

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

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VOLUME XL.....NO. 132

AMUSEMENTS TO-NIGHT.

- THEATRE COMIQUE. No. 314 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.
METROPOLITAN MUSEUM OF ART. West Fourteenth street.—Open from 10 A. M. to 5 P. M.
OLYMPIC THEATRE. No. 224 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.
FIFTH AVENUE THEATRE. Twenty-eighth street and Broadway.—Combination of music and drama. THE BIG BONANZA, at 8 P. M.; closes at 10:30 P. M.
BROOKLYN PARK THEATRE. Fulton avenue.—VARIETY, at 8 P. M.; closes at 10:45 P. M.
METROPOLITAN THEATRE. No. 365 Broadway.—F. MALE BATHING, at 8 P. M.
ROBINSON HALL. West Sixteenth street.—VARIETY, at 8 P. M.
BOOTH'S THEATRE. Corner of Twenty-third street and Sixth avenue.—D. ADAMS, at 8 P. M.; closes at 11 P. M. Also Opera House.
LYCUM THEATRE. Fourteenth street, near Sixth avenue.—LA FELLE DE MME. ANGOT, at 8 P. M. Mile Amie.
SAN FRANCISCO MINSTRELS. Broadway, corner of Twenty-ninth street.—NEGRO S. D. STEPHENSON, at 8 P. M.; closes at 10 P. M.
BROOKLYN THEATRE. No. 100 ORLEANS, at 8 P. M. Misses Minnie and Alice Conway.
WALLACK'S THEATRE. No. 100 BOWERY.—VARIETY, at 8 P. M.; closes at 10:45 P. M.
WOODS MUSEUM. Broadway, corner of Thirtieth street.—MAZEPPA, at 8 P. M.; closes at 10:45 P. M.
GERMANIA THEATRE. Fourteenth street.—SOUBBETTENSTREICHE, at 8 P. M.
GREAT SOUTH AMERICAN CIRCUS. Houston street, East River.—Performance at 7 and 7:30 P. M.

TRIPLE SHEET.

NEW YORK, WEDNESDAY, MAY 12, 1875.

From our reports this morning the probabilities are that the weather to-day will be warmer, cloudy and rainy.

WALL STREET YESTERDAY.—Stocks were only a trifle better, and Wall street was in a fever of doubt. Gold opened and closed at 115. Money was easy and foreign exchange firm.

THE MINERS' STRIKE in Pennsylvania seems nearing its end, and it will be better for everybody when the end comes.

THE PEACE OF EUROPE seems to be assured for the moment, but there can be no guarantee for the future, and sooner or later the great Powers will be seeking to adjust their boundaries anew. It is pleasant, however, that just now peaceful assurances are being exchanged between the Ministers of European countries, and it is to be hoped these will not prove, as they sometimes do, the prelude to war.

THE GOVERNOR'S MESSAGE on municipal affairs was sent to the Legislature yesterday and is printed in our columns this morning. It is an elaborate and careful review of past legislation on this subject, and concludes with a recommendation for the appointment of a commission to report to the next Legislature the forms of laws or constitutional amendments required for the future. It is evident that the tinkering of charters for our great cities must cease even if the constitutional amendments already adopted do not make all such legislation nugatory, and a general law, wise and comprehensive in its provision, take the place of the present ill-considered instruments. This can only be attained by some such course as the Governor recommends, and the sooner it is done the better.

THE CENTENNIAL.—The meeting of the merchants of New York and New England with those of Philadelphia yesterday, the tour of inspection through the partially constructed Centennial buildings and the stirring speeches which closed a very interesting occasion are a happy harbinger of the success which is to attend the great Exhibition a year hence. These things are a sure sign that the apathy and indifference which were at first such an obstacle in the way of this great undertaking are fast disappearing, and we hardly needed the assurances of the distinguished gentlemen who spoke of it yesterday to convince us of the fact. There is no jealousy between New York and Philadelphia in this matter, for we would no more refuse our neighbor the right to this important event than we would deny her the honor of Independence Hall. This city will unite with the rest of the country in making the Exhibition the great triumph it ought to be. It is a national, not a local matter, and every city and State has an equal interest in promoting it. The words said were uttered yesterday, and for which we find space in our columns to-day, will help to make the Centennial worthy of the nation, and this is an object in which all Americans cannot fail cordially to unite.

The Safety of Life in Ocean Voyages.

The prodigious increase of travel between America and Europe within the last few years makes the wreck of the Schiller, so soon after the similar horrible catastrophe of the Atlantic on the rocks of Newfoundland, a subject of far-reaching importance. It is a growing practice of our prosperous classes to spend their summer vacations in Europe, and there is an annually increasing number of our immigrant population who are in a condition to visit the land of their birth and revive early friendships and strengthen domestic ties. These great additions to the travel made necessary by a gigantic and ever-expanding commerce have converted the Northern Atlantic into a regular highway for thronging multitudes of going and coming pleasure-seekers, of coming and going business men, whose safety deserves the careful study of governments, steamship companies and inventors. It is to be hoped that this last appalling disaster will give a stimulus to them all as well as to the press which urges this subject on their attention.

Provision for the safety of human life on the ocean is a problem consisting of two parts—first, efficient arrangements on land for warning and rescue, and, second, proper regulations for the management of ships at sea in circumstances of peril. We will notice these two parts of the problem in their order in the light thrown upon them by the terrible wreck of the Schiller.

We are first to consider what better provision can be made on dangerous coasts for the security of navigation and the rescue of people in cases of shipwreck. This question comes within the recognized duties which belong to governments, as is universally acknowledged by the erection and maintenance of lighthouses. This part of the problem, therefore, involves no new question of principle. It is merely a question whether a duty which all governments acknowledge to be incumbent on them in respect to their own coasts shall continue to be only half performed or be effectively discharged. Mere lighthouses would be sufficient for purposes of warning if the sea were never enveloped in fog; but no light has yet been invented of such penetrating power as to be of much use in a dense fog. The ill-fated Schiller was within a short distance of the Bishop's Rock Lighthouse, and at the very moment she struck some persons on board were in the fore-castle looking out for the Scilly lights—a striking proof of the small utility of lighthouses in thick weather. There is also a fog bell at Bishop's Rock, but it was as useless as the light, for no sound of the bell reached the imperiled steamer. It must be possible to contrive a far better acoustic signal than any fog bell. The piercing shrillness of a very powerful steam whistle can be sent very far in every kind of weather, and one would suppose that an instrument of this kind might be contrived which steam of intensely high pressure would render audible at immense distances. It is worth the study of inventors to produce an instrument which shall give forth sounds of the utmost sharpness, shrillness and penetrating force. The quality of the sound should be studied, as well as its power, with a view to distinguish it from the notes of all other steam whistles and prevent its being mistaken for those of steamships at sea. This object might be further promoted by a combination of sounds—say two whistles of different notes, to be blown in regular, measured succession; first alternately and then together. Their joint effect would penetrate to greater distances, and the intermediate separate notes would identify the character of the signal. We suppose their sound might be sent five or ten times as far as that of a fog bell. This, in perhaps, the best that could be done by way of warning, and had there been such an appliance at Bishop's Rock we presume the Schiller might have been saved. There should also be better provision for rescue from drowning in cases of wreck—that is to say, a means of conveying prompt intelligence of disasters to places from which boats could be despatched. The Coroner's jury on the Schiller calamity made one good suggestion on this point by coupling with their verdict a recommendation to establish a telegraph between Bishop's Rock Lighthouse and the shore, expressing their opinion that if such communication had existed all on board the Schiller might have been saved.

Other modes of signalling might be established, but they should be of so peculiar and distinctive a character that their meaning could not be mistaken. Aside from what governments might do in this respect a new set of peculiar signals should be established by the ships themselves, so differing from all other signals that their character could not be misunderstood. Mr. Dorrien Smith, of the Scilly Islands, wrote to the London Times that many lives were lost because the Schiller's guns and rockets were thought to be ordinary signals of arrival, which have frequently caused false alarms, and were, therefore, disregarded. By the consent of mariners of all nations signals should be agreed on for ships in danger and distress, and governments should make it a penal offence for officers to permit them to be used on any other occasion and impair their distinctive significance.

Having touched on the points that occur to us in respect to which governments could make more efficient provisions for warning and rescue on dangerous and frequented parts of their coasts, we proceed to consider the precautions which steamship companies should enforce on their officers. We lay out of view for the present the danger of collisions in mid-ocean during periods of fog, for the adoption of steam lanes or separate paths for outward bound and returning vessels would reduce this danger to a minimum, if not entirely remove it, if all steamers were required to move at a uniform speed of so many prescribed knots an hour in thick weather. The most appalling and constant danger is that of running upon a rocky coast in a dense, enveloping fog. We would not speak unkindly of an officer whom all the surviving passengers praise for having nobly tried to do his whole duty in the last extremity of danger; but it is impossible to hold Captain Thomas blameless. He certainly knew that he was approaching the most dangerous part of the coast of England. Why else did he slacken his speed and run the Schiller at half her ordinary rate? Why else were some of the passengers on the fore-castle looking out for the Scilly

lights at the very moment the Schiller struck? He could not but know, no capable commander could fail to know, when he had nearly traversed the breadth of the Atlantic. If he had known with absolute certainty that he was not a cable's length out of his course his prudence could not be impeached; but no commander of a steamship could know that after four days of thick fog. Even if it were not doubtful how far the compass can be relied on in an iron ship, there is no certain means of estimating the imperceptible effect of currents in the ocean. In point of fact Captain Thomas was several miles out of his course without knowing it. But he did know that he had nearly crossed the Atlantic, did know that the coast he was approaching is dangerous, and he had no moral right, in his ignorance as to whether his ship had been deflected from her course, to imperil the lives of his passengers by advancing further so long as the fog continued. Even constant sounding (and it does not appear that there was any sounding at all) would not have insured safety unless he knew that he could approach land only by a shelving shore, and he could not have known that in his total ignorance of his whereabouts. Had he headed his ship the other way and sailed slowly back and kept moving slowly back and forth for a distance of a few leagues, until the fog lifted, he would have pursued the only proper course that was open to him in his certainty that he had nearly crossed the ocean and his uncertainty as to his distance from a dangerous coast, veiled from his eyes by a heavy fog. It is painful to criticize the dead, but the press owes a duty to the living. Still, the fault of Captain Thomas was less his own than that of the company which employed him. That company, like all the new companies, prides itself on quick passages, making them the means of bidding for the patronage of an impatient public. A long voyage is tedious, sea-sickness is disagreeable, danger is despised by thoughtless ignorance, and the joint pressure of employers and passengers is not easily resisted by a commander whose place and popularity depend on the shortness of his trips and the punctuality of his arrivals. We hope the steamship companies will learn wisdom from the disasters which shock the world and shake confidence in their lines, and that they may give such instructions to their officers as will preclude future calamities like that which overtook the Schiller. It is noteworthy that the oldest line of transatlantic steamers—the Cunard—has never met with a loss, which is a pretty conclusive refutation of the idea that these shocking disasters are due to accident and not to mismanagement.

Secretary Bristow and the Whiskey Ring.

The Treasury Department deserves credit and recognition for the careful scrutiny the Secretary is making into the management of the Internal Revenue Bureau and his bold exposure of the newly organized Whiskey Ring, with which some of the Treasury officials apparently have been in complicity. It has been known for some time that whiskey was selling in this city for less than it could properly be sold if the taxes were properly paid, and the quantities of illicit liquor were so great that it was impossible to account for them, unless some of the officials high in authority were acting with the manufacturers to defraud the government. It does not clearly appear as yet who were the guilty parties in the public service, but one or two supervisors and some of the officials in the revenue department are in a position which requires the strictest investigation. We have no evidence that Commissioner Douglass was suspected of being in collusion with the Ring. His removal was necessary as the first step toward the detection and punishment of the wrongdoers, as it was under his administration that the fraudulent scheme was organized. The business of the bureau had been so loosely performed that it was not only possible for a few men to organize one of the most powerful rings which ever preyed upon the Treasury, but suspicion rested on so many shoulders that the Secretary knew not whom to trust among the officials about him. That this suspicion was well founded is apparent from the fact that word was sent to the illicit manufacturers in St. Louis, Chicago and other places as soon as the secret of his intended seizures became known even to the few persons to whom he was compelled to intrust a knowledge of his plans. Notwithstanding the endeavor of faithless public servants to weaken and embarrass his efforts they met with something more than fair success, and it only remains for him to follow up the work already begun with so much credit to himself. In a matter of this kind there are no partisan or political interests unless the party in power seeks to cover up and conceal the frauds upon the government, or persists in keeping in power the corrupt men by whom they are perpetrated. A case in point is the war of Governor Tilden upon the Canal Ring, many of whom were democrats, and his success must be regarded as encouragement for a republican Secretary of the Treasury in exposing corrupt republicans. There can be no safety for the Republic unless punishment is certain to follow fraud in the public service, and the spirit evinced by Mr. Bristow in this respect is in every way satisfactory. We trust he will not be deterred by party cries or party considerations from doing his whole duty in this matter, but bring all the real culprits to justice, be they who they may. In a little while we shall have investigations in abundance, but before Congress begins this necessary work it would be well also to have a little punishment. Mr. Bristow, since he took charge of the Treasury, has received a very general recognition for the integrity he brought to the department. He will deserve still better of his country if he compels his subordinates to be as honest as he is himself, and punishes those who corrupt the public service and defraud the revenue, whether they are or are not in the employ of the government.

THE MUSICAL FESTIVAL at Cincinnati began last night under auspices so favorable that the occasion must be regarded as a great gain for music in America. Brahms' "Song of Triumph" though not a great work, perhaps, as we estimate musical greatness, was extremely difficult, and the success which attended its interpretation shows the progress which has been made in musical culture within the few years that Mr. Thomas has devoted to its develop-

ment and growth. Music in this country owes more to him than to any of those who preceded him, and his triumph in Cincinnati is a matter to be recorded with unfeigned pleasure. The contest between the rain falling on the roof of the festival hall and the noise of Wagner's music must have been a pleasing episode, despite the interruptions of the performance, especially as these were so amply compensated by the subsequent triumph. Our correspondent bears testimony to the splendors of this performance of "Lohengrin," and it was not less a victory for Mr. Thomas, who has labored so hard to make Wagner appreciated in this country.

The Republican Party and the Third Term.

We took occasion some time since to show that the real danger of the third term, as an issue in American politics, came from the apathy of republicans themselves in under-estimating the importance of the question, and from the fact that the division of party interests is so great that General Grant himself is even now stronger in the estimation of his own party than any of the gentlemen who have been mentioned in connection with the republican nomination for the Presidency. There are two reasons for this. The first is that the republican party has been submitted to a process of elimination the result of which has been to throw out of it the men who would naturally and under ordinary circumstances be candidates for the Presidency.

Power has encroached this organization. When we come to look over the field we are struck with the paucity of the material from which to select an available candidate for the Presidency. If we take military renown, and this has on nearly every occasion been a potent element in the calculations of politicians, who can exceed General Grant? The democrats have had a wandering idea at times of nominating a military chieftain in order to answer this condition of success, but General Grant's prominence as a soldier is only a matter of history, and no politician could seriously question it. In statesmanship who remains? There are three or four republicans whose names are in the mouths of their friends as proper candidates for the Presidency, but compared with the men who founded the party and whose genius gave it strength and dignity they are weak and commonplace. There is scarcely a republican leader, no matter how strong, who really has a national influence. Mr. Morton is powerful in Indiana, but he would not carry a single Eastern State upon his financial platform. General Butler has a certain rude strength in the South based upon his achievements as a commander in New Orleans, but he would fall before the influence which would be fatal to Morton. Mr. Blaine would have some strength in Pennsylvania and in New England, but his name will have no special strength in the West and South. Mr. Everts, who seems to be the favorite of Mr. Halstead, will hardly act with the republicans. Mr. Conkling is little more than a local leader, who controls the New York organization. Mr. Washburne has probably more national elements of strength than any of the others, but they are negative in many ways. He has been absent from the country and made a fine record during the German war. He established his fame in Congress as the opponent of subsidies and land grants; but while these elements would give him strength with the people they would injure him with men who heretofore have been powerful enough to control conventions and who even now are aiming to control the country. So that in the matter of personal strength along the republican party has become so debilitated and weakened by the exercise of patronage and the interference of federal power that General Grant is to-day its strongest conspicuous member.

In addition to this strength we have the apathy on the part of the republican leaders which we cannot comprehend. Senator Sargent, of California, the other day in an interview with a newspaper reporter, said that he had no fear of Grant running for a third term; that the President was weary of public station and craved rest. "I have had," says the President to Senator Sargent, "no rest during the war, none until the succeeding administration, only labor and anxiety. I have had no rest during the past six years, I have two more years of labor and I shall be glad when the end comes." When Mr. Sargent was asked, however, what he would do in the event of General Grant's re-nomination he said:—"If I believed General Grant could be elected and the choice were between him and a democrat or a republican of weak backbone and doubtful principles I would support Grant. Personally I see no danger or inconvenience in a third or fourth term, and I am satisfied that a strong republican administration like his is necessary to the peace of the country, perhaps its unity." Ex-Governor Denison, of Ohio, in discussing the same subject with a correspondent of a Western journal, said that from what he had heard General Grant say he was convinced that the President was "vexed about the third term matter," feeling that it had been started to "annoy him," and had determined to "say nothing about it." With this temper on the part of the President Governor Denison deprecated the passage of any resolution by the Republican Convention of Ohio on the third term lest it might be "a gratuitous insult to the President."

The opinions expressed by these two gentlemen contain in themselves all the danger that we apprehend from the third term. On the one hand we have Senator Sargent, a distinguished, capable and leading Senator, virtually admitting that he would not regard Grant's re-nomination as a violation of the sacred traditions of the constitution, but would support him. On the other hand we have Governor Denison, of Ohio, formerly Postmaster General under Lincoln, a leader in the republican party when great men controlled its councils, and afraid to express an opinion of his own or to permit the expression of an opinion by his party, because the President is in a bad humor and will not be "vexed." In other words, all the hopes of the party, its principles, its policy, its duty, its independence, its courage, its discipline, are made subservient to the temper or the purpose of the President. If it is right for President Grant to run for a third term why not frankly avow that and come before the country upon

the issue? If it is wrong for him to permit his friends to entertain such an ambition why not say so as a matter of truth and opinion, caring little for the opposition of the President?

The whole tendency of Grant's rule has been to make the party subservient to the administration, and, consequently, it is no longer an active, healthy organization, representing certain principles and aiming to identify them with the country. It is simply a body guard of the President. There is no strength in the republican party outside of President Grant so long as men like Sargent and Denison will timidly acquiesce in the intrigues for a third term.

The Fourth Avenue Improvement.

The announcement that the Fourth Avenue improvement has been so far completed that there are cars now running as far as Ninety-sixth street will be received with as varying emotions by our people. Men of a practical turn of mind will rejoice that this fine work is so nearly at an end. It is the completion of one of the finest monuments of engineering in the country. It is a step toward rapid transit. Now that we have steam travel from the Battery to Thirty-fourth street, and from Forty-second street to the Harlem River, we think it would require an influence stronger even than that of the railroad trail to prevent the achievement of steam travel over the whole island.

There is another aspect in which the completion of this improvement commends itself to our sympathies. Since the fall of the great Tweed empire and the exile of the Tammany Napoleon to the St. Helena of Blackwell's Island a great number of statesmen have been employed on this useful undertaking. Those who care to moralize upon fallen greatness will find a visit to the tunnels and equesters of the Fourth Avenue improvement a useful errand. Here is steady, hard employment, blasting the uncongenial rock, lifting the heavy stone to its place, scraping, drilling, stamping, digging and delving, are the men who, only a few years ago, were the administrators of our justice, the disbursers of our revenue, the collectors of our taxes, the makers of our laws. In the absence of accurate statistics we cannot say how many Tammany statesmen have found relief and opportunity in the Fourth Avenue improvement. Here they have been digging at two dollars a day, awaiting the return of their Emperor with his Imperial followers. What will become of these statesmen now that the Fourth Avenue improvement is finished? Mayor Wickham and the Bourbons show no disposition to restore the old rulers to power. The sturdy yeomanry of Mullingar who followed Genet and Norton and Sweeny in the olden times, voting early and voting often, are not bidden into the municipal council. The darlings of the Manhattan Club, like Fitz John Porter, "Baldy" Smith and Townsend Cox, are in authority. Genet is a wanderer in foreign lands, Fields lards the lean boulevard as he tramps around Brussels, Norton is establishing an honest reputation as the champion clam opener of Coney Island, and there is no leader left to rally the discomfited democracy and summon back the spirit of the old days.

The question, what the Tammany statesmen will do now that they have finished the Fourth Avenue improvement, is a serious one. Mayor Wickham does not seem inclined to give them a share of his patronage. They might "go West," taking advantage of the present decrease in railway travel. The future is not encouraging. They might go back to Mullingar on the present reduced steerage rates, were there any inducement to return to Ireland. It is very hard, however, to tear themselves away from New York. As we are, with all of our stripes and differences of opinion and faults, in the main a charitable people, would it not be well for the Manhattan Club rulers to found a fund for the relief of the fallen and unfortunate statesmen of the Old Tammany empire?

The Pope's Health and European Politics.

We have again the rumor from Rome, for the thousandth time, that His Holiness the Pope is ill and that his physicians are in constant attendance upon him. Such rumors are natural, especially when the subject of them is a very old man of infirm health and oppressed with unusual cares. Those who remember the report of our correspondent giving an account of an interview with His Holiness will recall the vivid description of his personal infirmities, and need not be surprised if at any moment we should hear of his death. Although the probable death of the Pope has, to use a street phrase, been "discounted" in every Cabinet of Europe, and its contingencies fully considered in every aspect, it would be an event of extraordinary character, not merely in a personal sense as the death of a pontiff who had held the chair for a longer time than any of his predecessors, nor as the withdrawal from observation of a peculiar, original, gifted character, but as a political circumstance.

The condition of political affairs in Europe is so critical that the agitation consequent upon the election of a pope may produce the gravest results. Even in peaceful times the election of a pope is always a serious matter. The monarchs of Europe are naturally concerned as to who shall fill a chair in itself more powerful than any of the thrones. When the present Pontiff was elected there was an exceedingly earnest controversy, not only between the great Catholic Powers, but between the cardinals in the Cardinals' College. At that time there were four different parties, who might be called in our American political phrases reactionists, radicals, extreme radicals and conservatives. The present Pope belonged to the moderately radical party and was chosen for his liberal ideas. At that time, however, Austria was anxious to have a reactionist, and the one country that favored his nomination was France.

The story of his election reads with a strange interest at this time. The pontificate of Gregory XVI had not gratified the people. They were disaffected and disorderly. The Pope had wide fame as a scholar and a priest, but he had no political knowledge. He had small traits of personal character, which did not elevate him with the people. The revenues were badly handled. The favorites of the Pope received large salaries. The Pontifical debt was increased by twenty millions

of dollars. Pius IX was fifty-four years old when he was chosen. Fifty-four votes had been cast. On the first ballot the present Pope received but sixteen, on the second forty-two. It was his duty to announce the ballots. "His voice faltered," says the historian; "his strength failed as he discovered the result of the final vote." When his election was announced, "overcome with emotion he fell back on his seat, and, according to Castelar, turned to the cardinals, one by one, and begged, prayed and insisted that they should remove that cup from his lips."

The death of the Pope will give new vitality to the controversy with Germany. How far this new power, which already has become a colossus in the politics of Europe, will be allowed to influence the choice in the Cardinals' College is a problem. Upon the new Pontiff will devolve the gravest responsibilities ever encountered by a pope. It is impossible to venture upon speculation as to which of the cardinals will succeed him. The decision will depend largely upon the character of the men in the Sacred College and upon the influences brought to bear upon them by the great Catholic Powers. If Austria and France unite upon a certain candidate the chances are that their influence will be successful.

RAPID TRANSIT.—It is strange that the Mayor of a great city like New York should be compelled to appeal to the State Legislature for the passage of a general act to enable the metropolis to have rapid transit; yet such is the fact, while it is by no means certain that the appeal will be heeded. Our Albany statesmen all profess to be anxious to grant us this boon, but they carefully abstain from granting it. Only a few days yet remain of a rather unprofitable session, and we trust that in the short time that remains something practical will be done. If Mr. Prince's bill, which passed the Assembly last night, is not of a character to give the city what it needs, it ought to be reconsidered and a better measure substituted. Members cannot escape the responsibility of their votes on this question, and must expect to be held to the strictest accountability by their constituents, for the people of the State do not wish to deny to the city a thing so essential to the prosperity of New York.

THE VINELAND SHOOTING.—Mr. Carruth, the Vineland editor who was shot through the head by Mr. Landis, still lives, and his case is remarkable in the annals of surgery. His homoeopathic doctors, who were called in the case to the exclusion of one of the most celebrated surgeons of Philadelphia, have given him but one medicine from the beginning. They have administered arnica internally with the view to prevent inflammation, and have not yet attempted any surgical operation. The orifice of the wound is in fact contracted, and the use of the probe is considered injudicious. The ball is supposed to have lodged near the eye, upon the skull, and should it become encysted there is hope that the patient may recover. That he still lives and is conscious is either a marvel of nature or a triumph of medical skill.

PERSONAL INTELLIGENCE.

- Mayor Samuel C. Cobb, of Boston, is residing at the Windsor Hotel.
Rev. Dr. J. Ireland Tucker, of Troy, is staying at the Hoffman House.
Judge E. C. Kettell, of Birmingham, is stopping at the Grand Central Hotel.
General John M. Corse, of Chicago, has taken up his quarters at the Giltsey House.
Rev. Dr. Samuel K. Lotthrop, of Boston, has apartments at the Westminster Hotel.
Mr. Sartoris, the President's son-in-law, arrived in Washington last night from Europe.
The Marquis de Chambray arrived from Washington yesterday at the Union Square Hotel.
Captain James Kennedy, of the steamship City of Berlin, is quartered at the New York Hotel.
Judge Pierpont will return to Washington on Friday to enter upon his duties as Attorney General.
Ex-Congressman John Cesena, of Pennsylvania, has taken up his residence at the Metropolitan Hotel.
Rev. Dr. William G. Spencer, of South Norwalk, Conn., is among the late arrivals at Barnum's Hotel.
Colonel Washington Sewall and Dr. Charles McCormick, United States army, are at the Fifth Avenue Hotel.
Judge Nathaniel Shipman, of the United States District Court for Connecticut, has arrived at the Everett House.
Mr. Clifford Stanley Sims, United States Consul at Prescott, Canada, is sojourning at the Westmoreland Hotel.
Alexandre Dumas, the father, said that Paul De Kock's fame would outlast his own, as well as George Sand's and Balzac's.
Captain John L. Davis and Commander John G. Walker, of the Lighthouse Board, yesterday arrived at the Brevoort House.
Mr. Isaac Hinkleley, President of the Philadelphia, Wilmington and Baltimore Railway Company, is at the St. Nicolas Hotel.
Señor White, the violinist, who was ordered by the Spanish government to leave the island of Cuba, sailed for Mexico from Havana yesterday.
General David Vickers, of New Jersey, has been appointed United States Commissioner to attend the Industrial Exhibition in Chit, to be held this year.
The French Senate will be more democratic than ours, for the whole number of persons authorized to vote in the choice of Senators is upward of 42,000.
Associate Justice Ward Hunt, of the United States Supreme Court, arrived in this city last evening from Washington, and is at the Fifth Avenue Hotel.
Ex-Senator Pratt, the new Commissioner of Internal Revenue, arrived in Washington yesterday. He will have a conference to-day with the President with reference to the time when he will take possession of the office.
Vice President Wilson arrived at Little Rock, Ark., yesterday afternoon, and was received by the city officials and walked on by a deputation of colored men. He will probably go to Texas from there, and thence to Kansas.
A painting has just been discovered at Pompeii, which is the most important brought to light up to the present in the destroyed city. It is an illustration of the story of Laocoon. The painting is in a good state of preservation and the colors are not much faded.
Captain Eads arrived at New Orleans yesterday morning and was waited upon by committees of the Cotton Exchange, Merchants' Exchange, Board of Trade, Chamber of Commerce and Ship and Steamship associations. Captain Eads was tendered the hospitalities of the city last night.
Germany does not take kindly to the suggestion to give Belgium to France as an equivalent for Alsace and Lorraine; first, because she does not concede that France has any claim to an equivalent, and, next, because she is of opinion that France would still be as eager as ever to get Alsace and Lorraine.
An Englishman at Paris, in France, wished to experience the sensations of banging, but seems to have gone a little too far, and did not recover. Apropos of this experiment, a man in Paris sentenced to the guillotine, shortly offers his place to any person having a curiosity to experience the feelings of decapitation.