Don Miguel d'Aldama on the Insurrection.

UNITED STATES' RECOGNITION WANTED.

He Alleges that Other Nations Would Follow.

THE SOUTH AMERICAN REPUBLICS.

He Manumi's Eighteen Hundred Slaves by Power of Attorney.

THE CUBAN ARMY ABROAD.

Anti-Slavery Movements in England and Spain.

streggle for Cuban independence than that of the Aldama family, who have lost a colossal fortune by their adherence to the cause of liberty and opposiable excitement has reigned in this and adjacent sities, consequent upon the expected arrival from Europe of Mr. Miguel de Aldama, who left New York last July, accompanied by his daughters, Miss Leonere Aldama and Mrs. Afonso. The report was circulated that the mission of Mr. Aldama bad called him to Europe was of a semihe had conversed with leading men in the French and English ministerial Cabinets on the subject of Berlin and Rome, and, in conclusion, that he as the herald to the New World of glorious news for the down-trodden residents of the Gem of the Antilles, tending toward their emancipation from the cruel heel of the Spaniard. On New Year's Eve he news was flashed up New York bay that THE CUBA.

aring Mr. Aldama, had hove in sight and would be at her dock during the course of the evening. In an incredibly short space of time this information was disseminated around the principal points of Cuban resort in this city, and messengers were despatched in hot haste hither and thither to bear the tidings to Mr. Aldama's numerous friends and admirers that he had at length arrived from Burope. Long before the Cuba had come to her ings at the Conard dock at Jersey City a large number of dark-eyed and swarthy-complexioned men might have been seen impatiently pacing the wharf, waiting for the arrival of the English steamer. The shades of night had long fallen when the big crait loomed in sight, and eventually, after " &c., the Cuba, covered from stem to stern No sooner had a gang plank been thrown out than the friends of Mr. Aldama

SPRUNG ON BOARD TO WELCOME HIM back to New York. Among them the reporter noticed as most the conspicuous Mr. C. Alfonso (Mr. Aldama's son-in-law), L. del Monte, P. Bombarlier, M. Mestre, L. Zagas, Mr. Toscano, Captain Brown, J. Fuller, G. Crabb and various others. No we me bome could have been more cordial or enthan that accorded to Mr. Ala, who was found, unfortunately, to suffering from lameness and general fatigue. His two daughters also complained exhaustion after the terrible buffeting they had received from the waves in their midwinter passage across the Atlantic. Finally a carriage was obtained, and the travellers were soon across the Hudson and homeward bound to their residence in Forty-seventh street, near Fifth

ON NEW YEAR'S DAY Mr. Aldama remained in bed through the effects of his lameness; but, in spite of this inauspicious comement of the New Year, he received an im-

mencement of the New Year, he received an immense number of Cuban friends, who came to hear what tidings of good import he brought home.

INTERVIEW WITH A HERALD REPORTER.
Yesterday merning a representative of the HERALD made his way to the house of Mr. Aldama, who had agreed to see him shortly before noon. Mr. Aldama, who is a man of imposing and dignified manners, was found seated in his sitting room, still suffering greatly from lameness. The

room, still sufering greatly from lameness. The following conversation then took place:

REPORTER—I hear on all sides, Mr. Aldama, that you bring home hopeful news as to the eventual interation of Cuba.

Mr. ALDAMA—During my stay abroad I have seen a great many people of all classes who believe that the Spanish rule of Cuba approaches an end. I find, however, the great obstacle to our obtaining material assistance from abroad to be the remaal of the Washington government to take any action towards the

misal of the Washington government to take any action towards the RECOGNITION OF THE BELLIGERENT RIGHTS of the Cuban republicans. If the government in question would give us only their moral support it would be something which would avail us immensely and give us gigantic help.

REPORTER—Do you think that the governments of Europe would move in the matter supposing this country should take the initiative?

Mr. Aldaha—Most certainly I do; European Powers have, however, made up their minds, since the French faceo in Mexico to interiere in mo manner or shape in matters tying so near the heart of the United States, and therefore, if we are to be helped, our aid must first come from Washington.

to be helped, our aid must first come from Washington.

LET IT BE MORAL SUPPORT POR THE PRESENT, and we will be contented, but we trust that our long continued and desperate struggle for liberty, will not be longer ignored by this country.

REPORTER—I hear that you visited Mr. Thiers on Cuban business.

Mr. ALDAMA—That is incorrect; I studiously retrained from visiting officials high in power for lear that my motives might be misconstrued. Our official representative in London, Mr. Aguifero, is doing good work and using every effort to obtain the recognition of struggling Cubs; but, as I before said, this country must take the lead.

REPORTER—Do you think that part of the President's Message aliuding to the possibility of Cuban independence has much weight with the English people?

Mr. ALDAMA—Some people there consider it cir-

dent's Message aliuding to the possibility of Catoan Independence has much weight with the English people?

Mr. ALDAMA—Some people there consider it circumspect; but others see in it the Possiality of Future in the Possiality of Future in the Possiality of Future in the Possiality of London are helping us immensely by agitating the question. You remember Daniel O'Conneil, the Irish reformer's oft-quoted words, "AGITATE, AGITATE."

REFORTER—Might I ask what other isnds you visited, in addition to England and France?

Mr. ALDAMA—I was also in Italy, and there the enthusiasm for Cuoan independence I found to be very great; but I am alraid we cannot count on much material support from that quarter.

REFORTER—Mand from France, Mr. Aldama?

Mr. ALDAMA—Why, poor Thiers has enough to do to keep his own affairs in order, without giving heed to our transatiantic troubles.

REFORTER—What do you think will be the eventual result of the present disorganized state of the Spanish Kingdom, with its countiess pointical parties and chronic uprisings and revolutions on all sides?

Mr. ALDAMA—In my mind the country is in a state of dissolution. What may stop this state of things I cannot prophesy; but matters cannot possibly be worse in the Peninsula than they are at the present moment, but you must remember that span's Difficulty is our opportentive.

Here is a communication I have by me from the British and Foreign Anti-Slavery Committee which explains my meaning. It refers to the placing of the Spanish loan of £10,000,000 partially on the London Britest.

mily to protest against the application of English money for such a purpose.

Wantever may have been the original cause of the war the abolition of slavery is intimately connected with its issues. Were any further reason needed why English money should not be applied to such a purpose, it will be found in the fact that the English government have been warned by their Consol in Cuba that, should the Spanish pro-slavery party succeed in putting their opponents down, attempts will certainly be made to revive the African slave trade. By direction of the Committee.

BRN/AMIN MILLARD, Secretary.

The foregoing notice is being largely poblished in the British press. Before I left London I caused several speeches made by Senaters Salmaron, D. Quintero, Benoit and other orators pronounced in the Cortes in favor of the abolition of slavery to be translated into English, for distribution ou both

CUBAN HOPES

stuces of the Atlantic, and I expect to receive an instalment of them very shortly.

REPORTER—You owned at one time a great number of alives in Cuba yourself?

Mr. ALDANA—Whom I was in Paris I gave a power of attorney to the Abolition of Slavery Society of Madrid for

Spanish constitution, savery is lifegal; therefore the slaves are still mine, and I now meet give every one of the 1,800 souls formerly my slaves their full liberty.

SLAVE RISINGS IN CURA.

REPORTER—Did you see that forty slaves had lately risen against their master and tried to kill him in Cuba?

Mr. Aldama—No, I did not; but I am not surprised at their so doing, as some of them are treated in the most brutish fashlom.

RECOGNITION OF THE HERALD'S SERVICES.

REPORTER—I SUDDOSE YOU HAVE SERVICES.

REPORTER—I SUDDOSE YOU HAVE SERVICES.

Mr. ALDAMA—Yes; I read every word of it with great interest; I obtained a copy of your paper when the Cuba put into Halifax, and my first demand on landing in that city was "GIVE ME A HERALD."

I am very happy to see that your journal has been giving so much attention to Cuban matters of late, and all Cuban patriots are highly grateful to the HERALD for its good services.

REPORTER—I suppose you read, on New Year's Day, the report of another HERALD commissioner sent to Havana, and of his conversation with the Captain General, who refused to give him a safe conduct to proceed to the interior of the island?

Mr. Aldama—Yes, I did; but I fear if Mr. C'Kelly passes beyond the Spanish lines he will be shot without quarter, for I know full well what Spanish treachery is capable of doing. For my own part, I would not insure your correspondent's life for tencents, so little do I think it secure should he venture to put himself in so jeopardons a position as he would do should he leave the Spanish lines. He has undertaken a mission fraught with terrible danger. He has the Herallo at his back, which is a great power, I admit, out Spanish assassination is also no mean power.

REPORTER—Supposing the United States should recognize Cuban belligerency have you made any arrangements that would help the "Gause?"

Mr. Aldama—You must kindty excuse my answering that question. I could answer it fully and in a very satisfactory manner; but for the present my lips are sealed.

PERSOUTH AMERICAN REPUB

almost impossible, for them to receive in Spanish countries.

A PATRIOT'S EXTERIENCES.

In answer to a question concerning his father, Mr. Aldama said, "My father was a native of Biscay, in Spain, and established himself many a long year back at Matanzas, in Cuba, as a planter. In 1851 the political troubles in the island showed him and myself that trouble was brewing which would eventually cause in all probability a resolution. Knowing my love for the Cubans, in 1864 the Spanish government, as a bait and a bribe for my adherence to their cause, by virtue of a royal decree at Madrid, created me

MARQUIS OF SANTA ROSA.

adherence to their cause, by virtue of a royal decree at Madrid, created me

MARQUIS OF SANTA ROSA,
but I refused the bribe, and ever afterwards I became suspected and hated by the Spaniards. In 1866 the threatened war cloud grew darker still, and in 1868, as you know, the revolution broke out, and for the part I had taken

I WAS SENTENCED TO DEATH.

While flying from Matanzas my wife, who was already on board the vessel which was to take us away from our home, heard a noise in the street and thought that I had been killed. This thought so shattered her nerves that she never railled from the shock, and not very long after her arrival here went to a better world. While bedridden in this city her greatest preeccupation was what she could do to alleviate the sufferings of the poor Cubans in New York. On the 18th of April, 1870, my honored father followed her to the grave. While in Cuba I worked hard too, and my father and I by dint of energy had accumulated a fortune of \$10,000,000. Well, that money has taken to itself wings, and all I now care for is to see my beloved island of Cuba free and out of the rapacious chutch of the Spaniards. I live in the hope that brighter days are soon in store for Cuba, and pray God that my aspirations may be promptly gratified. Let the United States interfere, and we are saved!

Thanking Mr. Aldama for his kindness the re-

iere, and we are saved!

Thanking Mr. Aldama for his kindness the reporter withdrew.

MASSACHUSETTS.

Inauguration of Governor Washburs for His Second Term-The Financial. Social and Political Status of the Old Bay State.

Boston, Jan. 2, 1873, Governor Washburn was inaugurated for his econd term in the Gubernatorial chair of Massachusetts to-day, and delivered his annual address The Governor commences by saying that while disaster has seriously though temporarily crippled and embarrassed many of the industrial and comand embarrassed many of the industrial and com-mercial interests of the commonwealth her public finances exhibit a gratifying evidence of thrift and security. The funded debt has been reduced \$2,000,000 during the year, and now shows the fol-lowing exhibit:—

lowing exhibit: —
Railroad loans.
War loan
Ordinary loans.

. 27,692,704 total funded debt. 27.692.70:
The fear completion of the Hoosic Tunnel is a subject of congratulation, and the consolidation of the railroad lines connected with that channel is strongly recommended.

The Governor recommends a more thorough system for obtaining statistics of labor for general information, upon which subject he remarks as follows:—

miormation, upon which subject he remarks as follows:—

The relations of capital and labor—the employers and employers—are issues that will not down at any man's bridding. The questions that print out are among the gravest and most vita of the times. They cannot be thrust asket, they will be heard; they must be discussed; they justly insist upon a practical answer.

The Governor devotes considerable space to the subject of the new State Prison, which should be constructed with a view of classifying the immates, so that the more youthful and less hardened may be protected from intercourse with the older and more deprayed. A keparate prison for women is also advocated, and the State institution at Briegewater is suggested as suitable for that purpose.

The Governor alludes to the liquor law, State police and other local matters and closes by recommending a shortening of the legislative sessions.

Secretary Boutwell's Determination to Run for the Office of Senator in Place of Henry Wilson, Vice President Elect.

Boston, Jan. 2, 1873.
The question of Henry Wilson's successor in the United States Senate is already being discussed by the assembled members of the Legislature. Secrethe assembled members of the Legislature. Secretary Boutwell having announced his determination to be a candidate, his friends and supporters are industriously engaged in taking him up, and he is generally considered at this time to be the most formidable candidate. What is known as the "Butter chique" of Massachusetts goes for him strongly. Mr. Dawes, the member of Congress in the Western district, is still regarded as a candidate, and among the claims which his friends urge is that the Senatorship by right belongs to the Western and not the Eastern section of the State. The name of William Whiting, formerly Secretary of the War Department, and member elect to Congress from the Roxbury district, has been mentioned to-day, and should be consent to run he would be a daugerous rival for Mr. Boutwell. It is understood that Mr. Wilson will not resign until March, and the aspirants for his place will, therefore, have an abundance of time to put themselves forward.

THE MAINE CIDER QUESTION. AUGUSTA, Me., Jan. 2, 1873.

A call has been issued for a State Temperance The prominent questions proposed for discussion are, "How best to remodel the present claer clause in our Prohibitory law, or what is best to substitute in its stead; the perfecting of a pian for appropriating the moneys received by the State for fines for the lilegal sales of intoxicating liquors and for the purpose of moral and temperance reform among the youths of the State." The Convention will continue two days.

MUNICIPAL AFFAIRS.

The Deadlock of the Board of Supervisors-A New Year's Legal Perplexity and Peculiarity-Changes in the Mayor's Office-Colonel Joline Retires The City Interest Question-A Letter from Comptroller Green to Chamberlain Palmer.

BOARD OF SUPERVISORS.

The City and County Without Super-visors—A Nice Legal Point Raised—The Law of the Case.

A meeting of the Board of Supervisors was held

csterday, Supervisor Mehrbach in the chair.
18 THERS A BOARD OF SUPERVISORS? Supervisor Van Schales stated that he had had an interview with the Mayor and had found that His Honor doubted the legality of the present Having this doubt the Mayor would not be present at the session of the Board. The Corporation Counsel, it was understood, held a similar opinion. He would, under these circumstances, suggest that the opinion be obtained of the Corporation Counsel in reference to this matter, and moved a

aid upon the table, and it was carried.

SHERIPP BRENNAN'S BILL.
Supervisor PLUNKETT moved to discharge the committee from county offices from any further consideration of Sheriff Brennan's bill. The vote

of the Board.

Supervisor Conner said that there was no legal opinion of the counsel before the Board. He understood that the Corporation Counsel had given an opinion in writing, and that that opinion would be produced at this session. As an individual member he stood up for the principle of continuance in office, and believed that he was as much a supervisor then as he ever was. The Corporation Counsel was only an individual until he has given an opinion officially, and he proposed to take the opinion of other lawyers. The Supervisors were a continuous body, as the Legislature was, and continuous body as the Legislature was, and continuous body.

thuced in office until their successors took their places.

Supervisor Van Schaick, in explanation of his refusal to answer his name, gave the reasons, somewhat more amplified than those given at the biorning session.

Supervisor Conover moved that the opinion of the Corporation Counsel be obtained, and that the Board, when it adjourn, adjourn to meet to-morrow (Friday), at three o'clock, to receive it. The motion was lost on a division.

The Board, on the motion of Supervisor Conover, adjourned until to-day at three o'clock.

The Law of the Case.

The law upon which the Corporation Counsel is said to rely is the Session law of 1857 and 1858, and will be found in the Manual of 1809.

The Act relating to the Board of Supervisors of the city

State of New York represented in State Assembly do enact as follows:—

SECTION 1. The Mayor and Recorder of the city of New York shall cease to be members of the Board of Supervisors of the county of New York, and there shall be voted for at each and every charter election hereafter to be held in the city of New York twelve Supervisors, who shall together comprise the Board of Supervisors of the county of New York, and hold office for one year from the lat of January in each and every year hereafter.

THE MAYOR'S OPPICE

Appointment of a New Chief Clerk and

Mayor Havemeyer received a number of callers yesterday, and also transacted a large amount greater part of the day. The old staff of officers and messengers, not having received any intimation as to the continuance or non-continuance of day. Mr. Whittemore, the Secretary of the Park Commissioners was in attendance on the Mayor, and received all visitors prior to their introduction to His Honor. Coloned Joline, the ex-Mayor's Chief Clerk, performed the clerical duties belonging to the office during the day with that promptness and thoroughness and anxiety to serve the city that has been characteristic of him throughout the long period that he has served the pablic so well, until about four o'clock in the afternoon. He then in quired of the Mayor whether his attendance would be required on the following day. The Mayor replied that it would not, but accompanied the reply by a complimentary endorsement of the Colonel's valuable services, but said that as the chief clerkship was a very confidential position it was incumbent upon him that he should exercise a discretion as to who should occupy that post. At present Mr. Wittemore would fill the position and Mr. Van Buskirk would act as assistant clerk. Colonel Joline them withdrew, but before leaving assured the Mayor that he should always be ready to render any assistance that was in his power to the new incumbents. Colonel Joline then imitated the example of his late illustrious chief, ex-Mayor Hall, and retired into private life, wending his way to his country residence at Sing Sing, via the Hudson River Bailroad. The above was the only semblance of changes in the executive made in the office yesterday.

MAYOR HAVEMEYER AND THE BOYS. The Grandson of an Old Revolutionary

Hero Introduced to Him Yesterday. One of the boys who were presented to Mayor

C. Nichols, the son of Washington R. Nichols and the great grandson of Benjamin Romaine, an old revolutionary hero and formerly Comptroller of this cite.

revolutionary hero and formerly Comptroner of this city.

Romaine C. Nichols is a student at St. Louis Col-lege, of which Father Ronay is President, and has distinguished himself for accurate scholarship. Master Nichols is about eieven years of age. The Mayor's expression, "These are the boys that do not cheat," created quite a laugh among the poli-ticians then present.

THE CITY INTEREST.

Letter from Comptroller Green to Cham-berlain Palmer as to the City Balances The following letter was forwarded yesterday by Comptroller Green to Chamberlain Palmer:-

Comptroller Green to Chamberlain Palmer:

Defartable of Finance;

Oospringler of Pinance;

F. A. Palmer, Esq. Chamberlain of Finance;

Sis—By your communication of June 1, 1972, I was adviced that the Union Trust Company and the National Park Bank had ceased to be depositaries for the moneys of the city and county of New York, and that the Tradesmen's National Bank was from that date to be a bank of deposit for such moneys.

When you thus discontinued the Union Trust Company and National Fark Bank adepositories of the city and county, the deposits therein were drawing interest at the rate of lour per cent per annum.

I find that upon the date above stated the balance on deposit to the credit of the city and county, with the accretions of interest, amounted in the Union Trust Company to \$32,235 61, and the National Park Bank to \$16,589 75.

By fransfer warrants there was a transfer of these moneys to the fradesmen's National Bank room the Union Trust Company to the extent of \$5,000, and from the Mational Fark Bank of \$15,000, tenying a balance to the credit of the city and county in the Union Trust Company of \$2,235 61, and in the National Fark Bank of \$5,559 73.

The production of the law imperatively commands that it is only in the street depositories the entire than of the city and county therein ought to have been the county funds are to sected depositories that the city and county fonds are to sected depositories that the city and county fonds are to sected depositories that the city and county fonds are to sected depositories that the city and county fonds are to the credit of the city and county in the statement of the city and county fonds are to the credit of the city and county fonds are to the credit of the city and county moneys.

Both the Union Trust Company and the National Park Bank are and have been all alone prepositories of the city and county moneys. men's National Bank, authorized depositores and county moneys.

Both the Union Frust Company and the National Park Bank are and have been all along prepared to pay over these sums, and have been prevented from doing so only by your railure to draw the necessary warrants, which I have at all times been ready to countersign. Yours respectfully,

ANDREW H. GREEN, Comptroller.

THE BOARD OF ALDERMEN.

A meeting of the Board of Aidermen-which was called to meet after the adjournment of the meeting of the Board of Supervisors—was held yester-day, Alderman Plunkitt in the chair. On the call-

erman Van SCRACE and Alderman Pal-

Beard.

The objection was overruled by the Chair, and after a short session, in which only routine business was transacted, the beard adjourned until today at four o'clock.

THE BOARD OF ASSISTANT ALDERMEN.

A meeting of the Board of Assistant Aldermen was held yesterday, Assistant Alderman Connor in the chair. A communication was received from the Corporation Connsel stating that he had appointed Mr. Issae Dayton as Fublic Administrator, and that he had duly qualified and filed his bonds. The remainder of the business was of a routine character, and the Board adjourned to Saturday at eleven o'clock.

THE NILSBON HALL ARMORY.

amitsee for the investigation as to the adjourned session yesterday. At the hour of meeting—half-past two o'clock in the day—Mr. Vance said that, acting under the opinion of the Corpo ration Counsel as to the legality of the presen-

tee, reported a communication from Comptroller Green, recommending the erection of a pier and

THE SALARY OF THE CORPORATION AT-

Comptroller Green, in pursuance of the authority vested in him by section 42, chapter 574 of the laws of 1871 (charter amended), has fixed the salary of the Corporation Attorney at \$5,000 per annum The late incumbent of the office, Thomas C. Fields. stated that his salary should not exceed that paid to the Recorder, who received that sum annually, but he was allowed to draw \$12,000 from the city treasury. It seems difficult to appreciate the necessity for inserting a clause of this kind in the charter in regard to the Corporation Counsel and Attorney which enabled them to make such an extravagant claim.

THE COAL MINERS' STRIKE.

tions of the Miners and Laborers' Benevolent Association-The Anthracite Board of Trade Basis of \$2 50 Rejected-The Molly Maguires at Work

MAHANOY CITY, Pa., Jan. 2, 1873. the Miners and Laborers' Benevolent Association in the Schuylkill coal region have refused to cite Board of Trade and submitted to them to be voted upon. A great many of the districts govvote on the basis, the miners deeming it insuffitract and \$3 for day's work for miners and laborers, with one cent in three to slide up and nothing down, which was submitted by the M. and L. B. A. to the A. B. T., at the Potisville meeting on Wednesday, December 11, is the one largely. Saturday was the day fixed to have reregion, but as yet but part of the votes have reached the headquarters of the committee having charge of the matter, and representing both the A. B. T. and M. and L. B. A. Enough votes, bowever, have been received to decide the question.
The M. and L. B. A. have made no official ratification for a suspension, and it is thought a compromise will be effected with the A. B. T.

Many of the collieries are now idle. The St. Nicholas colliery has been stopped for a length of time.
No danger is apprehended of a continued suspen-

las colliery has been stopped for a length of time. No danger is apprehended of a continued suspension. A basis will be arranged as soon as possible. Neither operators nor miners can afford to undergo a long suspension.

There is no lear of a scarcity of coal, as many of the operators will pay the basis demanded, and go on working their mines. There is considerable coal out of the mines awaiting shipment at Port Carbon. Some New York and Philadelphia speculators have made proposals to certain operators for large shipments of coal, but have been refused. None but bona fide buyers will be dealt with. The suspension will not extend beyond this region. The Molly Magnires, an organized band of outlaws who infest Schuykill county, doing deeds that are borrtying in the extreme and creating dissensions and disturbances among the men, are already becoming restless. The Mollies, when an extended suspension takes place, always embrace the becoming restless. The Mollies, when an extended suspension takes place, always embrace the unsettled times to commit ravages on property and crueities on the unprotected and innocent miners. It was reported at one time that the Mollies were in league with the M. and L. B. A. It has been ascertained, on reliable authority, that this is a pure canard, originated by parties opposed to some action of the association.

Some of the prominent operators have recently disposed of their cofficies to the Philadelphia and Reading Railroad Company, which corporation is swallowing the coal interest almost entirely.

General Observance of New Year's Day in the Provinces-Brilliant Assemblages at Government House and the United

Yesterday, New Year's Day, was observed throughout the city as a general holiday. The levee at Government House, held by Lieutenant General Sir Hastings Doyle, was largely attended by officers of the army and provincial and civic dig-

nitaries.

After the levee at Government House Judge Jackson, the popular and universally respected Consul of the United States, received a large number of visitors at the Consular residence, where, among others, we noticed Sir William Young, Chief Justice; ex-Goverpor Archibald, of Manitoba; Sir Edward Tenny, late Acting Lieutenant Governor; Edward Tenny, late Acting Lieutenant Governor; Hon. William Annand, Hon. William B. Vall, Attorney General Smith and other officers of the Provincial government; Rev. Dr. Hannan, Vicar General; Colonels Montage and Gibbons, R. E.; Hon. James McDonald, of the Canadian House of Commons; members of the city government and other prominent persons, embracing the leading commercial and business men of the city.

The weather was delightfully fine, which largely contributed to the enjoyment and genial observance of the day.

ANOTHER RAILROAD MASSACRE. Two Trains Meet on the Lehigh and Susquehanna Rallroad-The Locomotives Smashed Up and the Engineers

Killed. South Bernlenem, Pa., Jan. 2, 1873. The evening passenger down train on the Lehigh and Susquehanna Railroad ran into a loaded coal train near Parryville late this afternoon. The ocomotives telescoped each other, killing the engineers. Fortunately all the passenger cars

engineers. Fortunately all the passenger cars remained on the track, and none of the passengers were injured. The train had just left the station and was moving at a slow speed. Had it been running on the regular schedule time between stations the loss of life would have been very large, as every car was filled with passengers.

The accident is attributed to the engineer of the coal train being unable to see the danger signal, a thick mist prevailing at the time. Great excitement was created in the locality before the extent of the disaster was known, it being reported that many of the passengers were killed.

The funds of the Police Department on deposit in the Tenth National Bank were withdrawn last week and transferred to the National Park Bank, which, by agreement, allows interest upon the daily balances at the rate of four per cent per annum.

THE RAPID TRANSIT BAILWAYS.

Which of the Projects Are Being Pressed Forward and Which Are Not Being Pressed at All.

Has Vanderbilt Abandoned the Great Underground Scheme?-The Gilbert Elevated Railway-The Work of the Surveyors and the Board of Commissioners Completed.

Excuses for Delay and Glewing Pictures of Future Accomplishments.

The last ten or twelve years have been plethoric of discussion of the necessity and feasibility of various systems proposed for rapid transit from one end of the city to the other. Still we are with-out adequate means of quick travel and still the street cars are the only reliance of the unhapp, virtues of the patient equine race are fully proved uch calamities as a dispensation to hasten the such calamities as a dispensation to hasten the progress of modern civilisation it could not have set about the matter in a more effective manner. But human situate is weak and these salutary mistations to esten prove too feeting to leave behind them a stream enough impression of the measures. At present the tide of popular comment has not set against those prominent individuals whose financial connection with schemes for public travel has rendered them amenable to the for public travel has rendered them amenable to the reproach of delay or insincerity.

THE THREE SYSTEMS

now in embryo are, first, that of the Underground
Railroad; second, that of the Gilbert Elevated Rail-Elevated Railroad. The first, as is well known, is that of Mr. William H. Vanderbilt, President of the upon its ultimate accomplishment high hopes were placed and great expectations were raised. People are now, however, beginning to fancy that the foun dation upon which they have built their castles (in the air !) of convenience and indolence is weak as that of sand. For some time the rumer has been current that the project of AN UNDERGROUND RAILWAY

from the Harlem River to the new Post Office building, which was to be executed by the company of which the Vanderbilts have control, had been utterly and finally abandoned. Its origin is un-known; but yesterday a reporter visited the office Railroad, and, finding that he was not in, saw soon afterwards Mr. Buckhout, the engineer of the project, who positively denied its truth. He said that the specifications were completed and printed, and that he is now receiving proposals for the work of are made the actual work will be begun and will

Having learned this much, and being at the time

Having learned this much, and being at the time mable to gain any further information, as Mr. Buckhout was engaged at a meeting of the Board of Engineers of the "Fourth Avenue Improvement," the reporter proceeded to the office of The "Glibert Felevated Railway," at No. 149 Broadway, and found Mr. Rufus H. Glibert seated at his desk, beside a cheerful, glowing fire. He received the reporter very courteously, and when asked what was the progress being made in the execution of his scheme expressed himself as wishing to be very guarded in what he should say, because of the fact that it was destrable that certain things should not become known to the ring of capitalists and property owners who were opposing rapid transit.

"There is no doubt, I presume, Mr. Glibert, that you will continue to push ahead in your work?"

"Not the least. In fact, we have been working like tigers for the last six months, I might say, to develop our plans as fully and as rapidly as possible."

"Will you have any measures to present to the

tages ?"
We may. But our charter, you know, is a peculiar one, and is very ample, I think. A board of commissioners was appointed to determine through what streets our routes should extend, and they had power to select any thoroughfares on the east or the west side, excepting only those which lie within certain limits defined in the

The Commissioners, Mr. Henry G. Stebbins, General Quincy A. Glimore, Mr. Sheppard Knapp, General Chester A. Arthur and General John A. Dix, eral Quincy A. Glimore, Mr. Sneppard Knapp, General Coaster A. Arthur and General John A. Dix, are finally to report to me; but the said Commission, in the words of the act, 'shall not designate and establish as or for the locality and line of said railway any or either of the streets, avenues, thoroughtares or places lying or situate between the easterly line of the Third avenue and the easterly line of the Sixth avenue, nor through or over any of the public parks in the said city of New York.' The work of the Commissioners is now completed; but I cannot tell you the routes which they have determined upon. We do not wish to give to our organized opponents the cue by which they can war against us."

"You can give me, then, no idea of the streets you will traverse on either the west or the east side?"

"No, sir, not at present. I would have wished that we could have used inird avenue, as I at first intended, as that is decidedly

THE GREAT ARTERY OF TRAVEL.

on the east side, and it is through the most populous streets that the road would be the most useful."

"Will there be any effort made to have your privices that the treet of the largest up-

lous streets that the road would be the most useful."

"Will there be any effort made to have your privileges in that respect amended in the Legislature this Winter?"

"I cannot say positively; but there may be."

"What actual work has been accomplished?"

"The surveys are all ready. Patterns are now to be made to suit the lines of survey that are to be followed, and these must be sent to the men who are to construct the iron work, all of which is to be done outside of the city, probably in Philadelphia. You see how multitudinous are the arrangements necessary to be completed before there can be anything accomplished which the people can look upon with their own eyes. There is this great advantage which our project possesses over the underground, and that is that there will be in advance no tearing up of the streets and laying waste of buildings. When the Iron materials are in readiness we will put up the road in a hurry, and it will be in use almost before the public are aware that its actual construction has been begun. Last week there were men here from Philadelphia who furnished

aware that its actual construction has been begun. Last week there were men here from Philadelphia who furnished

SETIMATES OF THE COST

of the superstructure. We have, according to our charter, a year and a half from to-day in which to extend to Forty-second street. There will be two lines—each having double tracks, one on the east side of the city and the other on the west. The road will be in the form of a horseshoe—from Harlem Bridge through the east side to the City Hall and then connecting with the other route, which will extend from the City Hall to Spinyten Duyvil.

The company is well supplied with capital. The elevated food will cost one-third less than the underground scheme, and will be

AN ARTISTIC ORNAMENT

to the streets through which it passes. The expense of construction for each mile will not be over rive hundred thousand dollars, and when completed in the manner proposed I chaim that the difficult and long-delayed problem of quick transit in New York will be solved to the satisfaction and delight of the public. The plan combines in an eminent degree great strength with lightness and beauty of architectural design, and is so arranged as to use steam as a motor for passengers and the pneumatic despatch for mails, newspapers and express matter, or, with slight alterations, it can be operated wholly on the pneumatic principle. The railway is clevated about twenty-four feet above the middle of the street and rests on arches, which are supported by ornamental columns placed along the line of the curbstones, leaving the streets and the sidewalks clear for travel. The telegraph wires are carried on the arches, refleving the streets of the cumbersome poles, and the columns support the gastignts. The tracks of the road are sustained by latticed girders running longitudmally along the streets which do not interfere with light or vision across the street. By improved methods of construction of the road bed the noise of the trains with a more profitable than that of underground transit, as the London unde

profitable than that of underground transit, as the London underground road did not, during the last season, pay more than one per cent of the sum in-

season, pay more than one percent of the vested.

Mr. Gilbert further said that he understood this to be the cause of Mr. Vanderoilt's abandonment of his scheme of rapid transit since his return from his inspection of the rallways of European cities.

The next visit of the reporter was made to Mr. Cowing, secretary and treasurer of the "OKE-LEGGER" RAILWAY in Greenwich street. That gentieman also pre-

cern with which he is connected, and offered the concern with which he is connected, and offered the reporter a free pass. The allurements of dange were, hewever, in this instance not heroic anough in their character to suit his heroic mould and he did not leap to embrace them. Mr. Cowing assurehim that two new dummies which had been completed would be placed upon the track about the list of February, together with four new cars, each of which will seat fifty passengers. The number now carried is forty-four. They would begin the CONSTRUCTION OF THE OTHER TRACE on the opposite side of the street in April. Some time in the course of the present year, if they succeed in getting their charter amended, the company latend to build a read on the east side of the city. They will first, however, complete their line to the Harlem River. Its lower end has already been stretched along the Battery te Broadway and Bowling Green, where a new depot has been erected and to which the cars begin running this morning. The amount aiready expended on the road is \$1,400,000, and the highest daily number of passengers carried was 2,430, at the directi period of the "hipporhimorhea." When the new dummies and cars are put in operation Mr. Cowing says that the trips will be made every unarter of an hour instead of fregularly, as heretolore.

CHAMBER OF COMMERCE.

Enlargement of the Eric Canal by Congressional Appropriation-The Sailors' Boarding Houses-How District Attorney Sullivan Snubbed a Commissioner Who Wanted Offenders Brought to Trial.

The regular monthly meeting occurred yesterday, Mr. William E. Dodge in the chair.

PROTECTION OF EMIGRANTS.

A resolution was passed requesting the chair to name a committee of three to report upon two bills now before Congress, entitled in both cases "To promote emigration." The author of the resolution. Mr. Bierwirth, stated that the object of the bill was to do away with our Commissioners of Emi bill was to do away with our Commissioners of Kmigration and place the emigrant after his arrayal under the care of United States commissioners.

Messrs. Bierwirth, A. Low and Mr. Schwab were appointed as such committee.

SALLOW' BOARDING HOUSES.

Captain C. C. Duncan, Commissioner for licensing, saffors' bearding houses, in his annual report says that in January last there were about one hundred saffors' bearding houses in the city of the city o

sailors' boarding houses in the city, fifty-six of which complied with the law and took out license The others remain defant. Forty of them were arrested during January and February, indicted by the Grand Jury and held in \$500 ball. He states that he has endeavored to bring the cases to a where promises were made, but, he avers, no action port, "permission was requested from Mr. Suilfvan, then Assistant District Attorney, to employ

They were moved by Mr. Henry and unanimously adopted:

Whereas the history of the early settlement of the interior region of the United States exhibits, in a striking manner, the extraordinary impetts which the opening of the Eric Canal gave to the development of the territory which we now describe as our Western and Northwestern States, thus indicating from its beginning the national importance of the said canal as a commercial highway; and whereas the immortal processor of the Eric Canal-Chinon, Morris, Fulton and their compers—conceived their great undertaking to unite the waters of the lakes with the Hudson River and the Atlantic as a work of public enterprise fit for the nation rather than for the State, and whereas the application of these distinguished Statesmen for ald from the federal government to carry out their stupendous project was invorably and urgently recommended to Congress both by President Madison and by Albert Gallatin, then Secretary of the Treasury of the United States and whereas the outbreak of the war with Great Britain in 1812 alone prevented the andertaking of the construction of the Eric Canal by the general government and threw a work which ought to have been mitonal upon the unsupported shoulders of the people of the State of New York; and whereas since the construction of the Eric Canal by the State of New York ninety per cent of the commerce employing it has been the commerce of the nuitibying States of the West and the Northwest; and whereas, the cest of the Breadstuffs by which the entire country is fed to detion of the Eris Canal by the State of New York ninety per cent of the commerce employing it has been the commerce of the ninety per cent of the commerce of the properties of the water and whereas the cost of the production of the cost of the production of the cost of the production of the cost of the production and distribution of food; and whereas a bill is now pending in Congress, favorably reported by the Committee on Commerce and en Appropriations, in the House of Representatives, which recognizes the national character and national importance of the Eris Canal, authorizing an issue of the bonds of the United States to an amount sufficient to chiarge one tier of locks on the Eric and Oswego canals, and to fit those canals for navigation by boats of 800 tons burden, thus enabling the successful application of steam in the propulsion of boats up, of the said canals and cheapening transportation between the kase and the city of New York not less than one-half while the celerity of transportation will be double; and whereas the improvements contemplated by the said bill, which can be accomplished in one season, without imarrupting navigation, will supersed and render unnecessary all such costly and protracted undertakings as the Nagara Ship Canal and the kanawha and James Rivez Canal, precipitating, on the one hand, the enlargement of the Welland Canal by the Canadian government, and opening, on the other hand, from Lake Eric and Lake of the Welland Canal by the Canadian government, and opening, on the other hand, from Lake Eric and Lake of the Welland Canal by the Canadian government, and opening, on the other hand, from Lake Eric and Lake of the Welland Canal which contrained the through lines of railroad will be proportionately benefited by an improvement which will stimulate the proportion of the bulk hereing the contrained to the first the proportion of the bulk hereing the proportion of the bulk hereing the contrained the traffic of the canals in question stall be subscitced to no tolls acceeding what ar

AMERICAN COMMERCE.

A resolution was offered asking Congress to revise the laws for the protection of American commerce, which was referred to the appropriate committee, and the Chamber adjourned until Tuesday, at half-past two P. M.

CHANGES IN THE CORONERS' OFFICE.

With the year just passed out of existence the official life of Coroner Schirmer was brought to a close, at least for some time to come, and his able and efficient deputy, Dr. Joseph Cushman, has been secured by Coroner Herrman in place of Dr. John Beach, resigned. Mr. Adolph Kessler, elected to fill the place vacated by Coroner Schirmer, is a paysician of varied experience in this and other cities and promises to prove an able officer in the discharge of his duties. Simeon N. Leo, M. D., formerly an attaché of the Coroners' Department, has been appointed deputy to Corner Kessler. No other important changes are to take place at present in the Coroners' office.

THE ITALIAN EMIGRANTS. TO THE EDITOR OF THE HERALD :-

Baving read your article in to-day's paper estilled "Gentlemen of Genoa," Freally think that you pass too harsh an opinion upon the poor Italians who reach our shores as so many hundreds of of thousands of Irishmen and Germans have done before; that is to say, perhaps, with very little money, but determined to work and make au nenest dving. Those Italians who have landed here in the past lew weeks have, by their laborious spirit, abundantly refuted the charge that they were brigands or lazzareni, but men who are not afraid to work, notwithstanding the unparalleled severity of our present Winter, to which they are utterly unaccustomed. The Herald, whose liberal spirit confines itself neither to nationality nor creed, will surely admit that these Halians, although they may not be counts, have materially contributed towards restoring passage in our streets blocked up by the recent snow storm.

KOBERT FRATI,