

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

Rejected communications will not be returned.

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Volume XXXVIII, No. 254

AMUSEMENTS THIS AFTERNOON AND EVENING.

- WALLACK'S THEATRE, Broadway and Thirteenth street.—COLLEEN BAWN.
BROADWAY THEATRE, 728 and 730 Broadway.—OPERA BOUQUET—LA FILLE DE MADAME AROGET.
OLYMPIC THEATRE, Broadway, between Houston and Bleeker streets.—SINBAD THE SAILOR.
THEATRE COMIQUE, No. 514 Broadway.—VARIETY ENTERTAINMENT.
UNION SQUARE THEATRE, Union square, near Broadway.—THE BELLES OF THE KITCHEN.
NIBLO'S GARDEN, Broadway, between Prince and Houston sts.—THE BLACK CROSS.
GRAND OPERA HOUSE, Eighth av. and Twenty-third st.—WARRING JEW.
ROOTH'S THEATRE, Sixth av. and Twenty-third st.—RIP VAN WITZEL.
METROPOLITAN THEATRE, 505 Broadway.—VARIETY ENTERTAINMENT.
BOWERY THEATRE, Bowery.—THE SHEEP STEALER—MARKED FOR LIFE.
NEW LYCEUM THEATRE, 14th street and 8th av.—NOVES DAM.
ROBINSON HALL, Sixteenth street.—THE ROYAL MAJESTY.—MADAME ALI.
RYAN'S OPERA HOUSE, Twenty-third st., corner 6th av.—NEGO MINISTRALY, &c.
WOOD'S THEATRE, Broadway, corner Thirtieth st.—DICK, THE CHEVYALIER. Afternoon and evening.
HOOVER'S OPERA HOUSE, Court street, Brooklyn.—SANTO FRANCISCO MINISTERS.
RAIN HALL, Great Jones street, between Broadway and Bowery.—THE FIDELITY.
CENTRAL PARK GARDEN.—SCENES NIGHT'S CONCERTS.
CAPITOLINE GROUNDS, Brooklyn.—THE GRAPHIC BALLOON.
NEW YORK MUSEUM OF ANATOMY, No. 618 Broadway.—SCIENCE AND ART.
DR. KAHN'S MUSEUM, No. 608 Broadway.—SCIENCE AND ART.

QUADRUPE SHEET.

New York, Thursday, Sept. 11, 1873.

THE NEWS OF YESTERDAY.

To-Day's Contents of the Herald.

- THE POLARIS HEARD FROM! SUNK OFF CAPE OLSEN! BUDDINGTON AND HIS COMPANIONS START SOUTHWARD IN WHALEBOATS! WHERE ARE THEY? CAPTAIN HALL'S DEATH AND THE MUTINIOUS SPIRIT OF THE MEN! THE PERILS OF THE FRIGID ZONE! HERALD SPECIAL REPORT OF THE SEARCH CRUISES.—FIFTH PAGE.
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ENLIGHTENED PUBLIC OPINION ADVERSE TO GIVING A THIRD TERM TO ANY PRESIDENT! VIEWS OF JEFFERSON AND OF PROMINENT PENNSYLVANIANS.—LEGAL NEWS.—FOURTEENTH PAGE.
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SENIOR SALMERON ELECTED PRESIDENT OF THE SPANISH CORTES! THE EXTRAORDINARY MEASURES AGAINST THE REVOLTED REDS.—NINTH PAGE.
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GREAT FIRE IN THE MONUMENTAL CITY! VALUABLE BUSINESS AND AMUSEMENT BUILDINGS BURNED! RAPID DESTRUCTION BY THE FLAMES—A BROOKLYN FIRE.—SEVENTH PAGE.
MERCHANTS VS. MONOPOLISTS! THE COOPER INSTITUTE MEETING DECLARE FOR A FREE CANAL, A MERCHANTS' FREIGHT ROAD AND FUNDING THE CANAL DEBT.—SEVENTH PAGE.
WISE'S BALLOON MISADVENTURE! A WIND THAT MEANT BUSINESS AND A PROFESSOR THAT DID NOT.—TENTH PAGE.

PROFESSOR WISE did not go up in a balloon yesterday. General Butler did. How dreadfully sour those grapes tasted.

THE GREAT CENTRAL RAILROAD KING OF NEW YORK does not know what the farmers' granges are. His ignorance is lamentable; but, fortunately, it is not likely to be lasting.

THE REUNION OF THE VETERANS OF THE MEXICAN WAR.—On Monday next the resident survivors of the Mexican war will celebrate the anniversary of the surrender of the city of Mexico. The surrender occurred on the 14th of September, 1847, but, that day falling on Sunday, the succeeding day has been selected for the purpose of commemorating the event. The city authorities have taken some action in the premises, and the day will be celebrated by a reception in the Governor's Room, City Hall, an oration and a public dinner. President Grant, we learn, has been invited to participate in the exercises, which, there is every reason to believe, will be of a highly interesting character.

THE MORMONS IN PARIS.—A cable despatch from Paris informs us that a party of Mormons, who have just arrived there on their way to America, have been notified by the Prefect of Police that if they attempt to hold their religious exercises in public they will be expelled from the city. Why should the Parisians so dread the Mormons? The Mormons are not Communists. But perhaps a too healthful reaction is not now wanted in France. Brigham Young in Paris might give some victorious lessons.

News of the Polaris Waif—An Unhappily Chapter of the Great Ice Romance—Will It End in Tragedy?

Whatever good fortune may interpose to rescue those members of Captain Hall's expedition to the Arctic Ocean who remained with Buddington when Tyson's party were carried away on the ice-floe, it is at least certain that the expedition itself is a dismally ended. The startling telegrams from St. John's, Newfoundland, which our special correspondent with the Search Expedition sends to the HERALD, will be found to throw some welcome light on the awful catastrophe, whose details, so far as known, have moved the commiseration of the civilized world. On the 24th of August, 1871, the gallant explorer, C. F. Hall, put a postscript to the last letter he was ever to write, and dated it from Tessusak, the last outpost of civilization, on the ice-bound shores of Northern Greenland. "God be with us," were his last words, and, as his trusted vessel steamed cautiously out through the fog and mist into the frozen kingdom of the Pole, a fitting picture can be conjured of the gloomy outlook for this arctic argosy. It is fresh in the public mind how the indomitable Hall gallantly sailed his little ship through Smith's Sound, Kennedy Channel and into Robeson Channel, where a point was reached that will bear his name in all future time, although the waves wash and the icebergs roll over it. It is a small pin-point on the maps (latitude 82 deg. 16 min. north, longitude 61 deg. west), but it is all that science has to show in exchange for the brave man's life, that went out so sadly in the polar gloom of the November following. Never, indeed, did an expedition have greater need of a saving Power—of one mightier than man. The score around the dead commander's icy grave, with a ship's lantern in a sailor's hand held up to cast a glimmer on the book of prayer, and a feeble ray upon the bowed white faces around, is fitly emblematic of what was to follow. The ice commences to drift and with it the ship. She is in danger, and preparations are made to abandon her. Then the nineteen souls upon the ice are hurried away from the ship amid the warring of the elements. Sounding waves, crashing, crunching ice, roaring winds and utter darkness enveloping nineteen souls upon the moving floe are surroundings to compel the bravest to despair. To give the situation its master touch of bitterness, during the brief day that follows they see the Polaris steaming away from them. Yet through six months these nineteen souls lived on. The great pack of ice, miles wide at first, was dwindling down until it seemed that death should creep upon them as the waters rotted the ice by piecemeal. And then they were saved. Was it not the sturdy old mariner's prayer as he steamed out in the mist and fog that was heard—"God be with us?" We have gone over the first two chapters in this thrilling story in a few words, that all its bearings may be before the reader of the third—the search so generously instituted by the government for those whom the party on the icefloes regarded as saved when they had given themselves up for lost.

Elsewhere the story is told with simplicity and directness. We cannot, unfortunately, say that success has crowned the efforts of the expedition, nor can we decide fully as to whether the best has been done to secure success. The veil of the Arctic mystery is lifted cornerwise once more, and we catch a momentary glimpse of the white waifs of the Polaris, and then the gloom encircles them again. On the mainland, near Littleton Island (latitude 78 deg. 23 min. north), Commander Greer, of the Tigress, discovered, on the 14th of August, the house where Captain Buddington and his party wintered, and whence they had started for the south in two canvas-covered boats, made from the ship two months before. The ship was gone, sunk in nine fathoms of water, and with an iceberg grounded upon her—lost indeed. The Tigress stayed off this place only five hours, during which three short visits were made to a spot where so much might have been learned of how the winter had been passed and what the plans and prospects of the fourteen castaways were when they went away in their canvas covered boats to Pond's Bay or Cape York. The Esquimaux who had lived with the party through the winter begged to be taken aboard, but Commander Greer refused with what must seem for the present a strange want of humanity. If he purposed immediately continuing the search, acting on the clew he had obtained, there might be some excuse apparent; but five days afterwards the Tigress was lying in the harbor of Uppernavik. The insufficiency of the inquiry at the Polaris camp, the failure to follow up the clew at once, and the fact of leaving nine human beings, who had no boats and little provisions, to perish, seem strange proceedings in a position where the best qualities of head and heart are called for. Buddington and his party are lost once more in the Arctic wastes, and the expedition that costs thousands of dollars and risks scores of lives satisfies itself with a search for records that lasts not three score minutes. Two months, with barely what provisions could be carried in their boats, leave very little hope that the fourteen men are still alive, unless the old whaler, Buddington's, forecast was correct, and that they fell in with some Danish whaler ship operating in Baffin's Bay. With the miraculous escape of Tyson's party before us it seems almost blasphemy to shut the door to hope in this instance; but the story of Arctic exploration is such a martyrology of heroes that we tremble to think of the slender thread by which the lives of the fourteen men were held—the faintness of the chance on which they relied when they ventured out with the opening summer light towards the south, where the sun had been. There is something so sadly touching in that grasping after life with fresh-born courage when the arctic day was come that the vast stretches of snow and ice—grand, fantastic, frozen pictures that cannot be dreamed of in the torrid climes—seem allied to the living, breathing world when sunlight can reflect such magic cheer from their soulless solitude and utter desolation. Never was romance so terrible, so awe-inspiring as the record of the Polaris in the empire of the ice, every succeeding detail increasing the wonder and the mystery of it all.

There is an ominous line in the despatch which tells us that all reference to the death

of Captain Hall was destroyed from the diaries and log books that were found in the abandoned hut where Buddington and his thirteen men had passed the winter before. What does this mean? We recall at once with a shudder the half-formed utterances which gave to the lonely grave of Captain Hall a shockingly painful interest, and which pointed to some among his fellow voyagers as worthy of a degradation which is made at once the climax of shame and the end of life. We believe that the official investigation dissipated the murky doubts thus cast upon the good repute of those whose fate is still a mystery, so far as it could be dissipated there. Until we are enabled to say whether this destruction of all reference to the death of their commander is merely accidental or bears the evidence of deliberate intention we shall reserve any opinion on what it portends. Surely the death of Captain Hall was pitiable enough to cause a comment of some kind from the hardest heart in all the company. The statement of the Inspector Royal of North Greenland is very important, as coming from a disinterested party. He states that the feeling of insubordination to Captain Hall was promoted by Dr. Emil Bessel, the scientist, who is said to have wanted the charge of the expedition and wished "to give it a German character." Oh, what unworthiness and unmanliness are conveyed in the bare assertion of such insubordination, where unity, cheerfulness and discipline were the first things required! The point where the deserted hut was found is undoubtedly the spot where the party on the ice-floe last saw the perished Polaris. It was so recognized by Captain Tyson. We should be readier to believe that the calculations of Mr. Meyer were in fault than that the eye of the man should be who had once associated the physical features of the place with those impressive ones which have the haunting power of despair. Northumberland Island is sixty miles south of Littleton Island, and as the ship had drifted in the ice-pack from latitude 80 degrees 02 minutes southward the mistake may be accounted for by the confusion on board immediately preceding that terrible night of the 15th October, 1872. It is a little thing to note, however, when we recur to the fate of the fourteen beings still missing of the crew. Ere this, if rescued as they hoped, they should have been heard from; at least the tidings should soon be to hand. Unless we hear of their safety in a very few days the inference will be forced upon the public that their fate has been in all probability even more fearful than that of the party separated from the Polaris and finally rescued by the Tigress last spring.

We read in this harrowing intelligence another terrible but timely lesson of the folly of exposing so many valuable lives in an ill-conceived endeavor and badly provided ship against the relentless terrors of the icy ocean. Every similar endeavor since the time when the dauntless navigator Sebastian Cabot undertook to find the royal road to India has proved a forlorn hope of geographic ambition. Thus far the explorer has made but little progress in that perilous passage for which Cabot and Wiloughby sought, attempted since so much in vain, and seeming to be shut by jealous Nature with eternal bars. Desperate as the chance may be on which the safety of the Buddington party depends, we shall yet cling to the hope of their rescue. Never could be said more appropriately—

Hope, like the glimmering taper's light, illumines and cheers the way; And still, as darker grows the night, emits a brighter ray.

Butler—Itaquecat in Pace.

Ben Butler has been wrapped up for the present in his political shroud and bottled. The republicans in convention assembled at Worcester have decreed that the "claimant" has no right, title or interest in the gubernatorial chair of Massachusetts; and Benjamin, bowing to this verdict gracefully, announced "anow his fealty to the party, and said that he did not want to do anything to cause a dissension in its ranks." Consequently, last evening, at five minutes to eight o'clock, Governor Washburn was renominated by acclamation, and thus terminates one of the most extraordinary struggles in the history of the Puritan Commonwealth. What has been decided by this overwhelming victory of the friends of Governor Washburn? Simply this—the republicans do to the polls with a united front and the democracy cannot slip into power between rival and warring factions; the administration of General Grant has suffered a severe blow—the severest party castigation yet inflicted by those who are naturally his political friends. Butler has run down, we fear, beyond all winding up, and certainly he must abandon his pretensions to the Presidency, as he will have to assume a more modest demeanor in the coming Congress. At his time of life, and with his military and political record, he can hardly aspire to any lofty position in the gift of caucuses, conventions, legislatures, Executive appointment or popular sovereignty. His back-pay exploit was, gubernatorially, a big spike in his coffin, and now we behold him treading his way from the High Court of his party, condemned at least to temporary obloquy. Now, we believe that General Grant would do a tender act if he were to appoint Butler to some post abroad, for Benjamin will be very worthy during the coming session, and no one knows how much injury he may inflict on his party by his political vagaries. We would therefore suggest that a special mission be created to the Shah of Persia, feeling confident that the Essex statesman could reflect with cool philosophy in the distant capital of Toheran on the ingratitude of Massachusetts' sons. Whatever may become of this irrepressible, we see no reason to lament the action of the Worcester Convention.

The balloonatics were all in a terrible stew yesterday. There was too much wind for some, too little for others. There was not enough gas to be had, and there was so much gas on hand that Donaldson ripped the balloon to let it out. Who was right and who was wrong?

A SURE SIGN OF ELECTION TIME.—A demand from the republican organs for the prosecution of Tweed and the "Tammany thieves" with "renewed energy."

WORCESTER SAUCE.—The resolutions of the Massachusetts Republican Convention,

Cheap Transportation and its Relation to New York—Supplementary Needs.

Scarcely second to cheap transportation in its importance to us, as a great commercial centre and distributing point of the products of our own country and Europe alike, is the question—brought home to us the more closely from the discussion of last night—of the cheap handling of freight at this port, and especially is this the case in reference to the particular freight, the excessive cost of moving which, and how that may be reduced, forms the subject of such active agitation throughout the country at the present time. No provision that may be made either in respect to additional railroad facilities, with lower rates, or increased canal capacity will suffice, how far soever it may go, to maintain the commercial supremacy of New York against the formidable rivalry of other cities anxious to dispute our empire. We have work to do within our own limits that should have been done years ago, which it would be well for our merchants to consider in its practical bearing upon our commerce, with the same fulness of understanding and earnest purpose to effect reform that they have brought to the discussion of the matter of transportation. One has but to read the letter of our Montreal correspondent in Tuesday's paper and then take a walk along the river front on either side of our city to realize how much behindhand we are in the great struggle for precedence in the forwarding trade of the West now impending.

For years has New York stood still in this as in other great improvements, while rival cities have put forth much effort of that kind in their bidding for a share of the trade New York appeared to monopolize. Tammany appreciated our need in this respect; but, promising to meet it, delayed action to help schemes of private speculation, while the present reform movement seems to lack even an understanding of the important trusts it has assumed. It is true the natural advantages of our capacious harbor, with its safe anchorage, open at all seasons of the year, are many; but these will not always counterbalance other disadvantages when modern engineering skill can so soon transform a dangerous channel into a secure roadstead. The problem to be solved is how best to use these natural advantages so that we may turn our extended water front to more profitable account in cheapening the expense of transshipment.

Our commerce is twofold in its character, being in both respects greater than that of any other city in the Union, and in times of special activity is subject to overcrowding alike in our streets and at the piers. In addition to the new docks proposed along our city front, but so long delayed, we want particular provision for the cheaper handling of grain freights. The annexation of the lower portion of Westchester county has given us just the additional water front we need for this purpose and placed within our municipal control the very locality adapted for a great grain depot. Large and important engineering works are, of course, required to realize the full advantage thus offered us; but, in the meantime, while these are in course of construction, much may be availed of. A railroad bridge across the Hudson River, at a point near Poughkeepsie, proposed years ago, but, as in the case of other much-needed improvements, apparently still-born in its agitation, will enable grain-laden cars to bring their freights close alongside vessels waiting to receive them, thus reducing the cost of transshipment to a minimum, while the completion of the Harlem Canal project will enable barges and canal boats to reach the same point of transfer without the trouble and expense of passing through the crowded waters of the Hudson and East rivers lower down, and thus give great relief to the business of these waters.

Here are three projects which it would be well for our merchants to give attention to if they would retain the commerce in grain now so seriously threatened by Montreal. That ancient city, so long slumbering in quiet conservatism, has recently awakened to a knowledge of its importance at the confluence of open sea and inland water navigation, and is making active preparation to meet contingent possibilities certain to present themselves if we prove dilatory. New York possesses equal advantages with Montreal in respect to the particular claims that city presents, if we properly use them; but we cannot afford to longer stand still in our dock improvements and in providing for the means of cheap transshipment, while ten miles of new works at Montreal invite trade in that direction. Nor can we longer ignore the necessity of the immediate widening of the Erie Canal to its fullest capacity, in order that our inland water routes may equal those of our growing rival. This latter work would largely help the solution of the question of motive power; as with larger locks and a deeper and wider waterway the application of steam would be less difficult. It seems a little strange that in the resolutions passed at the meeting last night the importance of these improvements was not set forth at more length. We may quadruple the railroad carrying capacity between the East and West and reduce freights very materially, but this will not suffice to maintain New York in its present position if we neglect a corresponding increase in the carrying capacity of our great inland water highway—the Erie Canal. To this work New York owes the place of precedence she now occupies in the commercial world, and by its enlargement may she best hope to maintain it now in the severest struggle she has yet had to encounter.

There is another lack in these resolutions to which we desire to call the attention of the gentlemen composing "The New York Cheap Transportation Association." In asking legislative attention to existing defects and abuses in the railroad system of the country they fail to point out how that attention can be best directed. Congress has power to deal with that entire subject in the regulation of commerce between the States. It should be instructed by these gentlemen, who have given a particular study to the subject, how that power can be most beneficially exercised. First, at least, a check should be put upon the watering of stock, so common during the past few years, or the issue of dividend paying scrip, calling for rapidly increased earnings. Again, Congress might deal with the question of tariff, requiring that through freight be charged at the minimum

charged by any road over which such freight passes and fixing the maximum rate at a stated figure, securing at the same time competition, free to work its reduction, by a law preventing an officer or director of any one railroad corporation being an officer or director of any other, the word "officer" being meant to apply only to those comprising the general management. The project of a government through road is not one commending itself to the best judgment. General legislation could be made effective to secure all needed reform if intelligently and understandingly applied, while it would not be well to detach government from its legitimate sphere of action by intruding it into business competition with private individuals. As well might government be asked to turn banker and loan money on the street from day to day for the purpose of keeping down a stringency. When we have lost the power to regulate such direct personal affairs as belong to our business it will be time enough to hand them over to government management. Congress can extend great relief, however, without going to this extent, and equally effective, both by the legislation we have pointed out, and further by extending encouragement to the revival of our merchant marine.

It will not suffice to provide for the rapid accumulation of grain at this centre if we be without the means of forwarding it hence. Therefore, while the subject of inland transportation is receiving attention, that of securing means of rapid transshipment should not be overlooked. We have already pointed out the necessity of making provision for the quick and cheap handling of freights here; but it is equally important that ample freight room be provided, in order that the cost of warehousing be not unnecessarily added to the cost of transportation. Congress can help to this by some liberal policy that will stimulate American shipbuilding. With the increased demand for freight room, growing out of the fact that there is at present a very considerable diminution in the merchant tonnage of the world as compared with the demand, a very profitable field of enterprise here presents itself, of which our shipbuilders would not be slow to avail themselves if properly encouraged by Congress. This, besides insuring us necessary facilities for forwarding freight, would be of great advantage to us in giving us the freight charges to help the reduction of our balance of trade.

It is well to see this awakening of our citizens to a consideration of matters so important in their bearing upon the future of this city. Since Hendrick Hudson first navigated the waters of that river which now bears his name and laid the foundation of the present Empire City New York has made giant strides in the race for wealth and prominence, outstepping all its rivals and rendering them in a sense but feeders to its greatness. But since that time never did it need so much its best effort and its most earnest enterprise to maintain its supremacy. It is well that the merchants of New York have taken this matter vigorously in hand at this juncture. It marks a crisis in our history, which we think can be safely left with them to deal with to our best advantage.

To-Day's Races at Saratoga—Who May Be There Next Summer.

Our latest advices from Saratoga show more clearly than ever that those who have in charge the races of to-day and to-morrow are in dead earnest, and, if they are as successful in closing the gambling houses next Summer as they are confident they will be, the prospect for the selection of Saratoga Lake for the intercollegiate regatta of 1874 brightens very much. A large number of the first gentlemen of that city have contributed generously of their time and substance towards effecting the desired result, and as we said recently, if they overcome the one objection named, deserve to have it. It is pretty plain that, very greatly as the college races have increased in interest and in the number of contestants of late years, we are as yet far from the end, and the time may not be distant when a course wide enough to accommodate almost twice eleven six-oared boats and all rowing abreast may be needed. West Point has not yet been heard from, and a bout between the young soldiers and the civilians would surely do no harm. Nor have the midshipmen widened their home reputation at the oar by taking part in these contests, which have already become of national interest. The command of the boats of men-of-war is, we believe, usually entrusted to midshipmen, and if good rowing was general among them it would be sure to improve that of our sailors, who so frequently, when in foreign ports, are challenged by those of other nations and especially of Great Britain, to the friendly tussle. Then, again, where is Union College, of Schenectady? And the Western Reserve and many another will doubtless yet come into line.

With this prospect the fact that, as our correspondent assures us, Saratoga Lake is wide enough for forty crews to row abreast, with a hundred feet between each, is deep, smooth, indeed, so well sheltered from the winds as to be much of the time absolutely still—free from snags and bars, and amply long for any race, places it far in advance of any place where the University race has yet been rowed, and if, with these natural advantages are combined such earnest and well directed efforts as those of the gentlemen in question, we see no reason why Saratoga does not at least deserve to have the regatta. Then, again, near at hand is a place far better fitted than any other, of anywhere nearly its size, for the suitable entertainment of the thousands who go to these contests. Look, for example, at the total inadequacy of the Worcester hotels this very day for the tide of visitors which has suddenly made an inroad there. And yet this is but a repetition of what always happens there during regatta week. Nor is this peculiar to Worcester, for a writer in the Nation well said recently:—"The national ability to keep a hotel I never saw so badly discredited. The art of colonizing guests; the perhaps more difficult art of declining to take a man's money for a dinner when you have no dinner to give him, or only a dinner at the end of half an hour, and at the hands of distracted though double-fed waiters—these arts the principal hotel keepers of Springfield seem never to have learned." But no other place in the country has been favored with the education which will develop that ability as has Saratoga; for she has had the care and keeping of thousands of guests from far and wide—guests, too, accustomed to every con-

venience and luxury—until her reputation as an entertainer has justly become cosmopolitan. Moreover, it would be well to perfect the arrangements this fall to insure the college regatta for Saratoga lake. Little, certainly, will be gained by waiting six months later, while, with the determining this question, now comes a very positive advantage, one which, if properly seized, will go far towards doubling and trebling the interests in the university races of next summer. For the reasons named if Saratoga is decided on, the opportunity is now ripe for an invitation to the far-famed crews of Oxford and Cambridge to come over then and take part. They would have abundant notice and time to prepare. They stand now at a tie, each having beaten the other just fifteen times in the annual university struggles, so that the victors of the coming spring over the Putney to Mortlake course would be peculiarly welcome at Saratoga. They could show us how nearly the Yale crew, which rowed so well at Springfield, has come to the renowned English stroke. They would come at a time of year when their long vacation would make it most convenient for them; when they would enjoy both their ocean ride and their visit here exceedingly, and a fitter place than Saratoga whither to invite them could scarcely be selected. If they did not care to trust themselves in a six-oared boat—a craft unknown to them—the race in which they would take part could easily be made for four oars, and on the second day their competitors might be limited to the first two or three or even one only of the crews of the day before, thus avoiding also all danger of fouling. If both Oxford and Cambridge would come (and the latter should not forget that she has never yet accepted Harvard's challenge), then all the better. And if the London Bowing Club—probably the amateur champion oarsmen of the world—could be prevailed on likewise it will not be surprising if the spectators assembled on the shores of Saratoga Lake that day number more than a hundred thousand and would begin to approach in numbers the vast multitude which pours annually out of London to see the sixteen chosen young men of the two great seats of learning measure their strength at the oar. And what a capital story it would make, for instance, if they could go home and say that they were beaten by the Wesleyans! Why, we would almost forget that there ever was a Queen's Cup!

How and When Will the Geneva Award Be Distributed?

The fifteen million five hundred thousand dollars paid by Great Britain according to the Geneva award has been applied to the payment of so much of the national debt. The interest saved on that amount at six per cent is nine hundred and thirty thousand dollars. But the money is due to the shipowners and merchants, or their assignees and the insurance companies. Although the transaction of this settlement was between the two governments of England and the United States, and could not be otherwise very well, our government, strictly speaking, is only the custodian or trustee of the money for the benefit of its citizens who suffered by the depredations of the rebel cruisers. The claims, then, should be settled promptly. How and when is this to be done? If we refer to the French spoliation claims, which our government engaged to pay, but which have not been paid, we see it is not easy to get money out of the Treasury for such a purpose. Of course the money to pay the Alabama claims of our citizens will have to be appropriated by Congress, notwithstanding the amount was received from England and turned into the Treasury. Nor is it to be supposed the claims of our citizens will be paid until they are thoroughly investigated. The first thing in order, then, will be to appoint a commission, or to turn the matter over to a committee of Congress. Should Congress manifest in this matter the same corruption it has exhibited of late years there will be a vast amount of lobbying and trading before these claims will be settled. Let us hope some plan will be devised to ascertain without delay who are entitled to the Geneva award, and that the money will be appropriated and paid to them promptly.

There has been enough gas expended on the transatlantic balloon project to inflate twenty aerial monster ships.

THE CALIFORNIA ELECTION.

SAN FRANCISCO, Sept. 10, 1873. The Bulletin gives the following summary of the composition of the next Legislature, viz.:—Republicans, 44; independents, 35; democrats, 40. Total, 120. Necessary to elect a United States Senator, 61. Many of the republicans recently elected are anti-Unionists, and in favor of Booth for Senator. Assuming that the latter will be supported by a part of the hold-over Senators, his friends claim confidently that his strength from the start will be much greater than can possibly be combined for any other candidate.

THE MAINE ELECTION.

AUGUSTA, Me., Sept. 10, 1873. The Kennebec Journal has official returns from 343 towns, which show a total vote of 69,075, divided as follows:—Kingley, 39,547; Titcomb, 27,987, and Williams, 1,546. Kingley's majority over all, 10,015. In the same towns last year Perham had 62,019 votes, Kimball, 46,202. Perham's majority, 15,817. The 146 towns and plantations yet to be counted from last year show 19,044 votes, of which Perham's majority was 693.

PIGEON SHOOTING.

Winding Up the Season at Newport.—Last Matches of the Narragansett Gun Club—Pierre McCarty, C. A. Post and Sir H. Stafford Northcote the Winners.

NEWPORT, R. I., Sept. 10, 1873. The last matches of the Narragansett Gun Club took place to-day, and were witnessed by the elite of the summer residents. Considerable money was staked on the result and great interest manifested by all present. The contestants in the first match were Mr. Harry Russell and Mr. Pierre McCarty, 25 birds each, for a sum not named, at 25 yards. Mr. McCarty proved the winner, killing 13 to his opponent's 10 birds. SUMMARY. NARRAGANSETT GUN CLUB—NEWPORT, R. I., Sept. 10, 1873.—PIGEON SHOOTING.—Match of 25 birds each at 25 yards time. McCarty—0, 1, 0, 1, 0, 0, 0, 1, 1, 1, 1, 1, 0, 1, 0, 1, 0, 0—Total, 23; killed, 13; missed, 10. Shot out his opponent. Russell—1, 1, 1, 0, 0, 0, 1, 0, 1, 0, 1, 0, 1, 0, 1, 0, 1, 0—Total, 23; killed, 10; missed, 13. SAME DAY.—PIGEON SHOOTING.—Handicap of five birds each. C. A. Post, 27 yards—1, 1, 1, 1, 1—5. H. Stafford Northcote, 25 yards—0, 0—1. Pierre McCarty, 25 yards—0, 0—0. C. H. Ridgeway, 25 yards—0, 0—0. SAME DAY.—Same conditions.—H. Stafford Northcote, 25 yards—1, 1, 1, 1—4. C. A. Post, 25 yards—0, 0—0. Pierre McCarty, 25 yards—0, 0—0. C. H. Ridgeway, 25 yards—0, 0—0. SAME DAY.—Same conditions.—H. Stafford Northcote, 25 yards—1, 0, 1, 0—2. C. A. Post, 25 yards—0, 0—0. The tie between Northcote and McCarty being shot off, it resulted—Northcote—1, 1, 1—3. McCarty—1, 1, 0—2. The fortunate gentlemen were Mr. C. A. Post and Sir H. Stafford Northcote, the latter twice winner.