

Our New York Letter.

The Coaching Club—Political—The Children's Opera—Religious—Business.

FROM OUR REGULAR CORRESPONDENT.

NEW YORK, April 30, 1876.

THE COACHING CLUB.

It is a terrible thing to have too much money. Indeed, I am not certain that it is not better to have too little. The last agony of young New York, with too much money, is coaching. What is coaching? A very simple thing. Men with fine horses who think there is comfort in such, fast-fleeted stage coaches—just as the old-fashioned stage, as you saw on the road thirty years ago, fitted out completely with boot for baggage and everything else, as it was in the days when coaches, or stages as we call them, were the only means of conveyance. They put in their four blooded horses, and they put themselves in the uniforms of drivers, and they load on the roof all their lady friends and they drive them. That is all there is about it. It means that a certain number of rich young men transform themselves into stage drivers. There is a club of these amiable lunatics in New York, the head lunatic being young James Gordon Bennett, the proprietor of the Herald. Last Saturday the club made its first parade. Seven stage coaches, rather more costly in style than those you see in front of the Union League Club, seven very rich young men habited as coachmen took their places on the seven boxes, forty-five very rich, and not at all beautiful, young ladies mounted the carriage drove off up Fifth avenue to the park, and back again. The streets were lined with people to see this procession, from Madison square all the way to the park; and if the object of the parade was to attract attention, the gentlemen-stage-drivers may be congratulated. But isn't it queer that in the day of steam men should attempt to absurd a thing as the revival of the stage-coach? The horses on these coaches are the very best that money can buy, and they are groomed to a degree that is almost painful. By the way, the absurd English fashion of cutting the tail of the horse into the shape of a club, has been adopted here. Pray let it be confined to New York for it is as ugly as sin.

POLITICAL.

The Democratic State Convention did two foolish things, viz.—it endorsed Samy Tilden and snubbed John Morrissey. The convention by its acts made it a certainty that every Republican in the country will vote his straight ticket, no matter how much he may have been disposed to bolt. For Tammany—John Kelly's Tammany—run the machine from first to last. John Morrissey made a vigorous fight, but he was routed, horse, foot and dragons, and the Kelly was left in complete possession of the field. Tilden was endorsed, and if he wins the nomination he goes before the people as the nominee of the most villainously corrupt organization that ever existed. He goes into the canvass as the special creature of the old Tammany ring reorganized—the Tweeds and Connollys and other names. I have no special admiration for John Morrissey, but I must say that he did make a good fight, and an apparently honest one, against these villains. But Tilden's money and the Tammany organization were too much for him, and down he went. The dozent portion of the Democracy of New York are very sore over the result, and with a good candidate the Republicans can easily carry the State. Tammany has recovered. Let the last fall and is arrayed against the Republican Cincinnati Convention, and let the St. Louis Convention nominate Tilden, and we can carry New York with perfect ease.

THE CHILDREN'S OPERA.

"In aid of the Centennial," staves one at head of every pleasant project now-a-days, and people are pretty well pillaged on a project or another. The children's opera, a good one, and let the St. Louis Convention nominate Tilden, and we can carry New York with perfect ease.

FACTS ABOUT BIG GUNS.

The following statement of the costs and sizes of the "big guns" of Europe will be of interest: The 81-ton gun cost \$75,000, and the price named for the "Gibraltar" is \$120,000 each. We have not seen it stated what the Krupp monster is to cost, but it will probably be \$150,000 or more. The testing of these guns, say nothing of their use in actual service, adds not a little to this enormous expenditure. Every time the 81-ton piece is fired it blows \$125 into the air, 240 pounds of powder and a projectile of 1200 pounds being the charge in the first trial. In some of these rounds 250 pounds of powder and a 1465 pound shot were used. It is now proposed to increase the bore of the gun from 15 1/2 to 16 inches, after which operation the charge will be proportionately augmented. The main guns are to be projectiles of 1300 pounds each, while the Krupp cannon will send a ball of 2300 pounds through the air; how much powder is to be used in doing it we are unable to say. One gets, however, a new idea of the power of gun powder when he learns that a few hundred pounds of it can propel a missile of more than a ton's weight over a distance of several miles. In the case of the 81-ton gun the shot of 1200 pounds left the muzzle with a velocity of 1400 feet a second, and a momentum that would carry it through 30 inches of iron plating at a range of half a mile. The DuLits, for whose armament the four 100-ton Armstrong guns are intended, is described as being the most powerful iron plated frigate ever yet devised. She is to be armored with plates 19 inches in thickness, and moved by engines of 7000-horse power.

THE TURKISH NAVY.

The present sultan's hobby is ship-building, just as the last sultan's was palace-building. Abdul Aziz, it is understood, takes great interest in the modeling of ships and in the extent of his fleet. Those who have passed up or down the Bosphorus during summer will admit that the double line of iron-clads which are anchored here, from the palace to the dock, is a picture to the picturesque and lively scene before their eyes. But the utility of the fleet may safely be doubted. Six months since the Deputi in Chicago is centrally located, and as their trains arrive there thirty minutes in advance of all other lines, passengers can always be sure of making Eastern connections. For all points in Northern and North-Eastern Iowa, you should purchase tickets via Marshall, Cedar Rapids or Clinton. For points in Northern Illinois or Wisconsin, via Fulton; and if you are going to Chicago or St. Paul, you should, by all means, purchase your tickets by the Old Pioneer Route.

THE CHICAGO & NORTH-WESTERN.

You will find on all through trains Pullman Sleepers, new and magnificent Day Coaches, and the best smoking and Second Class Cars on any road in the United States. Particular information, with maps, time tables, etc., may be had at any of our Through Ticket Offices in the West, or on personal or written application to J. H. MONTANA, Western Traveling Agent, Omaha, Nebraska, or to W. H. STRENTZ, General Passenger Agent, Chicago. 245-ly.

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THE GREAT UNKNOWN.

Singular Facts in Relation to the Nomination of Some Presidential Candidates.

The public mind is turning now with a good deal of interest to the approaching national conventions which meet at Cincinnati and St. Louis to nominate candidates for the Presidency. While it is a conceded point that both parties will endeavor to run a straight ticket, no living man can tell who the candidates will be, and when we consult the history of the past we find no light thrown on the future to solve the problem. In fact, the history of making Presidents is a remarkable anomaly. After leaving Washington, seldom, if ever, has a man who has received the nomination of his party by acclamation, as it were, been elected President. We may go further, and say that no man who has diligently sought the nomination, so far as the common sense may be concerned. A far more remarkable instance may be given. Henry Clay sought it and was beaten three times—the last time he was the unanimous nominee of the party—and Polk, who defeated him, was not voted for by the Democratic convention which nominated him, till the eighth ballot. General Scott was the Whig nominee in 1852, without opposition, and Pierce, who defeated him, was not brought forward by the Democratic convention until they had been balloting several days, and were just on the eve of breaking up without making a nomination. Wm. H. Seward, of all his life, hoped to be President, and went to Chicago in 1868 almost with the nomination in his pocket, but Lincoln, who had hardly been thought of before, was elected. We may learn from this history that no man can tell who the coming man will be, but that it will probably not be any of the men who are now on tip-toe for the position. The history of our nation has been that the man who asks to be made President fails to receive the coveted boon.

MINERAL SURVEYS.

D. L. McFARLAND, U. S. MINERAL DEPUTY SURVEYOR, DEER LODGE CITY, MONTANA.

THE CELEBRATED STALLION ANVIL!

Black Stallion, foaled 1871, by Ericsson, he by old Maribou Chief, first dam by Betty Taylor by Ben Bolt, he by Douglas, second dam by Henry's Pilot; second dam by Betty Messenger, weight, 1200 lbs. and recently increased by John S. Pemberton, will stand for service during the season of 1876. Terms—One mare, \$30; two or more mares less. If mares fall to foal one of horse second season free. Mares will be kept in well enclosed lot pastured free of charge during the season. No liability assumed for any loss of property. A. M. EAD, 207-3m. Mont's Station.

IMPORTANT TRAVELING PUBLIC.

It is the duty of all persons before starting on a journey to ascertain by what route they can reach their destination with the least trouble, and if there are two or more roads leading to the same point, to decide which is the safest and pleasantest to travel. We take pleasure in stating that the CHICAGO & NORTH-WESTERN RAILWAY is the oldest, and several miles the shortest, route between Omaha and Chicago. Within the past two years the road has been put in admirable condition, and almost the entire line has been laid with steel rails. The Depot in Chicago is centrally located, and as their trains arrive there thirty minutes in advance of all other lines, passengers can always be sure of making Eastern connections. For all points in Northern and North-Eastern Iowa, you should purchase tickets via Marshall, Cedar Rapids or Clinton. For points in Northern Illinois or Wisconsin, via Fulton; and if you are going to Chicago or St. Paul, you should, by all means, purchase your tickets by the Old Pioneer Route.

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