THE DYNAMITE DISASTER.

Details of the Explosion on the Dock at Bremerhaven.

Terrible Scenes of Death and Suffering.

Sixty-eight Persons Killed and Thirty-three Seriously Wounded.

SICKENING SCENES ON BOARD THE VESSEL.

The Conspiracy Against the Steamship Mosel. Her Passengers and Cargo.

LONDON, Dec. 14, 1875.

Scarcely had the excitement which was caused by the wreck of the Deutschland to a great extent subsided, than we were startled by the news that a case of dynamite had exploded close to the Mosel, a sister ship to the Deutschland, both belonging to the North German Lloyds, causing, in an instant, even more suffering and wretchedness, and as great a number of deaths as did the waves and the cold on the fearful night of the 6th of December, just five days before. The facts of this fearful accident may be stated in a few words:

THE MOSEL

had just been hauled out of the inner dock by the steam tug Simson, and was lying very close to the quay opposite the large depot of the North German Company. Most of the passengers had already gone on board; only a few stood among the dense crowd of spectators on the quay, bidding a last farewell to the friends and relatives who had gone up from Bremen to see them depart for their new homes in the far off country. The bell had already been sounded, signalling the passengers to get on board, when two freight wagons were driven up, one containing passengers' baggage and the other four cases and one barrel of freight. Suddenly, as the carters were unloading the freight wagon, around which stood the crowd of spectators,

A FEARFUL EXPLOSION

took place; the air was literally filled for a moment with the debris of freight and baggage and the mutilated portions of men. In a moment, as a spectator remarks, the crowded quay was in one portion swept clear of spectators, and the rest was literally "sown" with the mutilated remains of human beings. The wagons had disappeared in the air in a thousand pieces; the horses were thrown to a great distance, dead on the ground. In that fatal moment some sixty or seventy persons lost their lives, and about forty others were left maimed and mutilated around.

A TERRIBLE PICTURE

of the horrid scene of devastation and death is given by the *Weser Zeitung*, whose narrative follows below, thus:—

About eleven o'clock on the morning of Saturday the Mosel was being towed by the tug Simson out of the new haven into what is called the Vorhaien in order to take on the remaining passengers and freight. Nearly all the freight had been loaded and the signal had been given for passengers to go on board when, at the last moment, two wagons drove up before Lloyds' freight depot, one with freight and the other with passengers' baggage, consisting of four boxes and one barrel, which had yet to be taken on board. The former were transported to the ship by means of small cars, and as the latter one was being unloaded near the side of the Mosel, about twenty minutes past eleven A. M., a fearful explosion took place. The wall of the quay was

CROWDED WITH PEOPLE,

partly belonging to the crew of the steamer, who were occupied in receiving the packages and freight, partly stevedores and coalheavers, and partly passengers who were taking a last farewell of their friends.

AN EYE-WITNESS,

who at the time of the explosion was standing under the bridge of the Mosel, narrates that simultaneously with the occurrence he saw a great number of black clumps flying through the air, while, looking to the quay, which had been a minute before crowded with people, he could hardly see a soul. At the first moment he feared it was a boiler explosion, and cast himself flat upon the deck, being instantaneously covered with a perfect hail of sand, glass and fragments of bodies.

THE DEVASTATION ON BOARD

the steamer defies all attempt at description. Not a single pane of glass was left in the skylights. The forward part of the ship on the port side was crushed in and shivered, and even the starboard side was seriously damaged by the enormous concussion. In the first cabin in the aft part of the ship bottles, glasses and lamps were all smashed. The side plates were burst, her dead eyes driven in, rivets torn out, and she was covered all over with blood and pieces of human flesh. In all parts of the vessel were

ARMS, LEGS AND OTHER PORTIONS OF HUMAN BODIES.

A number of pieces were even found in the cabin, having fallen through the skylights. The entrance to the hatchways were broken by the pressure of air, and the front portion of the chart room, which is on deck, was smashed in.

The entire ship was filled with broken glass, even the food, which was just being distributed to the steerage passengers from the kitchen. The officers and crew of the Mosel fared badly. The first officer, G. Freitag, is badly wounded; the third, Herr Christoffer, and the fourth, Reimkaster, are also seriously hurt.

Two of the quartermasters are dead and many of the crew are missing. On the quay, in the place where the box had been unloaded, there was

A HOLE IN THE EARTH,

six or seven feet deep, which gave one the impression that the earth had been pressed downward with immense power. The quay was covered all over with portions of human bodies and torn clothes. In great pools of blood lay here and there an arm, a leg, intestines. The tug Simson is much better off than the Mosel, as it lay lower beneath the wall of the quay. The entire upper deck, however, is in pieces, and in the upper portions of the ship scarcely a single board remains, but the damage will be easily repaired.

The crew of the tug are uninjured, except by fright.

The firemen and machinists complain of slight pains in the chest, but all were able to go to their homes.

AID TO THE SUFFERERS.

Immediately after the explosion a company of soldiers, who were at the the time on the drill ground, and also the Bremerhaven police came up to render assistance to the wounded and to pick up the dead. The former were taken to the barracks outside the town, as were also subsequently the dead, the route thither being stained with tracks of blood. The scene at the barracks was a terrible one; torn bodies with faces distorted with pain, some rendered almost unrecognizable by frightful wounds. The cries and moans of the dying are described as being heartrending. The Bremerhaven doctors had given all the assistance they could, and at half-past two an extra train arrived from Bremen, bringing twenty-two other medical men, a body of police and four Sisters of Charity.

The doctors had a vast amount of work for many hours—amputation of limbs, sewing of deep incisions and binding of wounds. A number of the wounded died immediately after removal, and one man just as his leg had been prepared for amputation. The doctors report that the wounds are much more terrible than those which came under their observation during the last war, a few have wounds similar to those caused by granite and shrapnel. It is impossible to say yet the exact number of the killed. Some of the wounded are in private houses.

THE DEAD, WOUNDED AND MISSING

were mostly inhabitants of Bremerhaven, although a few of the passengers were also among the unfortunates. Eye witnesses say that bodies were thrown forty or fifty feet into the air. Herr Poppe, the inspector of Lloyds, was discovered headless and fearfully mutilated, and could only be identified by his wedding ring.

CAPTAIN WENKE,

who had the overcharge of the stowing of the vessel, is missing.

The family of Herr Philip Ettmer, who had come to say farewell to their son, who was going to California, suffered severely. Herr and Frau Ettmer, as well as their son and son-in-law, Mr. C. H. Clausen, are among the killed, and the wife of the latter has had an arm amputated and a child of the family has lost its hand.

ONE WOMAN

was blown right across the tug into the paddlewheel, where in the afternoon could be seen pieces of lung and intestines.

Another woman, holding a child in her arms, was thrown, with the loss of both legs, upon the ice of the second haven.

ALL THE BODIES

found were taken to the barracks, and the portions which could not be put together were carried there in baskets. The corpses are laid for identification, but some are so mutilated that they cannot possibly be identified. An idea of the

FEARFUL POWER OF THE CONCUSSION

may be obtained when it is mentioned that not only is there not a single pane of glass left in the windows of Lloyd's depot, but the same thing is the case with reference to the Burgomeister Schmidt strasse and also in many houses round the old haven. Even in Geestemunde many windows are broken and the glass of the lighthouse is partly destroyed.

THE WAGONS

on which the last loads of freight and baggage came were strewn in all directions; the horses were thrown some distance and found dead on the ground, all their forelegs being broken above the hoofs.

CAPTAIN LEHWUS,

of the Mosel, escaped in a most remarkable manner; he was standing near the final box a few minutes before the explosion, but seeing one of the passengers going toward the city, and fearing he would be left behind, he hurried after him, and during this short absence the explosion occurred and he was only thrown on the ground. The entire crew of the Mosel are said to be suffering from hardness of hearing.

THE ASSASSIN.

A rumor which certainly requires confirmation is current to the effect that a first class passenger was the owner of the terrible box, and that after the explosion he went into his cabin and attempted to commit suicide by firing a bullet into his brain. It is a fact that this man was found in his cabin, with the door carefully fastened, and that he had a severe wound on his forehead. He, too, was taken to the hospital. So far the account of the *Weser Zeitung*. A telegram which arrived in this office last night gives the strange rumor that this passenger, by name Thomas (who is now among the wounded in hospital) had conceived the diabolical plan of introducing the explosive substance into the vessel for the purpose of blowing it to wreck, and thus securing a large amount of insurance he had effected on this property. He himself was a passenger to Southampton, but the report says that in the box was a curious mechanism, or clockwork, which would ignite the explosive material after the vessel had been six days at sea. It is a strange rumor, and I give it as it comes to me.

THE DEAD AND THE WOUNDED.

The official report of the Bremerhaven police gives the number of the killed at about sixty and of the wounded at about forty. This will doubtless prove to be rather below than above the truth. Of the Mosel's passengers killed are:—Hermann Cramer, of Iowa; Alfred Granichstedler, of Austria; Adolf Kauffmann, of Posen (all cabin); Heinrich Kautz, Otto Kuncke, both Germans, of the steerage. Among the wounded are:—Mrs. Martens, of Bremen (cabin); Carl Model, Rudolph Witte, New York; Wilhelm Schmidt and Joseph Dancer, both Germans, and Wilhelm Thomas, of Dresden, the cabin passenger who attempted to commit suicide and who is responsible for the terrible calamity.

The following is the first official list, but it does not include all of the people's names:—

WOUNDED.

William Wacker.	Joseph Danzer.
Ernest Alschenhagen.	Henry Kautz.
Edward Becker.	William Bödecker.
Adalbert Zink.	John Swendson, stoker.
Henry Stoffel.	William Thomas, first cabin, of Dressen.
Henry Lange.	D. E. Darton.
William Schmidt.	H. W. Hoffmann.
Melle Claessen.	Widow Krüger.
Charles Schneider.	Miss Glauert
Charles Model, steerage.	A. Etmer of Hamburg.
Henry Leschmann.	Annie Jacobs.
Rudolph Witte, passenger.	August Blemann.
H. Bredemeier.	Annie Steinhoff, of Lehe.
Christoffers, third officer.	Ernestine Krueger.
Reimkasten, fourth officer.	
Paul Hennick.	

Two others are speechless.

DEAD.

Hermann Meyer, of Lehe.	F. O. Köhnecke.
Adolf Kaufmann, passenger, of Posen.	John Buschman.
Konrad Fischer.	Glauert.
G. Giessen.	Nante Ahren, of Lehe.
Bruckmann.	Etmer (son).
Kramer.	Christ. Claussen.
Alfred Granich.	Aschoff.
Joseph Wachtendorf.	Herold.
August Fuhrer.	Inspector Poppe.
M. A. Schmidt.	John Emden.
	Tom Vorde.

Altogether fifty-seven corpses were in the hospital at the time this list was made, but many are not identified.

The following persons are recorded as

MISSING.

P. A. Etmer.	Fr. Hinsch.
W. H. Wenke.	E. Craeper.

Paymaster Bomhoff and the second officer of the Main.

One family in Bremen (Etmer) loses seven of its members through the catastrophe.

CHESS.

The fourth game in the match was opened on Thursday by Mr. Mason with the Ruy Lopez. After a stubborn contest the *partie* was given up as drawn at the thirty-ninth move. Time, 2h. 5m. The following is the fifth game:—

THE BIRD-MASON MATCH.

PETROFF'S DEFENCE.

Bird.	*Mason.*
1—P to K 4	P to K 4
2—Kt to K B 3	Kt to K B 3
3—P to Q 4	Kt takes P
4—P takes P	P to Q 4
5—B to Q Kt 5 ch	P to Q B 3
6—B to Q 3	Q to Q B 2
7—Castles	B to K 2
8—R to K sq	Kt to Q B 4
9—B to K B 4	B to K Kt 5
10—B to K 2	B takes Kt
11—B takes B	Q Kt to Q 2
12—Kt to Q 2	Kt to K 3
13—P to K Kt 3	P to K Kt 3
14—P to Q B 4	P to Q 5
15—B to K Kt 4	Q Kt to Q B 4
16—Kt to Kt 3	Kt takes Kt
17—R P takes Kt	P to Q B 4
18—P to Q Kt 4	Castles (K R)
19—P to Q Kt 5	B to K Kt 4
20—K B takes Kt	P takes B
21—P to Q Kt 4	B to K 2
22—Kt P takes P	B takes P
23—Q to Q Kt 3	K to K B 4
24—Q R to Q sq	Q R to Q B sq
25—R to Q 3	Q to K 2
26—R to K B 3	K takes R
27—P takes R	B to Kt 5
28—R to Q R sq	Q to Q B 4
29—R to Q R 4	B to B 6
30—P to K R 4	B to Q sq
31—R to R 2	Q to Q Kt 5
32—Q takes Q	B takes Q
33—B to K B 4	P to Q 6
34—B to Q 2	B to Q B 4
35—B to Q B 3	K to Kt 2
36—K to Kt 2	K to R 3
37—R to R sq	K to R 4
38—K to K sq	B to K 2
39—B to Q 2	R to Q 5
40—B to K 4	K takes R
41—P takes R	K to Kt 5
42—P to B 3 ch	K takes R P
43—B to K B 4	B to Q B 4
44—B to Kt 3 ch	K to Kt 4
45—K to B sq	B to K 6
46—K to K sq	P to Q Kt 3
47—K to Q sq	P to K R 4
48—P B 4 ch	K to Kt 5

Mr. Mason wins. Time, 3h. 15m.

The following are the moves in the sixth game of the match:—

VIENNA GAME.

Mason.	*Bird.*
1—P to K 4	P to K 4
2—Q Kt to B 3	B to Q B 4
3—K Kt to B 3	P to Q 3
4—B to Q B 4	Kt to K B 3
5—P to Q 3	Q Kt to B 3
6—Q Kt to K 2	B to K 3
7—Kt to K Kt 3	B takes B
8—P takes B	Q Kt to K 2
9—Castles	P to K R 3
10—Q to K 2	Q to Q 2
11—B to Q 2	P to Q R 3
12—Q R to Q sq	P to K R 4
13—B to K 3	B takes B
14—Q takes B	P to K R 5
15—Kt to K 2	Q to K Kt 5
16—Kt to Q B 3	Q Kt to K Kt 3
17—Q to K Kt 5	Q to K 3
18—Kt to Q 5	Castles (Q R)
19—Q to K 3	K to Kt sq
20—Kt to K Kt 5	Q to K sq
21—Kt to K B 3	Q to Q B 3
22—Q to Q 3	K Kt to R 4
23—P to Q Kt 3	Q to K sq
24—Q to Q 2	P to Q B 3
25—Kt to K 3	Q to K 3
26—P to K B 3	Q Kt to K B 5
27—Kt takes Kt	Kt takes Kt
28—K to R sq	P to K Kt 3
29—P to Q R 4	P to K B 4
30—K R to K sq	Q to K B 3
31—P to Q Kt 4	Q to K Kt 4
32—P to Q Kt 5	P takes K P
33—K B P takes P	P to K R 6
34—P to K Kt 3	Kt to Kt 7
35—Kt takes Kt	P takes Kt ch
36—Q takes P	R to K R 2
37—Q to K B 3	Q R to R sq
38—K R to K 2	K R to R 6
39—K to Kt sq	Q to K R 3
40—Q R to Q 2	R to K B sq
41—Q to Q 3	R to Q sq
42—P takes Q B P	Kt P takes P
43—P to Q B 5	K to R 2
44—P takes Q P	Q to K Kt 2
45—Q to K 3 ch	K to R sq
46—Q to Q Kt 6	Q to Q R 2
47—Q takes Q ch	K takes Q
48—P to Q R 5	P to K Kt 4
49—P to Q B 4	R to K R 2
50—P to Q B 5	R to Q Kt 2
51—R to Q Kt 2	R to Q Kt 4
52—R takes R	R P takes R
53—R to Q R 2	K to R 3
54—K to B 2	P to Q Kt 5
55—K to K 2	K to Kt 4
56—P to Q R 6	P to Q Kt 6
57—R to Q Kt 2	K to Q B 5
58—K to Q 2	K takes R P
59—R takes Kt P	R takes Q P ch
60—K to Q B 3	R to Q sq
61—P to R 7	R to Q R sq
62—R to Q R 3	K to Kt 3
63—P to K R 4	Mr. Bird resigns.

Time, 3h. 40m.

The seventh game was drawn at the seventy-second move. Time, 2h. 35m.; the score at its conclusion standing—Mason, 3; Bird 1; drawn, 3.

THE CENTENNIAL TOURNAMENT.

The following preamble and resolutions, adopted by the Philadelphia Chess Club, prove that the article published in the HERALD of the 29th ult. has not been without practical results:—

Whereas the Philadelphia Chess Club has been frequently importuned by numerous chess organizations throughout the country to hold a tournament under its auspices during the centennial year, therefore,

Resolved, That the Philadelphia Chess Club offers playing accommodations and the sum of $250, at least as a nucleus for a fund for a grand international chess tournament, to be held under the auspices of the Philadelphia Chess Club, during the Centennial Exposition of 1876, and

Resolved, That in accordance with the above resolution the Centennial Board of Management of the Philadelphia Chess Club requests each chess organization subscribing to a fund for this tournament to delegate one member as a representative of such organization in the said Board to arrange the rules of play, distribution of prizes, &c.

Resolved, That we cordially invite the co-operation and assistance of the various chess organizations and all chess players throughout the country.

JOS. M. BENNETT, President.

W. H. SAYEN, Secretary.

By order of the Board—A. D. EARDOUN, Cor'g Secretary.

THE QUARREL OF THE OARSMEN.

TO THE EDITOR OF THE HERALD:—

Since a late meeting of the University Boat Club the Harvard undergraduates have, according to the HERALD, been subjected to a "hot fire all along the alumni line." Continuing the metaphor I conclude that many have already fallen, yet finding myself, for the present, at least, unhurt, I would devote my hot shot to the cause I believe to be just. It is with diffidence I confess myself a member of the Harvard University Boat Club, and moreover that at the meeting in question I used my influence—one vote—in favor of a withdrawal. This was done not without thought; in fact, it was said at the time by some of us that if the alumni had taken as much when they stood in our places perhaps our action would not have been needed, and so lively was our sense of the honor of Harvard that we really believed it would be best consulted if we accomplished our end and withdrew her from the Rowing Association of American Colleges.

In the first place, what is this association? Harvard founded it by her influence in 1871, not having Yale to race with, and—she was beaten. Then every college in the country seems to have snuffed the battle from afar; many applying for admission were admitted only to give place to other applicants who were in turn admitted, until the problem, how, when and where can this regatta take place? becomes yearly more difficult to solve. Experience has shown that the less college men have to do with its management the more apt it is to be called successful. The time seems to be fast approaching when all arrangements will necessarily devolve upon some non-college but enterprising individuals who will convert it into a "spectacular drama," if it is not one already, with an "efficient corps of supernumeraries," recruited from among men, presumably gentlemen—a state of affairs not particularly conducive to the dignity of the contestants or the honor of their colleges. As for the conventions preceding these regattas, are they either sensible or honorable? Do they approximate the one or the other? Are they not scrambles for offices, where intriguing between colleges is at a premium, bodies unable to challenge "our English cousins" in a gentlemanly way? The last act in the late Convention being a transformation scene, an auction room in which the Convention was to be sold to the highest bidder, after which we may suppose the delegates separated to make in cold blood such accusations against one another as appeared in a letter of Mr. Chandler to the Boston *Advertiser*.

I would ask the alumnus who "frees himself" so "happily" in the letter copied into the HERALD if the "elective idea" between "honor and dishonor" is not a good thing, after all, and whether he would not, after finding out that his influence could not be effectively exerted in a proper manner to keep the Convention in tune with his convictions; whether, I repeat, he would not "elect" honor and withdraw, leaving others to transform themselves into a body of "statesmen" in miniature, and delight the hearts of hotel keepers and sightseers at the terrible expense of their own self-respect? It is not fair to hold any one college responsible for this state of things; but to say that the Convention indulges itself in this way is warranted by the facts. Honor is the principal thing and should be spoken of first; after it come some other considerations, upon which I still think the association exerts a bad influence.

The tendency is at present to develop in a college a set of men who are led to suppose that rowing is so important that it must be made a primary consideration. They must train like "professionals," no matter what the strain, for their opponents' names are legion, and the most successful regatta thus far was practically rowing against time, with perhaps their most dreaded rival out of sight and almost out of mind. No thought of general physical culture is likely to enter their heads or those of the college community under such circumstances—nothing but the race, the race to be decided in less than twenty minutes in the sight of shouting and betting spectators, the number really interested in them growing yearly less.

All this seems contrary to the true spirit of college rowing or athletics of any kind, more having been done last year in the right direction by the establishment of the rowing clubs at Harvard (by means of which every one can avail himself of this exercise at a small expense) than would have been the case had we more than a dozen regattas in the manner described. There remains some specific remarks in letters from graduates, to which exceptions may be taken.

A gentleman, writing to the Boston *Traveler*, says it will be difficult "to find any member of Harvard's successful crews who will advocate a withdrawal from the association until the claim for superiority is made good in the shape of one or more victories over all competitors." * * * It is the opinion of a majority of old Harvard oarsmen that an insufficient amount of work has been done in Cambridge of late years, and he also remarks that the "result" of former regattas has been "mortifying."

Now I am not aware that any "claim for superiority" is made in withdrawing from the association, and even supposing there had been "one or more victories over all competitors" would more real reasons for withdrawing exist than there are at present? Could not the other colleges very properly say, "It is true you have beaten us this time, but the chances are you cannot do so again. Every year there has been a new winner. The boating position of a college does not depend upon the victory of one year, but upon its average position for several years. In leaving us now your action is more dishonorable than if you had honestly made up your mind to withdraw long ago, and had done so then." We have generally supposed that the amount of work done by Harvard crews of late was as much as could be bestowed upon rowing by men in a university constantly raising the standard of her proper work at the price of her degree. It certainly was so much that two of last year's crew have given up their places in the boat this year in order to devote the time saved to their courses.

As for the "members of Harvard's successful crews who do not advocate a withdrawal" and deplore the state of feeling at Cambridge, they should be reminded that the antidote they propose is sometimes considered our bane. "One at a time" is a good old rule of athletic contests. The conditions of racing between colleges have changed somewhat since 1870. These graduates were pitted against one, or, at the most, four competitors. Their manner of rowing they determined with their antagonists with little expense of time or trouble; they were not subject to the decrees of a convention, neither knowing nor caring what was best for their boating interests, and likely to change the time, place and even manner of each regatta contrary to their wishes. Their training was not rendered more trying by the element of chance, now so prominent an agent in regattas, which it is foolish to defend with the remark that it is as fair for one as for another. That is not the question we try to settle.

A mistake in the choice of quarters in a town with which they are not acquainted; a bad position drawn by lot; an adversary to be watched at the distance of an eighth of a mile; a false start in an interminable line; a disheartening postponement after weeks of nervous preparation; the boredom of inquisitive visitors; the disinclination of most of their friends to make so expensive a trip to look for them rowing amid a mass of other boats—all these considerations affect the college oarsman during his training, and fail to give him that confidence in himself so important for success at last. Let the successful crews remember this yearly and novel strain upon constantly changing crews before they judge the "youngsters" too harshly. Having attended the last three regattas, I confess to a feeling of disappointment, but have reserved my mortification for some of the attendant circumstances. To the fiery graduate who addresses the Boston *Advertiser* I would say, "Strike! but hear me."

Is it possible, do you think, that those "who are in favor of giving up the struggle must in the first place be satisfied that we have no reasonable chance of success in the national association?" Supposing we were or were not satisfied on this point, would not our decision be equally dishonorable if we did not consider the position and proper influence of our university "in the first place," and fairly and squarely meet that issue? and when you ask "what will become of our reputation for pluck?" it can be said in reply that there are several kinds of "pluck," among others moral "pluck." What would have become of that if, contrary to their convictions, the majority of the H. U. B. C. had voted to stay in this association? Would they not have lost it, and thus have inflicted upon the graduates and themselves "a cruel piece of injustice?"

But one word more. Why "would it be hardly advisable for Harvard to attempt to organize an eight-oared crew until they have shown first a good six-oar?" Without stopping to show that Harvard has "shown a good six-oar," I continue, Would it be "hardly advisable" for a man to change his coat because it did not fit him, and he was ready and able to pay for another considered by competent judges to be a better garment? The Englishmen, who love exercise for its own sake and for the health and skill it brings with it, claim for the eight-oar, with a coxswain, advantages in gain of power, comfort to the athlete, in the exercise of skill and the interest of a race. They have demonstrated these things to themselves so mathematically that the impression has become a conviction, and they persistently adhere in their university races to this style of rowing. What are considerations of time in comparison with such advantages? Unless I am very much mistaken the movement at Cambridge in favor of eight-oared racing was inaugurated by graduates who, after having seen, recommended it.

I cast another vote, however, at the meeting mentioned with considerably more enthusiasm than its predecessor, because it helped to secure the services upon the Executive Committee of three graduates in whom we all have the greatest confidence. I shall be willing to think that whatever action they may take is for the best interests of the University Boat Club. From a love of these interests we are all striving together.

A HARVARD UNDERGRADUATE.

NEW YORK, Dec. 31, 1875.

HARVARD HANDLED BY A COLUMBIAN.

TO THE EDITOR OF THE HERALD:—

Among the several letters in the HERALD, referring to the withdrawal of Yale and Harvard from the Rowing Association of American Colleges, there appears one signed "Harvardianus," which, if it gives the general sentiment of Harvard undergraduates on the subject under discussion, is certainly an exceedingly bad showing for them. The writer very evidently labors under the delusion (and it is an error that most Cambridge men fall into, unfortunately) that their university, both as a seat of learning and an athletic college, must be invariably considered as first and of the utmost consequence. Nothing shows this more plainly than their method of withdrawing from the association. No reason is given but simply this:—"It objects to matters in the management of the Association;" what these "matters" are that they object to so much they do not deign to state. It has been reported by some of the undergraduates of the two colleges in question that their principal reason for withdrawing was that they wished to row in eight-oared shells with coxswains, in imitation of their sister universities on the Cam and Isis; while on the contrary, the other colleges objected to this and were perfectly willing to go on rowing in what is a distinctly American boat, viz.:—the six-oared shell without a coxswain.

Harvard men give as a reason for this action of the other colleges, that the others cannot afford to row in eights and train the necessary number of men, and that they do not wish to be hampered by colleges who cannot or will not go to the expense of obeying the dictates of Yale and Harvard. The last paragraph of Harvardianus' letter is simply a piece of impertinent conceit. If Harvard had taken the flags in any one of the association races it is not likely that she would call it small glory; and, if she is afraid of "losing her identity among the mass of other American colleges," it is much better that she should withdraw, for it is certain that the "other" colleges do not desire such a competitor. COLUMBIA '75.

A SILLY HOAX.

NO. 8 WEST FORTY-EIGHTH STREET, Jan. 1, 1876.

TO THE EDITOR OF THE HERALD:—

A card which has appeared in some of the New York papers professing to be a challenge from the Princeton crew to Yale and Harvard, to which my name was forged, is a silly hoax, as is apparent to any one who is acquainted with the Princeton Professors whose names are used. Yours, &c.,

WILLIAM ALLEN BUTLER, Jr.,
President P. U. B. C.

THE INTERNATIONAL REGATTA.

TO THE EDITOR OF THE HERALD:—

Six members of the New York Yacht Club comprise a committee of arrangements for an international yacht regatta, to be given this year under the auspices of the Centennial Commissioners. These six gentlemen, three of whom are officers of the New York Yacht Club, are supposed to represent four clubs, but it is a matter of courtesy (?) to suppose that more than one club is represented. The other clubs permitted to indorse the policy and desires of the New York Yacht Club are the Brooklyn, Seawanhaka and Eastern, the latter being looked upon by the gentlemen of the New York Yacht Club as a branch of their own club. The Commodore of the Brooklyn Yacht Club is the secretary of this committee of the New York Yacht Club to record its actions and do its bidding. These six gentlemen have officially announced that a drifting match over the New York Yacht Club course on a midsummer day will properly represent to the assembled multitude what yachting in the United States has come to in this the centennial year of our existence.

Before the committee attempt to take any further steps in the matter I would like to remind them that there is an insect which dies after one single act of fructification, the purpose of its existence having been accomplished. The committee, not having lived for nothing, may now safely be allowed to resolve itself into its original atoms. CAPTAIN.

JANUARY 1, 1876.

PIGEON SHOOTING.

SWEEPSTAKES DECIDED ON THE GROUNDS OF THE LONG ISLAND CLUB.

New Year's Day was pleasantly passed by members of the Long Island Shooting Club. Congregating in large numbers on their grounds, near Jamaica, they indulged in pigeon shooting from an hour or so before noon until nearly nightfall. In this time seven sweepstakes were decided. The first had six entries, and was of but little account; the second brought eight contestants to the mark, and proved quite interesting, Mr. Madison winning first money. The third had ten entries, the fourth twelve, the fifth fourteen, the shooting between several of the gentlemen exciting considerable comment. The sixth contained the same number of entries as the last, the first money being so hotly contested by two well known shots as to gather about them the entire assemblage when they approached the score. Dr. Talbot proved the winner, killing his birds in excellent style, although his competitor is second to but few amateurs in this vicinity. Ten shooters in the seventh sweepstakes ended the day's sport.

SUMMARY.

GROUNDS OF THE LONG ISLAND SHOOTING CLUB, NEAR JAMAICA, JAN. 1, 1876.—Classified sweepstakes, $2 entrance, three birds each, 25 yards rise, 80 yards boundary, H and T traps, and club rules to govern; $7 to the first, $5 to the second and $2 to the third.

Bergen	1 1	Baylis	0 1
Madison	1 1	Thomas	0 1
Martin	1 1	Wingate	0 0

Messrs. Bergen, Madison and Martin divided the money.

SAME DAY.—Second classified sweep, same conditions as named; $8 to the first, $5 to the second and $3 to the third.

Madison	1 1 1	Bergen	0 0 1—1
Beatty	0 1 1—1	Thomas	1 0 0—1
Wingate	0 1 1—1	Martin	0 1 0—1
Smith	1 1 0—0	Baylis	0 1 0—0

Mr. Madison won first money, Messrs. Beatty and Wingate divided the second and Messrs. Bergen, Thomas and Martin did likewise with the third.

SAME DAY.—Third sweep, classified, $2 entrance, three birds each, 21 yards rise, and other conditions as before given; $10 to the first, $7 to the second and $3 to the third.

Beatty	1 1 1	Bergen	1 0 1
Madison	1 1 1	Outwater	0 1 0—1
Martin	1 1 1	Baylis	0 1 0—0
Wingate	1 1 1	Smith	0 1 0—0
Thomas	1 1 1	Henderson	0 0 0

The five first named shared the $10 in order to save time, Bergen took second money and Outwater the third.

SAME DAY.—Fourth sweep, classified, $2 entrance, three birds each, 25 yards rise, and other conditions as given; $12 to the first, $8 to the second and $4 to the third.

Wingate	1 1 1	Thomas	1 1 0
Outwater	1 1 1	Beatty	1 0
Bender	1 1 1	Bergen	0 1
Baylis	0 1 1	Smith	0 1
Madison	1 1 0	Williams	1 0
Martin	1 1 0	Orr	0 0

Messrs. Wingate, Outwater and Bender divided first money; Baylis, Madison and Martin shared the second, and Beatty, Bergen, Smith and Williams did the same with the balance.

SAME DAY.—Fifth sweep, classified, $3 entrance, three birds each, and other conditions as above given; $20 to the first, $15 to the second and $7 to the third.

M. Van Buren	1 1 1—1 1 1 1 1
Beatty	1 1 1—1 1 1 1 1
Baylis	1 1 1—1 1 1 1 0
Madison	1 1 1—1 1 1 1 0
Wingate	1 1 1—1 1 0
Talbot	1 1 0—1 1 1
Smith	1 0 1—0 0 1
Thomas	1 0 1—1 0
Bender	0 1 1—1 0
Outwater	1 1 0—0
Bergen	1 0 0—1
Martin	1 0 0—1
Williams	1 0 0—0
Orr	0 1 0—0

Messrs. Van Buren and Beatty divided first money; Dr. Talbot captured the second and Messrs. Martin and Bergen shared the third.

SAME DAY.—Sixth sweep, $3 entrance, three birds each, 25 yards rise, 80 yards bouncary, club rules to govern and best scores to win; $20 to the first, $12 to the second, $7 to the third and $3 to the fourth.

Talbot	1 1 1—1 1 1 1 1 1 1 1 1
M. Van Buren	1 1 1—1 1 1 1 1 1 1 1 0
Outwater	1 1 1—1 1 0
Williams	1 1 1—1 0
Gildersleeve	1 1 1—1 0
Beatty	1 1 0
Thomas	1 1 0
Wisner	1 0
Bergen	1 0
Wingate	1 0
Bender	1 0
Hemming	0 1
Baylis	0
Martin	0

Dr. Talbot secured first money, Mr. Van Buren second, Mr. Outwater third, and Messrs. Gildersleeve and Williams divided the fourth.

SAME DAY.—Seventh sweep; conditions same as the sixth; $15 to the first, $10 to the second and $5 to the third.

Gildersleeve	1 1 1—1 1 1 1 1 1
Austin	1 1 1—1 1 1 1 1 1
Talbot	1 1 1—1 1 1 1 1 0
M. Van Buren	1 1 1—1 1 0
Hemming	1 0
Bergen	1 0
Outwater	1 0
Wingate	1 0
Baylis	0
Williams	0

Messrs. Gildersleeve and Austin divided first and second money, and Dr. Talbot won the third.

RIFLE SHOOTING AT GLENDRAKE.

The American Rifle Association held a day's shooting at their range near Pelhamville, yesterday, and a large number of riflemen were present to enjoy the fine day and participate in the sport. Two matches were on the programme. The Association Cup match, open only to members of the association; in this there were ten scoring shots allowed and any rifle, military rifles being given five points; distance, 500 yards; prize, a cup valued at $50, to be won twice before becoming the absolute property of the winner. The leading scores stood:—

Name.	*Rifle.*	
David F. Davids	B. C.	3 5 4 5 5 5 5 5 5 5—47
C. A. Hodgeman	B. C.	5 5 3 5 5 3 5 5 5 5—46
H. Fisher	B. C.	4 5 5 4 5 2 4 4 5 5—43
R. Rathbone	S. C.	5 5 5 4 5 2 5 4 4 4—43
C. Dusenbury	S. C.	5 5 5 4 4 0 4 5 5 4—41
Colonel J. T. Underhill	S. C.	5 3 4 3 4 4 3 4 2 5—35

The second match was a subscription shoot at 500 yards, open to any rifle, entries not limited, five scoring shots; one-half of entrance money to association, balance to three highest scores; entrance fee $1. The winning scores were:—

Name.	*Rifle.*	
H. Fisher	S. C.	5 5 5 5 4—24
H. Fisher	S. C.	4 5 4 5 5—23
G. H. Thompson	S. C.	5 4 4 5 5—23
C. A. Hodgeman	S. C.	5 5 5 4 4—23

TALLY WHACK!

ANOTHER HUNT IN JERSEY—FOXES MAKING CALLS.

With his arms akimbo and his cheerful, ruddy face wreathed in smiles Joe Donahue, the veteran sportsman, stood outside the door of the Washington Mansion House, at Hackensack, yesterday morning, and after a brief communion with the weather clerk briskly bounded into the reception room with, "Now, then, boys, hurry up, for there's rousing fun ahead of us. It's the loveliest day for a fox hunt you ever set your eyes on." And so it was, and so did everybody believe it to be; and without much ado all hands jumped into their saddles and away went the happy little cavalcade, followed by the hounds, in quest of the farmer's deadly foe. "Happy New Year!" and "Good luck to you!" greeted the party at every turn. Indeed, the prospects of a first class chase were never brighter since the invigorating and exciting sport was inaugurated on Jersey soil. Cloudy and close, the hounds had nothing to complain of so far as the weather was concerned, and, with all hopeful anticipations that could animate earnest and blithesome huntsmen, the neat and picturesque town of Hackensack was quickly left behind. In Lideaker's swamp the dogs were sent to cover, and they proceeded to their work with a will