ALABAMA.

Financial Mismanagement Attributable to Both Parties.

Evil Working and Outrage of the Enforcement Acts.

THE POLITICAL SITUATION.

A Hopeful Future, Socially and Politically.

MONTGOMERY, May 16, 1875.

The financial condition of Alabama is bad, but it might be worse. The State debt is heavy and will probably have to be scaled. Its exact amount is as yet unknown. Matters have been managed so loosely that the Governor told me the other day it would take him several months to discover the entire State indebtedness. Auditors and treasurers have kept their accounts with such lack of method that their reports are untrustworthy. The Governors since reconstruction—two republican and one democratic—seem to have spent, invested, exchanged and generally manipulated the State funds and bonds with extraordinary carelessness. So far as ascertained, it is believed the debt amounts to about $28,000,000.

The condition of the counties is not bad. In only a few has there been serious financial mismanagement. There has been no such wholesale plundering as was suffered by the people of Arkansas and Louisiana. Generally I find the majority of supervisors have been white men and property owners, and this has often been brought about by persuading or even by bribing negroes to give up their offices—this in the black counties. But in at least a third of the counties the whites have the majority.

THE FINANCIAL MISRULE NOT ALL REPUBLICAN.

The democrats complain unreasonably, as it seems to me, of republican misrule. The truth is that the State has been misgoverned and the State debt increased under democratic as well as under republican administrations. From 1868 to 1870 its Governor was William H. Smith, republican. Him followed, 1870-72, Lindsey, democrat. His successor, 1872-74, was Lewis, republican, followed now by Governor Houston, who strikes me as a moderate and well-meaning man, who is determined to keep the peace and to restore order to the finances. Now, so far as I can discover, the democratic Lindsey was little, if at all, more economical than either his predecessor or successor. The democrats say he was an honest blunderer, but the republicans say that Smith and Lewis were also honest blunderers. All, by the way, were Alabamians, and the State has suffered less from "carpet-baggers," so called, than either of the other three I have seen. The native Alabamian, under the tuition of Spencer, who is a carpet-bagger, has shown himself very capable of misrule, and particularly of the most unscrupulous political trickery.

It must also be said that where conspicuous financial jobbery took place democrats have, oftener than not, been parties in interest. For instance, in Dallas county, which has a large negro majority, complaint is made that the blacks, who do not pay $1,000 of the total yearly tax, by their votes saddled the county with a subscription of $140,000 to a railroad; but some who complain of this fail to tell you that the directors of the railroad were all prominent democrats; and that they advocated the subscription, and even paid the railroad fares of negroes to bring them to Selma to vote for it.

Again, while the finances of Dallas county have been mismanaged and the assessment and collection of taxes have been for years fraudulently performed by republican officers, you find that in the adjoining county of Montgomery the only defalcation which has occurred in recent years was by a democrat appointed by the democratic Governor Lindsey. This collector robbed the county of $35,000 and the State of $15,000, and, I am told, now conducts a democratic newspaper in Texas.

REPUBLICAN POLITICAL DEMORALIZATION.

It is not fair, therefore, for the democrats to blame the financial mismanagement entirely on the republicans, or to speak of these as having robbed the State. But there is no doubt that dishonest republican leaders have been guilty of most flagrant and shameless political debauchery. In a previous letter I gave you some account of how they carried elections. But the character of candidates was often of the lowest. For instance, in Dallas county, last year, Haralson, colored, himself candidate for Congress, was President of the Republican County Nominating Convention, and renominated for Tax Collector a man who was then under eleven indictments for malfeasance in office; he was "triumphantly" re-elected, and the Grand Jury, composed of six republicans and ten democrats, with a white republican foreman, an excellent citizen, have just brought in ten new indictments against this republican Tax Collector, who was at the same time County Superintendent of Education—but was removed for drunkenness—and was also member of the Common Council of Selma. Haralson, himself a "smart" negro, who holds the certificate of election as Congressman from the district, which includes Mobile, was indicted in 1872 for stealing a bale of cotton, and the man from whom the property was taken in a civil suit actually proved ownership and got the bale, which was found in Haralson's cotton house. The criminal suit was dropped by a republican solicitor (Mr. Diggs), who is now himself under indictment.

There is a good deal of complaint of high taxation, but I doubt if the democrats, now in power, will be able to reduce it much, and their Revenue bill of the last session is very unpopular in the State, and some of its features have been declared unconstitutional by their own Attorney General. Undoubtedly there have been numerous abuses in the State and local governments, such as—to give an instance—the letting out of convicts to their own relatives; the needless increase of petty officers, and a generally wasteful administration. But the most serious charge that can be brought against the republican leaders in Alabama is that they have secured power by corrupting the negroes, and enjoyed it without enforcing the laws. It must be added that they appear to me to have systematically and grossly misrepresented the condition of the State as to peace and order, with the view of getting the use of United States troops and Courts for the punishment of offences which the State government ought to have taken in hand, or, oftener yet, for the intimidation of white voters, and with the object of keeping up irritation and a division between the whites and blacks.

BAD EFFECT OF THE ENFORCEMENT ACTS.

Alabama is, in parts, still a frontier State. In some counties there are bad and lawless men, but they do not preponderate; they are nowhere so numerous that the State authorities could not, had they been energetic, repressed disorder and maintained peace. Unfortunately, the readiness of the federal authorities to interfere demoralized the republican State rulers, who, when a disturbance took place, supinely turned the matter over to the United States Marshal and federal troops. Here, as in every other State I have visited, I have found the federal interference under the Enforcement acts not only unnecessary, at least for the last two years, but an absolute and grave injury, because it demoralized the State governments and led them to abdicate their proper functions. As an example take the Barbour county riots of last year. The republican Governor at the time took, so far as I have been able to hear, no measures at all to punish the authors of a very cruel outrage—the shooting into a house at Spring Hill, by which a little boy was killed—or to investigate the riot at Eufaula. On the contrary he acted as though it had been none of his business. The whole matter has been turned over to the United States Court, and, as Judge Bruce has chosen to put off the trial of accused persons until the Supreme Court decides upon the constitutionality of the Enforcement acts, if any one is ever punished for those crimes it will be more than a year after their commission. A more recent instance has been treated by Governor Houston (democrat) in a different way. In Ettawah county three masked ruffians broke into the jail some weeks ago at night, took a negro out and shot him. The people of the county, who are mostly democrats, met at once and called for a special term of the County Court to investigate this murder, and asked the Governor to offer a reward for the discovery and conviction of the criminals, which he did immediately.

REPUBLICANS OPPOSED TO THE ENFORCEMENT ACT.

The better class of republicans in the State, so far as I have seen them, without exception, told me that the Enforcement acts were needless and ought to be repealed. In their opinion, federal interference irritates and embitters feeling between the races, makes the republican party odious, and is used mainly by corrupt politicians to intimidate the whites and to encourage the worst black as well as white demagogues. There is a different opinion, which you hear freely uttered by some republicans; but these men are disappointed politicians, and in Alabama I have found this class to be men of low character, who are demagogues rather than politicians. These would like to see the Enforcement acts retained, and they universally praise General Grant for his readiness to send troops and to allow of federal intervention. Also these people speak dolorously of the "poor negro," and in general they resemble those Arkansas politicians who haunted Washington last winter, and who swore solemnly that they would not dare to return to Little Rock unless Garland were overthrown and the Force bill passed, but whom I found two weeks after the adjournment of Congress walking about Little Rock, with cheerful faces, declaring that everything was lovely and peaceful.

THE CIVIL RIGHTS BLUNDER.

The agitation of the Congressional Civil Rights bill did more, even, than republican misrule, to give the State to the democrats last fall. Alabama has a large population of whites—small farmers, collected in the northern counties, where there are but few negroes. These people, who had pretty generally voted the republican ticket, became alarmed at the prospect of "negro equality," which has greater terrors, it seems, the less likely it is to become a fact; and last fall, under the representations of adroit and earnest democratic speakers, they went over in a body to the democratic party. The passage of the absurd Civil Rights bill by Congress has probably allayed their fears, because it is now found to be substantially a dead letter. The blacks do not attempt to have it enforced, and it is probable that its only use will be to annoy the republicans in Northern States and in regions South were there are but few negroes, and where the democrats propose to arouse the race prejudice by hiring negroes to board at hotels and to otherwise insist on the enforcement of the law during the next year's canvass.

RESULTS OF THE DEMOCRATIC VICTORY.

The democratic victory brought to the victors, I suspect, more cares than pleasures. The reformation of the State's finances is not an easy task; the Legislature proved to have among its democratic members some embarrassing simpletons; the republicans did not fail to annoy their opponents, as only demagogues, solicitous for party success rather than for the good of the State know how to annoy; some imprudent promises made by the democrats, such as a reduction of taxation, could not be fulfilled; and altogether the democratic party does not stand so well in the State as it did immediately after the election. The Governor is a good man, with experience in legislation and administration, and it is at least probable that he will be a Governor and not a mere political figurehead. In his inaugural address he said:—"With a firm determination to respect and maintain my oath of office, which shall be a seal to my conscience, I unhesitatingly undertake to perform such duties as it imposes, and I will regard it as one of my highest and most sacred obligations to see that the laws 'are faithfully executed' and the rights of all citizens, 'without regard to race, color or previous condition,' duly guarded and protected." Governor Houston assured me that these were not empty words, but that he was solemnly determined to enforce the laws and to maintain peace and order and protect alike all the citizens of the State.

The immediate results of the democratic success in Alabama are:—First, a strong tendency in the white politicians to rearrange parties and to split in such manner as to break up completely the color line. You must understand that the democrats, as is but natural, resist this with all their might. They want to keep together the white vote and to attract to themselves some part of the colored vote. But there are naturally two factions among the whites. The line between whigs and democrats is not so strongly drawn in Alabama as in Louisiana and Arkansas, but it exists, and beside there are more ambitious men than there are offices in the gift of one party. At several places in the State the local elections this spring have developed differences among the democrats. At Opelika the result was odd enough, the democratic candidate receiving a majority of the black vote and the independent man a majority of the white. At Montgomery over 400 colored votes were cast for the democratic candidate, who was chosen over his independent competitor, but the latter was not a favorite with the people, I hear, however, that in this place democrats bought up, at $2 apiece, the registration certificates of colored men to the number of over 200, and these were carefully retained, except in cases where it was quite certain that the original holder would vote the democratic ticket. Under the new law a voter must produce his registration paper, so that if he parts with it he loses his vote. In Selma, as I write, two democrats are in the field for the office of Mayor, and the election of the independent is thought certain. At Opelika, by the way, I am told, the democrats managed to capture a whole colored church, minister and all, by a moderate subscription to the church fund. It was a republican politician who told me this, on the authority, as he explained to me, of a "colored man, a member of the Legislature, whose brother lives here and keeps a bar and a gambling place. The legislator is a gambling man himself, but an honest fellow so far as his politics are concerned." This description gives one a curious notion of Alabama colored legislators.

The republican party in this State has some excellent men among its members, but they are, unfortunately, men of little influence in the party councils. If they could get rid of most of the federal office holders they might hope to reorganize and become one of the parties in the State. But the present republican leaders are in the main men of little character or power. There are but two insignificant republican newspapers in the State, both owned by one man, and apparently published for the sake of the Post Office and other governmental advertising, which is their pap, without which they would perish, and which Spencer secures them.

THE NEGRO VOTE AND COLOR LINE.

Second—The democratic success has had a good effect on the colored voters—or rather on the demagogues who controlled them. It has moderated their ambition. The negroes themselves begin to think of "splitting the vote." In two places I was told that the proposal had been made by negro leaders, as an act of prudence, to divide their vote hereafter. Immediately after the election ignorant colored people were much alarmed, thinking they would be deprived of some rights, and perhaps even reduced to slavery. This fear is dying out. It grew out of the declarations made before the election by republican demagogues, who appealed to the fears of the poor negroes in order to secure their votes to the republican ticket. But now that they find themselves unharmed and justly treated, they begin to lose their fear, and even to think of voting with the democrats. While I was in Selma, a colored man was defended in a suit in court by one of the best lawyers in the State, General Tetters; he had six black witnesses; his opponent, who was white, produced six white witnesses; the jury was all white; but the colored man gained his case; the jury gave a verdict for him. It produced a great effect upon the negroes, who saw that justice was done regardless of color, and this after a democratic political victory.

NEGROES DISGUSTED WITH REPUBLICAN MISMANAGEMENT.

I think it probable that the negro vote in the next election will fall off heavily, and this not through intimidation, but partly because the baser white men who have lived off the negro vote are discouraged, and will not take so much pains to "organize" the black voters and stimulate them by inflammatory addresses and the exhibition of United States troops; partly because in many counties the blacks have been for some time disgusted with their republican leaders, who have promised many things—such as the famous "forty acres and a mule," which have not come to pass; and partly also because the new law which requires a voter to vote in the precinct in which he lives, and no longer allows him to vote everywhere in the county, makes the election day a comparatively tame affair. Formerly all the negroes of the county used to march into the county town to vote, where they saw each other and made a grand holiday. No doubt, too, the democrats will do their best to persuade those negroes who would vote the republican ticket to abstain from the polls, and there are legitimate ways to do this. In Louisiana colored laborers on the railroads, who lose a day's pay if they go off to vote, oftenest in 1874 did not vote at all.

The check which all this will set to the negroes' ambition to hold office will be an undoubted advantage to him and to the community. In the last Legislature there were three colored members who could neither read nor write. In some counties the majority of the supervisors are illiterate blacks. Matters are not nearly so bad in this respect in Alabama as in Mississippi; but, of course, a lawmaker or a tax levyer who is illiterate is not fit for his responsibilities. Some of the republicans complained to me of a law adopted by the last Legislature obliging office holders to procure the proper bondsmen in the counties in which they serve; and it was said that in Dallas county, for instance, there are not more than a dozen republicans who own property and can become bondsmen. But it seems to me that the rule is a sound one, and can inconvenience mainly only a class of men who ought not to hold important offices. At any rate, it is of no permanent importance, because when the color line is broken, property holders will be found in both parties.

I do not think that I have anywhere found the negro vote more wickedly or thoroughly manipulated than it was in Alabama. It was systematically compacted. A "boiler" was not merely denounced, but held to be no better than a criminal. In the black counties there were colored demagogues who had a clientage of voters whom they controlled, and more than one republican told me that such fellows would go about in the beginning of a canvass and "coax a man to run for office, in order that they might sell him the vote they could carry." Such fellows were hired to make the canvass of a county. A republican politician said to me, "I have sent a negro on a hired horse, paying him day's wages, over the county, to advocate a measure, and when election day came every colored vote was cast for it." Ferrin, a republican manager, defeated Sheats for Congress by simply telling the blacks that he was "not fit." Negroes testified that they would have voted the democratic ticket if Ferrin had told them to.

SCHOOLS.

Alabama was not in the old times famous for schools, but it is now better provided than Mississippi or even Arkansas. In Mobile, Selma and some other places an admirable school system is found for both colors. In Selma ten per cent of the city revenues are set apart, by a democratic council, for school purposes, and divided among both colors. Mobile, Montgomery, Selma, Birmingham and Huntsville all have graded schools for both colors, and at Huntsville there is a colored normal school. The State school fund yields $1 12½ per head for all the children in the State; and besides this, the poll tax is given to the school fund in each county. Unfortunately the poll tax has not been fully collected. In Lowndes county, for instance, not a dollar of poll tax was collected last year; and the Tax Collector, being a candidate for re-election, urged as a point in his favor that "he had not troubled them about the poll tax." The State Superintendent told me that fewer black than white children attend school, in proportion to the population.

INDUSTRY—HOPEFUL FUTURE.

It is the universal testimony of men of both parties that the colored people are working better this year, more steadily and effectively, than ever before since the war; and also that on the whole they are requiring smaller advances, which means that they have corn left over from last year. It may be said that the people generally, white as well as black, in all parts of the State, are more steadily laboring than in previous years. Alabama has had three successive poor crops and the planters and farmers are generally poor. This year, so far, promises well, and a good crop would put both parties in good humor.

The State has lost a considerable part of its colored population by emigration to Mississippi, Arkansas and Texas. Now that its political affairs are settled—as I believe they are—it is possible that the tide may turn. Its immensely rich mineral resources in coal and iron are as yet almost untouched; but it is a singular fact that iron is already sent, not only to Ohio, Missouri, Kentucky and other Western States, but even to England, where the tenacious, soft iron of Alabama begins to be used in the manufacture of car wheels. If high protective duties had not caused the establishment of too great a number of iron works and an over-supply of iron, the Alabama iron region would be rapidly developed. If the tariff on pig iron should be considerably lowered in the next few years, furnaces would be set up in great numbers in this State; for here iron of the finest quality can be produced at so cheap a price that it requires no duty to protect it against foreign competition.

As in the other States I have visited, cotton and corn are usually planted on shares, the planter receiving a moderate share of the crop as rental on his land. This plan is satisfactory to the colored people; but they as yet lay by but little of their earnings, and show a very slight disposition to buy land.

In conclusion, as Alabama has been greatly misrepresented, I think it right to add that the white people universally and in good faith accept the constitutional amendments, the political and civil, but not the social, equality of the blacks—in short, all the results of the war. It is absurd for any one to assert the contrary. Alabama is to-day at peace, and Northern men and negroes are as safe there as Southern men and whites.

CHARLES NORDHOFF.

NARRROW ESCAPE OF BISHOP LOUGHLIN.

Shortly before ten o'clock yesterday morning, as Bishop Loughlin, of the Brooklyn diocese, was on his way in a coach to attend the dedication of St. Anthony's church, in Greenpoint, the spirited horses drawing the vehicle took fright as they were passing over the Washington avenue bridge. They dashed away madly, and their driver, in his vain endeavors to restrain them, was thrown from his seat to the ground and severely injured. In their course the animals brought the coach into contact with a street car, thereby wrecking it. They were finally stopped at the corner of First and South Second streets and Bishop Loughlin was helped out of the coach. He had been slightly hurt on the head at the time of the collision, but immediately went on to Greenpoint.

ARTILLERY PRACTICE.

To-day and to-morrow Battery K, First division, will be under arms for artillery practice at East New York. The battery will form at the corner of Thirty-fifth street and Seventh avenue this afternoon, at half-past three o'clock and march to the practice ground, where the guns will be parked for the night.

YACHTING.

The New York, Brooklyn and Atlantic Yacht Clubs' Regattas.

The Schooner and Sloop Races of the Seawanhaka Yacht Club.

PROGRAMME OF THE EVENTS.

For the next ten or fourteen days the harbor and lower bay will present an unusually gala appearance, as some half a dozen regattas are on the programme of events to take place. There is certainly a steady advance in the popularity of yachting as year by year new clubs spring up and blossom into prominence while the old time-honored institutions are also getting new blood instilled into them every day. During the coming week two events are to take place that would have rather astonished our ancestors—namely, the Corinthian sloop race of the Seawanhaka Yacht Club and the steamer race of the New York Yacht Club. The former is an importation from English waters, where it became very popular to have races for yachts of small tonnage manned entirely by members of the club. Steam yacht racing is something new this season, although it has been talked of for the past two years. It will probably become very popular if two or three races can be made without an explosion. In reality there is little or no danger, as each yacht is restricted to the government allowance of steam and wood and coal for fuel. There will be no firing up with fat pork and placing a darkey on the safety valve. There has not been any very large increase to the yacht fleet this year, although several handsome sloops and one magnificent schooner have already been launched. The season may properly be said to begin to-morrow with the

CORINTHIAN RACE FOR SLOOPS,

given under the management of the Seawanhaka Yacht Club. The Regatta Committee are Messrs. Frederic G. Foster, M. Roosevelt Schuyler, James H. Elliot, William Krebs and I. De Forest Woodruff. By the rules, yachts must be manned exclusively by amateurs, whose names are subject to the revision of the Regatta Committee, and steered as far as possible by her owner. Each yacht will be allowed in addition to the owner one amateur to every five feet of length on deck. Yachts will be restricted to mainsails, headsails and working gaffsails. The start will be a flying one and the time of each yacht will be taken as she passes between the club steamer and the Stapleton landing, Staten Island. A preparatory gun will be fired on board the steamer, and ten minutes later a second gun, with the club flag lowered, will give them the signal to start.

THE COURSE

will be from the above starting point to and around buoy No. 10, on the Southwest Spit, keeping it on the port hand; thence to and around the Sandy Hook Lightship, keeping it on the starboard hand, and returning on the same course. A steamboat for the use of the members and their friends will accompany the yachts round the course. The steamer will leave the foot of Thirty-third street and East River at nine A. M. sharp. There will not be a large fleet of starters in the above race, as the great drawback has been in obtaining amateur crews for the yachts. Gentlemen of these days appear to think yachting can be enjoyed to greater advantage sitting on the shady side of the cockpit, sipping a mint julep, than hanging on by your eyelids stowing the flying jib. There will be a good race anyway, as the Vision and Addie are both certain to start, and will probably give an exciting contest.

THE NEW YORK YACHT CLUB

have decided to hold their annual regatta on Wednesday, June 16. The Regatta Committee—Messrs. William Krebs, W. B. Bend and R. K. Cooke—have issued a circular giving full instructions and particulars. There will be five prizes given, for first and second class schooners, first and second class sloops and for steamers. The course for sailing yachts will be from the starting point, off the new club house, Stapleton, Staten Island, to and around buoy No. 10 on the Southwest spit, keeping it on the port hand, thence to and around the Lightship, keeping it on starboard hand. Yachts must keep to the eastward of buoys Nos. 9, 11 and 13 on the West Bank, to the southward of buoy No. 8⅝ on the Southwest Spit and outside of buoy No. 5½ on the point of Sandy Hook, going and returning, and will pass between the judges' boat and the club house on coming home.

THE STEAM YACHTS

will be restricted to the government allowance of steam, as per certificate, to the use of wood and coal only for fuel and to steam power alone for propulsion. The course will be from off the club house through the Swash Channel, keeping to the westward of the Stone Beacon on the Dry Romer, to and around the Lightship, keeping it on the starboard hand, and return over the same course, passing within fifty yards of the flagboat, anchored near the starting point, and from which their time will be taken.

The steamer William Cook, furnished for the exclusive use of the members of the club and their guests, will leave the Erie Railway pier, foot of Twenty-third street, North River, on the morning of the regatta at half-past nine A. M. sharp; pier 1, North River, ten A. M., and the club house, Stapleton, at half-past ten A. M.

The entries for the regatta close to-morrow at noon. The probable contestants in the two schooner races will be the Madeleine, Tidal Wave, Alarm, Wanderer, Rambler, Palmer, Gypsie, Idler, Clio, Comet and Peerless. In the sloop race there will be the Arrow, Vision, Addie, Active, Dudley, Alert and some few others. The steam yachts competing will probably be the Ideal, the new steam yacht lately built for Mr. Lorillard, and another.

THE BROOKLYN YACHT CLUB

have arranged to sail their annual regatta on Saturday, the 19th inst. There will be four classes—one schooners and three sloops—and two prizes in each class. The course for schooners and first class sloops will be from anchorage to stakeboat at Southwest Spit, passing it from westward to southward, thence to Lightship, turning same on the starboard hand, and return home to stakeboat off Bay Ridge dock. The second class sloops sail from anchorage to stakeboat at Southwest Spit, passing it from the westward to southward, thence around stakeboat at outer bar buoy in Gedney's Channel, rounding same from southward to eastward, and then home. The open boats sail from anchorage to Southwest Spit and return. A steamer will accompany the yachts round the course, carrying the members of the club and their guests. The following yachts will probably take part in the regatta:—Schooners Madeleine, Tidal Wave, Sea Witch, Idler, Comet, Clio and Gypsy; sloops Vision, Addie, Pearl, Undine, W. T. Lee, Lizzie L. Screamer, Playful, Victoria, Brooklyn, Florence, Maggie B., Libbie B., Elizabeth and Emma T.

THE ATLANTIC YACHT CLUB

will hold their annual regatta on Tuesday, June 22, and offer prizes for one class of schooners and three classes of sloops. This club is in a very flourishing condition and has largely increased in membership since last season. The course for schooners and first class sloops will be from an anchorage off Bay Ridge around the Lightship and return. The second class sloops will go around the Southwest Spit buoy, from thence to buoy in Gedney's Channel and then home. The little open boats will merely go to the Southwest Spit and return. A steamer has been chartered by the club to accompany the yachts around the course. The following yachts will probably participate in the regatta:—Schooners Peerless, Agnes, Triton, Idler, Ariel, Sea Witch, Vision, and the sloops Undine, Orion, Kaiser, Wilhelm I., Alert, Libbie B., Josephine and others.

THE SCHOONER OCEAN RACE

of the Seawanhaka is another event that will help to push this comparatively young club into the first rank of our yacht clubs. It will be sailed on June 24 for prizes presented by the Commodore and Vice Commodore of the club. The race is open to all schooners belonging to the New York, Eastern, Brooklyn, Boston, Atlantic and Seawanhaka Yacht clubs, and will be governed by the sailing regulations of the Seawanhaka Yacht Club, with time allowance, and will be under the supervision of its regatta committee. The schooners will be divided into two classes, those measuring more than 90 feet over all and those measuring 90 feet and under. The prizes are valued at $300 each, but there will be no race unless there are at least three entries in each class. The course will be from buoy No. 5, off Sandy Hook, twenty miles to windward and return, if the wind permits, or twenty miles to leeward and return. The yachts will pass between the judge's steamer and the buoy going out and coming home, at which point the time will be taken. The start will be a flying one, and the signals will be given from the judge's steamer as follows:—For preparatory signal, a prolonged blast of the whistle and lowering of the club flag; fifteen minutes later the same signals will be repeated for the start. Fifteen minutes will then be allowed for the yachts to cross the line, after which no time will be taken. Entries can be made up to noon on June 23, to Mr. M. Roosevelt Schuyler, No. 52 William street. The judge's steamer will leave the Barge office at seven A. M. on the morning of the race and accompany the yachts over the course.

THE SMALL CLUBS

have also been busy making their arrangements for their annual regattas. The Columbia Yacht Club, the Jersey City Yacht Club, the Long Island Yacht Club, the New Jersey Yacht Club have all selected dates and will hold their aquatic festival during the present month. The Knickerbocker Yacht Club, a reorganization of the old Harlem Yacht Club, is in a flourishing condition and anticipates quite a lively season. The officers of the club are: Commodore, Edgar Williams, of the sloop yacht Dudley; Vice Commodore, William Potter, Jr., of the sloop yacht G. M. Potter; Secretary, E. M. Sanson, of the sloop yacht Pickaninny; Treasurer, G. M. Potter, owner of the sloop yacht A. Varian and Steward, Thomas Mark, of the sloop yacht Crab. The grand opening clambake and regatta will be held at the club house, Port Morris, between the 15th and 20th of June.

One of the most interesting excursions of the season will be made on the 1st of July, when the New York Yacht Club sail down in squadron to take part in the Cape May Regatta. Vice Commodore Garner's beautiful new schooner Mohawk will probably make her first appearance on that occasion. There will be two days' racing at Cape May, after which the fleet will return to New York.

YACHTING NOTE.

Yacht Columbia, N.Y.Y.C., Mr. Wallack, from Stamford, passed Whitestone yesterday, *en route* for New York.

THE SCHILLER.

OFFICIAL INVESTIGATION OF THE CAUSES WHICH PRODUCED THE LATE TERRIBLE SHIPWRECK—ANGLO-GERMAN INVESTIGATION IN LONDON—THE TESTIMONY TAKEN.

The official inquiry ordered by the British Board of Trade, with the acquiescence of the German government, into the loss of the steamer Schiller was commenced on the 1st of June, at Greenwich Police Court, before Mr. Palteson, who was assisted by Captain Harris and Captain Pryce, nautical assessors. Mr. Charles Bowen, instructed by the solicitor for the Board of Trade, appeared for the Board; Mr. Mansel Jones, instructed by Messrs. Freshfields, for the German Transatlantic Steam Navigation Company of Hamburg, owners of the Schiller; Mr. Batten, instructed by Mr. Leonard, for the relatives of the Captain. Dr. Mühlberg, the German Vice Consul, and Mr. A. Dorrien Smith, of Tresco, occupied seats upon the bench.

THE TESTIMONY.

The first officer of the Schiller, Mr. Heinrich Hiners, was examined, and according to his evidence there were lifeboats and life belts enough to save every soul on board; he admitted that the vessels of this company signal at Scilly in order that their arrival may be telegraphed to Plymouth, but he said that in his experience the signals used were one rocket, one blue light, one fire ball; the Schiller was out of her reckoning; they thought they were twenty-five miles from land; they had had fog for three days, had been unable to take observations and had not once cast the lead; there was a moderate breeze; he could not see anything of the rock on which she struck; directly after she struck she turned half round from west to east, and so she lay, about east and west; witness went immediately after the vessel struck, by order of the captain, to collect the boats; the second officer came on the bridge as he was going and asked the captain what was to be done; witness did not hear the answer; the captain had not then said anything about where the ship was; he heard the storekeeper tell the second mate that the fore part of the vessel was full of water; she had seven water-tight compartments; the second officer went to the engine-room.

THE BOATS.

There were eight boats, all abaft the bridge—four on each side, all on davits; six of the boats were constructed to hold eighty or eighty-five men each in fine weather, the other two to hold about forty; they were all lifeboats, even the smaller ones, the gigs; he went first to boat No. 5, which was the second from the stern on the starboard side; they got the boat out-board, and many jumped in; a heavy sea came which raised the boat, the afterpart unhooked and the boat went straight up; many of the people fell into the water, and one of the sailors cut the boat adrift; the boat fell into the water; he then went to No. 4, which they swung out-board, but did not launch it because the sea was too high; he only succeeded in launching one boat—No. 7, which was one of the gigs; the other boats were successively knocked out of the davits; the officer of No. 7 was the boatswain, Jansen; the boat No. 7 was lowered at eleven o'clock; it was the only boat that was successfully lowered; she remained near the ship during the night and in the morning picked up some people from No. 5; all the boats had officers assigned; he was stationed at No. 1, but that boat was knocked away, and he was saved by a fisher-boat; the second officer was saved by No. 7 boat in the morning; No. 8 boat was washed on land without anybody in it; its officer was the second carpenter, and he jumped out back into the ship as it was struck by a heavy sea which swept it away.

THE BISHOP'S ROCK LIGHT AND THE SIGNALS OF DISTRESS.

The tide was by this time (between ten and eleven) about one-third flood; he did see the light from the Bishop's Rock after they struck; he could not say at what time; they saw it about half an hour after they struck, but only for a short time; he did not hear any bell at all; cannon were fired from the ship and rockets were thrown up, and fireballs half an hour after she struck; they had to bring the cannons out to get them into proper order.

THE LIFE-BUOYS AND DECK DISCIPLINE.

There were twelve circular life-buoys on board; the lifeboats were made lifeboats by cork; the number of their crew was painted on them, not the total number they could carry; the number they were capable of carrying was a guess of his; he himself had been a master; he assented to Mr. Jones's suggestions that the crew was a good crew, 220 in number, that the captain was steady, sober and well-conducted, and that discipline was maintained up to the last.

TESTIMONY OF MR. FOLLMANN, THE SECOND MATE.

Erdwin Follmann was the next witness. He was second mate of the Schiller, and had been in the company's service since January, 1874, all that time in the Schiller under Captain Thomas; on the afternoon of the 7th he was on deck from twelve to four and from six to eight; shortly after six o'clock he made a compass observation, and the result was that the after compass had an error of twenty-seven degrees west; it was the standard compass; at eight o'clock he went below to tell the captain what had happened in his watch; the captain came up from supper; shortly after one o'clock in the afternoon of that day witness had a conversation with the captain as to the position of the ship; he went down with the captain into the chart room to consult the chart, and the captain showed witness upon the chart the position of the ship at noon; that was 49 deg. 50 min. north latitude, and longitude 10 deg. 21 min. west; they then took the compass and measured up to the Bishop, and witness asked the captain how many miles it was to the Bishop; he said about 150; they calculated how many hours it would take them to see the Bishop light; the speed of the ship then was about fourteen knots; they calculated upon seeing the light about nine o'clock; the weather was then "covered," but not foggy; he explained "covered" as "overcast," "cloudy;" the captain expressed no anxiety or doubt; * * * he thought he distributed forty life-belts; all he saw after that had life-belts on; after that he went to boat No. 5; the captain sang out and ordered witness to go in the boat; the captain was standing close to the boat; witness said it was no use; people had so crowded in; the Captain told witness to fling them out by force, as they would not come out; he ordered them to come out, and then fired his revolver over their heads two or three times; the boat was then swung outboard; the Captain told them that if they would keep quiet and come out he would get them all ashore; the waves came right over the boat and some were frightened and got out; witness then got in and gave orders to lower away, and in lowering a wave got hold of the boat and the after tackle unhooked, and the fore tackle got foul round a man's leg, and the man was carried up to the davit; the boat was then hanging down and witness was thrown into the water; afterward the boat got clear from the ship, and witness rose and got in the same boat, one of the sailors drawing him in; there were before he was thrown out about forty in the boat, and when he was picked up there were twelve in it saved; the rest were drowned in the boat; they had stowed themselves under the thwarts; of the twelve seven were of the crew, one was himself, there were three male passengers and one lady; the boat was then full of water; they had to stand in her, and the water reached to his breast; the oars had been carried away; afterward he saw the line of the ship, saw the rockets and heard the guns; as they passed the ship he heard the captain's voice and he believed that of the chief officer, and he heard his own name called; he could not answer, he had swallowed so much water; before they left the ship they had fired guns, one or two perhaps; after she struck it was perhaps an hour when he left; he heard the captain order the guns to be fired as he was coming up to the boat.

By Mr. Mansel Jones—The charge of the guns was a bag about two hand breadths; it would make a very considerable report; they had the International Code of signals on board and used that; they had other codes besides—Marryatt's; they had deviation cards, which were kept in the chart room, hanging up, and he had access to them at all times.

By Mr. Batten—The captain sometimes lay down in the chart room, though he had a cabin of his own; he was during the last few days in the chart room for the most part; in the chart room in that conversation witness saw the captain's reckoning and it was right; he did not see any of Hillyer's; he usually did reckon with the captain, whose reckoning was very accurate; they always saw the land at the time calculated; in saying that at nine o'clock they would have to look out for the Bishop they meant that at that time it would be visible; he had seen it ten miles off in fine weather; they made 3 deg. allowance for current.

By Captain Harris—Had himself commanded a bark on the China coast from Hamburg; he knew something about the English Channel; he assisted the captain in calculations in this voyage, working the time for the chronometer; there were two; they were rated at New York, and came on board two or three hours before the ship left; there was very little error; there had been no observation for three days, but on the afternoon of the 7th he got an azimuth which he found to agree with their variation; they allowed 3 deg. for set of current, and thus steered S. 60 E.; with the variations added, it was an 87 deg. course.

THE EXCURSION SEASON.

UP THE HUDSON, ON THE SOUND, DOWN THE BAY AND OUT ON THE OCEAN.

The sprite that presides over the weather must certainly be a twin sister to Dame Fortune; that is, if the quality of being fickle is any sign of relationship. Only a few days ago and the residents of the metropolis were sweltering under the rays of a sun of almost tropical fervor, while yesterday the temperature of the atmosphere was as bracing and invigorating as though the breath of winter had not yet been dissipated by the advent of "dearly June." Notwithstanding the fact that one could very well pass the day with comfort within the limits of the city the suburban retreats and resorts were crowded. Thousands upon thousands left the scene of their daily toil and troubles, and, shutting out for the time the busy hum of the wheels of trade and commerce, held "converse with nature's charms and viewed her stores unrolled." New York is becoming, year after year, more cosmopolitan in its habits, and it almost seems that the time is not far distant when the Sabbath will be almost universally devoted to the pursuit of rational pleasure. One of the most successful pleasure trips yesterday was the excursion

UP THE HUDSON

on the steamer Plymouth Rock to Iona Island, West Point and Newburg. The steamer started shortly after the time advertised from the foot of Murray street, North River, and, stopping at the foot of Twenty-third street, took on board what passengers there was room left for. The sail was, perhaps, a little too cool to suit the more sensitive of the passengers, but it was delightful nevertheless, running by the noble Palisades fringed with tall trees that in the distance looked like shrubbery, past old Fort Lee which revived Revolutionary memories; further on the Ramapo Mountains, looking like spectres in the distance, until at last the mountain Dunderberg looming up told of the near approach to Iona Island. A short stop was made here to allow the poetically inclined

To sit on rocks, to muse o'er field and fell,
To slowly trace the forest's shady scene.

And then, gilding by the lofty scenery for which the Hudson is famous the world over, another landing was effected at West Point. The curiosity of the pleasure seekers having been satisfied they were taken "all aboard" and the final stop was made at Newburg "a city on a hill." At a reasonable hour in the evening the excursionists were landed in New York, having spent a thoroughly enjoyable day.

OUT ON THE OCEAN WAVE.

But the tastes of the people vary, and for those who seek pleasure "by the deep sea and hear music in its roar" a number of excursions were provided. The pretty saloon steamer Metamora carried a large party of enthusiastic fishermen to the Fishing Banks; but, to use a nautical expression, it was too "breezy" to fish with comfort. The music and refreshments, however, were used as a means to pleasantly pass the time away. The steamer William Cook was well patronized on its excursion down the Lower Bay, out beyond Sandy Hook to the ocean and return. The Seth Low also carried down a large party of deep sea fishermen, many of whom, if put on the witness stand, couldn't tell a sand porgie from a brook trout. Rockaway Beach and Coney Island received only a fair complement of visitors. Bathing was, of course, indulged in only by a very limited number. The steamer Neversink ran to Rockaway, while the Arrowsmith made trips to Coney Island. The crowd at the latter place was considerably augmented in the afternoon by the arrival of a large party, who drove from McNally's and the Captain's on the Coney Island road. Apropos of the Hudson there were other excursions than the one first mentioned. The Fort Lee, Pleasant Valley and Shady Side boats left almost hourly, and were, in every instance, crowded, and the steamer Long Branch made a special trip to Newburg.

THROUGH HELL GATE.

Points of interest on the East River and on the Sound were not by any means neglected. The well known steamer Seawanhaka left early in the day for a voyage as far as Glen Cove, stopping at Roslyn, City Island, Sands' Point, Great Neck and other places. The only drawback to the day's pleasure was the fact that the boat was compelled to pass the Harlem flats, the odor therefrom bringing down a storm of maledictions on the head of "sweet-scented Disbecker."

The East River boats Shady Side, Morrisania, and Harlem, as well as their rivals, the Sylvan Stream and Sylvan Glen, were thronged every trip, and the gardens and