

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

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AMUSEMENTS TO-NIGHT.

WOODS MUSEUM. Broadway, corner of Third street.—MAZEPPA, at 8 P. M.; closes at 10:45 P. M. Matinee at 2 P. M.

THEATRE COMIQUE. No. 514 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

METROPOLITAN MUSEUM OF ART. West Fourth street.—Open from 10 A. M. to 5 P. M.

OLYMPIC THEATRE. No. 624 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

FIFTH AVENUE THEATRE. Twenty-eighth street and Broadway.—THE BIG BOY, at 8 P. M.; closes at 10:30 P. M. Mr. Fisher, Mr. Lewis, Miss Davenport, Mrs. Gilbert.

BROOKLYN PARK THEATRE. Fulton avenue.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

METROPOLITAN THEATRE. No. 253 Broadway.—FEMALE BATHERS, at 8 P. M.

ROBINSON HALL. West Sixteenth street.—VARIETY, at 8 P. M.

ROBERTS THEATRE. Corner of Twenty-third street and Sixth avenue.—EVADNE, at 8 P. M.; closes at 11 P. M. Miss Clara Morris.

LYCEUM THEATRE. Fourteenth street near Sixth avenue.—LA JOLIE FAVORISSE, at 8 P. M. Miss Alice.

SAN FRANCISCO MINSTRELS. Broadway, corner of Twenty-ninth street.—NEGRO MINSTRELS, at 8 P. M.; closes at 10:15 P. M.

BROOKLYN THEATRE. THE TWO ORPHANS, at 8 P. M.

WALLACK'S THEATRE. Broadway.—ROAD TO RUIN, at 8 P. M.; closes at 10:45 P. M. Mr. Montague, Miss Jeffers-Lewis.

BOBERT OPERA HOUSE. No. 201 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

TRIPLE SHEET.

NEW YORK, MONDAY, MAY 10, 1875.

From our reports this morning the probabilities are that the weather to-day will be warm and clear.

THE MINERS.—The trouble in the mining regions around Wilkesbarre still continues, and the disorderly classes do not seem to gain ground. Our correspondence indicates dissensions in their ranks which are likely to ultimately result in a settlement favorable to the general interests.

THE BRECHER TRIAL will be resumed to-day, and the plaintiff will present further witnesses in rebuttal. There are hopes that the testimony will all be in this week. Mr. Everts has led us to expect that the trial draws near to its end, and when it does end the whole country will be rejoiced.

THE WEATHER PROPHECY yesterday justified his reputation for accurate predictions. The day was delicious and indicated that the long expected spring has come at last to stay. Our business community will profit by the grateful change from snow and rain and streets choked with mud.

THE REV. MR. GLENDENNING preached again in Jersey City yesterday, and it is evident that he has a strong support in his rebellion against the Presbytery. There is no man who perseveres in this country who is without a party, and even the hard fate of poor Mary Pomeroy does not make the Rev. Mr. Glendenning an exception.

THE MASON.—The dedication of the new Masonic Temple in this city on June 2 will be a national event for that influential and extended Order. Masons from all parts of the country will attend, and delegations from Europe are also expected. Of the preparations now being made for the imposing display we elsewhere give a full account.

BEAUREGARD.—We print a communication elsewhere in reference to General Beauregard, releasing that gentleman from the imputation that he favored a policy of exceptional cruelty during the war. The General is himself to blame for the injustice of which his friends complain. No one supposes that he sincerely meant to enforce this policy, more especially as we all know that he never failed to treat our soldiers, when they came into his hands, with courtesy and humanity. It is better that the whole matter should pass into oblivion with so many dark war memories, and that we should only remember men like Beauregard for their genuine valor and chivalry.

THE SEA SERPENT has again made his appearance, and this time measured one hundred and twenty feet. Evidence of his existence is found on the bloodstained pike with which he was stabbed by a sailor. There is certainly no reason known to the naturalist why the immense snakes which exist on land should not have their duplicates in the water; but the testimony on record does not justify a firm belief in such oceanic monsters. No one has ever killed a sea serpent, the body of one has never been washed ashore, and all we know of them rests upon the untrustworthy word of startled sailors. It is no wonder that scientists classify them with the sirens Ulysses heard, and the mermaid which Mr. Barnum made out of a codfish and an African monkey.

The Approaching Close of the Session—"Home Rule" Throttled by the Governor.

The Legislature will probably adjourn sine die at the end of the present week without having done anything to remodel the government or redress the grievances of this city. For this neglect Governor Tilden is responsible, and it is a great set-off to his praiseworthy services relating to the canals. The session will close without the passage of any law for the relief of the city because Governor Tilden wished no action on the subject. It is, indeed, given out that he is preparing some sort of a message or dissertation on the organization of cities which he will send in on Tuesday; but he might as well do nothing as to express his theoretical views on so important a subject in the expiring days of the session, when there is no chance of its receiving that mature consideration without which legislative action would be a rash leap in the dark. There was no subject, not even the canals, which had equal claims to the early attention of the Legislature. There was no other on which the pledges given by Governor Tilden and his party in the election were so distinct, unequivocal, emphatic, and so often repeated. The pith of their platform was comprised in the three phrases:—"Hard money, free trade, home rule." The first two belong to national politics and are beyond the scope of State legislation. The democratic platform was, therefore, utterly meaningless as defining the policy of the party on such subjects as would come within the cognizance of the officers then to be elected if it did not include a promise to restore local self-government to the city of New York. But this pledge was not left to inference. It was explicitly given in the promise "to limit and localize most jealously the powers entrusted to public servants—municipal, State and federal." This declaration in favor of "municipal home rule" is a broken pledge, broken by Governor Tilden, who had been elected on the strength of it and who exerted all his influence against a measure passed by the democratic Assembly and voted for by all the democratic Senators. If there is any subject on which the press of this city of all parties and no party, on which the people of this city of all parties and no party, are practically and strenuously unanimous it is the exceeding badness of our municipal organization. They will justly hold Governor Tilden responsible for their compulsory endurance of it for at least another year. Excepting the annual tax and supply bills there is no subject of legislation which might not have been postponed with less evil and inconvenience than the reconstruction of our city government.

We must not be understood as laying the stress of our blame on Governor Tilden's dislike of the Costigan bill and his wish to have it defeated. The Costigan bill was very well so far as it went, and, with some amendments, it would have served a useful purpose in tiding over the interval between its passage and the adoption of a new charter. The Governor's opposition to so partial a measure of relief would have been justifiable if he had made it the occasion of pressing upon the Legislature, at that early stage of the session, a thoroughly good measure of municipal reconstruction. But he did not wish the Costigan bill shoved aside to give place to a better, but to give place to nothing. The Governor was like the dog in the manger, who would neither eat the hay nor permit the oxen to eat it. His sole aim has been to stave off the subject and carry it over to a succeeding Legislature, although he virtually admits its great importance by preparing the elaborate Message he intends to send in at too late a day for any practical action. For this settled purpose of obstruction there are two excuses, both bad. One is his wish to save his personal prestige and toudy of many years, Comptroller Green, until the expiration of his term, next October, when he will step down and out, to the great joy of the people, without the official consent of his old friend, the Governor. This excuse for opposing legislation at this session bears too close a resemblance to the personal favoritism in public conduct which the democratic party has so incessantly imputed to President Grant. The other excuse of the Governor for blocking charter reform at this session is the fact that there is a republican majority in the Senate, whereas he hopes that both branches of the next Legislature will be democratic. Even if this be not a pretext to cover his determination to shield his friend Green it is a lame apology. It evinces a willingness to subordinate the public good to party objects. There was never so favorable an opportunity for establishing a wise, sound, just and stable charter as Governor Tilden has flung away this winter. The city has been "graciously between two thieves" by the constant alternation of democratic and republican charters, passed by successive partisan Legislatures from sordid motives of party advantage. Our only chance of getting a really good charter is from a Legislature constituted as the present one is, in which the two parties hold a mutual check upon each other and can unite only on the basis of justice. If Governor Tilden's hope of an out-and-out democratic Legislature next year should be realized the city will be saddled with another partisan charter which the first republican Legislature will be sure to upset, and our municipal ship will be always on the rocks of Seylla or in the whirlpool of Charybdis. What the city wants is not a succession of partisan charters perpetually supplanting one another as often as the political complexion of the Legislature changes, but a charter so fair and judicious that all just men will approve it. A great opportunity has been lost in the failure to pass such a charter at this session, when a republican Senate, a democratic Assembly and a reform Governor (this is the character in which Governor Tilden is ambitious to shine) should have made the adoption of a good charter easy. If the reform Governor had taken this subject in hand at an early stage of the session and presented a well-digested plan for an honest, efficient city government, without any view to party advantage, it would have passed the Senate quite as easily as the Assembly, and Governor Tilden would have gained some distinction as a constructive statesman. As it is he has done nothing to relieve the democratic public men of this generation from the standing reproach that they are unable to devise positive practical measures; that they merely assail and demoralize, but have no talent to build. Governor Tilden

has thus far done nothing to refute this criticism. He has assailed the Canal Ring as he assailed Tweed—both services of great value—but there is a wide difference between the vigor which demolishes, and the skill which constructs. To ferret out abuses is the useful talent of a detective; a wise and constructive statesman establishes his claim to that title by devising measures of permanent utility. It did not require great architects to tear down even the Bastille, although that was an admirable and applauded service. Mr. Tilden had an excellent occasion for showing constructive ability by offering a wise and original plan for governing a great city. It is understood that his tardy forthcoming Message will present no definite plan, but merely ask authority to appoint a commission to devise one. It is a great pity that some democratic statesman does not exhibit to his countrymen a higher order of ability than is requisite for exposing and denouncing malversations in office.

If Governor Tilden had devised a good charter and pushed it with the same laudable vigor that he has his measures against the Canal Ring he would probably have carried it through the Legislature, republican Senate and all. But had the Senate rejected it he would have still gained the great advantage of a sharply defined issue in the next election. Instead of a vague and meaningless generality about "home rule" the people would know precisely what they were voting for or voting against on this subject. If the plan of the Governor were so fair, honest and wise as to command public approval after full discussion the question raised between him and the republican Senate would be decided by the people in his favor. It would not be in the power of his political opponents (inside or outside his party) to accuse him of a violation of the pledges given in the last election. It is too late to rectify the blunder now, because even if the Message he proposes to send in should present a practical plan, instead of theoretical generalities, it will be impossible to make it a political issue. It is too late to put the republican Senate in the attitude of opposing it. The probability is that if he had recommended a really good charter at an earlier day the Senate would have passed it. At any rate the suffering people of this city will hold Governor Tilden responsible for the continuance of the existing municipal chaos.

The Memoirs of Sherman.

We print a full review of what promises to be one of the most striking books of the war. General Sherman is so original and fresh that whatever he says or does will command attention. He has always possessed the courage of his opinions. Wherever we see his figure in our history we have occasion to respect him as a man who means what he says, who goes to his work with a manly and sincere purpose. It does not surprise us to see Sherman, in the eyes of foreign critics, as the most striking figure of our war, sharing probably with Lee and Stonewall Jackson the most enduring fame. Grant surpassed him in rank. Sheridan will probably be regarded as a more brilliant soldier. Thomas has a fame that grows as surely and firmly as granite. But Sherman has in a higher degree than any of our great generals certain qualities that are not generally possessed by military men. We are so accustomed to hear that Marlborough could not spell, that Wellington was a bear and Blucher an ignorant blackguard, that even Napoleon was faulty in grammar, we associate Othello's summing up of the soldierly quality so frequently used by all soldiers, that it is a surprise to find a general who is a writer of no mean degree and an orator. Sherman shows that he can wield the pen as well as the sword. His style is as much his own as that of Caesar or Napoleon. It is a winning style. We see a gifted man telling his life in a plain, artless fashion, but with a trenchant rhetoric. Whenever an opinion is demanded he gives it. His picture of the early days in California is as graphic as a chapter from Sir Walter Scott. Now and then there are criticisms upon his contemporaries which will provoke comment; but plainly enough, Sherman means what he says. This is the value of the work. We are glad the General has written it. In many cases it throws new light upon the rebellion. Only by such light can the full measure of that momentous time be taken. And whatever criticisms may be made upon the book we honor the General for having given us so graphic and just a history of events in which he himself was so illustrious and successful an actor.

The Loss of the Schiller.

The additional details of the loss of the steamer Schiller unfortunately show that the early reports of the disaster were not exaggerated, but that the loss of life is greater than was feared. Two hundred of the passengers and crew were supposed to have been drowned, but now we learn that over three hundred perished. Our special cable despatches give the terrible story of the wreck, which is one of the most appalling of modern times. The Schiller had a fair passage from this city till she drew near to the Scilly Islands, when observations were made impossible by foul weather; the engines were slowed, and the usual precautions taken. But in a dense fog and in the darkness of night she struck upon the reefs and soon settled into the angry waves. The scene on board of the ill-fated vessel must have been heartrending. There was the darkness, the fog, the violent dashing of the sea over the decks, the booming of the cannon, the lurid glare of the rockets, the hurly and panic of the passengers and crew and the shrieks of the dying as they were washed away from their frail support in the rigging. Some of the sailors acted with cowardice, which is fortunately rare in their profession. Captain Thomas, an experienced and trusted sailor, evidently did all he could to restore order, pointing his revolver at the heads of insubordinate men, wild with fright, and remaining in command until he was swept away by the sea. He died bravely, and no one is likely to blame him for the loss of the ship, whose fate he shared. The responsibility is hard, as yet, to fix; but we should not be surprised if it should finally rest upon the company. The orders to make quick Atlantic passages, commercial rivalry, and the readiness to take one risk out of many, have caused most of the shipwrecks which have been of late years recorded. The

investigation of the loss of the Schiller must be fearless and thorough, and we trust it will force upon the attention of the public the value of those principles of safety in ocean navigation, upon which the HERALD has so long insisted.

The Danger of Rapid Transit.

The first indication that we have seen of overt hostility to rapid transit is in the motion of Mr. Husted exempting Fourth avenue from a steam railway line. Now, on its face this is a very innocent motion, but we look upon it with distrust. Mr. Husted has the reputation, which he has not succeeded in removing, of being what may be called the head of certain railway interests in Albany. He knows perfectly well that the Legislature granted a charter some time ago in reference to a rapid transit road upon Fourth avenue. He knows, also, that Fourth avenue is a natural line between the present improvement on Fourth avenue and the Battery. The Fourth Avenue Railway is owned by the company which controls this improvement, and, while we would counsel no legislation that would affect the interests of any street railway as compared with the other railways, we think, at the same time, that it is unjust for the Legislature to pass an amendment distinctly in the interest of the Fourth avenue road and ignoring the interests of the owners of other roads who have as much claim to the consideration of the people. The motion to exempt Fifth avenue and Broadway from a steam railway is proper. Beyond that any interference on the part of the Legislature is improper. If it is found after deliberation that Fourth avenue is the natural line for rapid transit, then there is every reason why it should be taken. It is a small avenue compared with the others; it passes through the Bowery, a wide business street, and goes directly to the City Hall. If we had any opinion on the matter it would be that Fourth avenue is exactly the avenue on which we should have a steam railway. We do not wish hastily to attribute the course of Mr. Husted to the influence of this railway interest. If this motion represents a hidden design to defeat rapid transit then it is a responsibility which Mr. Husted cannot very well afford to assume. The company which owns this railway has received from the city and State of New York the most bountiful consideration. To enable the Central and other railroads to run directly to the Grand Central depot we have paid one-half the expense of the magnificent Fourth avenue improvement. We have given it a site for its new depot practically free of cost. The company has received privilege after privilege from the people. While other trunk railroads, like the Pennsylvania Central, the Erie and the Baltimore and Ohio, have been allowed to make their own way in the matter of terminal facilities and depots and franchise, this railway interest has never been refused anything it demanded. Therefore when we say that its owners should aid liberally in giving us rapid transit we are simply saying that they should return to the city some of the benefits they have received from it.

The discussion of rapid transit has attained such proportions that it is not in the power of Mr. Husted or any combination or influence, no matter how strong, to defeat it. Nothing could be more unwise than to challenge the angry feeling that would be roused by its defeat. The people of this country are growing sensitive, day by day, upon this question of the influence of railway and other vast corporations upon our politics. Throughout the Western country a deep, suspicious and not altogether unjustifiable feeling has been aroused by the rapacity of railway monopolists who believe that the laws, the Legislature, agriculture and the public prosperity generally have been made for their benefit and not for the public welfare. It would be a most unfortunate proceeding for Mr. Husted, and those whom he represents especially, to allow the impression to gain ground that they are opposed to rapid transit. We cannot believe it possible that Mr. Husted has taken this attitude, and yet upon what other theory can we account for his action? He is a skilled politician, accomplished in the ways of conventions and in the management of men; in the marshalling of those peculiar influences which control public sentiment. He is to some extent a leader in the republican party of this State. He is not, we believe, without ambition, and, naturally enough, he will be anxious to serve powerful railway interests. But he will learn that to serve those interests at the expense of his duty to the people would be to write his own political condemnation. There is no part of this State more anxious for rapid transit than the county of Westchester, which Mr. Husted represents. The passage of this measure will be largely to increase the prosperity of Westchester and to enable that county to share in the progress and growth of New York. It is incredible that any gentleman claiming to honestly speak for the wishes and wants of the Westchester people should put himself in the position of opposing rapid transit. This motion to exempt Fourth avenue from the proposed bill is a mistake. It is the beginning of a policy of limitation and amendment that will either destroy rapid transit absolutely or give us a measure without life or value. What our legislators should do is to pass the Common Council bill, pure and simple; exempt no highways from the operation of its provisions but Fifth avenue and Broadway; to throw the whole city open to the consideration of the Mayor and the Commissioners to be appointed under this bill. This done, the Mayor can go swiftly to work and give us in the next Centennial year a measure of public usefulness as important to our happiness and prosperity as the Erie Canal, the Croton Aqueduct or the Central Park.

The Ticonderoga Celebration.

It is not the acts of a man but his ideas that sometimes make his name famous in the history of his time. This was the case with Ethan Allen, whose capture of Fort Ticonderoga has its centennial commemoration to-day. The surprise of this stronghold of the British was brilliant, and eulogy of the men who effected it cannot easily be too great. The plan and the execution were equally admirable. Yet it is to be admitted that the capture of Fort Ticonderoga did not have a deciding material influence in determining the fate of the Revolutionary War. Its moral effect was great. But that event by which it is principally remembered was not

the military victory in which Ethan Allen took the leading part, but the immortal utterance in which he summoned the British commander to surrender. "In whose name?" exclaimed the startled Briton, when he saw the Green Mountain boy standing with drawn sword in the citadel of his fort. "In the name of the Great Jehovah and the Continental Congress," was the electric answer of Allen, and these words are written imperishably in letters of gold in the history of this country.

Thus did Ethan Allen define the cause for which he and his countrymen were contending. American independence had not been proclaimed; the Congress of the colonies was still without central authority, but the people recognized it as their supreme voice. They believed the Revolution they made to be justified by Heaven and by their Congress; but it was reserved for Ethan Allen to speak their conviction under circumstances the most dramatic that could be imagined. He summed up the inspiration of the whole Revolution in a sentence.

It is fitting that this event—this grand idea of the Green Mountain boy, which is more than an event—should have this centennial celebration. It is the swelling prologue to the imperial theme which will in 1876 be honored not only by this country, but by all nations, and by none more than by Great Britain, from which Ethan Allen helped to wrest the dominion of a continent. The people of the Ticonderoga district will have the sympathies of all Americans to-day in their celebration of Ethan Allen's conquest, and the idea he first affirmed, which all the colonies in the Declaration of Independence recognized as the fundamental principle of the Revolution.

A Race Open to all the World.

The city of Worcester, Mass., fell once into a habit and maintained it for many years, which it would be well for Saratoga to copy now. It will be remembered that the place in which most of our university races have been rowed, but which was finally discarded, mainly from lack of room for so many boats as now, was Lake Quinsigamond, two miles from Worcester, Mass. As these college contests themselves occupied but one day and usually drew together good crews in excellent condition it was thought well to hold a regatta on the day after and open it to all comers, the city offering liberal prizes. The result was gratifying beyond all expectation. In 1859, for instance, Yale, which had been beaten by Harvard by just a minute the day before, winning a terrific race by two seconds; many outside crews entering in 1860, and the famous Gersh Banker with "Josh" Ward stroke, sweeping the field in the then quickest time on record; the Harvard Sophomores rowing the Biglins, then claiming to be champions, a hot race in 1864; and, finally, and best of all, the Wards in 1868, again winning in the unparalleled time, in a turning race, of 17:40, followed closely by Harvard. As the programme now stands the eight Freshman crews and six single scullers are, if nothing happens to prevent, to row their races on Tuesday, July 13, while on the next day the fourteen chosen crews compete in the University contest. Now let Saratoga add this one race, to take place on Friday, the 16th, two days later—namely, a six-oared contest open to all, professional or amateur, foreigner or native. Let the prizes be, say, four in all, the first a purse of \$1,000, the other three sums which, together, would make another thousand. Let her work with her usual energy with the time yet at her disposal—enough but none too much—and she can draw together the majority, if not all, of the following crews, every one of which has a reputation already national—namely, the Ward Brothers, champions of the world, the Paris crew of St. John, New Brunswick, the first crew in Canada, which also won the Exposition race at Paris in 1867; the Nova Scotians, of Halifax, who, in the great international seven-mile heat in that city in 1871 were but two seconds behind the champions of England; the Biglins, who always were hard to beat; Morris, the Hamills, Scharff, Kaye and the other tough Pittsburgers, and among the amateurs the winners of last year, the Beaverwycks of Albany, the Argonauts of Bergen Point, and the Walwhausens, from Saginaw, while there will doubtless be some good new-comers. They will find, too, that the pick of the college crews will be delighted to share in such a battle, for the kind of timber that wins races seldom declines them.

This plan, pressed at once and vigorously, will effect, among other things, the following:—It will show who are the latest oarsmen in America; whether the professionals can really beat the students, which is far from certain; it will give the latter an opportunity to find out any good points in the rowing of the others which they do not now know, and if they are beaten, what it is that does it; it will tell us where to lean when the ten crews come from Europe to beat us in the Centennial races; it will help to show which is the most effective stroke; it will show those contestants of the previous day who really are the better men; it will bring about the grandest rowing contest ever seen in America, if not in modern times; it will keep from fifteen to thirty thousand people a day longer at Saratoga, and leave her a hundred thousand dollars, from which to provide the two thousand for the prizes; it will be the best possible training for her for the races which her excellent course and great facilities will almost force her to throw open to the European crews in 1876; for it will never do to let them go home with only having rowed in one race here. What with the Freshman and single scull races on Tuesday, the University on Wednesday, the athletic meetings, both graduate and undergraduate, on Thursday, and this greatest race of all on Friday, it will make the week an exceptionally brilliant one; and it is more than likely that it will be the pioneer of a long series of such contests, held annually. As a nation we are not nearly so athletic as we should and can be, though we are improving in this respect. No trial of strength in the whole year arouses nearly the interest either among the spectators or by means of the press throughout the country that is awakened by the University race. No fitter time could be hit upon for inaugurating this manifestly finer contest. If it were set at the time of the amateur meeting late in August the students would not stay. But now they will all be on the ground, and especially those of them just

graduating, and meaning never to row again, would be very glad to have their last race thus easily the greatest they will have ever taken part in.

With such generous prizes the only difficulty likely to deter the professionals would be the lack of six-oared boats. But as the twenty-two college crews alone own a whole fleet of these craft, and as the Freshmen will nearly all be through with their three days before, they could doubtless arrange, at any rate with Saratoga's help, to provide themselves in this direction without going far, while of the accommodations of the beautiful sheet of water on which 'the rowing is done the half has not yet been told. It lies, then, with Saratoga to carry out the plan above suggested. She can do it if she only will, and we are confident that should she so determine neither she nor any one else will ever regret it.

The Power of the Church.

Yester day was almost too charming to spend in church, and yet the churches were well filled—evidence that religion is, even in this pleasure-loving city, more attractive than blue skies and cheerful sun. It has been complained by religious journals lately that the churches are not made sufficiently attractive; that they are dark, gloomy and badly ventilated; and it has been suggested that they should be at least as inviting externally as our theatres. The theatre is a blaze of light; its cheerful vestibules seem to offer hospitality to the passer-by, and to suggest innumerable pleasures within. It is said, with too much truth, we fear, that the church offers few of these inducements; its portals are generally gloomy and its principal attraction is the sermon. Fortunately this latter is a very powerful element of success. The reputation of the metropolitan pulpit has become so great that one is almost sure of hearing a discourse in any prominent church distinguished for eloquence, learning and piety.

The evidence that our churches have moral and intellectual attraction which compensates for their material deficiencies is found in our columns to-day. The sermon of the Rev. Dr. Hall, at the dedication of the new Presbyterian church on Fifth avenue, is a magnificent example of religious eloquence and thought. The dedication of this church is an event as interesting to the Protestants of the country as the conferring of the beretta upon Archbishop McCloskey was to the Catholics. Millions of Methodists, Baptists, Episcopalians, and even Universalists and Unitarians will appreciate its general importance, and without jealousy, for we are constantly finding proof of the fact that the old bitter rivalries of the different sects are disappearing. The dedication of the new church is an event in religious history, and a striking illustration of the profound hold which the Presbyterian faith has upon our people. Besides, this able discourse—and Dr. Hall's earnestness and intellectual energy did justice to the occasion—we present other sermons well worthy of careful consideration. Among these are those of the Rev. Dr. W. F. Morgan upon the discipline of delay, the thoughtful argument of the Rev. Dr. Riley upon the limits of civil allegiance, Mr. Frothingham's characteristic analysis of the modern Pharisees, Mr. Hepworth's superb argument for the Christian's faith in an immortal being and happiness in the future and Mr. Beecher's sermon upon the relation of man to the Divine Spirit and its influence. These and other sermons must have recompensed their hearers for the sacrifice they made in leaving the great church of nature for the temples of religion. The air was still, the skies were azure and blazing with lustrous light; in the bay the waves were dancing light and clear and in the Park and on the banks of our two noble rivers the trees were putting forth their tenderest and most delicate green. But there was a moral grandeur in some of the religious discourses of nature which was more glorious than even this palingsensia of nature. The resurrection of the spring goes as it comes, but the resurrection of the human soul is an eternal birth.

PERSONAL INTELLIGENCE.

Don Carlos' wife arrived in Paris yesterday. Rev. Charles Chapman, of Montreal, is staying at the St. Nicholas Hotel. The lecture tour of West is in despair because Bradlaugh is coming back. Mr. John T. Raymond, the actor, is among the late arrivals at the New York Hotel. Rear Admiral William Reynolds, United States Navy, is quartered at the Gibley House. The Boston Post says that the rumor that Matilda Heron has written a play is erroneous. Major Browne, of the Ninety seventh regiment, British Army, is registered at the Fifth Avenue Hotel. Judge Pierpont will proceed to Washington this week to enter upon his duties as Attorney General. If the country papers don't quit their jokes about Baron Schickels somebody will be calling them out before another week is past. The case of Dr. John Bull, of Louisville, must be regarded in the light of a warning. He gave up smoking and two days afterward he died. The mother of Miss Logan and Hon. Charles Logan, United States Minister to Chile, is being dangerously ill at her residence in Philadelphia. The *Review Casatiennes*, a socialist monthly devoted to literature, history, science, &c., has reached its twelfth volume, and contains many able articles. At Booth's Theatre, on Saturday night, one whole row was occupied exclusively by ladies. It was understood they were members of the Montague Club come to see H. J. M. play R. M. Presentations to the Prince of Wales at St. James' Palace are considered by the Queen equivalent to presentations to her Majesty. It makes no difference what the common folks, who are present, think about it. The Irish survey of Palestine makes rapid progress. The last piece identified is Bethsara. As the lord of the Jordan waters toward as died. Account of this will be given in the next quarterly pamphlet of the Palestine Fund. The democrats of St. Louis talk of running Mayor Hancock for Mayor. We sincerely rejoice there is no such name in the New York Directory, and we hope the Mayor will not come here, as our politics are sufficiently mixed already. A movement is making in England against Cardinal Manning's new title, and runny enough against "his possible claim to the precedence which it would entitle him in countries where the rope is viewed with less suspicion than in England." Professor Brugser, while accompanying the Hereditary Grand Duke of Mecklenburg-Schwern on an expedition to Sinal, has discovered in the library of the monastery nine hitherto unknown portions of the "codex Bezae Cantabrigie." The oldest extant manuscript of the New Testament. Though written with another purpose the following lines may be well applied this day to Ethan Allen and his Green Mountain Boys:— They had not thought of stored fame; They only wished, with their hearts aflame, For the cause of duty, when it came, A hundred years ago.