

NEW YORK HERALD

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JAMES GORDON BENNETT, PROPRIETOR.

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AMUSEMENTS TO-MORROW.

- GILMORE'S GARDEN. GRAND CONCERT, at 8 P. M. WOODS'S MUSEUM. THE CUT GLOVE, at 8 P. M. KELLY & LEON'S MINSTRELS, at 8 P. M. TONY PASTOR'S THEATRE. VARIETY, at 8 P. M. HONEY'S THEATRE. HUSH AWAY BABY, at 8 P. M. PARISIAN VARIETIES, at 8 P. M. FIFTH AVENUE THEATRE. THE MIGHTY HALLAR, at 8 P. M.

TRIPLE SHEET.

NEW YORK, SUNDAY, JULY 23, 1876.

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

NOTICE TO COUNTRY NEWSDEALERS.—For prompt and regular delivery of the HERALD by fast mail trains orders must be sent direct to this office. Postage free.

During the summer months the HERALD will be sent to subscribers in the country at the rate of twenty-five cents per week, free of postage.

WALL STREET YESTERDAY.—Stocks were dull, irregular and closed weak. Gold declined from 111 7-8 to 111 3-4. Money on call was supplied at 2 1-2 and 2 3-4 per cent. The bank statement shows a further gain in the reserve. Government and railway bonds were firm.

THE SHOOTING AT WIMBLEDON yesterday resulted in another victory for the English riflemen. The Scotch team did better than the Englishmen at the long ranges, their average being 80.28 per cent. The Australians were considerably behind the centre average.

THE PROSPECT PARK LAKE YACHT RACES were unusually interesting yesterday, as a fine breeze brought out all the sailing qualities of the miniature craft. The yachts of two clubs took part in the regatta and much emulation was therefore aroused among the youthful owners. This really delightful sport for boys has merits which need no words to make apparent.

WE VIEW WITH ALARM AND DISGUST a probable revival of the Beecher controversy in all its revolting forms. While we recognize the right of all to seek redress in the courts for real or even imaginary grievances we still regret that there is no secret tribunal where the very dirty linen of modern society can be washed out of the sight of all who admire the good and pure.

THE WEATHER AND THE WASHINGTON ECONOMISTS have well nigh worn out our humbler Post Office officials—the first by a reduction of office forces and the second by a reduction of pay to the starvation standard. On the principle that too far east is west our democratic friends may pass from the virtue of economy to the vice of stupid niggardliness in dealing with the public service.

THE SERBIAN WAR has not taken a new aspect, the defeats on the northeast and southwest now reported being merely a continuation of the disasters that have overtaken the Slavonic armies from the start. Roumania is said to be growing restive; but the war party will have little to give them courage if, as is highly probable, the Turks continue to strike the Servians so sorely.

THE NEW FLOATING BATHS recently ordered to be erected by the city of New York under an act of the Legislature are not yet ready, although a considerable time has elapsed since the contract was awarded. It would seem as if the poor cannot enjoy the use of these necessary buildings until next summer, by which time our officials and contractors will conclude to do something about the matter.

INCREDIBLE BLUNDERING.—The explosion of the boilers of the English man-of-war Thunder appears to have been caused by a piece of negligence which throws the stupidity of the orders that resulted in the sinking of the Vanguard and the carelessness that almost sent the Iron Duke to the bottom completely in the shade. Having wedged down all the valves of the boilers to test them by hydraulic pressure the engineers a few days afterward began to get up steam without removing the wedges. As there was no escape for the vapor except through the sides of the boiler it went that way when the proper pressure had been reached. The English are ominously unlucky with their new iron navy.

THE CAPSIZING OF THE MOHAWK has recalled similar disasters to shipping in New York Bay. One case which is almost an exact parallel is that of the revenue cutter Taney, which was overturned by a sudden squall between Governor's Island and Staten Island on the afternoon of August 8, 1852. As in the case of the Mohawk the wind bolt struck the topmast and she careened. Five lives were also lost on the Taney. We copy elsewhere the story of the sad event from the files of the HERALD. Another case, but not so strikingly similar to the Mohawk disaster, was the knocking over of the hot air steamer Ericsson, in the North River, during a terrific storm of thunder, rain and wind on the afternoon of the 27th April, 1854. She had just returned from a trial trip which was pronounced satisfactory, but since the disaster little has been heard of her as a marine motive power. There were no lives lost in the latter case.

The City and Its Wants—What We Should Do With the Metropolis.

The people of this city are profoundly touched with the developments of the summer, so far as it has gone, in reference to the city and its health. The fact that, because of this oppressive weather, and because of our tenement house system and our entire disregard of the ordinary sanitary conditions of life in the government of the city, more than two thousand children under five years of age have died in less than a month—have died from diseases that might easily have been avoided—has alarmed all classes. In addition to this heartrending fact statistics show that New York is the most unhealthy city in the world. Our death rate is three times as large as that of London; more than twice as large as that of Paris; nearly twice as large as in St. Louis, Charleston and Boston; eight per cent more than Brooklyn; seven per cent more than Philadelphia; and, then, comes upon us as of looking into the causes of this calamity and seeking out a remedy.

The remedy is not merely a sanitary one. If we propose to make New York a healthy city we must study the examples of the great cities in other lands. We aim to rival Paris and London, and some day we trust to surpass them in the march of metropolitan greatness. Well, how is it that in Paris and London human life is so much more secure from the ravages of disease, from sudden freaks of the season like this torrid spell which has fallen upon us, and to which we are sacrificing our children by thousands? The reason is that France and England take pride in their capitals and cherish them as the jewels in their crown. In Parliament we read constantly of debates about the development of London. The French even show a warmer interest in Paris. It is only a day or two since we had a cable despatch saying that the loan for the improvement of the city of Paris had been taken. The amount of this loan is twenty-four millions of dollars. It bears four per cent, and will be paid in five instalments. So high is the credit of France that already this new loan commands from sixteen to seventeen francs premium, while of the new German loan only one-fourth has been taken. This shows the elasticity of French credit and at the same time the wisdom of the rulers of France in dealing with their metropolis. It is proposed to spend this twenty-four millions of dollars in beautifying Paris; and yet Paris is the most beautiful city in the world. The rulers of this capital see that the only way to keep their eminence is to expend money. The beauty of Paris would fall into decay if it were neglected. Disease would desolate its homes as it now desolates New York. The increase of population in a city as vast as Paris needs constant watchfulness and expense. Nor, as may be supposed, is this money wasted. Every franc spent in adding to the attractiveness of Paris adds to her revenues. People come from all parts of the world and spend money there, and the result is ever-increasing wealth.

Compare this policy with the miserable system which prevails in New York. Here we have a city which is not only the metropolis of a nation but of a hemisphere. Paris divides her supremacy with London, Berlin, Vienna, Rome. New York has no rival. We do not know what the second Centennial may do with Rio Janeiro, New Orleans or San Francisco; but now and for a generation we are supreme. Nature has blessed New York with many advantages. While Paris is inland on a plain, with two or three small contiguous rivers, and without any special natural attractions, in a low region, with a humid atmosphere, New York has the sea, the mountains, river, forest and lake all within a morning drive. A spectator may stand on High Bridge on a clear day, and, with one range of vision, see Orange Mountain; the brown, sombre, majestic Palisades, which look like a petrified Niagara; the hills of Westchester, which cluster around Jerome Park; the Hudson on one side, and on the other the shining waters of the Sound; the Harlem and the nest of islands in the East River; the hills of Staten Island, the ocean far beyond. He will see three great cities and fifty villages—Mannahatta, queen, and mother of them all, sitting like an eagle in her eyrie, with her children all about her. He will see the homes of two millions of people, and he will say that on no portion of the earth has ever metropolis found a fitter home. He can easily imagine, if his fancy moves him, what a city this might be in 1976, when we celebrate our second Centennial.

But, beautiful as the view may be, a study of it in detail shows how far we are behind the other great cities. New York has come to a standstill. We mourn the death of the children of the poor. We are the unhealthiest city in the world. We have done nothing in five years but moan over the money stolen by Tweed. Yet if Paris were disposed to moan she might speak of insurrections, of sieges, of fines imposed by victorious armies, of the Commune. Burden after burden has been heaped upon this devoted city, and yet, instead of giving way, she assumes new ones. In spite of the losses, the exactions and the troubles of the past ten years; in spite of the prodigious sums expended by Haussmann, under Napoleon, Paris borrows twenty-four millions of dollars to continue the work. And it is the highest wisdom. It teaches us in New York a lesson. If we intend this city to be what it should be we must spend money; not as Tweed and Connolly spent it, but as the French rulers propose to spend it in Paris. It is a mistake to suppose that we are not ready and willing to incur this expense. What we want first is good, intelligent government, a man as honest as Mr. Green in control of the money, with a large, bold intelligence directing him. Once let us have a government like this, and we can then afford to spend a hundred millions on New York. We should knit together the metropolis that now lies around in shabby fragments. We should have rapid transit, so that the overcrowded lower wards might send their poor laborers to fresh air and green fields on the banks of the Harlem or Hudson. We should surround the island with wharves and docks and piers like those around Liverpool. We should cover the East River and the Harlem with bridges like those across the Seine and the Thames. We should continue the fine system of boulevards which we owe to the

Ring, and the utility of which makes us forgive many of their sins. We should tunnel the Hudson so that the great trunk lines from the West and South could terminate on the island, and not in New Jersey. Then we should have a perfect system of drainage. Our sanitary arrangements are a crime. Our streets, in nine cases out of ten, are a nuisance. We should have more parks and those we have should be made attractive summer resorts. Beyond a spot here and there like Madison Square, Union Square and one side of the Battery, New York in all respects falls below the true standard of metropolitan excellence.

Let us, however, take heart from the example of Paris and see if we cannot revive and rebuild the metropolis. Comptroller Green has a fine chance to lead in this work. The people respect him as an honest, bold man who has erred on the side of thrift. Now let him take the lead in the regeneration of the metropolis. If Mr. Green will only agree to take up this work he can have fifty or a hundred millions if he wishes. The people demand a new policy and they will have it, if new men are necessary to carry it out.

There never was a time when a really great man could do more good than now. New York wants a government that will benefit the rich and the poor. She wants the blessings and advantages of civilization. She feels that she has been ruined by the small, narrow, thieving rulers who have preyed upon her substance. She sees the thief dynasty under Tweed give place to the imbecile dynasty under Wickham—and all the time matters grow worse and worse. If Mr. Green had the genius to build up as well as the genius to tear down; if he could see the future of New York as clearly as he sees the past; if he were as far-seeing and bold as he has shown himself to be brave and honest, then we might see better days. The hour has come; we need the man. New York must enter upon a new career, for we have had enough of crime and folly. Where is the man who can lead us?

The Late A. T. Stewart's Kinpeople.

We print on another page an indignant letter written on the assumption that we had called some of Mr. Stewart's pretended relatives impostors. We have no recollection of applying that term in such a manner that any real kinsman or kinswoman of Mr. Stewart could take offence; but we may, perhaps, have employed strong language in connection with the attempts to set aside Mr. Stewart's will. If the great merchant had died intestate it would have been proper enough for all his near and all his distant blood relations to have asserted their kinship and put in their claims to his property. But against a valid will all such claims are worthless and ridiculous. Every man has an unquestionable right to dispose of his property by will as he pleases, and Mr. Stewart very naturally and properly devised the bulk of his to his childless wife. If she had borne him sons and daughters, and they had been neglected in the will, there might have been a reasonable presumption that the will did not express his real intentions. But no such presumption can arise in the case of distant cousins. It is not necessary to dispute the relationship of these people in order to explode their pretensions. The fact that Mr. Stewart during his life kept himself entirely aloof from them proves that he had no such special regard for them as would make his omission to recognize them in his will strange. The most they can say is that they would have a claim to a share of his property in the absence of a will; but against a will their claims are preposterous, unless they can prove that Mr. Stewart was of unsound mind when he made the will. His neglect of distant cousins whom he never recognized during his life is quite consistent with the full possession of his faculties. He never gave them the slightest reason to expect that he would bequeath them a dollar of his property, and their parade of kinship against a valid will is simply absurd.

The Tompkins Square Job.

The Tammany Aldermen yesterday succeeded in obtaining enough votes to pass the resolution authorizing the grading and repairing of Tompkins square by day's work. The majority had resolved to hold daily sessions until this resolution should be passed, thus endeavoring to coerce those who were opposed to the work into voting for it, and their tactics, it seems, have accomplished their object. Tompkins square, under the management of Tammany officials, has long been a disgrace to the city, the large amount of money heretofore appropriated to its improvement having been shamefully misapplied. No person objected to its being again put into proper condition, but the majority of the republican Aldermen insisted that the work should be done by contract and not by day's work. The resolution, in the shape in which it has been driven through by the Tammany members of the Board, is simply a job. Its supporters cared nothing for the interests of the people of the district who live in the vicinity of the post hole, but only wanted to supply some work on which they could put laborers to help them in the aldermanic elections. Long strings of their hangers-on will now be filing up to the office of the Commissioner of Public Works with cards from the Riellys and McCarthys and Tuomeys of the Board, who, having secured the resolution, will, of course, each be able to put a hundred men to work immediately. But if Commissioner Campbell employs these loafers of the ward potholes in the place of honest, competent laborers the money will be expended, and Tompkins square will be in no better condition next year than it is at the present moment.

TWO ELECTIONS.—Lerdo de Tejada and Boisronc Canal have been elected Presidents of Mexico and Hayti respectively. The former has, doubtless, been aided in his canvass by the rebellion at present on its last legs; the latter had to knock his predecessor on the head before he could get a Presidential vacancy. Lerdo is not sure that the Mexican Congress will confirm the vote which prolongs the power he gained by the death of Juarez, and General Canal's position may be chronically regarded as "mighty unobtainable."

The Lesson of the Mohawk.

Some excellent suggestions have been made by the leading journals of New York in respect to the necessity of employing none but first class sailing masters on yachts, and they deserve to be promptly considered by yacht owners. A competent captain and a good crew should be secured at any price, for without them no one has the right to risk the lives of innocent people on the ocean. Mr. Garner unquestionably believed in the courage of his crew and the capacity of his captain; but it is shown that the sailing master was rash in not preparing for the squall, and that the men were engaged in taking care of themselves as soon as the danger was known. Half a dozen determined sailors could have rescued the unhappy persons who were prisoners in the cabin. But all the heroism was shown by the gentlemen on board. Mr. Garner perished in seeking to extricate his wife. Mr. Montant and Mr. Howland acted with great courage and devotion, and the heroic daring of Colonel Crosby is above all praise. He remained in the stateroom with the drowning and the drowned till all hope was over, and then saved his own life as by miracle. One brave sailor stood by him in the hour of death; his name is as yet unknown, but it is the duty and the desire of all the survivors of this dreadful scene to give him the honor and thanks he so nobly earned.

But the lesson of the Mohawk has yet to be learned. The crew and the captain are not solely to blame for the terrible disaster. The Mohawk was not able to stand a squall in the harbor. What would she have done in a storm at sea? She had never known what a gale was, but had sailed before summer breezes. The description which Colonel Crosby gives of the cabin where the agonized women were crushed by the furniture, pinioned hopelessly by sofas and ballast, proves that the Mohawk was not prepared for that rough weather which may come at any moment. Her furniture should have been secured to the sides of the cabin, instead of dashing leeward when the squall struck the yacht. Above all her ballast should have been firmly placed, so that it would have remained fixed like the masts; but this cabin was more like a parlor on shore than the hold of a vessel liable to be capsized at sea. We do not blame any individual but the system which has lately grown up. It is likely that two-thirds of our yachts in the neighborhood of New York are in the same condition as the Mohawk was and are exposed to the same dangers. But a yacht should be prepared for any emergency, as an army is prepared for war. It ought to be always ready. The English yachts are rigged and ballasted to sail around the world, and these precautions should be taken here by the smallest boat that ventures upon the water. Ocean yachting has demonstrated the immense value of preparing for all emergencies, and the lesson to be learned is that, even in a mere holiday excursion on smooth Long Island Sound or the tranquil Bay of New York, prudence, foresight and good seamanship require a yacht to be fitted out to stand successfully a storm in the mid Atlantic. The Mohawk has gone, her sad story will long be remembered with grief; but, though the gallant Garner and his companions who went down in sight of their horrified friends cannot be restored, it is in the power of every owner of a yacht in the United States to take warning by the event and make similar calamities impossible hereafter.

Pulpit Topics To-Day.

The sad disaster to the Mohawk in the Lower Bay will form food for meditation to-day with Mr. McCarthy, of this city, and Mr. Steele, of Brooklyn. The former will utter some reflections on the dangers of the deep, and offer to weeping mothers and friends the consolation of knowing their children and friends when they meet on the yonder shore. The latter will use the disaster to emphasize the Scriptural doctrine of Christian watchfulness and care. Mr. Lloyd will take leave of his congregation to-day for six or eight weeks, but before he goes he will show how the righteous shall grow as the lily, and cast his roots as Lebanon, and spread his branches and cause his beauty to appear as the olive tree, and his fruitfulness as the vine. But this will be due to the Lord's influences falling as the dew upon him. And thus thriving, the righteous man will be ready to crown Christ with many crowns as Lord over all. The value of men differs. Some are worth more than others. There is, too, a real and a fictitious value set upon men, and the difficulty arises in setting the actual value upon them. Mr. Hepworth has a congregation to-day, and estimate men in his congregation to-day, and declare the actual value of each. Of course shams will not care to be valued thus, and they will probably keep away. Starting from an humble model many a shapeless thing has been made a thing of beauty and a joy forever, and many a dry bone has been quickened, as Mr. Rowell will quicken some into life to-day. And in times of need like these it is encouraging to know, with Dr. Deems, that God is able and will supply all our needs. That the Gospel is the power of God unto salvation we have known for a long time, but the fact is worth repeating and emphasizing by such a teacher as Dr. Armitage; and that the Lord will give strength unto His people and bless them with peace we have had assurances in the past, which Mr. Johns will give fresh point to to-day. Bishop Snow, of Mount Zion, thinks the last trumpet is now sounding, and that the destruction of the Ottoman Empire is near and inevitable. It has been a long time coming, however.

SOME PERSON UNKNOWN TO THE JURY shot a man dead on the Fourth of July, and the announcement of that fact, with the simple qualification by the coroner, seems to satisfy that official that his duty is fully discharged. The law clothes coroners with almost absolute power in the matter of investigating the causes of violent death. It certainly does not speak well for the efficiency of the coroner and his assistant when a case of homicide can be disposed of in a few sentences, of which the first few words above form the sum and substance.

THE DEFEAT OF THE UNIVERSITY BILL by the Senate, owing to the Bonapartists, like true friends of confusion, siding with the

Right to harass the government, has naturally led to strong language on the part of the republican journals. Hard words, however, will break no bones, and although it must be galling to tolerate a party whose votes are cast without principle and for the most unpatriotic of purposes, the republicans must bottle up their righteous anger and wait till they can expatriate Bonapartism at the polls. A few years more of the moderate Republic will thin their ranks in the French Parliament wonderfully.

A Suggestion to the Cambridge Crew.

The committee who will meet the newly arrived Cambridge First Trinity Foot should urge them, instead of going directly to Philadelphia, where the races in which they propose rowing do not come off until about the last week in August, to go at once to Saratoga and row in the Open Amateur Fours there on Wednesday, August 3. In President Ciose's letter of the 25th ult. he states that the principal race in which his crew hope to row here is the intercollegiate one of Philadelphia. But, unfortunately, this year's intercollegiate race was rowed last Wednesday on Saratoga lake, the plan of the Centennial Committee to have it at Philadelphia not succeeding, so that our English guests are in a way to be seriously disappointed. An intercollegiate race is, to be sure, still advertised to take place at Philadelphia among the Centennial races, but only two colleges, Yale and Columbia, are at present talked of as likely to send crews, and there is little chance at best of its being such a race as Cambridge had contemplated. Now it would be great rudeness on the part of our students to let this or any college crew come three thousand miles to row them and not give them a race. By making one purposely for the second week in August on Saratoga Lake, and Yale and Cornell, Harvard and Columbia all taking part, this could be accomplished, and Yale and Columbia would thus have a chance to beat Cornell and make a very interesting struggle. If this plan is rejected all these college crews could enter the race for international amateur fours in August, and so the famous Atalanta and Argonauts, Beaverwycks and Neptunes, of the East, and the Duquesnes, Wahwahsums (the new crew that recently beat the latter), and perhaps the Buffaloes, of the West, would all have a chance to measure blades with the foreign foe, and this on a track long enough to test endurance instead of merely speed. A most potent reason why the Cambridge men should go to Saratoga is that they have just come to a climate hotter than their own, in a year when it is far hotter than usual, too, and if they go directly to Philadelphia they will find an especially hot city, while Saratoga, far to the north, is the very place by going to which troops of our best people seek to avoid even New York heat. Let Saratoga also later that same week offer a purse for international professional fours, and have the St. John, Halifax, Pittsburg, Boston and Biglin teams in, and they will have such a week of racing as this country never saw, while all the crews can go from there to Philadelphia with a most valuable bit of experience of each other's quality and they will have ample time to learn the short Schuykill track and be in the heat as little as possible. We respectfully urge the attention of both the Cambridge men and the committee to these suggestions.

The Mohawk Inquest.

The inquest resulting from the Mohawk disaster only adds to the terrible pathos of a story without parallel in the history of shipwreck. At every step of the investigation the heartrending details show some new feature and much of the testimony is epigrammatic in its revelations of the disaster. Still neither the investigation nor the verdict can prove satisfactory to the public or to those most deeply interested in the results. All that was shown were divided opinions and the necessity for further investigation, while the only effect of the verdict can be to prevent the whole truth from being told. There is a strong feeling that the yacht might have been saved after the squall struck, and many who are strongest in this opinion are ready to admit that the Captain's explanation of the cause of the accident is frank and honest. "The whole secret of the disaster hinges upon one little thing," he said, and this "little thing" was "that the squall struck her when she was not under way." Unquestionably this is the whole case; but Captain Rowland's culpability is not to be measured by this simple fact standing by itself, and other questions remain to be decided before he can be pronounced free from blame. The want of preparation for the squall was a grievous error, the coroner's jury to the contrary notwithstanding; but the Captain, if his own testimony is to be believed, was acting under the orders of the owner of the yacht, and neither of them believed that there was any danger beyond a spanking breeze, to catch which the anchor was being raised and the sails had been set. At first blush it would seem that the culpability for the accident and its cause were identical—that everything was owing to the fact that the sails were set with the anchor down. A closer scrutiny will show, however, that the completeness of the disaster was due to something apart from its cause—the fearful want of discipline among the crew. Neither the printed accounts of the disaster nor the testimony elicited at the inquest show what the crew were doing while the vessel was careening and the Captain giving his orders and crying for help. Rowland says his orders were disobeyed, and we are almost compelled to believe him in view of the abject terror and cowardice of the crew. The seamen, with a single exception, appear to have rushed from the vessel like rats deserting a sinking ship, and with such want of discipline and base fear among the crew there is little wonder that the yacht and her owner, his wife and his guests, were left to their fate.

land is responsible for that condition. It is evident, from the testimony of Quartermaster Palm and others, that there was a spirit of mutiny on board the vessel. The Captain's unpopularity is confessed. To complete the inquest, should have shown us whether Rowland was in any way to blame for the insubordination and want of discipline among the crew of the Mohawk. All the other facts are plain, but it is in the condition of the crew, rather than the cause of the disaster, that we must look for the moral quality of Captain Rowland's offence. The interest of yachtsmen and of seamanship in general is bound up in the answer to this point, and the investigation touching it must be more completely made before this question can be considered definitely settled. There is a great wrong somewhere in this matter—a much greater wrong than is shown in the mere condition of the yacht when the squall struck her or the conduct of the Captain at the time, and every interest requires that it shall be fully exposed and punished.

The Expected Currency Sensation in the House.

Among our Washington despatches yesterday was one fitted to excite public curiosity. Everybody knows that the Committee on Banking and Currency has long been at a deadlock by the absence of Mr. Gibson, serving on the Custom House investigation at New Orleans. The Banking and Currency Committee consists of eleven members, and in the absence of Mr. Gibson the other ten stand five for hard money and five for soft money. The return of Mr. Gibson, who is a sound hard money democrat, would have given that side a majority if the other members had remained firm. But the Hendricks intriguers have found means of influencing Mr. Wike, of Illinois, one of the hard money members, who has been brought to surrender his views in obedience to a demand from his constituents. In consequence of this change the committee now stands six soft money men against five hard money men, and it is expected that it will make a report recommending the repeal of the law which requires resumption of specie payments in 1879. If such a report is made it will lead to one of the most animated and exciting debates of the session, a debate in which democrats will be arrayed against democrats in vigorous conflict. When Greek meets Greek, then comes the tug of war. A fierce debate on the currency between the Tilden men and the Hendricks men would be full of peril to the democratic party. It will be in vain for Mr. Hendricks to pretend that he does not inspire and abet such a contest. If his friends would unite with those of Mr. Tilden so unseemly a family quarrel could easily be averted, but Hendricks has a suicidal ambition to appear as a leading figure in the canvass. The Hendricks wing have plausible ground to go upon and they seem determined to make the most of it, at whatever cost to the party. The St. Louis platform demands the repeal of so much of the Resumption act as fixes a date, and the Hendricks faction are prepared to taunt the Tilden men with desertion of the national platform if they make a strenuous opposition. On the other hand a repeal would weaken Governor Tilden and seriously impair his chances in the Eastern States. He is committed to the Resumption act, date and all. After its passage by Congress the New York Legislature passed a law indorsing it and pledging the State to pay all its debts in specie on and after January 1, 1879. This bill was signed by Governor Tilden, and he will be put in an awkward predicament if the democrats of Congress should censure his action and condemn his record. Moreover, such a report of the Committee on Banking and Currency as is expected would be a gratuitous insult to Governor Tilden, because a repeal of the act of 1875 is known to be impossible. A repealing bill might possibly be carried through the House, although this is doubtful, but it would be certainly defeated in the republican Senate. The attempt would only divide and weaken the democratic party and proclaim the dissent between its candidate for President and its candidate for Vice President. If Mr. Hendricks has the least particle of loyalty or decency he will actively intervene to prevent so disgraceful and damaging a spectacle.

PERSONAL INTELLIGENCE.

- Floridians are eating native figs. Colonel Forney is at Martha's Vineyard. Sir Charles Dilke will not come to America. Robert Buchanan, the English poet, is thirty five. A number of big San Francisco spectators are about to fall. Rugby School is provided with a plenty of swimming baths. If the weather warriors are correct look out for Ran-in-the-face. A boat and shoe exhibition will soon be opened at Berno, Switzerland. A fashion critic says that old women should not wear full suits of white. Fred. Douglas, while at Newport, was the guest of Mr. George T. Downing. Coriish pilchards are now preserved in oil, and they are equal to French sardines. Seven thousand four hundred English soldiers in India refuse to drink spirits or malt liquor. Not a single German vessel trades to India, but the German commerce with China is very large. You can walk around Sebastopol with difficulty because of the holes left by the cannon shot. Colonel Bob Ingersoll, who made the famous speech in the Cincinnati Convention, is in Washington. Eighty tons of fresh meat from New York are now sold in the West End markets, London, every week. The English shooting season promises well, the moors having been neglected by sportsmen last year. Rochester Democrat—"None of us are safe. We learn from the Chicago Times that a Dubuque male recently died of sunstroke." Sporting rents in shooting, deer forests and fishings, in the counties of Inverness and Ross, Scotland, annually fetch £400,000. Second Lieutenant Grant, recently promoted by his father and the United States Senate, might win his maiden blue ribbon along the Big Horn. A gentleman from California is now in Chicago negotiating for the purchase of a full-sized canal schooner to take a cargo of bulk walnut lumber from Chicago to San Francisco, via the St. Lawrence and Cape Horn. The report that Judge Daly was lying dangerously sick at his country residence, Sag Harbor, L. I., is, fortunately, unfounded. At ten o'clock last night he was perfectly well and enjoying the delicious atmosphere in front of his house. A metropolitan housekeeper advertised recently for a wet nurse. A young Irish girl offered herself. "How old are you, Bridget?" said the dame. "Sixteen, ma'am, ma'am." "Have you ever had a baby?" "No, ma'am, but I am very fond of them." "Then I am afraid, Bridget, you will not do for me; it is a wet nurse I want." "Oh, paise, ma'am, I know I'll do; I'm very easy to teach."