

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

NOTICE TO SUBSCRIBERS.—On and after January 1, 1875, the daily and weekly editions of the New York Herald will be sent free of postage.

THE DAILY HERALD, published every day in the year. Four cents per copy. Twelve dollars per year, or one dollar per month, free of postage, to subscribers.

All business or news letters and telegraphic despatches must be addressed New York Herald.

Letters and packages should be properly sealed.

Rejected communications will not be returned.

LONDON OFFICE OF THE NEW YORK HERALD—NO. 46 FLEET STREET. PARIS OFFICE—RUE SOFIE.

Subscriptions and advertisements will be received and forwarded on the same terms as in New York.

VOLUME XL.....NO. 188

AMUSEMENTS TO-NIGHT.

CENTRAL PARK GARDEN. THEODORE THOMAS CONCERT, at 8 P. M. ROBINSON HALL. Opera-GIROLAMO GIROLAMO. TIVOLI THEATRE. FIDELIO. WOOD'S MUSEUM. GILMORE'S SUMMER GARDEN. OLYMPIC THEATRE.

WITH SUPPLEMENT.

NEW YORK, WEDNESDAY, JULY 7, 1875. THE HERALD FOR THE SUMMER RESORTS.

TO NEWSDEALERS AND THE PUBLIC:—The New York Herald will run a special train every Sunday during the season, commencing July 4, between New York, Niagara Falls, Saratoga, Lake George, Sharon and Richfield Springs, leaving New York at half-past two o'clock A. M., arriving at Saratoga at nine o'clock A. M., and Niagara Falls at a quarter to two P. M., for the purpose of supplying the SUNDAY HERALD along the line of the Hudson River, New York Central and Lake Shore and Michigan Southern roads.

Persons going out of town for the summer can have the daily and Sunday Herald mailed to them, free of postage, for \$1 per month.

WALL STREET YESTERDAY.—Stocks were firm and business was dull. Gold showed steadiness at 117 1/2 and foreign exchange was without feature.

THE FIREMEN have been paid at last, and there is a dispute as to whether Comptroller Green or Mayor Wickham should be thanked. Now that the boys have the money they need not thank either unless they like.

THE FOURTH ANNUAL REGATTA of the Senawhacks Yacht Club came off yesterday with good success. One of the pleasing features of the day's sport was the large number of amateurs in the crews. An excellent rule of the club compels the owners of yachts taking part in the regatta to sail them.

THE AMERICAN RIFLE TEAM have arrived in Belfast, where they were received with even more enthusiasm than marked their arrival in Dublin. This energetic Irish town never does anything by halves, and, having made up its mind to welcome the Americans, did so right royally. The members of the team are to shoot in a competition at Claudeboye, and, having visited the various places of interest in and about Belfast, will visit Scotland, where no doubt a hearty welcome awaits them. Our riflemen have certainly no reason to regret their visit to Ireland, for it has been to them one continued triumphal progress.

THE DIRECTORS of the National Rifle Association, at their meeting yesterday, passed a vote of thanks to the members of the American team for the self-sacrifice and skill they displayed during their visit to Ireland. Arrangements were made for the fall meeting and some changes proposed which will meet with general approval. The proposition to invite teams of twelve from all the States to shoot at Creedmoor deserves attention and support. It would tend greatly to nationalize Creedmoor and make it truly what it aims to be—the American Wimbledon.

SLIPPER-HOLLOW JOURNALISM.—The English Tory organ has jangled itself into a fury over the American celebration of the Fourth of July in London. The fact is, this organ has forgotten how long it is since the battle of Bunker Hill. It is well known that the gentlemen who write for the Standard live in a kind of political "Slipper Hollow," and probably one of the venerable Tories who remembers "When George was King" suddenly woke up in his editorial chair to learn that the Americans were celebrating Independence Day in the heart of London. Naturally the good old man forgot all the intervening years of his political doings and fired red-hot shot into the rebels of Charlestown Harbor. We who have been awake and marching onward for these hundred years can well afford to smile at the vituperative bitterness of this old Tory. Poor old fellow! he's got his feelings, and we must respect them. But we must remind the younger Tories that it is a hundred years well told since we expostulated with their great grandfathers at Bunker Hill.

The Disaster on the Southern Railroad of Long Island.

The disaster on the Southern Railroad of Long Island on Monday was one of those needless calamities which shocks us as much because it should not have happened at all as by its terrible and sickening details. Collisions on railroads ought never occur, and if there was anything like system in our railway management they never would occur. It is true it is now some years since there was an appalling disaster anywhere in this vicinity on the roads centering in New York; but, while this is true of the immediate neighborhood of the metropolis, it has been our duty to recount a very long list of catastrophes on the railroads in different parts of the country since that appalling affair at Norwalk bridge in 1853. Within a few months there was a distressing collision on the Baltimore and Potomac Railroad, near Washington; and Angola, Carr's Rock, New Hamburg and a score of other names recall scenes almost as terrible as that at Norwalk twenty-two years ago. Minor accidents, involving the loss of life, are of almost daily occurrence on nearly all the roads, and where one of these is reported in the newspapers twenty are concealed from the public knowledge. It is part of the policy of our railroads to refuse information to the press in regard to accidents, except in cases where the truth cannot be concealed; and this policy was pursued even in this latest disaster, though it was certain the details would be made public. No clearer proof of the general inefficiency and imbecility of our railway management can be found than in this disposition to hide away all damaging facts from public knowledge and scrutiny; and this persistent policy of silence would be conclusive in condemnation even if accidents were less frequent than they are. But even if the truth was always told, or if disasters were as infrequent in the whole country as they have been in this vicinity in the last two or three years, there would still be no excuse for this one. The calamity of Monday was a needless one, and as such it should have been impossible.

Whatever may have been the fault of the conductor whose conduct cost him his life, we are not disposed to assume that he was guilty of criminal negligence. The principal blame belongs to the managers of the road, and not to the inattention of the conductor, even assuming that he was disobedient to the rules of the company. No railroad—and especially no single-track railroad—can expect to run trains, regular and special, according to a set of cast-iron rules. It is the system that is at fault. It is almost inconceivable that after forty years' experience in railroad management so much should be trusted to the judgment or obedience to rules of two conductors as to make it possible for their trains to come into collision. A glance at the cause of the accident on the Long Island road will make this reasoning plain. A heavily laden train leaves Williamsburg at noon on a day when whole multitudes from the metropolis are seeking the beach at Rockaway. The train is too long and too heavy to keep the time marked for it by the rules of the company. Another and a special train approaches from the opposite direction, and, having waited the proscribed time at the last station, is entitled to the road. There is but one track, and should the two trains meet there could only be one result—a terrible and distressing accident. The down train, evidently in ignorance of the exact whereabouts of the other, also moves out from its last station—the two meet, and there are the wreck and loss of life it was yesterday our painful duty to record. Under such circumstances it is easy to look for and even to find criminal negligence on the part of one or other of the conductors. It is plain that both trains should not have been on the track at the same time, and that one or the other was in the wrong. We must not forget, however, that both trains had their destinations to make and that the conductors were as much responsible for not making them as for a collision. Evidently they were not well informed as to each other's whereabouts, and consequently were ignorant of their rights of the road. Under such circumstances both should have waited, perhaps; but it was more like human nature for both to go ahead, and both went ahead, with the distressing results we have already recorded.

In such a case the fault is clearly in the management, or rather the mismanagement, of the road. There may have been culpability on the part of Conductor Hibbard; but he paid the penalty of his culpability with his life, and, even were he living, no punishment that could be inflicted on him would be a guarantee against similar accidents in the future. In matters of this kind we must deal with the evil at its root. If we would have more security to life on our railroads we must obtain it by means of systematic railroad management. A set of rules is not a sufficient guide to the conductors of trains on the railroads in the neighborhood of New York. Every movement should be controlled by a single will and the trains should be guided with more than the certainty and precision of an army on the march. No conductor should be allowed to pass from one station to another without express authority, and this authority, so far as the running of trains is concerned, ought to be superior, not to the conductors merely, but even to the President and Board of Directors of the road. The telegraph makes such a system as easily attainable as the management of the pawns on a chessboard; but so far, even on our most admirably managed railways, the control of the running trains has not been sufficiently concentrated, while the conductors are charged with too great responsibility for accidents. If the railroads were managed with the skill that experience and the means at their command enable them to use, conductors would soon become the puppets of an unerring will and accidents be next to impossible. It is because there is no general and comprehensive system of railroad management in this country—no science in the running of trains so unerring that a collision is not possible—that so many accidents occur. Until some such system as we suggest is adopted the general managers of our railroads will continue to be pieces of ornamental furniture, while in the future, as in the past, disaster will follow disaster.

With regard to the line upon which the recent accident happened, as well as to the other

roads on Long Island, we wish to say a word. For years it has been a standing accusation against these roads that they were exceptionally niggardly and inefficient. However this may be it is certain they have failed to give general satisfaction, and have had more than their share of shortcomings to conceal from the public knowledge. Had there been fewer passengers on Conductor Hibbard's train fewer of them would have been killed. The overcrowded condition of the cars compelled some of them to go upon the platform, and it was mostly those who were killed. Inadequate provision had been made for the accommodation of the crowds who were certain to pass over the road on the day of the accident, and a new time table and special trains were put in operation without the necessary precautions against just such a catastrophe as that which occurred. Even the general manager of the road was at the beach pleasuring or gayly riding on the empty special cars which smashed into the overloaded ones. These people seem to think that railroads will run themselves—that all that is necessary is to fix up a time table, to appoint conductors and give them cars, and that the trains will run without hindrance or accident. Their inefficiency is only revealed when some fearful calamity occurs, and then they exert themselves to keep as much of the details as possible from being made public, and so go on as before. They learn but little from experience and nothing from the griefs which befall others. It is because of this that one fearful accident has followed another, throughout a quarter of a century, and that human life is no safer on our railways to-day than it was when they first began operations. Indeed, the ratio of risk has increased with the demands upon the roads, whereas the experience of the first twenty years of railroading should have made the system so exact, by the aid of the telegraph, that an accident should be impossible.

Congressman Cox on Home Rule.

The eloquent and facetious Congressman, "Sunset" Cox, made "Home Rule" the theme of his "long talk" at the Tammany celebration of the Fourth. As might have been anticipated, he made the most of his subject from his own point of view. He pointed out how much we owe to the vindication of "home rule" in the Revolution that gave us our independence as a nation, and drew upon history for illustrations of its influence upon the happiness and the destination of peoples. He labored to show how fidelity to the principle had been rewarded and how unfaithfulness had been punished by researches among the records of both hemispheres; by a review of the Oriental and patriarchal relations; the tribal relations among our Indians; the relations of France to Algeria, of England to India and Ireland, of Spain to Minorca and Cuba, of Turkey to Egypt, of Austria to Hungary, of Russia to Poland, of Germany to the free towns, the principalities and Alsace and Lorraine; of the Netherlands to its provinces, of Switzerland to its cantons, of Italy to its isles and cities, and of our own country to the States and Territories. Not one of his numerous hearers but felt that he had made a brilliant vindication of "home rule" as a principle, and of the wisdom of the democratic party in inserting it as a cardinal plank in their platform at the last State election. But why did the nimble-tongued Congressman confine his illustrations of the operations of home rule to bygone days and foreign nations? Why did he not explain to the assembled Tammanyites the effect upon home rule of the action of a democratic Governor of the State who uses the power conferred upon him by a republican law to tie up the hands of a democratic Mayor of New York and to render him a cipher in the city government? Why did he not show how forcibly the principle of "home rule" is illustrated by the selection of a Commissioner of Public Works for New York from the office-holders of the New Jersey government, and by the appointment of a New Jersey legislator to the New York Commission of Charities and Correction? A few words upon these matters of local interest would have been more acceptable than all Congressman Cox's antiquarian researches.

THE SOUTH.—The correspondence on the condition of the South which we publish in another column will be found full of interesting information. The great problem introduced into our politics by the admission of the colored people to the enjoyment of equal rights with the whites is slowly working out its own solution. So far the influence of the carpet-bag element, supported by the federal power, has been able to maintain the color line unbroken outside of Arkansas, but there are not wanting indications which point to a growing discontent among the colored people with the present system. The result of the carpet-bagger's success has been a course of dishonest legislation which has disgusted the honest republicans of the South. Wisdom and forbearance on the part of the democrats will in time break the solid phalanx of the colored vote and free the South from the nightmare of carpet-bag government and federal interference which at present crushes out the energy from the Southern people and impedes all progress.

TEN LIVES were lost on the Fourth of July by a collision between a tugboat and one of the Old Dominion steamers in Hampton Roads. This disaster evidently was due to criminal carelessness on the part of some one. Only three of the bodies of the drowned have as yet been recovered.

THE RAPID TRANSIT COMMISSIONERS appointed by Mayor Wickham met yesterday and organized. After the appointment of various committees the Commissioners adjourned. The selection of the members of the Commission is regarded very favorably by the citizens, and great hopes are entertained that the important problem of rapid transit will soon receive a satisfactory solution at the hands of the new Commissioners. Brooklyn is also stirring in the question of rapid transit.

THE CUSTOM HOUSE OFFICIALS have made an important seizure on board the steamer Denmark. Three umbrellas and twelve yards of alpaca rewarded the officers who made a descent on the stewardess's trunk. We hope these gentlemen will be immediately promoted. Lynx-eyed watchfulness like theirs ought not to pass unrewarded. And to think of all the millions' worth of goods rich smugglers get through this same Custom House! Wonder how they manage it!

Accommodations of the Centennial.

The Philadelphia journals have been discussing the question of accommodation for the thousands of visitors who will probably go to the Centennial. This has been one of the really serious problems attending the practical working of the Exhibition. Philadelphia is a large, commodious and, in some respects, a peculiar city. There are few hotels. We suppose, if the space devoted to the entertainment of travellers were occupied to its fullest extent, there would not be room for five thousand guests in addition to the ordinary population. One of the plans proposed to meet this want is the building of new hotels. This was attempted at Vienna, and in nearly every case the experiment was disastrous. Philadelphia should have more hotel accommodation, but capital will hardly spend the sums necessary to build proper hotels merely for the profits of a single exceptionally busy season.

Another plan is the running of swift trains from New York to Philadelphia. Colonel Scott has demonstrated that he can take passengers from Jersey City to the Centennial grounds in less than two hours. By this means a visitor could leave his hotel in New York at half-past seven, be in Philadelphia at ten, and, leaving there at five, be home again for a late dinner. Still four hours, or practically five hours daily travel over railroads is a large price to pay even for the benefit of seeing the Centennial Exhibition. One of the dangers is that the hotel proprietors of Philadelphia will advance their prices largely. This will remedy itself, as it did in Vienna, where the result of the sudden advance was to drive everybody out of the city and paralyze the Exhibition, and hotel keepers went about on their knees offering rooms for any price. The Philadelphia Press has taken pains to inquire of the hotel proprietors what they propose to do in the way of advancing their rates. They satisfied the editor of that journal that "the visitors will be treated by the hotel landlords hospitably, generously and fairly," and that "where any advance is made it will be within the limits of from fifty cents to a dollar a day, according to the house." It is not pleasant to find hotel keepers proposing even to make this advance on their ordinary rates. It would be much better, even for their own business interests, if the hotel keepers would announce that, during the Centennial, they would take guests at a decrease of fifty cents or a dollar a day. There is no reason that we can see in any of the publications in the Philadelphia papers for such an advance. Increased business will be increased gain. Because a hotel has five hundred guests where it has been struggling along with fifty or one hundred, there is no reason for asking a dollar extra a day. It is not demanded by the exigencies of the business. It will be regarded as an avaricious grasping for profit and an attempt to utilize a great national event for their own gain.

As human nature goes we could not expect much better from hotel keepers. The accommodation question will have to be settled in other ways. The Press informs us that the hotel keepers in New York propose to reduce their rates during the Centennial season, and that they will do it by "concerted and united action." As the Exhibition will be in the summer, when hotels are not largely patronized in New York, they can readily afford to do this. It would be an act of wisdom. We also hear that a system of sleeping car trains is being organized, enabling passengers to live in palace cars at so much a day. "In these trains a small party can come and spend one day or two or three at the Centennial grounds with their own cook and servants at hand and their own parlor and chamber at their disposal." We have no doubt that the ingenuity of our people will find the means to accommodate all visitors during this Centennial time. The wisest thing would be for the people of Philadelphia who have houses with more room than they require to agree upon a system of general accommodation. By this means, by a little concerted action in the hands of a judicious committee, ten thousand rooms might be thrown open at ordinary rates to the crowd of strangers who will certainly visit that city. This will be the best plan after all. If it is properly managed it will quickly solve the hotel problem.

Athletic Humanity.

There is a story about the drowning of a member of one of the Harlem boat clubs circulating in the city which demands strict investigation. The story goes that a young man ventured into the river to bathe from one of the boat houses on the river, although not an expert swimmer, relying on the presence of some score of his club comrades to help him in case of need. The man almost immediately sank, and, though he was almost within an ear's length of the boat house, he was allowed to drown, without any serious effort being made to save him. It is further stated that looking on at the struggles of the drowning man were men whose pride it is to be athletes, and aquatic athletes at that. Some names are given of men famous as oarsmen, and several are mentioned who claim to be champion swimmers, yet not one of these athletic champions had courage enough or humanity enough to jump into the water and stretch out a saving hand to the poor wretch struggling for life within a few feet of his friends and comrades. Is it then true that athletic sports merely make finer animals of those who practise them, but exercise no elevating influence on the mind? Had a score of pignies witnessed the death struggle of one of their own kind they would have made some effort to save the unfortunate. What, then, can be said of this score of champions, who saw a fellow creature perish without making an effort to save him, but that among a score of athletes there was not one man?

THE TOTAL VALUATION of real and personal property in the city of New York this year is, in round numbers, one thousand one hundred and one million dollars. The total appropriations for the annual expenses of the city government amount to thirty-eight million dollars. This is subject to a reduction of three millions, paid out of the city revenue. But the gross rate is more than three dollars and forty-five cents on each one hundred dollars of valuation. That is to say, a person who owns a house valued at twenty thousand dollars will have to pay this year, less the trifle of city revenue, six hundred and ninety dollars for the expenses of Comptroller Green's financial management, exclu-

sive of rates, assessments, interest and insurance. At this rate, how far are we from bankruptcy?

Drowned at Rockaway.

The loss of life which annually occurs at watering places in the vicinity of New York ought to compel some action on the part of the local authorities looking to the better security of bathers. On Sunday last three persons were drowned at Rockaway Beach because there was no provision made for accidents that experience should have taught the hotel keepers to expect. A young lady was suddenly swept from among her friends by the waves and drowned before assistance could reach her. One of her male friends who had gallantly gone to her rescue was himself seen to sink when a second brave man went to his friend's rescue. While these two battling for life were being carried away a third man swam out, but before he could reach his friends they too were engulfed, and had not help reached the third man it is probable a fourth life would have been lost. John Gossmer, and William Goodhill, who nobly sacrificed their lives in the cause of humanity, deserve to be remembered as heroes; but what can be said in defence of those bathing house keepers who, knowing the danger of the beach, take no precautions to save life? Not a boat was at hand, not even a rope was cast to the men struggling for life and perishing in view of hundreds. The Coroner's inquest, as is too frequently the case in America, was simply a farce, in which the Coroner covered up as much as possible the shortcomings of his friends and neighbors.

The Bridging Over Policy in Our City Finances.

The only safe principle that can be adopted in a city government is that which teaches us to pay as we go. Our present embarrassed financial condition is due to the fact that under Mr. Green's management we have wholly abandoned that principle and adopted in its place a "bridging over" policy, whose end, unless it be cheated in time, must be bankruptcy. Our gross debt on the first day of the present year was in round numbers one hundred and forty-two million dollars. To this may fairly be added twenty millions of unliquidated claims and other liabilities, commonly called "floating debt," the actual amount of which Mr. Green refuses to disclose. There had been recovered against the city, between January, 1873, and January, 1875, judgments to the amount of two million five hundred thousand dollars, a large proportion of which appear on the record as unsatisfied, although, from the loose manner in which the business of the Finance Department is transacted, it is impossible to discover how much of this amount has been paid and how much remains unpaid, drawing seven per cent interest. It is safe to calculate that we actually owe in gross at the beginning of the present year one hundred and sixty-four million dollars, including the funded, temporary and floating debt, unsatisfied judgments and claims then pending in the courts. We have a sinking fund of twenty-seven million dollars to go toward payment of this debt. The temporary debt is nominally twenty million dollars, but this embraces vacated assessments and assessments that belong to the permanent debt of the city, being made on city property. We cannot safely calculate upon receiving back from assessment rolls much more than half of this temporary debt, or, say, twelve million dollars. Thirteen million dollars is, therefore, all the present provision we have toward paying a debt of one hundred and sixty-four millions.

Thirteen million dollars of our debt matured in 1875, and should be paid and cancelled this year. We have made provision to pay less than three millions of this amount. We renew our "bridge over" ten millions by issuing new bonds and stocks to take up those that fall due, in accordance with mischievous laws devised and secured by Mr. Green legalizing such reckless financing. On the 1st of January last there remained uncollected more than twelve million dollars of the three preceding years' taxes, and nearly eight million dollars of the three years' assessments, or a total of twenty million dollars of uncollected taxes and assessments. Probably at least twelve millions of this amount will never be collected at all, and will become a charge against the city, to be added either to the debt or to the year's taxation. But while twelve million dollars of the taxes of 1872, 1873 and 1874 remained uncollected on January 1, 1875, the appropriations for the three years, to be paid out of the taxes, had all been drawn up to that date, except two millions and a quarter; hence ten million dollars which ought to have been derived from taxes must have been obtained from some other source to pay the appropriations. Here, again, we have Mr. Green's "bridging over" policy. Instead of repaying the deficiency to the Board of Apportionment each year, in order that it might be added to the next tax levy, the Comptroller has concealed the fact of its existence, and driven the increasing ball before him by the unlicensed use of revenue bonds, thus postponing the final reckoning. We thus stand to-day with a known deficiency of ten million dollars in the city treasury, without taking into account the deficiency through assessments uncollected, vacated and still unprovided for, and which must also be saddled on the city at last.

This is only a glance at the many evils of the deceptive, "bridging over" policy inaugurated by Mr. Green, but it is sufficient to show that our present loose, incompetent and reckless financial management cannot be continued much longer without landing us in bankruptcy.

FIREARMS on the Fourth.—Out of a long list of accidents occurring on the occasion of the celebration of the Fourth over eight-tenths will be found to have resulted from the reckless use of pistols and cannon. Out of some forty such accidents only seven are attributable to fireworks. The remainder are from pistol shots, the bursting of cannon and the explosion of powder flasks used for the purpose of loading such weapons. In Baltimore the use of any fireworks within the city limits is prohibited, and the law is strictly enforced. It would be well if we could have a State law or a city ordinance prohibiting the use of pistols, cannons or anything but manufactured fireworks, in New York, on the national holiday. It is scarcely worth

while to prove our loyalty by killing and maiming some fifty to a hundred people annually.

Mad Dogs.

The annual canine panic has once more broken out. There is scarcely a peaceable citizen who does not see with alarm the near approach of any of the numerous curs who roam through the streets and now and then frighten the timid burghers by looking askant at their hose. Were it not for the watchfulness and vigor of some members of the police force this dog nuisance would soon make walking in the streets a very undesirable exercise. But, encouraged by the fame reaped by active members of the force last year by dog slaying, ambitious officers are already doing good work with pistol and club in diminishing the number of the canine enemy. Shooting mad dogs in the street is very laudable, and we are inclined to publish every officer's name in large type who shall kill a prowling cur whether he be mad or not. The officer can always fall back on the justification that the dog might have been mad, and no one except Mr. Bergh will care very much as to the exact mental state in which the slain canine may have been previous to his death. It might be well for some general action to be taken by the police authorities, before hydrophobia spreads among the canine tribe, to have all roving dogs captured and disposed of in the way least likely to hurt the susceptibilities of Mr. Bergh and his friends. Shooting in the streets is expeditious, but it has its inconveniences and might probably be objected to by persons happening to be in the line of fire. We have great confidence in our police force, but an officer's aim is not always correct.

The Friends of the Poor Laborers.

Where are the friends of the poor laborers? We have heard nothing from them of late, and yet the city pay continues at the reduced price of one dollar and sixty cents per day instead of two dollars. Many of our millionaires have protested against this reduction; have insisted that Mayor Wickham, Comptroller Green, Commissioners Porter, Wales, Disbecker and others should give up a portion of their own liberal salaries before taking forty cents a day from the hard-earned wages of the workman. But none of them have yet acted upon our suggestion to contribute toward a fund to make up to the laborers the amount deducted from them by the city. A number of wealthy citizens, many of them old office-holders, and probably all aspirants to office, have eloquently denounced the injustice of this reduction. They can well spare the amount necessary to restore the city pay to its full sum. Which of them will start a subscription for that purpose? Why does not the next candidate for the Speakership of the House of Representatives come to the front?

IF THE STATEMENT that an attempt is to be made to remove Mayor Wickham is not a malicious report, originating with Comptroller Green, we must implore Governor Tilden not to take any action in the matter at present. The Mayor's recent appointments to the Rapid Transit Commission are more than sufficient atonement for his wranglings with the smiling head of the Finance Department. Then, even if the Mayor should abandon his intention to visit Europe with his municipal and political menagerie, we shall need his services when the victorious riflemen come home. Who could receive them like Wickham? Who could rub their shoulders and slap their backs so cheerfully as Wickham? Who could make them such a speech as Wickham will make, or join their dinner table with a conviviality and an appetite equal to Wickham's? The Governor, who has been so dilatory in the cases of the Corporation Counsel and the tainted Fire Commissioners, must not be over-hasty in acting upon the case of the Mayor.

PERSONAL INTELLIGENCE.

Judge John M. Kirkpatrick, of Pittsburg, is stopping at the St. Nicholas Hotel. Mr. Potter Palmer, of Chicago, is among the late arrivals at the Windsor Hotel. State Treasurer Joseph W. Mercer, of Missouri, has arrived at the Metropolitan Hotel. Pay Director Henry Kitting, United States Navy, is quartered at the Sturtevant Hotel. Mr. Washington Booth, Collector of the Port of Baltimore, is returning at the New York Hotel. Senator Algeron S. Paddock, of Nebraska, has returned to his old quarters at the Windsor Hotel. Assistant Quartermaster General L. C. Easton, United States Army, is registered at the Westminster Hotel. Vice President Wilson returned to the city yesterday and took up his residence at the Grand Central Hotel. Mr. George B. McCartee, Chief of the Printing Division of the Treasury Department, is at the Fifth Avenue Hotel. Brevet Major General Quincy A. Gilmore, of the Engineer corps, United States Army, has apartments at Barnum's Hotel. The Emperor Dom Pedro, of Brazil, is going to Brazil to open the Macaé and Campos Railroad, and thence to San Paulo to open the San Paulo and Sorocaba Railroad. Sorocaba is the great cotton region of San Paulo. A cable despatch to the Toronto Globe says Lord Dufferin has appointed the Right Hon. Mr. Childers arbitrator to decide upon the price which should be paid to the holders of lands on Prince Edward Island for the extinction of their tenure. Mr. Childers sails from England on the 15th inst. Fines are fines in the Grand Jury of Posen. One was imposed on the newspaper Kurier Posen, whereupon the editor ordered a subscription to oppose to the penalty a popular demonstration. All the subscription money was contributed and an additional fine of 400 marks was imposed by this attempt to avoid the proper operation of the penalty. In the last letter written by the learned Baron Pigott he combats the theory of apostolical succession, and challenges his opponent to show that bishops, priests and deacons were orders instituted by the apostles. He affirms that no one knows who was the immediate successor of Peter, or the second link in the chain, and that it is not shown that there was ever a delegation of successorship. The death, at his seat in Auvergne, is announced of Baron de Sarriges d'Azay, at the age of eighty-six. He was one of the most ardent men in his department and was one of the collaborators in the "Nobiliaire de l'Auvergne" and the "Dictionnaire Historique du Cantal." He has bequeathed to the library of Clermont a valuable series of works on the nobility of France and the heraldic art. Viscount de Lorgeid, in a speech in the French Assembly, called M. Fouché de Careil a thief; but on account of religious scruples the Viscount will not fight a duel. He had, as he said, made the declaration of Careil's dishonesty on behalf of a majority of the Deputies of his department. M. Careil required, therefore, that he should assuage the Deputies for whom he spoke, and that they should rebuke one of their number without religious scruples to give satisfaction. They were assembled, but they compelled Lorgeid to apologise publicly.