

NEW YORK HERALD

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AMUSEMENTS THIS AFTERNOON AND EVENING.

- WOOD'S MUSEUM, Broadway, corner Third St.
WALLACK'S THEATRE, Broadway and Thirteenth St.
BROADWAY THEATRE, 725 and 730 Broadway.
OLYMPIC THEATRE, Broadway, between Houston and Bleeker streets.
THEATRE COMIQUE, No. 514 Broadway.
UNION SQUARE THEATRE, Union square, near Broadway.
NIBLO'S GARDEN, Broadway, between Prince and Houston Sts.
GRAND OPERA HOUSE, Eighth av. and Twenty-third St.
ROOTH'S THEATRE, Sixth av. and Twenty-third St.
METROPOLITAN THEATRE, 95 Broadway.
HOWERY THEATRE, Bowery.
ROBINSON HALL, Sixteenth street.
BRYAN'S OPERA HOUSE, Twenty-third St.
HOOLEY'S OPERA HOUSE, Court street, Brooklyn.
ACADEMY OF MUSIC, 14th street and Irving place.
CENTRAL PARK GARDEN.
CAPTOLINE GROUNDS, Brooklyn.
NEW YORK MUSEUM OF ANATOMY, No. 618 Broadway.
DR. KALIN'S MUSEUM, No. 68 Broadway.

QUADRUPLE SHEET.

New York, Wednesday, Sept. 10, 1873.

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PEACE AND GOOD WILL.—France having paid up her war indemnity to Germany, and England having handed over her little check for the fifteen millions indemnity on those Alabama claims, why should not our missionaries of universal peace and good will move now for a universal peace conference, including the Indians.

SPAIN AND ESPARTERO.—To the long list of Herald interviews in which Napoleon, Bismarck, Guizot, Gambetta, Don Carlos and other prominent Europeans have figured, we added yesterday an interview with the veteran Espartero. From the views of Espartero some of our readers will no doubt differ. His opinions, however, it must be admitted, as given by our correspondent, are well defined and sharply put. If any one knows Spain, Espartero knows or ought to know it. It is not wonderful that he should have little sympathy with Don Carlos, for he won his spurs in the cause of Isabella, when this century was yet young. To the Republic he is not opposed. He only says that Spain is not yet ripe for it. Espartero is consistent in clinging to the cause of the Prince of the Asturias. It remains to be seen whether the old General is right. In presenting his views in these columns we enable the American public to judge for themselves.

Transportation Question—The Meeting To-Night, and Other Movements Bearing Upon It.

The merchants are following the farmers of the West in agitating the question of cheap transportation. The politicians will soon plunge into it with a view to promote their own interests and to divert the movement, if possible, to party ends. Everywhere in this question, in connection with that of the railroad monopoly and other monopolies, is looming up grandly and overshadowing lesser issues. To-night there will be a mass meeting at the Cooper Institute, in order that our merchants and others may express their views and give an impetus to the general movement. If we mistake not it will be such a gathering of influential business men as has been rarely witnessed. At least it ought to be, and will be if our merchants and wealthy citizens do not show the same apathy on this subject that they have usually shown in political and governmental affairs. There have been several preliminary and smaller meetings of the business men of the city to discuss the subject of cheap transportation and railroad matters connected therewith, and these have led to the call for the larger and more popular meeting to-night. There were some five hundred signatures of the prominent merchants in the different branches of trade appended to that call. If, therefore, these gentlemen are in earnest, the meeting cannot fail to have important results.

We notice, too, by a despatch from Washington, that two of the Senate Committee on Transportation, Senators Windom and Conover, were to leave the capital this morning to attend the meeting at the Cooper Institute. The Senate, during the last session of Congress, ordered the appointment of this committee to investigate the whole subject of transportation. The committee has been at work in different parts of the country, and was in this city at one time taking evidence. The object appears to be to spend the time between the close of the last session and the opening of Congress in December in collecting matter for an exhaustive report. The meeting this evening will furnish materials for that, and we are pleased to learn that two of the members of the committee will be there. If we may judge from the views expressed by several of our principal grain and shipping merchants to a representative of the Herald, published on Monday, the interests of New York, as the commercial metropolis, will be considered in connection with the subject of transportation generally and the welfare of the whole country. But the interests of New York and of the Western farmers must be made identical. People and sections of a country look to their own material welfare first, however patriotic they may be, and if the Western farmers and merchants can find a cheaper route for their produce and merchandise by the St. Lawrence and British colonies than by New York, they will use the former. There are two objects, then, to be kept in view—the question of transportation generally as affecting the whole country, and particularly the West and Southwest, and as connected with the trade of New York.

We have for a long time been urging attention to the subject of cheap transportation, and even before the farmers' granges took it up, and have called upon our merchants and capitalists, as well as the State and federal governments, to act in the matter. As the question is at last coming to a practical solution through popular movements let us consider what is best to be done. Various plans have been suggested to cheapen and increase the facilities of transportation from the remote interior to the Atlantic seaboard. Some urge the enlargement of the Erie Canal and making of other canals, because freight by water is least expensive, and the bulky produce of the soil can be transported in greater quantities that way. Others advocate freight railroads exclusively, either to be constructed by government or to be under government control. Then, again, there are those who would have the government purchase all the railroads of the country and run them, as it does the Post Office, for the public interest. That something has to be done every one admits. Europe wants our grain, corn and other produce. We have enough almost, or could have enough, to feed half the population of the Old World. Yet it rots on the ground, or cannot be removed to the seaboard on account of the cost of transportation. And this superabundance, needing facilities to a market, is augmenting every year, and in more remote localities, as population continues to move westward. A great deal has been said about home markets by our political economists and those protectionists who look only to certain special or local interests. While we comprehend the value of these and know how varied industries enrich a nation we cannot lose sight of the fact that this is and must be for a long time to come an agricultural country chiefly, and that we must depend upon the exportation of our surplus produce to pay for the luxuries we import and our indebtedness abroad. We can only bring the balance of trade in our favor, prevent the exportation of gold and come to a specie basis by increasing the export of products of the soil. This question of cheap transportation, then, is one of national importance, as well as of deep interest in a material point of view to the Western farmers and New York merchants.

Let the Erie Canal be enlarged and steam power be used on it—let a canal be made by the way of Lake Champlain to the St. Lawrence, and let other canals be made from the Atlantic to the West, and these, it is true, would afford some relief; but they will not be sufficient for the present demand, and in the course of a few years will be entirely inadequate. To the railroads we must look for the amplest means of transportation. No remedy for existing evils can be expected from the voluntary action of railroad companies or the great railroad magnates who control them. They are like men in business generally, who make the most they can out of the public. They study only their own interests. If by chance the rate of freight or passage is lowered on any railroad in consequence of competing lines or to increase business, that is the result of accident and not of good will towards the public. There are few railroad companies that have not largely increased their capital, stock or bonds over the actual cost of the roads. The stock has been watered or the capital and bonds inflated in some cases to double or treble the cost or money actually

invested. Yet the people are required to pay rates of freight and passage for interest on this inflated or bogus capital. This is the great evil complained of, and which the Western farmers have moved against.

There is no way of reaching this railroad monopoly and extortion but by legislation. There is no little difficulty, however, in applying that, for the railroad companies control most of the State Legislatures, and to a great extent Congress as well. But public opinion, which is now being aroused, may overcome both the power of the railroads and corrupt or interested legislators. It would be unwise, probably, for the federal government to purchase the railroads, as that might lead to a dangerous concentration of power and corruption. But if the several States cannot or will not regulate the tariff of charges for freight and passage upon the basis of the actual cost of railroads and their running expenses, allowing liberal interest on such actual capital, the federal government ought to do so. The railroads are the channels of commerce through and among the several States, and Congress has the power, under the constitution, to regulate that commerce. It is the duty of the federal government to protect the public from extortion predicated upon fictitious capital. There is more reason to do this in the case of the railroads than to pass laws against usury, for this is the worst kind of usury. Then Congress should at once charter and encourage the construction of through double track freight railroads from the Atlantic seaboard to the far West, with branches to the principal seats of commerce off these lines, and should impose such restrictions as to charges that would not be evaded. Other legislative measures may be necessary to prevent consolidation of railroad interests and to maintain a healthy rivalry. Some remedy is urgent, and our merchants should either heartily co-operate with the farmers' granges or take some other action to promote cheap transportation. In doing so they will be acting both for the interests of New York and for the general welfare of the country.

The Worcester Convention—General Butler.

The Massachusetts republicans, in State Convention, meet at Worcester to-day to settle the momentous question, Shall Governor Washburn or General Butler be this year the republican candidate for Governor? From the reports of the Washburn delegates and the Butler delegates elected the battle appears to be already decided against the military chieftain. Never since that exciting epoch of Puritan perfection when witches were burned and Quakers were drowned in Salem has the good old Bay State been so profoundly stirred by its ancient spirit of godliness as in this contest of orthodoxy for Washburn against Butler, the heretic, for State Governor.

We are told that State pride and State indignation against United States office-holders and federal interference in the purely local concerns of Massachusetts and in behalf of Butler have swamped him; that the patriotic spirit of Bunker Hill has risen to administer a rebuke to General Grant in the rejection of Butler, and to vindicate the rights and liberties of the sovereign people against trained bands of federal office-holders and other mercenaries. But there would have been no complaints of this sort from the patriotic adversaries of Butler had the national administration and its office-holders put in their oars for Washburn. It is the old fable of your bull and my ox over again, so far as State and popular rights are involved in the interference of the powers at Washington with the primaries for this Worcester Convention. The clarion voices of the republican journals of Massachusetts, which have been so widely re-echoed for the last few days in behalf of "virtue, liberty and independence," against Butler, would, doubtless, have remained silent had the trained cohorts of the national government trained for Washburn.

But against this *enferm terrible*, this bold and presuming Ben Butler, the Puritans had their budget of charges and specifications, which inspired them with the wrath of the prophets of Israel against the followers of Baal. Had not this Butler been an old line Southern rights man and a Jeff Davis democrat to boot? Had he not endorsed the greenback plan of "Old Thad Stevens" for the redemption of the national debt? Had he not in his former campaign for Governor identified himself with labor reformers, temperance disturbers, women's rights women and all sorts of heresies? And had he not boldly put himself forward as the chief engineer and champion of the "back-pay grab," instead of keeping that business in the background, as quietly and as far as possible? And could the old high Puritans of Massachusetts consent, on any terms, to have such a straggler from the old Southern rights democracy elevated to rule over them? Never! And hence these active and zealous preparations for the swamping of Butler at Worcester.

There will be, probably, some lively scenes in that Convention in the course of this day's proceedings; but from present appearances Butler will be thrown out. From this event what next will follow we are somewhat anxious to know; but we shall, perhaps, be sufficiently enlightened as to the manifest destiny of Butler with the adjournment of this momentous Worcester Convention. It appears to be a tempest in a teapot, but it may turn out to be something more.

At Last!

Like an honest old gentleman Mr. John Bull has walked up to the captain's office and settled at last. The Geneva award—fifteen and a half million dollars in gold—was paid yesterday to Secretary Fish, and is now safely in the Treasury of the United States. At least we presume it is there, since bows have been made, hands shaken and official documents exchanged by the British Minister, the British Consul General and the American Secretaries of State and of the Treasury. The payment was in the shape of certificates of coin deposits in various banks, which have taken the job of making up the amount for a consideration or commission. This commission will, we presume, be paid by Great Britain. At all events, we are informed that Mr. Secretary Fish has, in a dignified and diplomatic manner, refused to have anything to say or do with the bankers who took the contract to furnish the amount. We can fancy that Mr. Bull must have made some wry faces as he handed over what

represented his fifteen millions in gold and received therefor a formal receipt; still his conscience is now clear and he may be glad that he is so well out of the difficulty. There is one pleasing feature about this payment of cash, or, as the reports call it, this "event of great national importance"—a feature which will gratify everybody and on which we congratulate all the high dignitaries engaged in the transaction—no speeches were made. For this, at least, we may be thankful, even if we snap our thumbs at the amount of the little bill which we have received after so much haggling and delay.

A Model Financial Officer—Comptroller Green's Remarkable Municipal Reform.

It has been claimed for Comptroller Green by his friends and by himself that he is an unexceptionally honest man. The Diogenes of municipal reform has been searching the city with his lantern for two years and has been unable to discover any honest man within its limits except Comptroller Green. We have heard so much during the past twenty-four months of the unflinching integrity of this watchdog of the public treasury; so much of his determined opposition to corrupt claims against the city government; so much of his wonderful economy, that we have been led to expect an enormous decrease of debt and taxation under his management and a financial exhibit that would be a model of perspicuity, frugality and prosperity. The hopes that grew out of the transfer of the management of the Finance Department from Mr. Connolly to Mr. Green did not fructify the first year of the latter's rule. The people found that gangs of laborers who had performed honest days' work for the city were kept out of their pay for two or three months while their families were starving; that clerks and others, who had been faithfully discharging the public duties imposed upon them, were unable to obtain their salaries; that a few night watchmen and scrub women employed in the public buildings were "docked" of their wages if they happened to fall sick or to be prevented by accident from attending to their tasks for one or two days in a month; that every city department controlled by officers distasteful to the Comptroller was crippled, blocked and opposed in the performance of its legitimate work; that every claimant who was not on friendly terms with the Comptroller was driven into the courts to recover the amount honestly his due; but all this did not seem to them to be like the reform they were promised, especially when the expenses of the government were increasing, the debt of the city growing larger, the interest account swelling and the taxes becoming more and more oppressive. Naturally enough the people began to doubt, to question and to grumble; but they were met by the plea that they were paying off the stealings of the old Tammany Ring; that the burdens left as a legacy by Tweed and Connolly were pressing heavily upon poor Mr. Green during the first year of his rule, and that he should receive a grand and gratifying instalment of solid reform at the close of his second year of office.

We have now an opportunity of judging how these promises have been fulfilled. Mr. Green has made his report of the operations of the Finance Department for the year ending September 1, 1873, as required by law, and his additional report for the month that has just closed. These documents afford indisputable evidence that the Comptroller is as blundering, incompetent and dangerous a financial officer as could well be placed in charge of a city government. The character for honesty which has been shouted from the housetops and sounded from scores of brazen trumpets may or may not be rightfully his due; but at least he has proved himself a man utterly unfit to manage the financial affairs of a great metropolis. For a year past he has been free from all the embarrassments left by the Tammany Ring, except those which he has chosen to retain about him in his own department. Every public office outside his own bureau has been in reform hands, and friendly Legislatures have passed for him such laws as he desired in order to enable him to enjoy entire control of the city finances. He has assumed power where his authority has been doubtful, until he has drawn within his immediate grasp a supervision over all the co-ordinate departments of the municipal government. The present Comptroller is, therefore, far more responsible than were any of his predecessors for any extravagance or incompetency that may exhibit itself in the management of the city finances, because his positive and restrictive powers are much larger than theirs. We find that last year, under Mr. Green's rule, the public debt has increased about twenty million dollars. This increase has been gradually swelling month after month, and continues up to the present moment. In May of the present year there was an increase in the debt of more than a million over April; in June an increase of nearly a million and a half over May; in July an increase of more than two millions and a half over June, and in August an increase of nearly three millions over July. This rapid and steady accumulation of debt has been made in the face of the fact that we are spending less money on taxation and assessment account than we spent last year, and that all works of public improvement are almost entirely suspended. In the Department of Public Works, the operations of the city government, through economical and honest management an actual reduction of expenditures on taxation account was effected in 1872 over the preceding year of \$1,500,000, and a reduction of expenditures on trust accounts of over \$3,000,000, making, in round numbers, an aggregate reduction of \$4,500,000. In the present year a further reduction of expenditures has been made in the same department as compared with 1872. In all other departments of the city government, except the Comptroller's, there have been reductions of expenditures, although not to so large an extent. Why is it, then, with reduced expenditures nearly everywhere; with the public improvements at a standstill, and with constant litigation going on to recover just claims against the city, that our public debt is increased by twenty millions at a jump? It is simply because Comptroller Green, with the desire to keep down the rate of taxation to the public eye, adds on to the public debt large sums of money which he ought properly to raise and

pay by taxation. It is the unworthy trick of making a false exhibit of economy by hiding away in the body of the debt amounts which ought not to be there, and thus increasing the permanent burden and the heavy interest demand upon the taxpayers. Yet, despite this singular financial policy, the taxes are as heavy or heavier than ever before.

We have shown how largely the expenditures of the most costly of the departments, that of Public Works, have been decreased; nevertheless we find Mr. Green spending more money on the city government than was spent by Connolly and Tweed in their most riotous and reckless years. The total expenditure in 1868, under the Connolly régime, amounted to \$29,700,000 in round figures. In 1870, when Connolly and Tweed were in the zenith of their power and license, the total expenditure was \$61,400,000. In 1873, under the reform rule of Comptroller Green, the total expenditure is \$64,000,000, being nearly thirty-five million dollars more than in 1868 and upwards of three millions in excess of 1870, the most corrupt year of Tammany rule! In tracing the details of the Comptroller's reports we find ample ground for charging the responsibility of this increase to Mr. Green. This remarkable financier has been in the habit of keeping an enormous balance lying uselessly and needlessly in the city treasury—a balance that has averaged over seven million dollars—month by month, all the year round. Upon this sum, borrowed in anticipation of taxes and assessments, and borrowed when it was not needed, we have been paying, for nine months out of the twelve, seven per cent interest. Mr. Green's financial genius has told him that a large balance in the Treasury looks like prosperous and masterly financial management, and he has filled up the strong box, placed his padlock upon it and indulged in the extraordinary economy of paying some four hundred thousand dollars a year for the luxury of looking at his sham of solvency. Indeed, Mr. Green's interest account is a curious study throughout. In 1868 the interest on the city debt is reported in the Comptroller's annual statement as \$1,900,000, and in 1870 as \$2,100,000. Under Mr. Green's remarkable financing the interest on the city debt for 1873 is \$5,300,000, or nearly three millions and a half larger than in 1868, and over three millions more than in 1870, two model years of the old Ring rule.

The item of salaries furnishes equal evidence of Mr. Green's curious notions of reform economy. In 1873 the salaries in the Department of Public Works for the year ending September 1 were \$192,400, against the sum of \$233,900 for salaries in the same department as then represented by the Street and Croton Aqueduct departments in 1868—a saving of \$41,500. The contingencies in the same department for 1873 were only \$2,900, while in 1868 they were \$21,700, a decrease in favor of this year of \$19,400. When we look into reformer Green's department we find everywhere an extravagant and wilful increase of expense, instead of a retrenchment. The Comptroller's salary account under Connolly, in 1868, was \$229,300. The salaries of Mr. Green's department in 1873 amounted to \$268,600—an increase of nearly \$40,000. The same with contingencies. Under this convenient head Mr. Connolly took from the city in 1868 \$21,500. Mr. Green takes out of the Treasury for contingencies in 1873, \$27,900, or \$5,800 more than Connolly's amount. In addition to this we find crowded away and covered up under the head of "miscellaneous," in Mr. Green's report, the following suspicious item:—"Extra contingencies, \$39,942 61." These extra contingencies crowd themselves in among such items as "Mrs. Wyatt's claim," "Mrs. Cornelia Townsend's claim," "National Rifle Association," and the like. They need investigation and examination; but, as there are many other singular specimens of the fruits of reform in the Comptroller's budget, we must defer the task until another opportunity. The people will at last understand the necessity of placing the finances of the city in the hands of a competent officer.

Our National Guard and the Creedmoor Range.

The phrase that history repeats itself is an expressive expression common to common people. History is not a repeater. The ever changing, ever ranging shades of social and political thought that, shadow like, run before progress advancing forms belie the stereotyped expression. We are independent of history, making history all the days we live. It may seem that we follow examples set by Europe; but the truth is that we follow no copyists, but are ever ready to improve on all suggestions made to us. We were once persuaded that the magnificent army the English called into existence on paper when "Napoleon the Little's" colonels clamored to be led on the English Downs were perfection. We have seen what the English volunteers could do, and we know what they are incapable of doing. We share in their successful experience and profit by their faults.

We have near the metropolis a rifle range equal to any the English volunteer soldiery claim as their own, and public spirited citizens of means to see that the object of those who instituted the range shall not be prostituted to unworthy purposes. The rifle range at Creedmoor is now a national institution, and is worthy of national support; for if our finely uniformed militia can ever be effective they will owe it to the National Rifle Association. An armed militia without discipline and skill in the use of the rifle is scarcely less terrible in an agitated city than a mob with brick-bats. The gentlemen who are responsible for Creedmoor deserve well of the State, and are entitled to the huzzas of every regiment in the National Guard and of every person who believes that our militia should be an effective body.

The Steamboat St. John Accident—Culpable Indifference of the Captain.

The accident that occurred on Monday on board the steamboat St. John, of the People's Line of Albany steamers, which might have resulted fatally to a large number of persons, is deserving of more than a passing notice. It seems that after the parties were precipitated into the water by the breaking of the railing at the gangway the boat proceeded on her course, without the least attention being paid to those struggling for life in the water. The headway of the boat was not checked, no life preservers were thrown over, and had it

not been for timely assistance from other sources we might have been obliged to publish a frightful death record. We think, and we believe the community will endorse the opinion, that the captain of the St. John is open to severe censure for his negligence or criminal indifference under the circumstances. He is certainly not to blame for the fragile character of the railing, that could not withstand a pressure upon it that might occur almost at any time—for this the proprietors of the line may be held responsible—but he is certainly to blame for not doing something for the rescue of the drowning people. The instincts of humanity would certainly dictate this, and we trust the commander of the St. John did not reach Albany yesterday morning with any feelings of self-satisfaction for what he had done, or, rather, for what he had neglected to do. The fact is these Albany boats during the summer season, when pleasure travel is so great, are run with but little regard to the comfort of passengers. All that seems to be thought of is to grab the passage and stateroom money; that passengers must look out for themselves, the women and children, particularly, so far as the chief officers of the boats are concerned. We hope there will be some investigation into this accident by the steamboat inspectors, in order to ascertain whether the St. John was supplied with the necessary life-preservers and other apparatus for saving life in cases like that under consideration, or whether the failure to employ them in this instance was the result of criminal indifference on the part of the officers of the boat.

The Croton Bug Plague and the Remedy.

Bugology is a branch of science not in very high repute among practical men, but its votaries have a rare opportunity of redeeming its claims to respect in devising a remedy for the Croton bugs. The learned pro-Darwin and anti-Darwin scientists are now engaged in an earnest discussion of the "origin of insects;" and we observe that while they are bitterly divided on the point of their having been originally winged or wingless, they all agree that they are of aquatic origin. If we can trust these philosophers so far, and assume that the genus cockroach—blatta, we believe, they call it—emerged from the water, we may, on common sense grounds, conclude that they have a special fondness for their native element. Entomology aside, however, it is an indubitable fact that they affect wet and warm places, where they swarm in largest numbers. Their known fondness for heat and moisture suggests the most appropriate means of assailing and destroying them. The introduction of water pipes into houses has doubtless been the means of multiplying the families of the Croton bug in our bedrooms, for, as the hot water pipes, however watertight they may be, warm the walls, and offer snug breeding places for these insects, the cold water pipes, condensing the surrounding moisture, soon become externally covered with "sweat," furnishing the water they need. It might be found that woolen-covered pipes would be less objectionable, but as long as any water pipes are introduced into all parts of buildings we may expect this plague.

The ordinary nostrums for exterminating them have always failed unless mixed with red lead, arsenic or some poison likely to endanger human life. But the best remedy yet suggested is the harmless expedient of placing washing bowls in their favorite haunts, first placing a little water and sweet syrup in the bottom of the bowl and a piece of rough wood reaching from the floor to the edge. Thousands enter these fatal traps, easily sealing the wood, but the slipperiness of the sides of the basin prevents their exit, and the colony may thus be more than decimated in a single night.

No doubt the better drainage of the city, and keeping streets, cellars and all interior parts of houses dry and dustless (for these bugs voraciously devour all kinds of vegetable matter), would help to depopulate the city of its invaders. But, as we suggested in the outset, there yet remains the opportunity for one of our distinguished savans to immortalize his name by the invention of a safe and sure exterminator of this bug.

PERSONAL INTELLIGENCE.

- The czar has started on a tour to the Crimea. Edmund about is the Paris correspondent of the London Athenæum.
J. B. McCullagh ("Mack") has retired from the St. Louis Democrat.
Mr. Henry Taine, the well-known *littérateur*, is a candidate for the French Academy.
Miss Anna Walter, a dancer at the Vienna Theatre, was burned to death when preparing to enter on the stage.
Colonel Hendericksen Kortright has been appointed Administrator of the government of the English settlement on the Gambia.
Sir Andrew Clarke has been appointed British Governor and Commander in Chief of the Straits settlements and their dependencies.
A Boston paper says:—"Country landlords who desire summer boarders next year must look out for their drainage." Their guests, probably, have no cause to complain of the drainage on their farms.
It is announced in London that a marriage has been arranged between the eldest daughter of Premier Gladstone, Miss Agnes Gladstone, and the Rev. E. C. Wickham, Head Master of Wellington College.
Mr. Jack Frost has the faculty of Sir Boyle Roche's bird—of that being in several places at the same time. He was all over Illinois yesterday, and paid a short visit to Iowa. He was not well received by the farmers.
The Paris Court of Appeals has rejected the appeal of Gaudré-Bouquet and others against the sentence passed upon them and General Fremont in connection with the Transcontinental, Memphis and Pacific Railroad Company.
When John T. Harper, Collector of Internal Revenue in Illinois, decamped with from \$50,000 to \$100,000 of the people's money, he did not carry with him the "harp of a thousand strings," but left it for the consolation of the "just men made perfect."
According to official statistics the number of births registered in Paris during September, 1872, was 1,200, against 1,729 in the corresponding month of the preceding year. This difference is partly accounted for by the wholesale transportation of condemned Communists. There was also a falling off in marriages, as shown by 1,741 against 1,964. The deaths during September, 1872, were 3,407, against 3,522 in September, 1871.
A nephew of M. Thiers, named Rocher-Ripert, an employé of a railroad company, has lately been arrested on a charge of embezzlement. The amount on which the accusation is based is only 900 francs. Says the Paris Journal:—"No doubt the ex-President of the Republic could easily have settled the matter, as well as everything that had reference to the property of his late sister. But every one has his own way of understanding family honor."