HOW TO PREVENT GREAT FIRES.

Communications and Suggestions from the People.

Carbolic Gas as an Extinguisher.

TO THE EDITOR OF THE HERALD:—

In view of the late disastrous conflagration in Boston and the possibility of other similar calamities I wish to make a suggestion through the medium of your journal. I have long held the belief that carbolic acid gas might be used extensively for extinguishing fires. Of course I am aware that methods of so using it have already been tried, but I believe without much success. This, I believe, arises from the difficulty of conveying it to the parts of buildings where it is most required. My suggestion is this: let some enterprising man of capital form a company to manufacture the gas and supply it to houses in the same way as ordinary gas for lighting purposes; it might then be conveyed over very part of each house by means of tubes, and applied instantly in any part where it might be required; means might be devised to avoid accidents from the escape of gas when not required, the details of which I omit, that I may not occupy too much of your valuable space. If this method should be objected to there remains another one—viz: to attach a tube of sufficient size perpendicularly to the side or rear of the house, with short branches close to the windows of each floor, for the purpose of attaching flexible hose in case of need.

Will some man of means and ability take hold of the thing and make a fortune, at the same time conferring a great benefit on society?

PROGRESS.

Utilize the Salt Water.

NEW YORK, Nov. 15, 1872.

TO THE EDITOR OF THE HERALD:—

New York in hot weather—especially in the side streets—has its air so poisoned by filth, standing water and dirt generally, that no one can travel with any degree of comfort; it is perfectly unbearable. What, then, must be the effect in these localities on the health of those who must live there continually? It is dirt, dirt, dirt that kills New York. Let us look up a cure for this. Utilize, then, the salt water of the two rivers by pumping it into large reservoirs of masonry, half a mile apart on the lines of the rivers, considerably inland, then wash your streets with it daily. It will be seen at once that we have an immense water store for large fires when a surplus is needed. Salt water will not freeze over as quickly as fresh. The time will come when New York will be kept clean, and in hot weather washed out daily. The sooner this is done the sooner you will save as many as five hundred lives annually at the lowest computation. Were it steamboat or railroad or the assassin taking off such a number annually "what a terrible thing it would be!"

WILLIAM T. HALLETT.

Salt Water and Steam Engines.

NEW YORK, Nov. 15, 1872.

TO THE EDITOR OF THE HERALD:—

The late Boston fire will serve as an apology for the following methods of furnishing an adequate supply of water for New York city in case of fire. First, by means of a pair of large stationary steam pumps situated one on each side of the city, about Spring street, each independently connected with three to six lines of water pipes extending lengthwise the city, with convenient and great numbers of hose connections. The pumps in question are to work salt water and be capable of throwing a solid four-foot stream at a pressure of 200 pounds to the inch in case of necessity. Every one will exclaim that the cost of boilers necessary to run such an engine would be too expensive. This I will solve. In the first place, a boiler of 100-horse power for each station is all that is required, with stationary steam-generating apparatus. It may be a novel but also a practical idea in case of necessity to harness our river craft into service. At a notice of five minutes any of our river craft would have completed connections between their boilers and the pumps in question, urging the monster to greater exertion. All points are practical and will bear criticism. The supply is unfailing, power sure. The 100-horse boiler belonging to same would throw a stream equal to about twenty-five ordinary steam fire engines now in use. The steam pump in question could be made condensing when run by low pressure boilers. When not in use as a fire pump it could be used as a cleansing stream for the sewers. It will not only be a resource in case of large fires, but altogether instead of the engines now in use. The pumping engines, boilers and fitting complete, exclusive of conducting mains, would not exceed $350,000 put in place.

C. S. R.

The Fire Question.

TO THE EDITOR OF THE HERALD:—

While this question is receiving the best attention of the press and the ablest and most practical men in the city I ask permission to add some suggestions to those I have already made through your columns respecting the availability of the ocean of salt water that surrounds our city for extinguishing fires of great magnitude, or rather to render such fires impossible. The perusal of your editorials and other articles on the subject leads me to do as you have done—namely, to modify my plan so as to embrace yours, or, if you like, to combine the two plans. You propose, as the better method, to obtain an adequate supply of water, and to have it always ready at the right places to lay a new set of water mains from our ample Croton reservoirs. Thus, as you say, we shall gain the double object of providing a more adequate supply of water for domestic and other city uses and for the use of the Fire Department. If I am not mistaken a new set of mains is being laid or has been decided on by the Water Board; but, as I judge from those I have seen laid in Madison avenue, of inadequate capacity to meet either of these important objects. But meanwhile I say by all means let us have mains enough to turn to useful account all the Croton water supply. If there is really enough water to meet the necessities of the city, whether for domestic, manufacturing or fire purposes, or all combined, in the name of common sense let us supply the means of getting at it, or of making it available. When these mains and the network pipes of adequate size are laid, then let us have the engines I suggested besides, to be used in the emergency of great fires. The advantage of forcing the water head to a height sufficient to throw a larger stream over and on to the tops of the highest structures except church steeples will be that the water can be carried in large volumes where the best "steamers" can only throw a mere shower or "Scotch mist."

Now, the idea of using the ferryboats for extinguishing fires in the heart of the city I hold to be quite untenable. If such boat were compelled to carry a donkey engine and forcing pump it would be a very desirable precaution against fires on board the vessel itself, and would often be available in cases of burning vessels at the docks or on the rivers, and also in such fires as the one in Williamsburg last July caused by the explosion of a petroleum tank. For these purposes, as perhaps in many others near the docks, your plan will be valuable and ought to be adopted by the Legislature, among other police regulations for the government of our ferries, now so very important to New York and its outlying suburbs. The reason why the ferryboat plan cannot be made of much if any avail in the central ridge of the city, which is very well marked by Broadway as far up as Madison square, is that donkey engines such as ferryboats could conveniently carry would not possess one-twentieth the power necessary to raise the needed supply of water to a sufficient height. If need be I could go into a calculation to show that no dependence could be placed on this method of extinguishing fires, even 500 yards from the source of supply. The towers which supply London are, I think, over one hundred feet high. As the surface of Broadway varies from twenty feet at Bowling Green to sixty feet and more at points above Wall street, we should require to have a power sufficient to raise an adequate supply to an elevation about one hundred and seventy-five feet above low water mark. To meet great emergencies and to provide against accidents there should be three or four engines, and these should have a capacity of at least 500 hundred horses and pumps and machinery of all kinds to correspond. As the chief cost after all will be the laying of mains and distributing pipes, the additional cost of providing means to draw from the ocean a never-ending supply, to be used only in cases of great emergency, would not be large.

There is another advantage arising from the use of salt water. It is more efficacious in quenching flames than fresh water. Everybody knows the common remedy for stopping the flames in a burning chimney by throwing a few handfuls of salt on the burning soot, which falls to the grate or fireplace.

The views of General Shaler on this question are eminently scientific and practical, as reported in to-day's HERALD. His proposal is exactly in conformity with mine in the same number of your paper, and of a large number of other scientific and practical men whose views have been published in your and other leading journals. It is to abolish the present pretty toy "steamers," as our firemen delight to call the steam fire engines, and elevate by adequate engine power, when and as needed, sufficient salt water to quench any fire before it reaches large proportions. If by this simple method we can transmit by an unfailing law of nature, which causes fluids to rise through tubes as high as their fountain heads, we can transmit the power to all points in the city, then we render unnecessary the use of locomotive or moveable steam fire engines. Further, if, by having an adequate supply of water to put out an incipient great fire, the crude and barbarous plan recommended by that eminently "old fogy" body of rich merchants known as the Chamber of Commerce, of "blowing up," will become unnecessary. What science aims at and what practice should implicitly follow is prevention. General Shaler is a scientific man, and seeks to turn to account, as all scientific men do, the laws of nature. Let us see whether science and experience or old fogyism will carry the day in this important matter.

ENGINEER, NO. 1.

A Croton Water Tower at the Battery.

NEW YORK, Nov. 15, 1872.

TO THE EDITOR OF THE HERALD:—

Having done fire duty years ago in New York, when the question at every fire was where to get water and the answer was found in the nearest pond, street pump or private cistern, and having been an interested spectator of the trial of Number Twenty at the Equitable building on Thursday afternoon, I was impressed with one fact, namely:—That, should a fire occur in any building of the same height of sufficient magnitude to require two streams of water to suppress it, our gallant firemen would be powerless merely from lack of water. Where shall we get it? Very easily. On the lower corner of the Battery erect a solid stone tower, which will serve for a light house when the present one is pulled down. Inside the tower erect a stand pipe of the requisite altitude and capacity; connect the stand pipe with the present Croton main in Whitehall street with suitable gates, to shut off the connection; extend the fire telegraph to the ferry house, and the thing is accomplished. In case of a large fire, where there was a probability of the Croton giving out, a simple telegraph to the ferries would secure the immediate attendance of sufficient ferry boats, using the force pumps they are at present provided with, to attain a good head of water in the standpipe, the gate opened to allow it to flow into the Croton pipes, and an ample supply insured to the engines at the fire. When the fire was extinguished the salt water could be run off through a waste pipe, and a few minutes' wash with the Croton would cleanse the pipes, the connecting gate closed and the Croton turned on as usual. Other towers might be erected at various points and connected in the same manner with the mains. The tower at the Battery would not be very costly and could be finished in a short time; would cost nothing to maintain, could be always ready, and with proper care would last an age.

PRECAUTION.

Enlarge the Water Pipes.

TO THE EDITOR OF THE HERALD:—

Permit me also to offer my suggestion for the utilization of the waters of our two rivers in case of fire. The great want in the present state of our water supply appears to be that the pipes are not of sufficient capacity to furnish enough water to enable several steam engines to work properly and effectually, and the problem, as I see it, is how to remedy that defect, and I believe it can be done economically by the creation, at suitable points on each river, of steam pumping apparatus connected with pipes of large capacity, laid at suitable and convenient distances apart, with separate hydrants. Thus, in case of a large fire, the pumps of any one section, or even of two adjoining sections, can be put to work in a short time, and furnish a continuous supply to the hydrants and engines of the river water in unlimited quantity. Three of these pumping engines on each river would, in my opinion, be ample for the purpose. Obediently yours,

J. C. J.

Another Big Pipe Man.

NEW YORK, Nov. 15, 1872.

TO THE EDITOR OF THE HERALD:—

I see by yesterday's edition an account of the experiment on the Equitable Insurance Company building, where it states that some of the water pipes are but six inches in diameter, and that in case of fire one or more steam engines would suck them dry, thereby endangering the lower part of down town in case of a large conflagration. I would suggest laying of large pipes through every second or third street, the pipes to lay below low water mark, and to run from East to North River, the pipes would be continually filled with river water, and with openings at every block, at least four or five engines could place their suction hose at each opening, procure all the water needed, and thereby saving our Croton water, which we prize so highly and which at some time may become very scarce in case of a drought. Also, why would it not do for washing and cleaning our streets, which do always need it very much? The above suggestions would cost but very little to bring into operation, and we would have plenty of water for fires and plenty of water to clean our streets.

SALT WATER.

A Solid Man Speaks.

TO THE EDITOR OF THE HERALD:—

I have noticed that whenever a fire occurs in any city like those which have devastated Chicago and Boston, there always spring up a number of people in this city who immediately commence to advance a lot of absurd theories for extinguishing fires, such as blowing up houses, wrapping them in blankets, &c., and all leading to the supposition that we are supporting an institution totally inefficient and not to be relied upon in case a large fire should occur. Now, sir, this is wrong, and does great injustice to our Fire Department, which I believe to be the best in the world. I have heard different parties remark, What would become of this city should a fire break out here like those which broke out and destroyed Chicago and Boston? Now, I assert that we have had larger fires break out in different parts of this city than either of the above, as, for instance, the Academy of Music; the two large fires in Fulton street; the one which originated in Beekman and ended in William street, between Fulton and John streets; Chittenden's, in Broadway; the large fire in West Twenty-seventh and Twenty-eighth streets, and others too numerous to mention. And all these fires were prevented from destroying those portions of the city in which they originated by the superhuman exertions of our firemen, and that, too, while laboring under great disadvantages. But still, in the face of all this, there is a want of confidence manifest among a portion of the people. Now, let me say that if, instead of advancing impossible theories and ridiculous ideas, the people of this city would insist upon increased water facilities, fire plugs and two or three additional men to each company, the chances of a great fire in New York would be very small—in fact, almost impossible.

JAMES F. MULLHOLAND.

A Small Pipe Man.

TO THE EDITOR OF THE HERALD:—

I think the best plan to have an inexhaustible supply of water for the city of New York is this:—Lay pipes from the North to the East River—say every six blocks, more or less. They must be put below low water mark. Then have smaller pipes from the cross streets to connect with the main pipes that go from river to river for hydrants. The pipes do not require to be strong, for there will be no pressure on them, comparatively speaking. Clay pipes will last a long time. The main pipes should be perhaps about three feet in diameter. The ends of the pipes will or should have wire nettings.

A SAILOR.

Water Towers Along the Rivers.

TO THE EDITOR OF THE HERALD:—

The recent terrible conflagrations in Chicago and Boston naturally set people to thinking whether they are similarly exposed; if so, whether there is any remedy. It is acknowledged on all hands that New York is as likely to be destroyed by fire as any other city, and that in such a case the loss would probably be greater than that of all the others combined. The experiments made recently on the Equitable Insurance building demonstrate the utter inefficiency of the means of prevention of a conflagration at the disposal of the Fire Department. The spray that can be thrown on a building of such a height is worse than useless, as it literally adds fuel to the flames. Any chemist can demonstrate that by an experiment. Nor would a more powerful engine help the matter in the least, as the supply of water furnished by the Croton pipes down town is too small to furnish anything more than a spray at 100 feet or over of elevation.

It is evident, then, that if we are to be safe at all, the supply of water must come, not from the Croton, but from the rivers on each side. It would seem as if the Creator designed this city above all others to have the means of safety from fire, and has therefore placed an ocean of water all around it. But, like all His good gifts, it must be used in order to be useful. The question, then, is, how can this ocean of water be used so as to protect the city from the devouring fire most effectually and economically? Many plans have been proposed, several of them in some of their features resembling what I would now suggest, but none that I have seen, as it appears to me, quite satisfactory in all their aspects.

Erect, say six towers on the East and North Rivers, of not less than one hundred and fifty feet high, at proper distances, with apparatus to keep them constantly full of water. Let a main or large pipe be laid all along the west and east sides of the city, from which let smaller pipes be laid to another main, to be laid along Broadway, in as many streets as may be deemed best; I think every street would be best. Let pipes be raised at suitable distances, of four or five inches diameter, as high as the tops of the houses. With hose attached to those pipes, the heavy pressure of fifty feet or more would in a few moments deluge the roof with a flood of water that would speedily extinguish the fire, and certainly prevent its extension to other buildings. Hose attached to the hydrants in the street, with the pressure of a column of 150 feet, would soon drown out the fire below. I have an idea as to the apparatus for supplying the towers with water which I shall not state at present, but which, if it work as I am assured it will by a gentleman knighted by Louis Napoleon for his scientific knowledge, it is not best to give to the public unsought. That this plan would cost a good deal is true, but when we take into account the savings from safety from fire, lower insurance, watering the streets without wagons, and consequent cleanliness, &c. &c., it would be found eminently cheap, even if it were to cost fifty millions, as one such fire as has occurred recently would probably cost ten times as much, without producing any safety, and then would cost as much as it would now. I feel confident that a plan like what I have indicated will finally be adopted, as it is, in my mind, the best and cheapest that can be adopted. I hope it will be adopted before it is too late.

PHILANTHROPOS.

THE EVENING SCHOOLS.

The Night Classes in the City and How They are Attended—The Old and the Young Pupils—A Chance for Everybody.

"When I am solemnly assured," says the late Superintendent of the public schools of this city, Mr. S. S. Randall, in his work on Popular Education, "by the ablest, most experienced, intelligent and upright educators of the age, speaking without concert, with entire unanimity and the most perfect confidence, that with only the limited and imperfect means now possessed by them and their associates for the education of the rising generation, ninety-nine out of every hundred committed to their charge during the period ordinarily devoted to elementary instruction may be made ornaments and

THE PRIDE OF SOCIETY,

virtuous, intelligent and useful men; good citizens, truthful witnesses, enlightened and impartial judges and jurors, prompt to every good work and to every noble impulse of humanity, and fully prepared for the discharge of every duty and obligation of life; when, too, from personal and careful investigation of the records of criminal conviction of the most populous State in the Union, during a period of ten consecutive years, I find that of nearly 30,000 convicts less than 300 had received such education as the best country schools could afford; when I look into our immense and costly establishments for

THE MAINTENANCE OF THE POOR

and find them almost exclusively occupied by the grossly ignorant and uneducated, not one in a thousand with any pretensions to literary culture; when I deliberately weigh and compare and reflect upon these results, they seem to me abundantly to justify the most sanguine expectations for the future well-being of society and of individuals as the direct consequence of universal, wise and well-directed moral and intellectual culture." If this was Mr. Randall's view of the good results of our public school system he no doubt included in his observations the evening schools, where the chances of making good citizens out of the elements that, uncultured, might go to swell the number of the convicts in our State prisons, are tenfold greater than at the day schools. Every New Yorker has a pretty good idea what our day public schools are, the way they are carried on and the great good that results from them, but there are but few people, comparatively speaking, who ever gave a thought to

THE EVENING SCHOOLS.

Indeed, there are many who even do not seem to be aware of their existence. That they do more than anything else to turn the children of the poorer classes from bad ways, to save them, in fact, from a manhood or womanhood of crime and misery, no one can doubt who has ever taken the trouble to make the subject a study. There was a time when it was deemed quite enough to have public schools in every ward, "open to all" in the daytime. But little heed was given to the fact that, no matter how they might be crowded, there would yet remain thousands of children who could not take advantage of the privilege of going to the schools and obtaining an education free of cost, for the simple reason that during the day they had to toil from "early morn till dewy eve" for that wherewith to

KEEP BODY AND SOUL TOGETHER.

The time came, however, when the Legislature took the matter in hand, and not only the little boys and girls, but "children of a larger growth" besides, were given a chance. The "season" for the evening schools begins on the first Monday of October in every year, and continues for eighteen weeks, inclusive of the usual holiday vacations. The law provides that no pupils shall be admitted to the schools except those "whose ages or avocations are such as to prevent their attending the day schools." The bylaws of the Board of Education provide that no pupil shall be admitted who has not attained the age of ten years; yet it would seem that some of the Commissioners are not satisfied with this provision, and are anxious to change it. It is claimed by a few that no child under fourteen years old should be

ALLOWED TO ATTEND THE SCHOOLS,

as those under that age are in the way of the older ones, and instead of learning anything give a great deal of unnecessary bother. It is difficult, however, to see how the Board can prohibit children under fourteen from going to the schools. The law is explicit. It says that none shall go except those whose avocations or ages prevent them from going to the day schools; and it needs no argument to show that thousands of children in this city under fourteen have to work for their living during the day, and who would, if the Board should carry out the "new idea," be deprived of the only certain means left to obtain a common school education. Still, there are many good reasons why the limit should be fixed at fourteen years of age, and probably the strongest argument against admitting children under that period is that given by Mr. Kiddle, the present excellent Superintendent. He says:—"Pupils are admitted into evening schools at too early an age. These very young boys and girls (under twelve) do great injury to the school. They certainly obtain little if any benefit themselves. Besides, very many young children are drawn from the day schools and placed at work because they can attend school during the evening. These children, in a physically exhausted condition, come to the evening school, but are utterly unfit for any mental exercise, and very often are found asleep at their desks. Many older pupils are disgusted and repelled by being obliged to associate with these younger children. Moreover, they are always

THE MOST RECKLESS

and troublesome of the pupils and require a considerable portion of the principal's time and energies to be kept in any kind of restraint." Just what the Board will ultimately do about this matter can now only be conjectured, but it is to be hoped that they will look at the question in all its aspects before deciding one way or the other. If Mr. Kiddle's argument still holds good as far as the schools show it this year, then their task will be an easy one. It may not be generally known that it requires considerable "form" to secure the admission of a pupil into one of the evening schools. Although they are open to all comers yet the privilege is hedged in by some very wise restrictions. Were there no safeguards to guarantee a respectable boy or girl against being thrown into the company of bad and immoral children it is pretty certain the general character of the schools would not be what it is to-day. Each applicant has to be accompanied by some responsible person or has to present a certificate "attesting their identity and respectability." As for what is learned in the schools it may be said that reading, spelling, definitions and penmanship are taught in all the classes. Geography is taught by means of outline maps, and oral explanations are made in those classes whose grade in arithmetic is above the fifth prescribed for grammar schools. Arithmetic is taught in part by

MENTAL EXERCISES

in calculation and analysis, with practical applications of the principles and rules. The scholars are classified according to their progress in study, according to age and the grades in the branches prescribed are made to correspond as near as possible to those of the primary and grammar schools. The classifying of the pupils according to age is admitted on all sides to be very advantageous. It should be borne in mind that a great many of the applicants for admission are adults—grown men and women who are "out at service" during the day, and who would naturally feel embarrassed if put in a class composed of boys ten to twelve years of age to learn how to spell or write. So far as it is possible to be done these adults are put in one class by themselves, and the experiment is found to work admirably. Although on the whole the system on which the instructions given at these evening schools is a sound one, yet in the carrying out of some of the details there are many defects. Last January the Superintendent had to call the attention of the Board of Education, for instance, to the fact that the reading books were injudiciously chosen. Said he, "Some dull, prosy history of the United States is generally used, from which the pupils can obtain but little information, and certainly can receive still less improvement of an elocutionary character," and he wisely added, "the book should contain a variety of subjects as well as a variety of styles; and by means of it the teacher should endeavor to infuse into the pupils' minds

A LOVE OF USEFUL READING,

as well as point out to them where to obtain it." Another defect he had to complain of was the way the children were taught penmanship. The folly of writing copy after copy he justly considered apparent to everybody, and advised that the children, or rather the pupils, should be carefully taught the elements of a good style of writing and shown how to execute them with readiness and accuracy. For this purpose he suggested that the blackboard should be used, the teacher exemplifying the various principles laid down. A good idea of how the schools last season were attended may be had from the following table:—

Ward.	Whole No. of Scholars Registered. Male.	Whole No. of Scholars Registered. Female.	Ward.	Whole No. of Scholars Registered. Male.	Whole No. of Scholars Registered. Female.
1	464	392	12	718	—
4	615	—	13	—	595
5	844	—	14	—	375
6	—	521	16	—	362
7	586	464	17	1,501	1,164
8	—	375	18	739	—
9	1,165	—	19	425	46
10	1,391	—	20	1,555	737
11	995	830	22	1,065	627
					2
Totals				12,156	6,904
Total number in colored schools					466
Grand total					19,526

Of this number there were under sixteen years of age 6,779 males and 4,263 females; number over sixteen and under 21, males, 3,521; females, 1,884; number over twenty-one years of age, males, 1,856; females, 757. The average attendance during the season was for the males 5,132 and for the females 3,534, less than one-half of the total number registered at the opening of the term.

THE TEACHERS.

As a general thing the teachers employed in the day schools are employed in the night schools, but the selections made are not by any means exclusively confined to them. It often happens that young men in business anxious to increase their income profitably to themselves and to their pupils by spending their nights in teaching in the schools, make application for the position of teacher and are selected. It does not follow that because a man or a woman makes a good teacher in a day school that he or she is certain to succeed as an instructor in the evening schools. The teachers here have quite a different set of pupils to manage in the evening schools, and to mould them into habits of study and obedience requires rare tact combined with no small amount of ingenuity and a great deal of firmness. At one time the greater portion of the positions were filled by young primary school teachers who had neither the experience nor the determination necessary to success, and thus it often happened that while in the same school one class under an "outsider"—not a teacher by profession—who had the firmness and tact required to get along well, was found to be doing splendidly, another under a timid primary school teacher was going to the dogs—the pupils being entirely beyond control and consequently learning

MORE MISCHIEF THAN LESSONS.

The teachers are nominated by the various ward trustees and the nominations are sent to the Board of Education, where they are confirmed after the Superintendent decides that the persons nominated are competent. Last term the gross amount of salaries paid to the male teachers was $27,353 60, and to the female teachers $14,216 73. The salaries are paid as follows:—Male teachers, principals, $4 50 per night; assistants, $3. Female assistants in male schools, $2 25; teachers, principals, $3 75; assistant teachers in female schools, $2. It should be borne in mind that because there are not male and female schools in every ward the residents of those wards are not debarred from going to the schools in the other wards. Pupils can go to whatever school of whatever ward they see fit. The schools are located as follows:—

First District.—Male—Grammar School No. 29, in First ward; No. 1, in Fourth ward; No. 44, in Fifth ward. Female—No. 24, in Sixth ward; No. 38, in Eighth ward.

Second District.—Male—Grammar School No. 31, in Seventh ward; No. 42, in Tenth ward. Female—No. 2, in Seventh ward; No. 34, in Thirteenth ward; No. 21, in Fourteenth ward.

Third District.—Male—Grammar School No. 16, in Ninth ward. Female—No. 11, in Sixteenth ward.

Fourth District.—Male—Grammar School No. 36, in Eleventh ward; No. 13, in Seventeenth ward. Female—No. 15, in Eleventh ward; No. 19, in Seventeenth ward.

Fifth District.—Male—Primary School No. 28, in Eighteenth ward.

Sixth District.—Male—Grammar School No. 32, in Twentieth ward. Female—No. 33, in Twentieth ward; No. 14, in Twenty-first ward.

Seventh District.—Male—Grammar School No. 37, in Twelfth ward; No. 46, in Twelfth ward; No. 57, in Twelfth ward; No. 17, in Twenty-second ward; No. 27, in Nineteenth ward. Female—No. 27, in Nineteenth ward; No. 18, in Nineteenth ward; No. 28, in Twenty-second ward.

Colored Schools.—No. 2, Laurens street, near Broome; No. 4, Seventeenth street, near Sixth avenue; No. 6, 95 Allen street.

This Winter's term promises to be a very successful one, judging from present indications.

THE "EXHIBITIONS" GOOD AND BAD.

In conclusion it may be said that many of the evening schools often have "exhibitions" either during the term or at the close of the season, for the purpose of giving the general public an idea of the "progress" of the pupils. These exhibitions are very good in their way; but it often happens that the "bright" pupils, who are trotted out for the occasion, oftentimes turn out to be day scholars of the grammar schools, and the exhibition of the progress of the evening school scholars is, therefore, in many instances a fraud. This ingenious trickery should be put a stop to, and if the Superintendent this year gives all the schools to understand that the dodge must not be played, the evening school term of 1872-73 will—in one important particular, at least—be very much unlike its predecessors. It should be added that the time of even the *bona fide* pupils of the evening schools is occasionally almost exclusively taken up from the beginning to the end of the term in preparing for exhibitions. This is wrong, no matter in what light it is looked at. It is true that there is now a regulation that no exhibition can be given at the schools without the written consent of the committee in the Normal College, evening and colored schools; but if that "consent" is not kept within bounds there might as well be no regulation at all on the subject.

SWISS INDEPENDENCE.

The Five Hundred and Sixty-fifth Anniversary—The Order of the Three Men Greetings Exchanged by Telegraph—A Grand Concert and Ball—Appearance of the Banquetting Hall—Addresses.

The Swiss residents of this city last night celebrated their five hundred and sixty-fifth anniversary of the independence gained on the memorable day when Albert Furet, Arnold Von Melcthal and Werner Stauffer, instigated by the patriot Tell, met in the rocky pass of Grutli to swear never-ending hatred to the duchy of Austria, which then ruled Switzerland. The Swiss Confederation consists of twenty-two Cantons. The sovereign authority is vested in the Federal Assembly, which consists of two Representative Chambers. Liberty of conscience and freedom of worship are enjoyed by all, and education is generally diffused. In a cavern near the Lake of Luzerne the three founders of the Helvetic Confederacy are said, in Swiss tradition, to sleep. The herdsmen say that they lie there, in their antique garb, in quiet slumber, and when Switzerland is in her utmost need they will awaken and regain the liberty of the land. There is a large secret association spread all over the United States, called the "Order of Grutli, or the Three Men," whose present headquarters is in Washington, and the celebration that took place last night at Coburger Hall, 10 Stanton street, was under the auspices of the New York branch of that association. The decorations of the banquet hall were of the most splendid description. The walls were filled with the proper emblems of each Canton, and a large painting placed at the extreme end of the hall represents the chosen fathers of the Republic in the act of taking the celebrated oath—"All for one, and one for all." The banquet commenced about six in the evening, and a concert composed of forty Tyrolese singers opened the festival by a national anthem; then the director of the Society, Mr. Fireabund, addressed those present. In the course of a long speech he said:—"564 years have passed since William Tell began to plan the downfall of tyranny in his native land. The memorable deeds accorded to the Swiss hero and his few but noble companions who drove from the shore of the tempestuous lake the boat of the tyrant Gesler we celebrate to-night, and I am glad to see such a large gathering of my countrymen as is at present here. Switzerland, once elevated to freedom, put on that crown which makes her seem always fair, governed as it is with simplicity of customs, honesty, frankness of heart, the full observance of national laws and international compacts. On the 8th of January, 1308, a little after the ancestors of the Grutli reunited the Helvetian shepherds for the first time under the auspices of liberty, our forefathers invited them to renew the sacred oath of the 17th of November—"One for all, and all for one"—in defending the rights of the oppressed people. Here commenced the chivalric episodes of Switzerland's history, wherein the names of Tell, Straugacher, Melcthal, Fierst and their confederates sound everywhere glorious and impressive. Other names of our countrymen have been transmitted in honor to our days, and will in all times be chronicled in the most splendid pages of Helvetian history. As the popular demands were not complied with dissatisfaction grew rife and revolution impended; imperial, royal and ducal thrones trembled or fell. But the Swiss republicans rose again to a man, and, without giving the corrupt seed time to replant itself, eradicated it effectually and forever. (Tremendous cheering.) The speaker resumed his seat after much greeting from the fraternity. The grand chorus of the Cantons, which was chanted by a band of vocalists selected from each of the Swiss Cantons, then took place. Several celebrated Swiss singers then sung patriotic Swiss songs. Greetings were afterwards exchanged by telegraph between the twenty-eight sections of the Grand Verein in the United States. The President then delivered a brief address, after which the sons and daughters of the land of Tell joined in the merry dance with good prospects of keeping it up "till the wee sma' hours."

HORRIBLE RAILROAD ACCIDENT.

On Saturday evening between five and six o'clock, while James Williams, the one-armed flagman at the Roseville station of the Morris and Essex Railroad, was signaling a coal train he failed to observe the drill engine "Grace" moving down the Montclair branch track, on which he stood. He was run over and horribly mutilated, the flesh being stripped from both his legs, and one of them all but severed, so that it only hung by a shred of flesh. The poor fellow was removed to St. Barnabas Hospital, where he lingered in the greatest agony till a quarter to three o'clock yesterday morning. He leaves a wife and three children in Montclair.

NEWARK'S CHLOROFORM CASE.

Dr. Dodd, the Essex County Physician, has made an investigation in the case of the woman, Annie Witmann, whose death on Saturday from an overdose of chloroform administered by Dr. Fredolin Ill, a prominent German physician of Newark, was reported in yesterday's HERALD, and gives the extraordinary decision that death was the result of circumstances which could not have been foreseen. The decision has occasioned widespread comment, as it is equivalent to a declaration that no inquest will be ordered.

AQUATICS.

Sculling Match Between Bagnall and Addy for £200—The Former the Winner.

[From the London Sportsman, Nov. 5.

On Monday afternoon (November 4) the first of the two important mile sculling matches between Robert Bagnall, of Newcastle-upon-Tyne, and Mark Addy, of Manchester, was decided at Putney, and appeared to create more than ordinary interest from the fact that short spins of a mile are not frequently rowed on the Thames, while the competitors represented the interests of rival cliques of north country oarsmen. Both men have frequently appeared on the London river, and, as late as last May, it will be remembered, they competed over the long course for £200, when Bagnall won, and his victory brought about different opinions as to which was the faster man over a short course. Consequently the men were matched at Newcastle in September to row one mile for £100 a side, the ex-champion, Harry Kelley, posting the money for the Manchester man; and, not satisfied with one trial, a second agreement was signed to row a mile on the Tyne on November 18, the final deposit for this match being made on Friday last at Newcastle. Addy arrived at the Bells, Putney, on Monday last, his opponent reaching London on the following evening, and since that time both have done some rattling good work. The men had agreed to row according to the old recognized rules of boat racing, and two skiffs were placed twenty yards apart, opposite the Star and Garter, while old John Phelps officiated as judge from a boat off Rose Bank, the distance being exactly a mile as measured upon the map of the river. Before proceeding further we shall give the principal performances of the men:—

Robert Bagnall was born at Newcastle on February 8, 1849, and is consequently in his twenty-fourth year; he stands five feet eight inches in height, and scaled yesterday ten stone ten pounds. He made his début as a sculler, in open boats, in September, 1868, and, after winning a couple of minor matches in that description of craft, he was pitted against T. Purvis, whom he disposed of very easily in a scullers' race from Hebburn quay to the Jarrow Ferryboat Landing, on January 2, 1871. The good form displayed by Bagnall on that occasion attracted the attention of the "Adelaide school," and two opponents were quickly found for him in Ralph Hepplewhite and Charles Wilson, both of whom he disposed of in the same week with ease, the matches taking place respectively on May 1 and May 6 of last year. On the formation of the "Adelaide four" Bagnall was selected to fill No. 3 thwart, James Taylor rowing bow, J. H. Sadler No. 2, and T. Winship stroke; but on their first essay at the Tyne regatta, on June 16, they had to succumb to the superior prowess of Renforth's crew, which consisted of J. Percy, R. Chambers, H. Kelley and J. Renforth. In the Autumn of the same year the Adelaide crew made an expedition across the Atlantic, where, with one exception, they took all the valuable prizes offered for four-oars at the principal Canadian and American regattas. Bagnall tried his hand with the sculls at several of these regattas, but, as might be expected with such opponents in the field as J. H. Sadler and Harry Kelley, he failed to distinguish himself. On his return home no one on the Tyne was found willing to make a match with so formidable a candidate, and it was not until last Spring that his opponent of yesterday threw out a challenge to row from Putney to Mortlake for £100 a side—a match, it will be remembered, Bagnall won easily. Bagnall trained for his engagement with James Taylor, under whose care he put the finishing touch to his preparation at the Red Lion, Putney.

Mark Addy has been before the public for several years, during which time he has distinguished himself, both as a sculler and an oarsman. He is thirty-three years of age, stands five feet three and a half inches, and scaled on Saturday nine stone ten pounds. He made his début as a sculler on the Thames on January 16, 1866, in a match with E. May, whom he vanquished very easily for a stake of £30 a side, the course being from Putney to Barnes' bridge. On November 26 of the following year he defeated David Coombes in a match, over the Thames course, for £50 a side, and followed up his success by giving two lengths' start and an unqualified beating to J. Pedgrift, of Surbiton, over the same course, and for a similar amount, on April 28, 1868. On October 19 of the same year he experienced his first reverse in a match on the Tyne with James Taylor, for £50 a side, the north countryman winning on a foul. In March, 1869, Addy once more made his appearance on the Thames, his opponent on this occasion being W. Sadler, of Putney—then an unbeaten man—whom he defeated with great ease, the stake being £100 a side. Early in 1870 he was again matched to row James Taylor on the Tyne for a stake of £100 a side, but unfortunately was compelled to forfeit the whole of the money in consequence of an accident to his hand on the morning of the day appointed for the race. As stated above he met Bagnall last May over the Championship Course, when Mark was easily beaten. Addy trained for his present engagement under the care of Harry Kelley and H. Lang, and took his final breathings on the Thames from the Bells, Putney.

The start was announced for a quarter to four, but the men did not get to their stations until a few minutes after four o'clock, when the tide was swinging up at a rattling pace. Very little wind was blowing, and the water was as smooth as could be wished; but, although the clouds looked threatening, the rain kept off until the race had been decided. A steamer, chartered on behalf of the rowers, was well filled, and speculation was very brisk, the Tynesiders putting their money down like men. The betting opened at 5 to 4 on Bagnall; but this price was soon increased to 6 to 4—a quotation that was taken to a deal of money. The London division, however, soon tired, and eventually 7 to 4 was laid on the north countryman. Both men rowed in new boats, by Jewitt, of Dunston, and they were pronounced perfect models; that used by Bagnall was fitted with a sliding seat, but Addy declined to adopt the new fashion, while neither used a rudder. George Drewitt won the toss for Addy, and selected the Middlesex station, where Harry Kelley was in attendance in an eight-oared cutter, while James Taylor acted as Bagnall's pilot from the bows of another eight. Mr. R. B. Wormald officiated as sole umpire from the head of the steamer, and despatched the men to an excellent start at five minutes after four. Immediately the signal was given Addy set to work with a very fast stroke, and, after a dozen pulls, held a lead of about three feet. Neither man seemed flurried at the start, as both rowed with a clean stroke, but Addy was much quicker than his opponent, and off Simmons' yard had increased his lead to a quarter of a length. Ere they had reached the London Boathouse Bagnall commenced to overhaul his man, but in doing so seemed to work harder with his left scull, and consequently took an erratic course towards the Surrey shore. This still further increased Addy's advantage, but Bagnall soon put his boat straight, and settled down with a long swinging stroke. After passing the L. R. C. Boathouse a desperate struggle commenced, during which Addy was backed several times at six to four, but it was apparent that the Tyne lad was gaining ground fast, as each stroke told wonderfully. At the end of the Bishop's grounds Addy sheered out somewhat abruptly towards mid-stream, and for a moment it would seem as if a foul would ensue, but fortunately this was avoided, and they pulled perfectly level for about 200 yards further. When they had rowed three-quarters of a mile the boats drew nearer together, and Addy, pulling his left rather too much, their paddles nearly touched, in fact, the Manchester man's right hand scull overlapped his opponent's for half a dozen strokes. After this they separated and a ding-dong race took place, Bagnall, however, drew away, and, despite a last desperate effort on the part of Addy, won by three-quarters of his boat's length. Further comment is almost unnecessary. A pluckier race was never rowed on the Thames, as both men struggled with unflinching gameness. There can be no doubt the better man won, and the old adage, "Youth must be served," again proved truthful on the present occasion. The time—5 min. 35 sec.—was far from good, the distance having been completed in considerably less time on several occasions. The Newcastle division were extremely jubilant over their success, and justly so, as they may well be proud of such a promising representative.

Aquatic Notes.

O'Neil, of Troy, being dissatisfied with the result of his contest with the little wonder Engleherdt, has already announced that he will measure blades with him again early in the Spring.

The Harvard and Amherst College Boat Clubs have just closed the rowing season in their respective localities, which probably is the grand finale of the sport for 1872.

Dr. Russell Withers takes an occasional pull on the Harlem River, with a few heavy weights at his back, among them Messrs. John Caulkins, George Henry, Leander Waterbury and John Lindsey.

The past season was a most active one in boating circles, and the prospects for the coming year are very favorable. Several important matches are already talked of, and if we are to believe all the rumors about prospective regattas, increased interest, &c., we must conclude that in the matter of aquatic sports we shall not be far behind our English cousins in the season of '73.

A NEW AMERICAN STEAMSHIP LAUNCHED.

CHESTER, Pa., Nov. 17, 1872.

The Pacific Mail Steamship Company's new steamship Colima, 2,300 tons register, was launched here yesterday. Another steamship for the same company will be launched in January.

ACCIDENT ON THE ERIE RAILROAD.

BUFFALO, Nov. 17, 1872.

A collision occurred Friday evening on the Erie Railroad, at Cheektowaga Crossing, three miles from here. A locomotive of one train passed through two passenger cars of another train, demolishing the locomotive and cars. From fifteen to twenty ladies were in one car, only one of whom was slightly injured in the hand.

AUSTRIA.

"We Wish for Peace, but Must Prepare for War."

Andrassy's "Unclouded Horizon"—Parliamentary Conflicts on a War Budget—Resignation of a Minister—Parties and Their Prospects in Hungary.

VIENNA, Oct. 31, 1872.

The events of the past few weeks in Austria are a further proof of the very old maxim of governments that if you wish for peace you had better prepare for war. Count Andrassy, our Foreign Minister, had just returned from his famous visit to Berlin, when he was called upon to meet the Austrian and Hungarian representatives, who regulate the foreign relations of the Empire. When questioned upon the results of the conference of the three Emperors, Count Andrassy emphatically declared that the meeting had consolidated the peace of Europe; and, in reply to further questions, the Foreign Minister went the length of saying that, so far as he could see, the political horizon of Austria was entirely unclouded.

A curious commentary on these declarations was afforded by the debates which took place in subsequent sittings of this same Austro-Hungarian Parliament; for the Minister of War, Baron von Kuhn, brought forward a proposition, which, although peace, we were told, was more secure than ever, would have the effect of strengthening to a considerable extent the military organization of Austria. What the Minister proposed was this:—First, that the budget should be increased by $1,800,000 per annum; and second—and this was the more important part of his scheme—that the term of compulsory military service for every Austrian subject should be increased from two to three years. These proposals met with considerable opposition, and, curious to say, the opposition came principally from those who usually supported the existing government. After many debates the War Minister's proposals were at last carried by a small majority. But since then Baron von Kuhn has found his victory of so unsatisfactory a character that he has sent in his resignation. Whether the Emperor will or will not approve the War Minister's act is as yet uncertain.

If we are to judge by the proceedings of their Parliament, there can be no doubt that the Hungarians are fonder of talking than working. The address on the royal message, for instance, occupied several weeks, and this, too, although everybody knew the majority of the government to be so strong that the result of the debate was practically settled beforehand. This debate on the royal message was principally remarkable for the amount of bitter personality with which it was filled. These personalities were principally directed against Count Louyay, the Premier. Count Louyay is not a very popular man. His nature is dry and unsympathetic. He is regarded as more anxious for personal aggrandisement that for the good of his country, and people do say that he has made a very rapid fortune. A charge like this is the more grave from the fact that Count Louyay has for years occupied the position of Finance Minister. Herr Tiszca, one of the most prominent leaders of the left, openly alluded to these charges during the debate on the royal message. Count Louyay replied in tones of the deepest anger; and it must be acknowledged that he successfully refuted the accusations brought against him. However, even false charges, when brought against a man in the position of Count Louyay, have their effect, and there can be no doubt that the Hungarian Premier's position is somewhat shaken.

Another thing also happened during the debate which by no means helped Count Louyay. The conservative party in Hungary has kept altogether in the background since the year 1867. The arrangements made in that year, by which the independence of Hungary was after a long struggle restored, were contrary to the principles of those conservatives, who, while they had some regard for Hungarian autonomy, looked still more to the centralism of the Empire. The chief man among this group of conservatives is Baron Senney. Baron Senney is entitled to sit in the Hungarian House of Lords. But a few months ago he appeared before the electors and asked to be sent as a representative to the House of Commons. He was elected, and, as this was the first occasion on which the conservative party came prominently forward since 1867, the speech of Senney was looked forward to with great interest. The speech was worthy of these expectations. It gained the applause of all sides of the Parliament. The enemies of Count Louyay endeavored to make profit out of the success of Senney by putting him forward as a candidate for the Hungarian Premiership. One opposition organ goes so far as to say, "A Ministry under Senney is only a question of time; Louyay is doomed."

THE NEW DOMINION.

A Terrible Murder on the Stony Lake Borders, Ontario—Loss of the Crew of the Barkentine John and Henry—Approach of Winter at Kingston.

PETERSBORO, Ontario, Nov. 16, 1872.

A horrible murder has been committed in the township of Dummer, near the head of Stony Lake. A man named Briton, employed as a laborer by a farmer named Payne, murdered the wife and child of the latter. The woman's head was terribly crushed and the child was found with its throat cut from ear to ear. The murderer was arrested and narrowly escaped lynching.

An Entire Crew Lost.

QUEBEC, Nov. 16, 1872.

The brig Triton, which went ashore below this place, has been got off and towed up to be surveyed.

A telegram from Gaspé states that Captain Vivian, of the barkentine John and Henry, before reported lost at Cape Cove, about forty miles from Gaspé, was rescued by Mr. J. W. Holt and another gentleman.

The crew were lost.

Snow fell here last night.

Snow in Ontario.

KINGSTON, Ontario, Nov. 16, 1872.

A snow storm prevails here, and several steamers, propellers and schooners have been compelled to put back.

NOVA SCOTIA.

A Gloucester Schooner Libelled.

HALIFAX, N. S., Nov. 17, 1872.

The owners of the brig Ben Nevis have libelled the schooner W. E. Archer, of Gloucester, for damages caused by collision in this harbor during the gale of Thursday last.

NEW YORK CITY.

Late yesterday afternoon Sergeant Porcher, of the Fourteenth precinct, informed Coroner Herrman that Mrs. Kelly, an Irish woman, fifty-five years of age, who lived in the rear of premises 134 Mott street, had fallen on the fire and burned to death. An inquest will be held over the remains.

Coroner Schirmer was yesterday called to hold an inquest over the remains of George Paddock, forty-one years of age and a native of Ireland, who fell dead on Saturday evening, while standing on the front platform of car 308 of the Third avenue line, of which he was driver. The car stood in front of the Astor House at the time.

Patrick Dooley and William McGuire were yesterday arraigned at the Yorkville Police Court, before Justice Bixby, charged with larceny from the person. Mrs. Marian W. Butler, of 136 Madison avenue, was the complainant, and testified that while going along the street the prisoners approached her and suddenly snatched her pocketbook, containing $31, with which they ran away. Officer Foley, of the Twenty-first precinct, arrested them. They were committed, in default of $5,000 bail each, for trial.

THE WILLIAMSBURG TRAGEDIES.

Captain Woglom, of the Fifth precinct station house, Williamsburg, last night arrested several young men who are believed to have some knowledge of the tragical death of James Whalen, who was stabbed through the heart on Saturday night. The young men arrested gave the following names:—Henry Steffels, twenty-seven years of age; William Duffy, nineteen; Thomas Cunningham, twenty-two; Michael Rogers, nineteen; John Connolly, twenty-one, and John Dougherty, twenty. The murderer, whose name is believed to be O'Brien, is at large.

The Battle Row Tragedy.

The man whose skull was fractured on Saturday night by the Battle Row gang in Williamsburg is still in the City Hospital. At a late hour last night it was ascertained that his name was Philip Bietstein, and that he resided at 335 North Fifth street, where he leaves a wife and one child. It is given out that this young man fell on the back of his head, fractured his skull and by the fall his pockets were turned inside out; but it is not given out that the murderous gang who perpetrated this bloody deed are to-day gloating over the assassination of Officer John Donohoe. It is true that they perpetrate crimes for which they will not blush, and the police and the justices know it. George Winship was arrested last evening as a witness in this curious case.