto Rico and St. Thomas are unnecessary. We take Cuba and control the Gulf of Mexico when we occupy Mexico. In that direction lies "manifest destiny."

If any considerations of humanity are to enter into our diplomatic relations (and considerations of this character underlie "the sympathy for Cuba") they apply to Mexico. Here is a country blessed with all the resources and attractions bestowed upon any nation in the world. All climates, with their fruits; mines which gave gold and silver to the Aztecs; rivers and mountains and sea coasts and fertile haciendas; a country whose wealth attracted the Spanish adventurer and excited the imaginations of European monarchs long before the Hollander ascended the Hudson or the Pilgrim landed on Plymouth Rock; sparsely settled, eight millions of people, in a territory four times as large as France; no government, no society, no security for property or life—this Mexico, blessed among nations, has been cursed among nations with the curse that seems to have fallen on Greece and Turkey and Persia. On one side of the Rio Grande we have a Power rising into gigantic stature and ranked among the first Powers of the world. Is there any reason why a narrow, muddy, running stream should mark the distinction between Mexico and the United States—one sinking below what the Aztecs left it, the other keeping step with the progress of mankind? Certainly, if we are to be tempted by considerations of humanity to diplomatic enterprises, no country invites us like Mexico. The government is a scandal. The whole fabric is honey-combed and moth-eaten. Even the Church, which held the light of civilization during the darkest periods of history, and whose discipline and enthusiasm rescued Europe from the Mussulman—even the Church has fallen in Mexico into universal decay. Every consideration of humanity calls upon us to interfere. Mexico is our neighbor. We have shown what we can do with her by what we have done with provinces like Texas and California. We deprive the Mexican of none of his liberty, as his liberty is simply license. We secure him peace and order, and instead of drifting in his half barbaric way, at the mercy of the first clever bandit who takes up arms in rebellion or the first adventurer who lands on the coasts under the protection of alien guns, he becomes the citizen of a powerful State, and has opportunities for advancement and comfort and security. He wants a nation and a flag, and he can find them in the confederation which has already absorbed Texas and California.

Apart from this there are political considerations which cannot be overlooked. Mexico, as she is governed, is a menace to our peace. During our war we saw how Maximilian, under French protection, occupied the country, the aid he gave to the rebellion and the danger of war which we narrowly escaped. It required the subtlest diplomacy of Mr. Seward to prevent our government from sending Sheridan with an army across the Rio Grande to attack Maximilian, and General Grant himself is belied if he did not put himself on record as favoring that expedient. When as calm and patient a man as our President—fresh from war and dreading it—felt that the occupation of Mexico was a hostile act, what must he think of the danger which its condition constantly presents to the United States? If it was worth a war to drive the Austrian prince out of Mexico, is it not worth a diplomatic effort to make it impossible for any future adventurer to occupy the country? Then, as to the Gulf, we must hold the Gulf as we hold Lake Michigan. Already the flags of several European Powers have footholds on its coasts and islands. We saw the immense advantages Nassau and Havana proved to the South during our rebellion. As soon as war was declared we found on the very fringes of our coast rebel depots of supplies protected by neutral flags and beyond the reach of our guns and our diplomacy. It is safe to say that the possession of Nassau, Havana, Matamoros and other ports by foreign flags during the rebellion cost us in money hundreds of millions of dollars and largely prolonged the contest. Now, if we felt this injury when they were simply neutral ports, what would be our condition if they were in the possession of a power with which we were at war? We can defend ourselves against Canada, because Canada is within our military lines. But we cannot protect ourselves from the injury that would certainly accrue from Vera Cruz, Matamoros and the ports of the Antilles under foreign flags.

For the honor of an administration which needs some decisive, brilliant stroke of foreign policy to complete the splendor of its record; for the sake of that noble, but sadly-used Mexico, whose people cry for protection and kindness; for the true defence of our coasts and seas in the event of war; for every reason that can appeal to an upright statesman like Grant, we trust he will give his close attention to Mexico and establish a protectorate over the country. He can add no greener laurel to his fame or make any nobler contribution to the civilization of the world. As Napoleon said before he assumed supreme power, "The pear is ripe." He saw his opportunity and won France. The pear is ripe in Mexico. Let President Grant seize the opportunity and win a new claim upon the affections and confidence of the people. "Mexico! Mexico!" should be the countersign of the administration, and it will close in a blaze of glory.

The Comptroller in the Market—A Pleasing Declaration from Mr. Green.

Comptroller Green yesterday paid a visit to Washington Market in company with the new Superintendent, and held a levee among the butchers, poulterers, buttermen and produce men of that interesting locality. These dealers, who have been so long the victims of official plunderers and have been so constantly compelled to submit to the most outrageous extortions from the officials connected with that department of the city government that, like eels, they may be said to have become accustomed to skinning. No wonder, therefore, that they extended a hearty greeting to the officer who has at last thrown around them the protecting mantle of official integrity, and who no longer suffers them to be blackmailed out of a good percentage of their profits. No wonder that the butchers presented to the Comptroller their friendly knuckles; that the poulterers crowed over his visit; that the buttermen were oily in their compliments, and that the produce dealers pronounced him the pink-eye of perfection. His presence created such an excitement as has not been witnessed in Washington Market in the memory of its oldest butcher, and the visitor was welcomed in a speech by a marketman, who, we are informed, "is also a hard-shell Baptist clergyman in regular standing," and who thus unites the feeding of the body with the nourishment of the soul.

In reply to the welcome of the sturdy Washingtonians Comptroller Green made a neat speech, in which he expressed some very gratifying sentiments. "Reform and improvement are synonymous terms," said the Comptroller. "Reform means improvement in all directions. It means improvement in our parks; it means improvement in our buildings; it means improvements in our boulevards; it means clean streets and rapid communication between one end of the island and the other. All these improvements must be made with a view to economy and permanent benefit to our citizens. The era has passed when nine dollars out of every ten could be stolen with impunity and dishonest men fatten upon pilferings from the poor. I am for progress—progress in all directions—progress in markets—progress in everything." The people of New York will read this profession of principle on the part of their chief financial officer with lively satisfaction. They will now hope to see Comptroller Green championing and urging those broad and liberal schemes of public improvements so much needed in the metropolis, and, above all, they will hail him as an advocate of two splendid viaduct railways along the rivers on both sides of the city, to be built and managed by the government in the interest of the people. There has been an impression abroad that the Comptroller was disposed to be parsimonious in his policy and might lose sight of those great works demanded by a wise economy and by the future prospects of the city. This popular error will now be removed, and Comptroller Green will be recognized as a valuable ally in the cause of progress as well as of honesty. The taxpayers of New York are intelligent, enterprising citizens, and they will not complain of taxation for desirable objects, provided, in the words of Comptroller Green, there shall be a "strict application of every dollar to the purpose for which it is designed, and not to fill the pockets of public plunderers."

The Necessity of Viaduct Railways for New York, and the Policy of Their Construction by the City as Public Works.

The experience of the present legislative session—without going back to the lobby operations of former years—should be sufficient to convince our representatives at Albany of the impracticability of securing rapid transit for the city of New York through the instrumentality of a private corporation. Every scheme that is pressed at the State capital has for its object the enrichment of its projectors, and not the interest of the public, and a valuable franchise is asked at the hands of the Legislature only for the purpose of making money out of it for a ring of speculators and lobbyists. No regard is had to the feasibility of the proposed work. It may be a one-legged wheelbarrow concern, like the Greenwich street humbug, or an impossible tunnel under Broadway that would upheave the city for ten or twelve years, destroy its business, tumble down half the buildings on the street, and end in failure at last, or a three-tier underground, surface and upper story project, about as practicable as a railroad to the moon. Such trifling considerations as engineering difficulties and a hundred or two millions of cost are cavalierly set aside; the plan amounts to nothing; what is needed is the franchise and the money that is in it, either through the sale of shares to confiding simpletons or the blackmailing of the property owners. The stock, or the main portion of it, is divided up among the ring and the legislators, lobbyists and Bohemians who support the job, as in the case of the Pneumatic concern, and thus if the scheme were really practicable it would start with an amount of encumbrance that would render the construction of the road, from its illegitimate cost, of no value to the masses of the people. To-day the rival underground jobbers have managed to divide the Senate and Assembly between them—the one having "fixed" the Senators and the other the Assemblymen—and there is to be an attempt at compromise between them. That is to say, an effort is to be made to take the lobby, the legislators and the projectors all into one concern and make it big enough to give them all a share in the spoils, so that if a compromise bill should really pass, uniting the corporators in one franchise, the scheme would start in life hampered with a burden heavy enough to build a practicable railroad half the distance between the Battery and Spuyten Duyvil Creek.

It is time that the honest portion of the State Legislature should look upon this subject in its true light and should set seriously to work to secure for the metropolis the much needed rapid transit through the instrumentality of the city government. It is notorious that a viaduct railway is the only feasible plan yet proposed or likely to be proposed for steam travel through the whole length of the island, and it is certain that in the best interests of the people it ought to be built by the city as a public work. By this policy, under an honest government such as we now have and can retain if we will, the road would be constructed at its minimum cost and run at its minimum expense, so that the laboring classes and citizens of moderate incomes would enjoy the benefit of the lowest possible rates of fare. In the hands of any private corporation the work would be loaded down with just such jobs as we now see developed in the Albany lobby, and the fares would be raised to the highest point in order to squeeze high dividends for the stockholders out of the travelling public. Besides, if the franchise be really a valuable one, there is no reason why the people of the city to whom it belongs should not enjoy the profit it would yield, instead of bestowing it upon a set of unknown lobbyists and speculators. It will be said that no public work can be honestly prosecuted and that the viaduct road or roads, if built by the city, will be made a huge municipal job. But the experience of our splendid Central Park disproves this theory, and we can point to that work to-day as having been always honestly and efficiently prosecuted under all *régimes*, even when corruption reigned rampant in the city government. Let us have honest men in charge of the building of two viaduct railways as a city commission of railroads—men of wealth and character, such as are now in the Department of Docks—and the work will be faithfully and economically done, the roads will be speedily completed, the whole real estate of the island will be enhanced in value, and the people will derive the solid benefits to which they are entitled from the roads, as they are now enjoying the advantages of the Central Park.

Two viaduct roads are demanded for the accommodation of the population of New York—one to run on the west side of the city, from the Battery to Spuyten Duyvil Creek, and the other on the east side, from the Battery to Harlem bridge. These roads should be built along the line of the rivers, either between the blocks nearest to the rivers or along the new streets contemplated in the comprehensive and admirable plan of the Dock Commissioners. The alleged inconvenience of getting across town from these river roads is not worth consideration, as the speed of travel would render the trouble of reaching the centre of the city from either branch immaterial. By means of such roads the working classes of the population would be enabled to reach the pure air of the extreme northern end of the island or of Westchester county in less time than is now consumed in making the journey between the Battery and Twentieth street. The river streets from the starting point of the roads through their entire length would be benefited instead of injured, and warehouses and wholesale business houses would crowd out the present shanties and tumble-down buildings and infected districts on both sides of the city. The assessable value of real estate all through the island would be materially increased, and the general rate of taxation correspondingly diminished. The health and morals of half a million of people would be improved by their release from the impure air of close streets and the evil influences of overcrowded tenement houses in which the sexes are too often indiscriminately mixed together. There is every reason, therefore, morally, socially, politically and economically, why the work of rapid transit should be undertaken by the city, and why the two great roads we have mentioned—the East River Side and North River Side Viaducts—should be built and run as public works.

The prejudice existing in some minds against the city proprietorship of railroads is mainly fostered by the speculators who seek to secure for their advantage these valuable franchises. No sound argument can be advanced against the principle. The Croton Water Works stand to-day as a proof of the wisdom of keeping these great interests in the hands of the people, and not placing them at the mercy of private monopolies. Water would be an expensive luxury in New York at the present moment if its supply had been left in the hands of a private corporation. The Central Park we have already alluded to as an evidence of the fidelity with which an honest commission can prosecute a public work on behalf of the people. The steam railroads are, next to a full and cheap supply of water, the most important and valuable interest in the city to the masses of the population. Let them become the prey of a greedy corporation and they will be nothing more than a mockery to those who are in the greatest need of rapid and cheap transit; let them be built and managed honestly by the city itself, and they will be a blessing to more than half the residents of the metropolis.

The English Universities' Boat Race Match Said To Be "Off."

The American people will be surprised to learn from the London telegram report which we publish in the HERALD to-day that the English Universities' annual boat race between the students of Oxford and Cambridge, which was to have been rowed on the Thames to-morrow, 23d instant, may not be contested, the match having been declared "off," as we are informed, on good authority, in the British capital yesterday afternoon. This action was taken, it is alleged, at the instance of the Oxford men, who refused to "tug the oar." The resolve of the boys in "dark blue" will surprise our readers, should it be maintained to a positive final perseverance. Both crews were, as will be seen by our statement of facts, well organized; the men were of weight and mettle; Clasper and Salter were ready with the boats, the training was pleasant and continuous, and it will be really regretable if a full confirmation of the news of a public disappointment should be delivered to us by cable to-day. The Oxfords have not been in "humor" during the past few years. Cambridge came out with its more democratic muscle, which enabled its "men" to deliver the long and strong swing-stroke of victory. The results of the later contests were not, consequently, pleasing to the more aristocratic element of English society. The "race" itself did not enjoy the full warmth of the smile of royalty in 1871; so that, all things considered, perhaps it may be a fact that the "jolly good" sport of the British national "institution" of the Universities' boat race has passed away with the glory of the "wooden walls" of their navy for the countrymen of Duncan, Nelson, Howe and Jervis.

The very latest despatch, dated in London yesterday evening, affords hope that the race may come off, as arranged, to-morrow. The statement is perplexing, however, by its wording. It is not positive, nor, indeed, very distinct. One may infer from it that the Oxford men did not withdraw from the strife, but that the Cambridge boys did; that the first report was genuine, but lacked actual confirmation, or that the rumor of withdrawal was a mere canard, such as has been set afloat in almost similar terms at different times on the eve of great sporting "events" both in the Old World and the New.

Harper's Weekly and the Swamp Angels.

That enterprising illustrated journal, *Harper's Weekly*, in its current issue, evinces its appreciation of live topics by a number of capital sketches of the exploits of the Lowery gang of outlaws, as detailed in the graphic letters of the HERALD correspondent, which have evoked such universal interest in the mongrel Rob Roys of North Carolina. Portraits of several of the gang are given, and will be found to bear out the pen and ink sketches of the HERALD correspondent. Some of the most notable incidents in their careers are also picturesquely depicted. The daring and enterprise which have been exhibited by the HERALD writers in all parts of the habitable globe, supported by an unstinted expenditure of means on the part of this journal, are sufficiently rewarded in its services to the cause of humanity and in the applause of the civilized world. It is gratifying, then, to be able to point to another journal which in its own sphere exhibits its constant desire to keep pace with the progress in journalism of which we are proud to stand at the head. The admirable services which the caricatures of Thomas Nast did in helping the overthrow of corrupt Tammany, displaying at once the talent of the artist and the resolution of the reformer, is a subject of which mention is now almost needless. In his current pictorial attacks on the "sorehead" opponents of President Grant and his cartoon of the overthrow of the Erie Ring, he shows that his pencil and wit have in no wise lost their keenness by seeking other objects for their just scorn and ridicule. A live paper is *Harper's Weekly*

THE ANGLO-FRENCH COMMERCIAL TREATY.—The government of the French republic has resolved to terminate the commercial treaty concluded with England by Cobden and Bonaparte at the moment of its expiration. The formal notice of renunciation, provided for in the treaty itself, will be served on the English government and the instrument be permitted to expire by non-renewal, according to its own limitation. The French people appear to be more in national accord with regard to the policy of taxing raw materials imported for textiles than they were some short time since, and the Assembly oppositionists have toned down very considerably towards the Thiers proposition. The Assembly committee was influenced in its action considerably by a study of the system of the United States, as observed before and after the Union war, as will be seen from the facts which we append to our cable news telegram to-day. This action of Thiers and the republic may produce most important consequences in Europe.

The Experimental Charter in the Senate—What Is To Be Done with New York?

The charter of the Committee of Seventy is to be reported to the Senate to-day, it is said, with certain amendments, among which are provisions for retaining Comptroller Green and the Commissioner of Public Works, Mr. Van Nort, in the positions they at present fill to the satisfaction of the people. This is very well as far as it goes, but our citizens will be anxious to ascertain whether any material alterations have been made in those provisions of the charter that are regarded as of questionable expediency and that propose a hazardous experimental government for a city of over a million of inhabitants. The retention of Messrs. Green and Van Nort in office will, no doubt, meet with general approval, and probably no person will be disposed to inquire too closely upon what considerations and through what inducements personal to the legislators it has been brought about. There is something beyond all this, however, deserving of consideration in framing a law under which the metropolis should be able to live for the next twenty-five years and fulfil the splendid destiny that lies before her. We despair of inducing the present Legislature to take a broad, statesmanlike, independent and unselfish view of this important question, and to give us a strong charter of concentrated power and direct responsibility, embracing Brooklyn and all the other suburbs in one grand municipal government, and providing liberally for such improvements and such progress as will soon become an imperative necessity in a city destined to become the commercial centre of the world. But we may at least ask our representatives at Albany to pause before they fasten upon us a complicated and muddled form of government so signally calculated to foster corrupt bargains and dickerings, so susceptible of being used as an instrument of political scheming and fraud, that one might rather suppose it to have been the work of a new and improved Tammany ring than of a committee of professed reformers. They cannot escape the responsibility that rests with them in this matter by simply patching up an arrangement by which two honest and capable men are to be continued in office, and then following the example of the Assembly, to "let the charter slide."

If we are to have minority representation at all in the Board of Aldermen, secured by law, it should be through the instrumentality of some other machinery than the complicated and questionably legal cumulative voting experiment proposed by the theorists of the Reform Committee. For instance, if nine Aldermen are to be elected in each Senate district, each elector might be entitled to vote a single ballot for Aldermen containing only six names, the nine receiving the highest votes to be declared elected. This would in almost every instance secure the return of three of the minority candidates, and, in case of no choice of the whole number, the vacancies could be filled by the Board immediately after its organization. The idea of carrying out this minority and cumulative voting policy through all the departments of the government is the most dangerous feature of the experimental charter. The evil of mixed and cumbrous commissions needs no illustration now; it has already been proved by the practical experience of those hybrid metropolitan abortions that laid the foundation for most of the corruption and wholesale plunder from which the city has so severely suffered. Unless there is concentrated power and responsibility at the head of the city government and in all the subordinate departments there can be and will be no efficient and honest administration of our municipal affairs. There is surely some intelligence in the Senate of the State capable of grasping this important subject; let us see whether there is honesty and independence enough in that body to stand up against a dangerous experiment and to demand for New York city a charter under which we can hope to live and prosper.

CATACAZY'S ACCOUNT OF HIMSELF.—Our St. Petersburg correspondent informs us of the reception of M. Catacazy by his imperial master and also by Prince Gortschakoff. The fussy little Minister, whose diplomatic course is run, was received very coolly by both. Prince Gortschakoff refused to meet the little man save in the presence of witnesses. At least so it was rumored in St. Petersburg at the time. The Prince evidently knows something of the peculiarities of the Minister. Gossip has it that he is now about to lay aside the cares of State and resume the journalistic pen. If he wields his goosequill with the same degree of energy with which he usually exercises his tongue the chances are that he will have "his hands full." But then Catacazy is a queer little fellow—he has such funny ways—and he is in his natural element when in "hot water."

THE BEACH PNEUMATIC TUBE SWINDLE was up again in the Senate yesterday. We are not much astonished to find Mr. Madden defending this attempted outrage upon the city, after recalling his course on the Erie Classification Repeal bill. Senator James Wood's action does not surprise us either, but there should be a limit to shamelessness. The honest Senators who, in the interests of the people, oppose this and all kindred jobs, will not be forgotten at the proper time. The three tier absurdity and the Gilbert monstrosity are also looking hungrily for support. Let the honest legislators kill them off one by one and give us two viaduct railroads for rapid transit.

Personal Intelligence.

Judge C. D. Pace, of Georgia, has arrived at Earle's Hotel.

Prof. E. N. Horsford, of Cambridge, has rooms at the St. James Hotel.

Charles H. Miller, Secretary of the Japanese Embassy, with Vice Ambassador J. H. Ito and Commissioners Nakayama and Utsumi and four Japanese officers arrived yesterday from Washington and are stopping at the St. Nicholas Hotel.

H. E. Jussamma, T. Okubo and Joshu H. Ito with their secretaries, Messrs. Comatz and Onara, together with their three attendants, will leave San Francisco, and thence to Japan, on April 1. Secretary Sugulwoora will leave the St. Nicholas to-day for Washington. Secretary Foukoutsi will remain a few days longer in New York, and then return to Washington. N. Nasayama, T. Wootsmi, T. Nomura, Commissioners from Japan, intend to leave for England next week. Mr. Iwakura, the Chief Ambassador, is in Washington. His intention is to visit New York, West Point, most of the New England States and other places of interest in the country.