

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

Volume XXXVIII.....No. 33

AMUSEMENTS THIS AFTERNOON AND EVENING.

- NIBLO'S GARDEN. Broadway, between Prince and ...
UNION SQUARE THEATRE. Union square, between Broadway and ...
WALLACK'S THEATRE. Broadway and Thirteenth street. ...
ROOTH'S THEATRE. Twenty-third street, corner Sixth Avenue. ...
THEATRE COMIQUE. No. 614 Broadway. ...
OLYMPIC THEATRE. Broadway, between Houston and ...
GERMANIA THEATRE. Fourteenth street, near Third ...
BOWERY THEATRE. Bowery. ...
NEW FIFTH AVENUE THEATRE. 728 and 730 Broadway. ...
WOOD'S MUSEUM. Broadway, corner Third and ...
GRAND OPERA HOUSE. Twenty-third and Eighth ...
ATHENIUM. No. 285 Broadway. ...
MRS. F. B. CONWAY'S BROOKLYN THEATRE. ...
BRYANT'S OPERA HOUSE. Twenty-third st. ...
TONY PASTOR'S OPERA HOUSE. No. 201 Bowery. ...
SAN FRANCISCO MINSTRELS. corner 2nd st. and ...
STEINWAY HALL. Fourteenth street. ...
NEW YORK MUSEUM OF ANATOMY. 618 Broadway. ...

TRIPLE SHEET.

New York, Saturday, Feb. 1, 1873.

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The Spaniards in Spain are just now enjoying a delightful sort of Spaniards-of-trepidation under the influence of a national excitement produced by the news of battle in the field with a number of persons killed; preparations which are being made by Don Carlos for the blowing up of a railroad train, himself, or the nation at large, just as he deems pleasing; the birth of a royal prince to Amadeus, a Te Deum, an illumination, and the official promulgation of the grand social and colonial fact that there are two hundred and sixty-nine thousand slaves in Cuba. What more can the Spaniards require, except it to be learned exactly how many slaves are in Porto Rico?

A LAW OF THE LAND.—The bill abolishing the franking privilege was signed by the President yesterday; and so, after the 1st of July, the letters to and from members of Congress and the "pub. docs." and mail matter of all descriptions sent off by them through the post offices, will have to pay the usual rates of postage, cash down for the stamps.

Our Railroad System—The West Moving for Cheaper Transportation.

It becomes more evident every year that the railroad charges for freight and fare will have to be better regulated by law. The people of the West especially feel the necessity of this. They are far removed from the great shipping marts for their produce, and the high rate of freights is the cause, really, of vast amounts of agricultural products being left to rot on the ground. The communication of our correspondent from Chicago, published yesterday, shows the deep interest the farmers and others in the West are taking in this matter. There is an apprehension, too, that the gigantic railroad combinations and monopolies may control the general government, as they have controlled too many of the State governments. There is good reason for this apprehension. The majority of members of Congress are, perhaps, interested directly or indirectly in railroads. Then the vast sums of money at the command of the railroad managers, and the corruptibility of legislators generally, both in the State and federal governments, leave little hope for redress except through a determined and general movement on the part of the people. Fortunately the people begin to realize the truth, for our correspondent says that the agitation to compel the railroads to reduce freights from the Western States to the seaboard is really surprising. "In Michigan, Illinois, Missouri, Wisconsin, Iowa and Minnesota there is hardly a newspaper the columns of which are not filled with editorials and correspondence on the subject, and meetings and conventions are being held in every county to discuss the railroad and freight question." The Legislatures are pressed by numerous petitions and bills on the subject, and the Governors of the States deem it of sufficient importance to devote a large portion of their annual messages to it.

So high are the rates of freight, so crowded are the railroad lines and so overwhelmingly abundant are the crops in the West, as our correspondent justly says, that farmers burn their corn for fuel because they cannot ship it at a profit. If this was so last year or in previous years, what will be the prospect for next year, when, judging from the favorable soil likely to follow the deep snow-covered season of this winter, the production will be enormous? What, indeed, must it be in succeeding years, as the West is so rapidly increasing in population and farm products? Is the world, which needs the vast corn, grain and other farm products of the West, to be deprived of them by the grasping cupidity of railroad companies? Shall this great commercial metropolis and the other Atlantic seaports lose a large portion of the trade that needs an outlet, and, as a consequence, the corresponding return trade in merchandise, because a few railroad monopolists choose to impose a high tariff of freights for their own benefit?

The incipient steps taken by the farmers and traders of the West to protest themselves may do some good, but nothing will bring a sufficient remedy short of Congressional legislation. We understand there is scarcely a township in the Northwest without its "grange" or patrons of industry, organized something after the manner of the trade unions. Iowa, it is said, has seven hundred lodges and Minnesota a hundred and ten. This shows how profoundly the people are impressed with the necessity of combining for protection against railroad monopoly and exaction. But it is uphill work. The railroad power is mighty. Even the candidates for legislative honors, who speak about reform and controlling the railroads before voters, no sooner get into the Legislatures than they sell themselves to the railroad corporations and cheat their constituents. Examples of such conduct we have seen at Albany, Harrisburg and other State capitals. Railroad magnates, such as Tom Scott, Vanderbilt, or Gould and Fisk lately, have, to use a familiar simile, carried the Legislatures in their pockets. It is needless to expect any reform from these bodies. The State of Illinois, which is an independent, probably, as any State in the Union of such railroad influence, which has a vast agricultural production and is greatly interested in finding a cheap outlet for its produce, passed a law lately to regulate freights and fare, but it is almost inoperative.

There has been a good deal of discussion of late, and particularly in the West, as to the advantage of canal and other water communication for the transportation of produce to the seaboard and merchandise to the interior. President Grant, in his last Message to Congress, dwelt upon this, and recommended a vast system of improvements to that end. No doubt the country will need all the water communication possible for our growing interior commerce as well as the railroads, but every merchant knows that railroad transportation is best, both for the better condition in which produce and goods are delivered than by water and for the advantage of the time gained. We know one gentleman, largely interested in our street cars, who prefers to pay several cents a bushel more for the corn with which he feeds his thousand or more of horses when brought to market by railroad than when brought by water, on account of the better condition of the corn. However much canals or rivers may be used for transportation, the railroads must always be the principal and best means of conveyance.

What, then, is to be done to aid the Western farmers to transport their vast surplus produce to the seaboard, to prevent the trade of New York being diverted by the way of Canada and other outlets to Europe, and to meet the rapidly growing wants of commerce generally between the West and the East? The only effectual measure must be Congressional legislation. The whole railroad system of the country should be regulated by federal law. We have no wish to advocate an unnecessary enlargement of federal power, and think the powers of the several States under the constitution should be carefully maintained. Indeed, in some respects the general government has encroached too far upon the rights and privileges of the several States. But in this matter of regulating interior commerce among the States there can be no question as to the power or duty of Congress. That is expressly granted in the constitution. The government has acted upon this grant of power throughout the history of the country, and even at times when the strictest State rights theory was rigidly adhered to. The rivers, bays and seaboard intersecting or touching upon different States have always

been regarded as the highways of commerce subject to the legislation of Congress. Why not the railroads which intersect and run through the various States? They are just as much the great arteries of commerce as rivers. The power given to Congress expressly by the constitution in this matter can overrule all State laws. It is simply a question of public necessity and interest.

It is not necessary for the government to take possession of the railroads and to work them. There is another and less objectionable way to reach the evil to which we have called attention. First, then, let it be ascertained what freights and fares per mile would be a fair remuneration for the capital bona fide invested and the cost of running the railroads, excluding in the consideration the bogus capital in inflated or watered stock and bonds. It would be found that the greater number of the roads have increased their capital by watering largely over the actual cost, and that some, in fact, have doubled or more than doubled their capital in this manner, thus indirectly committing a fraud upon the public. Of course every passenger that travels and every pound of freight transported have to pay increased rates to meet the interest demand on such bogus capital. Having ascertained what would be a reasonable remuneration for the actual cost of the railroads and their expenses, Congress should fix the rates of freight and passage, making these general and imperative. This would properly be regulating commerce among the several States, according to the meaning of the constitution. The whole body of the people East, West, North and South are interested, for the traffic by railroads is commerce in the most comprehensive sense. Then, in addition to this measure, Congress should authorize the construction of double track freight railroads exclusively between the West and the seaboard, among which should be, at least, one great trunk line from New York to St. Louis. Such railroads would be able to carry freight much cheaper than the present lines and would create a healthy competition. We have no doubt the capital could be found for such an enterprise, and as the trade between the West and New York is involved we recommend our capitalists and merchants to move in the matter. This question of cheap freights by railroad transportation in order to find an outlet for the products of the West cannot long be ignored, and we advise Congress to take it up at once.

Tweed's Unsatisfactory Trial. The result in the Tweed trial will be a genuine disappointment to every lover of even-handed justice in America. It will be a disappointment no less, we should imagine, to Mr. Tweed himself than to the prosecution. Even if this were not so, and Mr. Tweed would be content to accept that disagreement of the jury as sufficient balm to his wounded feelings, the overpowering opinion of the community that justice has not been done would compel the legal representatives of the people to continue the proceedings. We therefore emphatically support the proposition that a new trial be had immediately, if within the limits of legality it be possible. We do not for a moment enter into any discussion of the guilt or innocence of the prisoner; but, in view of the tremendous questions of such vital interest to good government, we desire to see the deliverance between the people and Mr. Tweed wrought out to absolute conviction or acquittal.

It is an unsavory business, and one whose revelations must have made men blush for humanity, whether looking at the accused or at the principal witness for the prosecution. Whether the statements of Garvey be credible or not, the result of contemplating them must be equally a sense of disgust. To see a man glory, almost in his own shame, a man who carries, as he admits, the people's money in his pocket, is not a delightful thing; nor is it pleasing to think that, in proportion as we believe his story, the brand of dishonor must be fixed on a man who has stood in high positions of trust in the community. As the matter at present stands we are debarred from forming a final opinion upon the guilt or innocence of either—that is, such an opinion as we may trumpet forth without the possibility of any man disputing it. This opinion is what a new trial should bring us.

The disagreement of the jury yesterday leaves the people with their hands tied. Tweed cannot go forth a free man, nor can he be committed to prison. Garvey, the State's evidence, cannot, under the disagreement, plead having done service to the people in exchange for his self-condemnation. We must, then, look at the informer with the money which he confesses to have wrong from the public Treasury still in his possession, and only ask each other wonderingly, what are the authorities going to do about it? The public might well afford to wait for a trial months hence if it was certain that justice would be a slow but sure result. In the vapors of counsel; in the lines of defence which admit the frauds of everybody but the prisoner at the time; in thejuries refined down to the lowest grade of intelligence, we see no certainty of any such happy consummation. There should be no excuse for further delay on the ground of exhaustion of counsel, for the exhaustion of public patience is a matter of far greater importance. We want to know definitely whether Mr. Tweed is a criminal or an injured man, and the longer this question is left in abeyance the worse for the institutions we wish to preserve. If the cumbrous machinery of the law courts will admit it, we ask for a fresh trial of Mr. Tweed immediately.

RAILROAD EXCITEMENT IN THE NEW JERSEY LEGISLATURE.—Some little excitement was created in the New Jersey House of Assembly on Thursday last, when the bill to incorporate the New York and Philadelphia Railroad Company came up on its second reading. It seems that the bill is alleged to be a sort of tender to the one incorporating the "National Railroad," and it is asserted that if the promoters of the latter scheme are defeated they will fall back upon this one. It does not make much difference to the travelling public what bill or whose bill it is that is intended to meet the object in view (to wit, to facilitate transit between this city and Philadelphia, and consequently between New York and Washington), all that they ask is that prompt action be taken to that end, and by hastening through either of the plans now before her Legislature New Jersey will remove no little of the stigma that has heretofore been attached to her selfish railroad legislation.

How We Administer Impartial Justice to Cuba.

Nothing rejoices the soul more than the contemplation of justice impartially administered. Nothing, therefore, is more calculated to excite our reverent admiration than our government's thoroughly just treatment of the two Powers now struggling for the possession of Cuba. In 1869 there were launched from shipyards in the vicinity of this city no less than thirty Spanish gunboats, intended to be employed against revolted Cuba. Armed and equipped at this port, controlled by American engineers, these gunboats steamed down New York Bay with a silent benediction from our rulers at Washington. So far, so good; but, as it is a poor rule that does not work both ways, let us contemplate another moving picture. In 1869 exiled Cubans bought the blockade running vessel Hornet, strengthened her and sent her to Halifax, where she was detained only, however, to be released, as she was not prepared for war. Armed and officered at sea, the Hornet, under a stress of coal, was compelled to put into the port of Wilmington, was seized on account of her flag and forced to give bonds not to break the peace with Spain. If this be not impartial justice, what is? Mr. Fish has reason to be proud of the part played by him in an international comedy, and the country at large may shake hands with itself in its support of a slaveholding nation so outraged at United States troops daring to wage war against the Modoc Indians as to pronounce this war "a real scandal to this century of humanitarian sensitiveness," to suggest that the Cortes "indicate to Mr. Grant how much the Spanish people are affected by the proceedings of his government against the poor Indians, and to tell the whole world that this fight is against a race who are the possessors of the land wherefrom they are to be exterminated." We drop a tear at this excess of virtue and congratulate our Secretary of State upon his success in winning the affections of grateful Castilians, themselves engaged in a fight against a race in possession of land from which they are to be exterminated. As Spain sympathizes with the oppressed Modocs, may we not follow her generous example and sympathize with oppressed Cubans? We are nothing if not genteel, but surely we may do what hidalgos sanction!

Thanks to our sympathy with Spain, Cubans have the intense satisfaction of spending their money in vain. Of course the Hornet was a great loss. Within four years the "vagabond" patriots have spent one million five hundred thousand dollars in gold. Every gun costs them one hundred dollars before it reaches the insurgents, and all because we love slaveholding Spain so much better than free Cuba! "You can send as many arms as you wish," says Mr. Fish to the friends of liberty. Arms are purchased, and some one bribed by Spanish authorities swears that not only arms are to be found on board the vessel, but that it is completely fitted out for an expedition. To bear false witness is not as rare a sin as it was in biblical days. Again, Mr. Fish implies to Cubans that "Americans can go," whereupon another perjurer swears that these Americans carry arms, and the patriots are once more circumvented. The Leo, a Cuban trading vessel, was detained twenty-four hours because of false swearing to the effect that she was weighed down to the water's edge with men and materials of war. Formerly Justice seemed to be blind; now she should be represented with the bandage over one eye only. To appeal to Congress for a more general distribution of impartial favor would be, in the face of recent developments, about as absurd as to invite Satan to preside over a society for the promotion of virtue. We are forced, therefore, to appeal persistently to a people who are far better than their representatives. We owe the Queen of the Antilles an honorable amend. We ought, in fact, to be on our knees to her, our government being absolutely responsible for the reign of slavery in Cuba during the last forty-six years, for when, in 1826, the South American States plotted to seize the island, with the intention of manumitting all slaves, our worthy President, John Quincy Adams, cried, "Hands off!" With this fact pricking the national conscience can we befriend Spain at the expense of her rightfully revolted colony?

Easily Pleas'd.

In allusion to the fear of the London Globe that John Bull and Brother Jonathan might possibly find occasion for angry words and arbitration in the loosely defined boundary between British Columbia and our national ice-house, Alaska, the HERALD some days ago suggested that if our British cousins covet a slice of Secretary Seward's Russian purchase, in consideration of our triumph in the San Juan dispute, the United States would willingly give a quit claim satisfactory even to British thirst for geographical extension. This offer so excited the Manchester Guardian that it already appears to anticipate the joy of acquisition and the refreshment of a Summer camp among the eternal ice banks which are drained by Yoncon and Porcupine rivers. We beg to assure the organ of the cotton spinners that America, though she knows how to bargain shrewdly, knows also the courtesy due from a young nation whose greatness is in the present and the future to one which looks proudly back over centuries of glorious history, in which we too justly claim a share. When British enterprise builds a railroad across our Continent it shall not lack an opening upon the Pacific, even if it should take miles from the coast of Alaska. The Manchester editor is justified in his gaudy. There will still be iced juleps, in spite of the Alabama award and the San Juan judgment.

THE LOUISIANA AND ALABAMA State Legislatures difficulties remain as they were a month ago. The Louisiana case, however, between the Warmoth State government and the Pinchback government, is undergoing an investigation by the special committee of the United States Senate, headed by Mr. Morton, and his report will probably settle this matter. In Alabama, on the other hand, the democrats complain that the republicans do not stick to their compromise. At all events the deadlock in the Legislature continues, and the conflict being for a United States Senator it will most likely be kept up to the end of the session. The real issue in Louisiana is the same—the United States Senator—the idea having been widely extended of late years that the Senate is the real master of the government, and that a Senator, however poor he may be,

is a dull scholar if within a single term of six years he cannot become a man of stocks and bonds, and railway shares and dividends, and Crédit Mobilier securities on a large scale. Hence these terrible conflicts for the Senate, requiring in Louisiana the United States troops to be on guard, and in Alabama the mediation of the Attorney General of the United States as a pacemaker.

How to Blot Out Unpleasant Memories.

A man in Elmira, N. Y., about three years ago, as recounted elsewhere, struck his head against a beam and was rendered insensible. He recovered, prospered in business, and until a few days ago enjoyed perfect health. He then was taken with acute pains in the head, accompanied by violent spasms. He was attended by the doctors and again recovered perfect bodily health; but his memory, so far as concerned all events which had taken place since the date of his accident, three years before, was a blank. His partner in business he greeted as the schoolmaster he had known him to be before the beam and his own head came into contact. He was puzzled to account for his two children born in the three years' interval. It embarrassed his wife, embarrassed himself and attracted the attention of all the scientists and gossips of Elmira. It is certainly curious, and deserves a much wider notice than merely local fame would give it. In view of the deep suggestiveness of the accident and its results we would submit that the medical faculty of the whole country should select from their best men a committee of experts to carefully examine the cranium of the man of Elmira. The first thing for them to settle would be the exact point on the skull where it struck the beam. The direction and exact force of the blow should next be ascertained, and, if possible, the exact thickness of the bone at the point of contact. Their next inquiry should be what exciting causes preceded the late attack. Should they succeed in gaining all these particulars accurately the value of the secret they have gained will be incalculable.

Armed with their secret a man about to commit a base or unworthy action could select a convenient beam and knock his head against it. He would become insensible, and presently recover. Then he might, in defiance of remorse or self-contempt to come, of the finger-pointing scorn of others, of public humiliation, go about his black business, whatever it might be—Crédit Mobilier, Senatorial bribery, municipal frauds, forgery, robbery or perjury. How he could chuckle in his heart while his sin, his crime was undiscovered. The antidote to self-reproach which he carried in his scone would be to him a perpetual dark lantern of knavish delight. When the moment of discovery came; when his guilt was made visible of all men; when from being the spoiled pet of the people he was being coldly consigned to the noisome grave of universal obloquy, he could still laugh in the teeth of misfortune. A single application of the friendly beam once more, a draught of some strong liquor, or whatever the experts would decide to be the cause of the second attack to the Elmira man, would be applied by the criminal to himself, and lo! after a few spasms he would arise and go forth with his ill-gotten gains in his pocket innocent as the babe unborn how they came there. He would have his indignation roused when the press assailed him; he would not recognize the felonious offspring of his sinful, hypocritical days; he would not speak to his partners in crime; would be, in fine, a rosy-souled individual, unconscious of ever having done wrong. Just picture what Schuyler Colfax would give if he had five years ago knocked his head against a beam near the Speaker's chair. If to-morrow he could apply the antidote how glad he would be to waken up the day after without having to simulate innocence—to be able in his heart to wonder how that twelve hundred dollars got into his bank account, and how he became Vice President. How Brooks would have beaten his skull against his son-in-law's; how Patterson would have knocked his head against the granite hills of his native State; how Kelley would have butted his against a bar of pig-iron; how Dawes would have knocked his against Plymouth Rock five years ago! How Harlan, Pomeroy or Caldwell would have run against the pillars of the Capitol! How glad all the Crédit Mobilier Congressmen would have been had Hoax Ames knocked his against the blarney stone when he kissed it so many years ago! Why, when the exposure was threatened, they would simply have taken him into a lonely place and administered the antidote. Then might they have snapped their fingers at his efforts to "refresh his memory." How Tweed would like to have dropped his head against a corner of the new Court House! How he must wish Andy Garvey had!

It is wonderfully suggestive, this head and beam business, and, in the interest of suffering sinners, we would impress upon our medical authorities the advisability of sending the experts to Elmira without delay.

A Monument for the Poet Campbell.

The good people of the city of Glasgow have at last made up their minds to erect a monumental statue to the poet Campbell. The Glasgow folk are not without enterprise, but their enterprise runs rather in the direction of steamships and spinning jennies than poetry or poets. The second city of the British Empire has not much to boast of in the monumental line. It has a splendid Cathedral, as admirably adapted for the sculptured monuments of the honored dead as Westminster Abbey itself; but the monuments are not there. It boasts of a monument to Sir Walter Scott, which stands in the principal square of the city; but, strange to say, the only monument which has been reared to Scott on the banks of the Clyde is a standing disgrace to Scottish art. The great poet and novelist wears his plaid on the wrong shoulder—a sin of which Scott could not have been guilty. It does not seem as if a taste for high art were improving in Glasgow; for, at a meeting held in that city, on Wednesday night, with a view to raise funds to erect a monument to Thomas Campbell, only the sum of five hundred pounds was subscribed. Thomas Campbell was born in Glasgow. He is "the Glasgow poet" by way of distinction. He became the Poet Laureate of England, and his remains are interred in Westminster Abbey. Five hundred pounds was a

poor result of a meeting held for such a purpose. Unless Glasgow greatly improves on this first effort Scotland will think little of Glasgow, and the world will have a smaller opinion of Scotland than it is willing to indulge. The author of "The Pleasures of Hope" is a standard English classic and a world-wide favorite, and Glasgow will dishonor itself if it loses the opportunity—now that the opportunity presents itself—of rearing a monument which, while it will do honor to the memory of the bard, will be an ornament to the city. The Scott monument in Central Park shows that Scotsmen gain rather than lose in taste and spirit by crossing the Atlantic.

President Thiers and the Committee of Thirty.

President Thiers, it appears, is not satisfied with the proposals of the Committee of Thirty. On Thursday he informed M. de Larcy that the constitutional project submitted to him by the committee did not, in his judgment, meet the requirements of the situation, and that, consequently, he could not accept it. The new constitutional project agreed upon by the committee provides for the creation of a second Legislative Chamber, for a new electoral law and for restricting the President's privilege of addressing the Assembly on occasions when bills are before it. The President is known to be in favor of a second Chamber, but, naturally enough, he is opposed to any limitation of his rights. On several occasions since his advent to power his appearance in the Assembly has had the happy effect of securing order when a crisis seemed imminent. The majority, however, do not like the influence which the President is thus enabled to exercise over their deliberations, and it is their determination to limit his power in this direction.

How the President may act it is difficult to say. It was understood that he would appear before the Committee of Thirty yesterday to state his views. It has always been our opinion that the real difficulty of the present situation in France would reveal itself when the Committee of Thirty gave in their report to the Assembly. Everything has been done to make the report satisfactory and to prevent a crisis. The President has had the opportunity of consulting with the committee, and the committee has had all along free access to the President. If agreement is not possible the report of the committee to the Assembly will do much to make an end of the present uncertainty in France. President Thiers is strong; but the Assembly is stronger than he. If, on the report of the committee he is voted down, he must either resign or do his best to force a dissolution. We may rest assured that he will not resign rashly, and dissolution he knows will prove a most dangerous experiment. If we had less faith than we have in the skillfulness of President Thiers we should conclude that the situation in France is at the present moment most critical. The President, however, has got out of so many difficulties that we are willing to believe he will still be able to hold on to the helm of the ship of state. It will be well if such proves to be the fact; for so far as we can see Thiers is the only man who can now save France. The Empire for the moment is dead; the Monarchy is ambitious; but the Republic exists. Thiers, who knows France, stands by the Republic.

Robberies in the Upper Part of the City.

Almost every day brings to light burglaries, larcenies from the person, or felonious assaults, in the portion of the city north of the lower end of Central Park. Policemen have no more faculty than other people to be in two places at once. On the east side one man is supposed to watch over nine streets from the Park to the river—a beat which it takes him five hours to walk. How can he protect residents at Seventy-fifth street and Fourth avenue, when he is at Eighty-fourth and avenue A? We are informed that there have been four robberies in Seventy-eighth street in the last week. While the police is required to cover such a large territory with so few men it rests mainly with the thieves to regulate the number of their crimes. They, of course, do not steal under the nose of the patrol, but a slight observation would tell the expert rogue when he need expect no disturbance from his blue-coated enemy. No remedy for this evil can be found except a large addition to the police force in the upper wards. Citizens residing there are as well entitled to protection as those in the closely built districts. Burglars are most apt to operate on scattered houses, where vacant lots and open spaces afford them opportunity to elude pursuit and to secrete their spoil. This subject should be carefully considered by the Legislature in settling the provisions of the new charter. True reform requires an efficient police as well in the new and rapidly improving portion of the city as in the business quarters. All the avenues should be under the care of the mounted police, and the ordinary patrols should at least be doubled in the cross streets.

A Great Nautical Feat.

The telegraphic report of the late voyage of the clipper ship Young America shows, perhaps, the most extraordinary run ever made from Liverpool to San Francisco. The time was ninety-nine days, and the course lay over that long and perilous stretch of ocean around Cape Horn, at least fifteen thousand miles. This splendid feat of seamanship revives the long-agoed question how far improved models of sailing ships, guided by the best lights of nautical science, will compare in speed with steam-driven vessels, and whether they may not yet outstrip steam itself. It is far too common a mistake to suppose that such fast runs are attributable to a streak of good luck rather than to seamanship; for there are instances innumerable proving that the mariner, thoroughly apprised of the wind and current phenomena of the sea, is always immensely the gainer. The first attempts to apply this knowledge were crowned with success. In the famous race from New York to the Golden Gate, in 1853, between the clippers Flying Fish and John Gilpin, the former made the passage from port to anchor in ninety-two days, and the latter, from port to pilot, in ninety-three and a half days, and both in more than a third less time than is usually consumed. Their voyages, however, were made in the most auspicious season for doubling Cape Horn, and the detention so often experienced from fierce westerly gales there were not felt. We have no report of the weather off the Cape during the recent trip of