

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

Volume XXXVIII.....No. 111

AMUSEMENTS THIS EVENING.

- OLYMPIC THEATRE, Broadway, between Houston and Bleeker streets.—HERBERT DUFFETT.
UNION SQUARE THEATRE, Union square, near Broadway.—FRANK FROST.
WALLACK'S THEATRE, Broadway and Thirtieth street.—DAVID GARRETT.
GRAND OPERA HOUSE, Twenty-third and Eighth streets.—UNDER THE GASLIGHT.
GERMANIA THEATRE, Fourteenth street, near Third avenue.—DIE GRAFIN VON SOKRINIE.
BOOTH'S THEATRE, Twenty-third street, corner Sixth avenue.—ABRAHAM N. FOGUE.
ST. JAMES' THEATRE, Broadway and 28th street.—MCCORMY'S NEW HIBERNIAN.
BOWERY THEATRE, Bowery.—A CAPITAL COMEDY.—A BAD LOT.
THEATRE COMIQUE, No. 514 Broadway.—DRAMA, BURLESQUE AND OPERA.
THIRTY-FOURTH STREET THEATRE, 54th st., near 57.—VARIETY ENTERTAINMENT.
NEW FIFTH AVENUE THEATRE, 728 and 730 Broadway.—DIVORCE.
WOOD'S MUSEUM, Broadway, corner Thirtieth street.—SCENIC FROM SING SING. Afternoon and evening.
ATHENEUM, 155 Broadway.—GRAND VARIETY ENTERTAINMENT.
NIBLO'S GARDEN, Broadway, between Prince and Houston streets.—WOMEN MAY BE THE RIGHT PLACE, &c.
MRS. F. R. CONWAY'S BROOKLYN THEATRE.—DAVID GARRETT.—FACONETA.
BRYANT'S OPERA HOUSE, Twenty-third st., corner 63 BY.—NORNO MURPHY, &c.
TONY PASTOR'S OPERA HOUSE, No. 201 Bowery.—VARIETY ENTERTAINMENT.
NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—SCIENCE AND ART.

TRIPLE SHEET.

New York, Monday, April 21, 1873.

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THE DUTCH WAR IN INDIA.—A telegram from London reports that the forces of His Majesty the King of Holland have retreated from their first position against the stronghold of the Sultan of Achen. The defeat which they sustained at the opening of the campaign has taught them a peculiar lesson of caution. They are now entrenched behind stockades which they have thrown up on the coast line, but our advices allege that they are in a very dangerous position, as the Acheense army is constantly increasing in numbers. The losses on both sides have been exceedingly heavy to date. The complications to which the struggle will give rise may involve British interests in that part of Asia to a very serious extent.

THE ERIE INVESTIGATING COMMITTEE.—The Erie Investigating Committee held a session at the Fifth Avenue Hotel Saturday, and some interesting facts were developed. But the committee will do well to read and study the statements and figures contained in the letter of our Cleveland correspondent, published in the HERALD to-day. They will discover from them the real danger that threatens the Erie road, and, unless they are working in the interests of the English stockholders, as so many others appear to have been, they will make provision against any lease or consolidation that can fasten the bankrupt Atlantic and Great Western road on to the Erie corporation, at least without the written consent of four-fifths of the stockholders of Erie. If the present directors of Erie are not in favor of the scheme of the foreign victims of Atlantic and Great Western they will not object to such legislation.

The Bourbon Claimant of the Crown of Spain—A Midnight Interview with Don Carlos.

The recent activity of the Carlists in Spain will give additional interest to the interview of one of our special correspondents with the head of that faction, which reaches us by special cable despatch from Madrid, and is published in to-day's HERALD. As may be imagined, it was no easy matter to obtain an audience of the wandering Prince, whose every step is marked by revolution, and upon whose head a price is set. The very action of our correspondent in his persistent efforts to discover Don Carlos necessarily excited suspicion as to his character and intentions, and no doubt he was looked upon by many as a Spanish spy, just as our correspondent in Cuba has been regarded as a Cuban spy. Although the Bourbon claimant of the crown of Spain is now on French territory, he feels that the government of France is a dangerous enemy, and he is as careful to conceal his person as he would be if he were across the border and on his native soil. Hence we learn that our correspondent's visit to Don Carlos, after his true mission was known to his request for an interview had been cheerfully granted, partook of a romantic character. So careful were the Carlists of their chief that our correspondent was not permitted to know the location of the isolated chateau to which he was conducted in the darkness of night and in a close conveyance. The varied and singular adventures of the HERALD attachés have recently attracted general attention, and the one recorded to-day, if less perilous than some which have preceded it, is not without its remarkable features. The picture of our correspondent, driven through a strange country at midnight, to an interview with the claimant of a throne, the leader of a threatening rebellion, is certainly an extraordinary illustration of the enterprise of the modern press, while the action of Don Carlos in granting an audience at such an hour implies how great importance is now placed upon the opinions of the American people by all classes of men in all countries.

It is wonderful to mark how itinerant monarchy, of which in these days we have a liberal supply, manages to carry about with it the forms and ceremonies of a settled court. In the old French chateau, where the meeting with Don Carlos took place, we find the aide-camp ready to perform his duties with all the customary flourish that prevails when a visitor is ushered into the presence of a sovereign in his palace. We discover courtiers and generals gathered about the Bourbon Prince just as they would be gathered about his throne if he actually occupied the seat of Charles the Fifth; we see the homeless monarch entering to receive his guest, with all the dignity and formality he would assume if granting an audience in the Royal Palace of Madrid, or sweeping along the Plaza de Oriente among the statues of "a long line of kings," with all his retinue at his back. Don Carlos, we are told, is tall and slim, with a remarkably handsome face and a full black beard—the beau-ideal, we should presume, of a Spanish cavalier. To be sure, our correspondent spoils the picture by the statement that the address, manners and delivery of the Prince have an unpleasing smack of effeminacy; but we are reassured when we find that all this is atoned for by a pleasing smile, a candid tone and good sense. At first the conversation between the Prince and the journalist turned upon ordinary topics, the weather, probably, and the condition of the roads—very useful themes in their way; but when Don Carlos lighted a cigarette and offered one to the favored correspondent, the courteous act seems to have operated like a charm, and the courtiers and generals disappeared from the presence, waited away, as it were, with the curling smoke of the tobacco, and the Prince and his visitor were left to enjoy their confidential chat.

Don Carlos appears to have that confidence in his own right to rule a people without regard to their inclinations which is the distinguishing trait of all monarchs and the legitimate deduction from the doctrine of divine right. It is true that he claims a large following in his native country; that he declares his ability to raise one hundred thousand troops on the instant if he only had one hundred thousand muskets to put into their hands; that he boasts of the friendly sympathy of the populations of the villages wherever the Carlists forces reach; but for all this he insists upon his legal and divine right to the throne of Spain on the ground of legitimacy, and would ascend that throne if he could, over the necks and through the blood of the whole people, should they oppose him and insist upon their own right to choose a government or a ruler for themselves. He looks upon the liberties of a nation as his own, as much as if they were so many acres of land to which he held the legal title. No lawyer, he says, has disproved his right to the Spanish throne; his grandfather defended that right sword in hand, and the act by which Isabella was made ruler was simply a violation of the organic law of the kingdom and, therefore, null and void. But he does not recognize the fact that there is a power greater and more authoritative than the law—the power of revolution; that the people in these degenerate days have become accustomed to consider that the ruled have some interests and rights as well as the rulers and that their will is stronger even than the claims of legitimacy. Don Carlos promises well as a ruler if he should ever ascend the throne. He emphatically denies that he is controlled by the priesthood, or that, if King of Spain, he would permit any undue interference of the Church with the affairs of State, even if the Church should desire to step out of its legitimate sphere, which he does not anticipate. He denies, also, that there would be any attempt at absolutism in his government, for Spain, he says, will never submit to absolutism. Everything under his rule should be done by the action of a free Cortes or Parliament, and decentralization should be the principle of his government. Yet with all these fair promises the first rights and liberties of the people are denied them in the very attempt to force upon them a particular form of government and a particular ruler by virtue of the exploded titles of legitimacy and the divine right of kings.

If the cause of Don Carlos is at present weak his confidence is strong. His followers have indulged in the practice

of firing on railroad trains to the risk and damage of innocent passengers and employes. Don Carlos justifies this practice on the ground that the government and the directors will not neutralize the roads and the telegraph by refusing to use them for military purposes. "We cannot allow republican troops to be moved hither and thither by railroad," says the Carlist chief, "while our own troops are compelled to travel on foot." He is ready to open negotiations for the neutralizing of the railroads and telegraphs whenever the government at Madrid comes to its senses, but so long as it persists in its refusal to allow armed bodies of revolutionists to travel on the rails and to use the electric wires, or to consent not to make use of those facilities for their own military operations to put down rebellion, the firing on trains will be continued. War is war, and you cannot make an omelet without breaking the eggs, is the philosophy of Don Carlos; so his followers, desiring to make an omelet of the Spanish government for their own enjoyment, do not hesitate to break the eggs of innocent lives. It is evident, therefore, that their guerilla warfare will continue, and it will not escape observation that it is encouraged by the hope of foreign aid. Don Carlos does not believe in the stability of the Republic; he regards M. Thiers as the dangerous enemy of Carlism; but he believes that nothing but success is needed to secure the support of Russia and England to the Spanish cause. Would this confidence exist without encouragement?

On the old story of Cuba Don Carlos is—Spanish. The honor of the nation is pledged not to give Cuba up. No government in Spain would venture even to allude to a policy of separation. But if the honor of Spain insists upon holding captive an unwilling people may not the honor of Cuba insist upon breaking the bonds? The same spirit which impresses the gallant Prince with the conviction of his own divine right to rule over the Spanish people as a monarch without consulting their wishes inspires Spain with the belief that her honor is implicated in the retention of Cuba against the will of the Cuban people. In the progress of the world, in the spread of intelligence, in the power of steam and electricity, all such doctrines must soon be scattered to the winds, whether cherished by monarchs or by nations.

The Atlantic Disaster and the Company's Responsibility.

The public has read in the columns of the HERALD the report of the Investigating Board, and the apologetic letter of Mr. Sparks, the agent of the White Star line in this city. Want of space has delayed till now our comments on both these documents, which are of too much importance to let pass unnoticed. The decision of the Investigating Board at Halifax, after some commendation for bravery in saving life, revokes Captain Williams' certificate for two years, and suspends that of the fourth officer, John Brown, for three months. This we think very mild punishment indeed. The point which we wish at present particularly to note, is that the Board have condemned the shortness of coal. Commenting on the loss of the Atlantic on the day that the news thereof was given to our readers, we said, after hesitating to pronounce upon the blunder in seamanship which ran the steamer upon Meagher's Rock:—"But maritime fact that a short supply of coal took this ship from her true course to the rock on which she foundered leads to the conclusion that the probable calculation by the Company of the difference in the cost between a ton of coal in England and a ton in Halifax fixes the responsibility first and heaviest upon the Company for the heavy sacrifice of life involved in the loss of one of their finest steamers." We are unable, after reading the agent's defence, sensibly to alter this. The shortness of coal is admitted on all hands as the reason for running into Halifax. The agent, in defence, doubtless under superior instruction, says:—"Owing to the strikes among the miners in England coal has for some time been difficult to obtain, especially of the best quality. To provide against any contingency arising from this cause the managers of the line have supplied to the steamers a large margin beyond the average consumption of the boats, and we find the Atlantic was furnished in Liverpool with 967 tons, against her average consumption, on the eighteen passages to New York, of 744 tons." Now, what does this amount to? We do not admit that the difficulty of obtaining coal of the best quality was anything more than the difficulty of obtaining it at its former price. It is plausible to refer to the strikes; but we, who read the English papers, know that it is the combination of rich coal owners, and not of delving pitmen, that ran up the price of coal in the United Kingdom during last Winter. It was not so much scarcity as high price that was the difficulty. The Company could get enough coal of an inferior quality—that is, cheaper coal—but they appear to have taken no means to ascertain its relative heat-producing quality. We cannot, therefore, by any means acquit the management of the charge of greed in relation to the coal. There were one thousand souls on board, and a sharp bargain for a short supply of bad coal is no defence at all.

The next charge which the agent attempts to rebut is the shortness of provisions. He well knows that it is a serious one. He advances very boldly to meet this charge, and says:—"This is palpably untrue, as there was on board, of beef, bread, flour and substantial provisions, on leaving England, enough for thirty-two days, in order to comply with the schedule of the British Board of Trade, and which is most rigorously enforced by the emigration officers before any emigrant ship is permitted to leave port." From certain murmurs in the English papers we learn that there is just now great anxiety to find out the exact value of this "rigorous enforcement." We desire to know what the certificate is worth. "Thirty-two days' provisions" is a phrase that may, by a great straining, be true of a certain quantity of food for fifty, but not for a hundred and fifty persons. Captain Williams, in his written statement, made at the Halifax investigation on the 5th instant, says distinctly:—"I thought the risk too great to keep on, as in the event of a westerly gale coming up we might find ourselves shut out of all sources of supply; the chief steward also reported the stores short, fresh provisions enough for the saloon for two days and but salt for steerage for two days, when all but the bread and rice would be out."

Some "salt" fish, it is made to appear, was washed overboard in a gale, and the agent, we fear disingenuously, wishes to create a confusion of terms to oppose Captain Williams' statement. The Captain did not refer to fish. He said that after two days "all but the bread and rice would be out." The chief steward was drowned, and cannot testify; but where there is nothing but the implied rigor of some human emigration officers against this positive statement of Captain Williams we do not think the management have yet made a single point towards proving the full provisioning of the ship. We have no desire unnecessarily to denounce the White Star Line; but in our duty to the public we shall not accept such a defence as that at present offered by the New York agent. It practically amounts to nothing. His opinion, too, on the model, construction and seaworthiness of the steamers of his line must have a little weight as a ready-made clothier's praise of his goods. A coat may split between the shoulders, but the clothier will point to all his other coats, to his large custom, and will say, with the agent, "To the model and construction I attribute the saving of nearly all (of the coat) that escaped." The tragic truth, we believe, is that parsimony made successful by immunity from disaster are due the circumstances that led to the deviation to Halifax which the owners found so "incomprehensible." The balance on these points is not yet struck, and we shall be willing to defer a final word until that is done. At present we do not think the Company have made a single point against the charges that press on them—those of criminal parsimony. Look at their action since the wreck! Was it humanity, not to speak of liberality, to allow the dead to float about in the cabins, where our reporter in his diving suit saw them, while the professional divers were intent only on saving the cargo? These men explain that they get salvage only on the cargo; the bodies may be eaten by the fishes, for all they care. It is not for sentiment, but for money, they go down under the water. The company's disgusting neglect in the matter can only bear the same interpretation—not for sentiment, but money, they work. Why could they not have had divers of their own, whose first care would be to render the only consolation left to the bereaved by bringing the bodies to land that they might receive Christian burial? The saved, too, were neglected shamefully by the Halifax agents. In shortness of coal and provisions, in neglecting the dead and the living, the Company have much to answer which they have only attempted with speciousness to explain. There is much, we fear, they can never rebut.

Captain Williams has been mildly punished for the loss of the ship through his ignorance and neglect. The Company have grave charges of their own to meet, which, we tell them, concern their future as a company very materially.

Springtide Sermons. The genial air of the Spring Sabbath just past must have had its appropriate effect upon the minds of the preachers and people yesterday. The congregations were large and the sermons were soothing. Mr. Beecher's congregation filled not only the temple proper, but the "court of the Gentiles" and the "holy of holies" also. His theme was the triumph of the believer through faith in Jesus Christ. While much can be done without God He is absolutely needed to lift the soul to anything approaching a divine level. We must have Christ in us, the hope of glory. Conversion is the act by which a man comes under the banner of a spiritual leader, and our conflicts here are needful to the complete development of our spiritual manhood.

Dr. Morley Punshon, of England, caused his Methodist audience to travel in imagination over the beaten path from Jerusalem to Bethany and up to the Mount of Olives, whence the Saviour took His flight to the throne of the majesty in the heavens, and whether he led them to believe all who love the Lord Jesus Christ and look for His appearing shall be caught up by and by. Rev. Mr. Hoyt selected Lot as an illustration of inconsistent Christians. He made an evil choice when he took up his abode in Sodom. Though a just man and a man of faith, he did not build as wisely as he knew. His chief motive for pitching in Sodom was that the country was a fine pasturage and he had abundance of cattle. But he lost moral power by his residence among sinners, and the structure that he had reared was not able to withstand the storm of fire that afterward fell upon that doomed city. Dr. Clarke, of Brooklyn, stirred up his congregation on their neglect to read the Holy Scriptures. Even Christians, on Sundays, prefer to read the newspapers, and on week days to spend their time in frivolity and show, which they might more profitably spend in reading the Word of God. The problem of forgiveness is, as Mr. Frothingham remarked yesterday, the centre of religion, but it seems impossible that our sins can be covered up or blotted out of existence. God is the life of the universe, and He is inseparable from His works, and according to Mr. Frothingham's theory, the sin is covered over with the man's own goodness and purity of heart and life. The attitude of the United States government toward the Modocs is not that of the Father toward the Prodigal Son, but if Mr. Frothingham were the commander of the government forces he would deal benevolently, though resolutely, so that no other tribe of red men would be tempted to repeat the Modoc massacres. Dr. Wild, of Brooklyn, believes that black men would do better in other countries than they do in this. It is a living fact, he says, that a nation which refuses to serve God shall perish, and he cites Egypt, Assyria, Greece, &c. Even the American Indians are a doomed race because they have not been faithful to the chance of prosperity which God had given them. Civilization must follow and supersede paganism and ignorance. The Doctor, however, does not believe in a wholesale slaughter, even of the Modocs. He would not punish the innocent with the guilty. The red men will soon die out and we should not lose our generosity toward them.

The Beekman Hill Methodist church was dedicated yesterday by Bishop James after a sermon preached by Rev. William Lloyd, of Rochester, on the spirituality of Christ's kingdom. The laws of this kingdom are for the guidance and governance of the inner rather than of the outer man, and, though eighteen

centuries have passed away, they still hold sway over millions of human hearts. The feature in St. Alban's church yesterday was the confirmation, by Bishop Potter of thirteen catechumens and the display of Easter flowers around the altar. In St. Mary's Roman Catholic church, Brooklyn, an ex-Methodist minister was received into the Catholic fold. Bishop Longhlin, of Brooklyn, confirmed seven hundred and forty neophytes in the Church of St. Vincent de Paul and received fourteen converts, the result of recent missions held in that church. Dr. McGlynn pointed out to his people the dangers that lie in their pathway toward the better land. Many who set out on a pilgrimage from the baptismal font toward heaven are lost in the sands of sin through idleness, bad companions, love of gold and worldliness. They live in sight of Paradise, beholding heaven, but feeling hell. He would therefore have them beware of these snares and pitfalls and give good heed to their ways, lest they fall into temptation. The Greek church celebrated its Easter festival yesterday, one week behind the other Christian churches. The services were interesting, but no sermon was delivered.

The English Universities' Boat Race—The Fastest Time on Record. When the cable brought in the word a few days ago that the winners in the English Universities' boat race had rowed the four miles and three furlongs, from Putney to Mortlake, in twenty minutes and thirty-five seconds, there was a dissenting report which, though not accepted at the time, we still felt strongly inclined to believe, and which made the time 19m. 37s., or about one minute less, and, moreover, by far the fastest time on record; and now our newspaper exchanges from London assure us of the correctness of our surmise. The Pall Mall Gazette, for instance, referring to the subject, says:—"The time, as taken by Benson's chronograph, was as follows:—Start, 2h. 32m. 26s.; arrival, 2h. 52m. 2s.; duration of race, 19m. 36s." While the strong tide contributed noticeably towards this great pace, yet the burden of the credit is given to the "sliding seats;" for neither crew seemed as good as some of those of former years. These seats are simply pieces of board—say a foot square—mounted on small wheels, which travel on rails running fore and aft on the thwart or stationary seat itself, the thwart being made wider than usual. When the rower, sitting on one of them, reaches out to take his stroke, instead of only getting his hands as far as his feet, this device enables him to get them six or eight inches farther, and, as the outer end of his oar travels through some three times as long an arc as the inner end or handle, the gain in reach thus obtained is very decided, and right in the very part of the stroke where work proves most effective—the beginning. A little reflection, too, will show that if the moment the oar is dipped into the water great force is applied to its handle—in other words, if the rower "catches the beginning"—the blade, instead of slivering through the water, will apparently sliver it, and so find a firm fulcrum, instead of almost none at all. Moreover, this contrivance enables one to press harder with his feet against his foot-board, trying very severely the extensor muscles of the legs, and he who has disciplined these muscles will be heartily glad of it when he comes to row an important race. A contemporary credits the late Walter Brown with the invention of this apparatus, but, though he may, perhaps, have made the first one, the principle was in use by the Renforth crew when Brown was in England in 1869, only at that time each seat was made about eighteen inches long, and, it being well greased, the thickly-trousered oarsman slid back and forth on it as he rowed, and not it under him.

In the light of the very remarkably increased interest in rowing this year among our principal institutions of learning—twelve of them, we understand, having resolved to take part in the great struggle of the coming 17th of July, against but six last year and fewer yet at any time before—anything which will aid the rower towards making and holding a more rapid pace over the required distance will be seen to be a real assistance, not to him only but to the fair name of his Alma Mater, and so worthy of the most assiduous attention; and certainly if sliding seats or any allowable contrivance could enable both Cambridge and Oxford to cut down their time by a whole minute and leave the winners the fastest and the losers the next fastest crew on record, he who examines the make of the inside of the twelve competing boats of this same 17th of July will be very sure—if he know what Yankee enterprise means—to find a goodly number of these same inventions, in short no boat without them; for by seconds and not by minutes are these great contests, like many others, won; and if six hardly men can, by a whole Winter's work, for instance, improve so much that they can row three miles in a minute, or even a large part of a minute, less than they took the year before, it needs no argument to show that they will be well repaid for their efforts. Could Harvard, for instance, in the Winter a year ago have so worked that her last Summer's time had been shortened even a quarter of a minute, she would not have had her pride touched to the quick by seeing Mr. Beecher's friends from Amherst creep past her and cross the line two or three seconds ahead, and her own great name thus shadowed by a college but little known; or, instead of so working, could she have but substituted these same sliding seats, if they have the virtue they seem to, her work would have been easy; and had she had them four Summers ago, when she introduced her name to every heartstone in England, she might have gone over all this same notorious Putney to Mortlake course ahead of her renowned rival, instead of over only half of it. Let us try, then, the sliding seats and the movable rowlock, gotten up by a Boston mechanic, and every other device which will keep the boat-builders on the alert and bring us more aids yet to getting over the water swiftly. When the four-mile tide is left out of the question, and actual and accurate comparison has shown the exact difference in speed between an eight-oar with a coxswain and a six without one, we may be able to find that our students can row quite as fast as did these Englishmen when they went the four miles and three furlongs in question in nineteen minutes and thirty-seven seconds, or at the rate of a mile in about four

minutes and a half. If they could do that and then would content themselves with only three miles of it they would reduce the risks of their work very greatly, and so be introducing one new safeguard in, to some of them, a really dangerous strife, while the longer stretches could be left to men who make fast rowing a profession, and are by age and experience better fitted to attempt them. We have called these contests great, and so they are, and that not only in the eyes of the seventy-two chosen men who are to take the active part, and their hundreds and thousands of friends and well wishers, but in the evidence they furnish that we are not letting the physical education of our young men go wholly by the board, in the generous and honorable rivalry they create, and in the doing well by the institution that is doing so well by them. We do not want all our youth to stay secluded all day long in their counting rooms. Let us have them out and at some manly strife, even if they do have risks to run, and soon, if they come every year as they do this, not Putney on the Thames, but Springfield on the Connecticut, will be the place to look for the toughest, most enduring and vigorous young men in the world.

Yesterday's Quintuple Herald.

The great demand upon our advertising columns necessitated yesterday the publication of the HERALD again in a quintuple form. Our yesterday's paper contained one hundred and twenty columns of matter, of which eighty-three were devoted to advertisers, forming a valuable reference for all who have wants to supply. At this season of the year, when house-hunting, the opening of the Spring and Summer trades and the resumption of inland navigation bring a rush of business upon the metropolis, the value of the HERALD'S advertising columns cannot be over-estimated. They bring, in an instant, under the eye of the business community and of others, information which could not be gathered by other means without considerable expense and loss of time. Persons in search of houses, either to rent or to purchase, of board, or of help, can make selections out of the HERALD, and perform in an hour the work of two or three days. In this respect such a paper as that of yesterday is of value not in this city alone, but all over the country, for every locality is more or less interested in the business of New York. We repeat what we said on the occasion of the publication of our first quintuple sheet, that the great success of the HERALD as an advertising medium should encourage the whole American press to enterprise, liberality and independence, the qualities which have made the HERALD what it is to-day, and which will always be recognized and appreciated by an intelligent people.

PERSONAL INTELLIGENCE.

Is it not rather cool in a San Francisco paper to advise young men to "go West"? EX-Governor John T. Hoffman and his family were in Rome on the 31st ult., having returned from Naples.

The widow of the late Marquis de Chasseloup Laubat is an American lady, having been Miss Pille, of New Orleans. Mrs. L. Petit Outier ("Belle Esprit") the authoress, has returned from the South and is at present staying at the Sturtevant House.

Admiral Alden, and, as the report runs, his two captains, were presented to the Khedive of Egypt on the 22d ult. by Consul General Beardsley. It is reported by the American Register that Secretary of the Treasury Richardson will soon resign his office to become a partner in the banking business of John Munroe & Co., of Paris.

The wife of M. Henri Rochefort has just died. The lady was, quite lately, solemnly and publicly married to the distinguished French political convict for the purpose of legitimizing their children. The "Land of Steady Habits" is all agog on account of the catching of the first shad this season in Connecticut River. A democrat caught it, and sent it as a present to the democratic Governor elect—Ingersoll. Its acceptance was the Governor elect's first-of-fish-ah-ah.

Charles Reade, having "written up" the Oxford and Cambridge boat race for the London Observer, the Globe said:—"The subtle sattery of trying his hand at a newspaper article, and not disconcerting the average manufacturer of a topical paper by any brilliant tokens of the great powers he possesses, should be appreciated by us all."

"Lizzie" Davidson, the last of a family of smugglers, renowned on the Desalida, Scotland, for their doings in the first quarter of this century, has just died in Kincross. "Lizzie" and her sister often aided in the operations of their brothers, who lived in a continual warfare with the excisemen. When the family was ruined by the cessation of their unlawful trade, the Duke of Gordon gave a house to Lizzie and her sister, where they kept a small shop until about twenty years ago, when the latter died and Lizzie gave up trading.

Blind Cupid has led His High Sheriff of Guazan, Morocco, into a narrow pass whose end is ignominy and to whose beginning he cannot return. Some time ago that Mahometan, dignitary having renounced all other loves, was united to an English lady named Miss Keen. Urged by the scandal given to Moslemism by the failure of the Sheriff to subject his wife to its rules, the Sultan, soon after the marriage, ordered him to compel the lady to renounce the Christian tenets and submit to be immured in a harem, or lose his dignities and possessions and be imprisoned for his transgressions.

YACHTING NOTES.

The schooner Faustine, built by John B. Herreshoff, of Bristol, R. I., is 80 feet in length, 19 feet 11 inches in breadth and 7 feet 9 inches in depth, measuring 95 20-100 tons. She was built for Mr. George Peabody, formerly of Salem, Mass., and now residing in the Isle of Wight, England. The Faustine will remain in American waters until after the June regatta of the New York Yacht Club, when she will be delivered to her owner "across the sea." The schooner Peerless, Mr. J. R. Maxwell, N. Y. C., is at Glen Cove, being repaired and refitted. The sloop Genia, B. Y. C., is at the foot of Court street, Brooklyn, receiving her rigging. Mr. John Diamond's sloop the Nimble, B. Y. C., has received her mast and bowsprit, and will be overboard in a few days. The sloop Emma T., owned by Mr. John I. Treatwell, B. Y. C., will be launched in a few days. Munn, of Brooklyn, is building her. The schooner Chlo, Messrs. Asten and Bradhurst, N. Y. C., is at the foot of Court street, Brooklyn. Her rig is very handsome, and the interior accommodations are surpassed by few in the club. The sloop Vixen, Messrs. Alexander Bros., is at Nyack on the Hudson, fitting up.

LOUISIANA.

United States Troops En Route for Colfax, the Scene of the Recent Fighting-Troubles of the Kellogg Government. NEW ORLEANS, APRIL 20, 1873. The steamer R. L. Hoige sailed last evening with United States troops for Colfax. A special despatch announces the departure of the Kellogg officials from St. Mary's parish. The impression is gaining ground that the presence of United States troops will be required in every parish in the State to enforce obedience to the Kellogg government. A special despatch announces that a large and enthusiastic meeting of property holders of Ouachita and adjoining parishes was held at Monroe yesterday, when it was resolved to petition Governor McRaney. The meeting resolved to pay no taxes to the Kellogg government.