

METROPOLITAN THEATRE, 96 Broadway.—Variety Entertainment. Matinee at 2.

BOHEMIA THEATRE, Bowers.—The Giant's Causeway.—Dance.

MRS. F. R. CONWAY'S BROOKLYN THEATRE.—Four Gentlemen.—To-day.

FARE THEATRE, Brooklyn, opposite City Hall.—Four Gentlemen.—To-day.

HARLEM THEATRE, 3d av., between 12th and 13th.—The Bohemian.

THEATRE COMIQUE, No. 94 Broadway.—Variety Entertainment. Matinee at 2.

OLYMPIC THEATRE, Broadway, between Houston and Brooker St.—The Van Winkle.

GERMANY THEATRE, 14th street and 3d avenue.—The Merry Wives of Windsor.

BROADWAY THEATRE, 73 and 75 Broadway.—The New Magdalen.

GRAND OPERA HOUSE, Eighth av. and Twenty-third st.—A Flair of Light.

WILSON'S GARDEN, Broadway, between Prince and Houston St.—The Black Crook.

ACADEMY OF MUSIC, 14th street and Irving place.—Italian Opera.—Los Huestros.

WALLACE'S THEATRE, Broadway and Thirteenth street.—Opera.

UNION SQUARE THEATRE, Union square, near Broadway.—The Great Gypsy.

WOODS MUSEUM, Broadway, corner Thirtieth st.—Jack Haraway. Afternoon and evening.

BOOTH'S THEATRE, Sixth av. and Twenty-third st.—The Merry Wives of Windsor.

TONY PATTON'S OPERA HOUSE, No. 30 Bowers.—Variety Entertainment.

FRYBET'S OPERA HOUSE, Twenty-third st., corner Sixth av.—The Merry Wives of Windsor.

P. Y. BARNUM'S WORLD'S FAIR, 27th street and 4th av.—Afternoon and evening.

AMERICAN INSTITUTE FAIR, 3d av., between 5th and 6th St.—Afternoon and evening.

COOPER INSTITUTE—Lectures on Gas and Medical Entertainments.

NEW YORK MUSEUM OF ANATOMY, No. 618 Broadway.—Science and Art.

TRIPLE SHEET.

New York, Wednesday, Nov. 13, 1873.

THE NEWS OF YESTERDAY.

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THE COUNTY CANVASS.—The Board of Supervisors met yesterday as a Board of Canvassers and commenced the duty of canvassing the votes cast in the recent election in this county. Several protests were received, and a delegation from Tammany Hall was admitted to watch the count and prevent cheating. There is an old proverb which advises us to set a thief to catch a thief. The First Assembly district only was canvassed yesterday. As there are some close districts it is not improbable that a few changes may take place in the list of successful candidates.

CATCHING IT IN LONDON.—While our own troubles appear to be gradually clearing away the Londoners seem to be on the eve of the enjoyment of a panic. A large mercantile failure is reported, and the high rate of money must speedily bring things to a focus. Business in England is not, however, conducted on such principles so much as in the United States, and hence we do not apprehend very great troubles across the water.

A NEW MARE'S NEST IN PARIS.—A new conspiracy has been discovered in Paris—this time to place the Count de Paris on the throne. No doubt, the best portion of the monarchical party would rather have the Count de Paris, a sensible man belonging to the present century, as king than the Count de Chambard, and, no doubt, the hope of many, in agreeing to the Count de Chambard, was that he would speedily abdicate in favor of the Orleans branch of the family. But the Orleans princes have never lent themselves to plots. That is their best recommendation to the confidence of France, and they will probably be the first to recognize the fact that for the present the Republic is not dead, or prepared to die.

A More Cheerful Financial Prospect! The City and the Poor! I Haven't Looked at Them Yet.

Many indications are coming to the surface which assure us that matters, financially, are taking a brighter turn. It may be that the measures taken everywhere to contract forces have produced a good effect upon the nerves of the commercial class and that an improved feeling of confidence is the result. The fact that the country is not a cent poorer for all the panic is dawning slowly upon those who first ran to hide their greenbacks in old stockings. The market in Wall street was stronger yesterday than for a long time past, and, as it was there the trouble began, we should be getting stronger everywhere else. The inflow of specie, too, must have its share in convincing our merchants and manufacturers that the country which, in the midst of its financial distress, can compel England to send over eleven million dollars in specie for its corn and cotton, is not the trembling bankrupt which some people would have us believe. The panic has had one effect which must be beneficial. It has prevented trading in Europe on the proceeds of our produce sold there, and hence given us a solid margin for use at home. So determined has been the outflow of specie from England to the United States that the efforts of the Bank of England to stop it by raising its rate to nine per cent have been ineffectual. Yesterday, we learn by cable despatch, fifty thousand dollars were shipped from Southampton for New York. The fact is that, owing to the scarcity of money here, the only hope England has of buying corn to feed her millions is by sending out the hard cash. The raising of the bank rate may mean dearer bread to the English workman, but if they are to be fed money must be found to purchase food for them, and on the question of stomach John Bull is imperative. A great problem which troubles the heads of the quacks of finance is how this gold is to relieve the stringency among a people using government paper or paper guaranteed by the government as their currency. If it cannot find its way into circulation it will give those hoarding greenbacks they have no present use for a chance to hoard something more solid, which may appreciate in value. But its most magical effect will be in encouraging the hoarders to resume their buying and selling, and in relieving the anxieties of the manufacturers as to the ultimate end of the present troubles. Already we learn that this feeling of relief has, in several instances, induced manufacturers to turn their works at full time. Let us, therefore, while freely acknowledging the presence of the cloud, not neglect to point to its silver lining.

We are not so sanguine as to think that the effect of breaking up a business system carried on largely under false conditions can be met by the community without some ruin to a few of the rich and some suffering to the poor. We are opposed to the government doing anything to help the former; the rich can and must help each other. For the help of the poor we hope to see no extraordinary measures on the part of the general government necessary. But in face of the want that exists and will exist we demand that every work which can fitly be put in operation by local governments shall be pushed at once to relieve want by furnishing labor to the hungry unemployed. The blatant internationalists who howl, and sly jobbers who egg them on, urging the President, Congress and the departments to adopt all manner of wild panaceas, are simply noise and nothing more. Each community, except under very extraordinary circumstances, is capable of caring for its own poor, and towards this object the authorities in each should hasten their efforts.

What, we will ask, has New York done towards providing for those out of work on account of the panic and in danger of starving? Philanthropy is slowly organizing, but the city government is doing worse than nothing. Our Department of Public Works has discharged seven hundred men, and intimates that more are likely to go on account of the want of funds. The Commissioner states that three thousand men could be employed immediately upon necessary works if the Comptroller would pass upon the sureties of awards of contracts already made. These sureties, we are informed, were sent to the Comptroller a fortnight since, and, although the latter has twice asked for five days' postponement, he has reached no action yet. The full measure of this official's insolent disregard of the public good, except as he chooses to interpret it, may be taken in his reply to a Herald reporter, when asked if he had passed upon the sureties:—"I haven't looked at them yet."

If we were not aware how much time of his that the city pays for, and money that the people supply, he can expend upon his pet counsel for carrying the just creditors of the city into the courts, and promoting the ends of his lobby at Albany, we might want an explanation why he has no time to look at what is of vital interest to the poor of the city. It is shameful that there should be any delay in attending to matters of this kind, and it does not lighten the disgrace of the neglect that Mr. Green has no other explanation to offer than "I haven't looked at them." It is a public desire that this offensive indifference should cease, so far as he is concerned. Let him render the only apology for his conduct which is possible, by setting to work at taking the clogs from the employment of labor by the city. Let him protect the interests of the city by carefully scrutinizing the contractors' sureties, but let him confirm all the sound awards without delay. To the other branches of our city government we also look for a whole-souled energy in meeting the necessity of the hour. The Dock Commission discharged twenty men a few days ago, but "as the lower piers of the East River are in a very dangerous condition" they hope to retain those remaining. Surely this is a very lame statement of their capacity to employ labor. We have had streets in many places; our public buildings are far from being worthy of the Empire City, but our docks and piers are a disgrace as well as an eyesore. The statement that the old wooden piers along the lower part of the East River are in a "very dangerous condition" is not surprising. The same would apply to nearly all the piers on both water fronts of the lower end of the island. Yet the Dock Commission has their

entire faculties bent only on tinkering with these eyesores and replacing decayed wood with wood that will soon want replacing in its turn. We want durable piers of stone that will last till an earthquake shakes them. The rapid revival of American commerce alone demands this, not to speak of the work which the preparatory stages might be made to give to thousands during the best part of the winter. There is no fear that the city's credit will be unequal to carrying anything which will prove a material benefit to the city itself. The building of a line or lines of railroad which will give us rapid transit from one end of the island to the other is another matter which will pay for itself. They are works, also, which should not be delayed. They will be a relief to the poor in giving a chance for cheap rents, and will compensate the rich in many ways which we need not mention, for wealth soon finds out how it can be increased. The fact that the general outlook is a little brighter should stimulate all, that the effect of the panic may be limited to suffering to the poor. Private charity, always magnificent in this great city of ours, should, from the light on the edge of the financial cloud, take heart of grace to scatter its benignity abroad in golden showers, and all we ask of those whose public trusts enable them to help the poor in a way safe to the city and honorable to the recipient, is to do their duty in the premises. Neither private charity nor public duty should, where the poor are concerned, make the cold excuse, "I haven't looked at them yet."

The Terrible Catastrophe at Harlem—Who Is To Blame?

The terrible catastrophe at Harlem—the particulars of which are published in to-day's Herald—is of a character to horrify and alarm the community. In the middle of the afternoon, while the streets are filled with people, a large boiler, attached to a hoisting machine, standing in the middle of a public thoroughfare, suddenly explodes, killing seven persons outright and mangled and scalding nine others. There was nothing to warn the poor victims of danger. The men working on the machine were just engaged in moving it higher up the road when the explosion came. A young lady eighteen years of age, the daughter of wealthy parents, was walking past at the moment, and lost her death instantly. A poor little Italian girl carrying her harp, on her way to earn a few more pennies, was killed in her tracks. A schoolboy on his way home from school, pausing a moment to view the machine, shared the same fate. Four men were also killed, of ages varying from twenty-three to fifty-two. The noise of the explosion and the shrieks of the wounded attracted the attention of a policeman passing near, and, hastening to the spot, a sickening spectacle presented itself. The wounded were cared for as speedily as possible; the remains of the dead were gathered up and carried to their homes, and all evidence of the calamity had soon disappeared.

But what was the cause of the tragedy? The water in the boiler, we are told, had been allowed to run too low, and the men in charge, discovering this fact, turned on cold water, and the explosion instantly followed. There were about forty pounds of steam in the boiler when it burst. The fact is established that the management of the machine was left in incompetent hands, and while there are differences of opinion as to what was the immediate cause of the accident, no one will question that the man who had control of the boiler knew nothing of the business. There ought to be some law—there may be some law—to punish the criminal act of suffering a boiler to be managed by an incompetent person. If such a law is in existence we hope that it will be rigidly enforced. There must at least be some responsibility on the part of those who were the authors of this cruel and heartrending slaughter, and the crime should not be suffered to go unpunished.

THE BROOKLYN BRIDGE PROSPECTS.—The Brooklyn Bridge has, thus far, had a road to travel very much like that which leads to Jordan. Its main trouble has, doubtless, been that it has had two corporations to feed with construction plunder—New York and Brooklyn. There have been holes in both sides of its treasury box. At the directors' meeting, yesterday, it was shown that over four millions one hundred and ninety thousand dollars have been received, and all but about one hundred and fifty thousand dollars expended. There does not appear to be four millions to show for the work, and now we are told that the total cost is to be twelve millions, or seven millions more than the original estimate. No wonder some one suggested at the meeting that it was possible the twelve millions would soon be found to require eight more on the top of it. At this rate, between New York and Brooklyn rings, the bridge, although a very desirable work, will be a very costly one.

OUR WASHINGTON DESPATCHES tell us that Mr. Fish said to Spain about the pretended right to search and seize American vessels in 1869 and 1870. But what does he say to them in 1873, when they have dragged four or five victims from the protection of the American flag and assassinated them without trial? He spoke brave words to them then. He should speak to them now with an iron throat before the rest of the victims of the Virginus are slaughtered, and in language that they would understand.

NOT ALL GONE.—A despatch from Washington, in disapproval of the statement that the government of the District of Columbia has been robbed to the point of bankruptcy, announces that the laborers are to be paid off to-day, the amount required for this purpose being two hundred and fifty thousand dollars. It is clear, therefore, that the plunderers have not taken everything; quite a hopeful sign in the present days.

WHAT HAS become of the Commissioners of Accounts? They found the affairs of the Finance Department in a most deplorable condition, according to their partial report, but we have heard nothing of them since. They were to let us know the real amount of our floating debt, but the information has not yet been furnished. Has Comptroller Green looked them up in the tin box where he keeps the sinking fund securities, or has Mayor Havemeyer put them in his pocket?

The Mardero at Santiago de Cuba—The Duty of Our Government.

There is some reason to fear that the officials of the State Department at Washington, in their desire to maintain friendly relations with the Spanish government, may wander from the main point involved in the case of the Virginus. If Secretary Fish will refer his memory by a reference to the correspondence which passed between himself and Mr. Lopez Roberts, the Spanish Minister, in April and July, 1869, he will probably find that in the opinion of our government, as then expressed, there could have been no authority, under international law or under our treaty obligations with Spain, for the seizure of the Virginus on the high seas unless Spain was admittedly in a state of war with Cuba. The position of Mr. Fish on this question does not admit of doubt. Writing to Minister Roberts on July 16, 1869, on the subject of the proclamation by Captain General de Rodas, under which the capture of the Virginus is claimed to have been made, our Secretary of State declares that the vessels of the United States can only be subjected to the provisions of that proclamation "when Spain avows herself to be in a state of war, or shall be manifestly exercising the rights conceded only to belligerents in time of war." He very correctly argues that the transportation on the high seas in time of peace of articles commonly known as contraband of war is a legitimate trade and commerce, which cannot be interfered with or denounced unless by a Power at war with a third party in the admitted exercise of the rights of a belligerent, and that the freedom of the ocean can nowhere and under no circumstances be yielded between Spain and our government mainly defines and regulates the reciprocal relations and obligations of the contracting parties, without reference to either being engaged in war. The eighteenth article of the treaty refers to the right of visit or of approach in time of war for the inspection of the passport and the identification of the nationality of a vessel; but this article confers no right of visit and search in time of peace, and only prescribes and limits the manner of exercising a belligerent right in time of war. "The whole scope and aim of the eighteenth article of the treaty," writes Mr. Fish, "establishes beyond possibility of question that it refers only to the rights which one of the parties may have by reason of being in a state of war." The Secretary even went so far as to say that an attempt to enforce the de Rodas proclamation against vessels of the United States would be taken as a recognition by Spain that she is in a state of war and claims the rights of a belligerent. The Spanish government and its representatives denied at that time, and have continued to deny, the existence of a war between Spain and Cuba, and hence could not, by Mr. Fish's showing, have legally made seizure of the Virginus, if she had been loaded down with articles contraband of war, provided she were an American vessel, with American owners.

The only point, therefore, seems to be, was the Virginus in fact an American vessel. Her character and mission, according to Mr. Fish, having nothing to do with the question, for the Secretary claims for all American vessels the freedom of the seas and the right in time of peace to carry articles commonly known as contraband of war without challenge. The issues raised as to where the Virginus was sighted, in what direction she was headed and where she was captured, are all foreign to the subject and are only calculated to mystify the real point. Spain professes not to be engaged in war, and hence the Spanish authorities had no right, according to Mr. Fish, to interfere with the vessel at all, unless she was within their own jurisdiction and engaged in the violation of a municipal law. In this view of the case the insult to the American flag becomes the greater and the murder of persons found on board the Virginus the more brutal and revolting. The Spaniards knew that they were contemptuously disregarding the protest of our government; that they were grossly violating their treaty obligations, and their hasty assassination of their victims was on this account all the more outrageous and all the more insulting to the United States.

The error we have committed has been in yielding to the importunities of Spain and withholding from the Cubans the recognition of their belligerency. The Spanish government recognized the belligerency of the South sixty-six days after the bloodless assault on Fort Sumter, and we have refused at the demand of Spain to recognize Cuban belligerency although the Cubans have been for five years struggling for their freedom, and tens of thousands of lives have been lost in the war. Our weakness has emboldened the murderous volunteers in their ruffianism and crime. Courteous as our government has been towards Spain the Spaniards in Cuba nourish a deadly animosity against Americans and do not hesitate to indulge their hatred when opportunity offers. At the present moment, while our State Department is engaged in a diplomatic correspondence with Madrid, the telegraph lines are cut between Havana and Santiago de Cuba, and the probability is that more outrages will be committed on the Virginus' prisoners, and more lives will demand an "apology" from the home government. Instead of these cable messages, a war steamer should have been ordered to Santiago de Cuba without an hour's unnecessary delay, as soon as the outrage became known, with instructions to demand that every person found on board the Virginus should be placed under its protection, subject to legal trial for any alleged offences against the law. The attempt at this hour to excite sympathy for the government at Madrid, in the face of all the insults and injuries we have borne from Spain on account of Cuba for five years past, is simple poltroonery. We should defend our rights, as England enforces hers, at the mouth of the cannon, and our first act should be to extend belligerent rights to the Cubans for the safety and protection of our own citizens.

THE ANNEXATION of a portion of Westchester county to the metropolis will require the opening of new streets, new sewers and other necessary works in the enlargement of a great city. Why cannot our present municipal authorities gain for themselves the gratitude of workmen by making arrangements at the earliest opportunity for the employment of a strong force for such improvements?

PERSONAL INTELLIGENCE.

Edgar T. Weiss, of Hartford, is registered at the Hoffman House. Judge R. D. Rice, of Maine, is registered at the Fifth Avenue Hotel. General J. M. Knapp, of Governor Dix's staff, is at the Fifth Avenue Hotel. Judge Nathan Shipman, of Hartford, is registered at the Clarendon Hotel. Judge George M. Constock, of Syracuse, is staying at the Fifth Avenue Hotel. Captain McKinnon, of the steamship Calabria, is staying at the Brevoort House. Judge Benjamin R. Curtis, of Boston, yesterday arrived at the Brevoort House. Ex-Governor W. D. Washburn, of Minnesota, has arrived at the St. Nicholas Hotel. Congressman R. C. Parsons, of Ohio, arrived at the Fifth Avenue Hotel yesterday. United States Senator John H. Mitchell, of Oregon, has arrived at the Metropolitan Hotel. General Clinton B. Fisk, of St. Louis, is among the recent arrivals at the Union Square Hotel. Bishop Hendricks and Very Rev. J. Hughes, of Providence, have apartments at the Windsor Hotel. Ex-United States Senator Henderson, of Missouri, is among the late arrivals at the St. Nicholas Hotel. Mlle. De Murska, her husband, Count Nugent, of the Austrian Army, and Monsieur Jamet, are at Barnum's Hotel. George W. Childs, A. J. Drexel and Clayton McMichael are among the Philadelphiaers at the Fifth Avenue Hotel. Count Ludorf, the Austro-Hungarian Minister, and Count Ulysses Barbolani, Minister from Italy, made their bows to the Sultan on October 27. Lieutenant H. C. White, United States Navy, is at the Union Square Hotel. Lieutenant White was the executive officer of the Tigris during her Polar voyage. Hurlt-Bey, commandant of the Turkish arena, at Top Kapu, with a party of commissioned officers, is coming to the country to superintend the manufacture of 600,000 Martini rifles for the Emperor of the King's advent was preparation for in Paris. Several publishers dubbed themselves Pontifical merchants, and were ready to change, at a moment's notice, their mottoes to "A Pity to disappoint them." The Englishman known as Rajah Brook, of Sarawak, in Borneo, and his wife, the Rajahs, on their way to England, where they are now arrived, lost their three children by illness within seven days before reaching Egypt. Sir Henry Thorne, the surgeon, makes a larger income than any other member of his profession in England. In his youth Sir Henry was a linen draper, but now, at the age of fifty-three, he is at the head of his profession. A doctor lives in the faubourg St. Honoré, Paris, over a poultryer's shop. Their signboards, perhaps, do not clash. The first, announces the surgeon, is "Visible at all hours," and the second, "Killing every day on the premises." Mr. Stanley James, an English journalist, who has devoted much time to the question of labor reform and emigration, has been deputed by Mr. Arch to act as American representative of the National Agricultural Laborers' Union of England.

PUBLIC AMUSEMENTS.

WILKIE COLLINS—His First Appearance in New York Last Evening at Association Hall. As a reader Wilkie Collins is not a success. He made his first appearance in New York last evening before an audience which filled four-fifths of Association Hall. The medium through which he introduced himself was a literary composition entitled "The Dream Woman." His reception was hearty and a predisposition to be pleased was evident. Like almost every other literary work by which Mr. Collins is known, the events in "The Dream Woman" are related by several different parties, whose narrations dovetail felicitously into the present case as a Mr. and Mrs. Percy Fairbanks, a wealthy couple, who spend their time between France and England; Francis Raven, a hostler, and Rigoberto. The central characters are Francis Raven and Alicia Warwick's wife. Alicia is the Dream Woman, who first makes her appearance to the hostler in a sort of vision, upon one of the anniversaries of his birthday, and whom he subsequently encounters in real life under very mysterious and eccentric circumstances, and ultimately marries. He finds his death from her hands, and the death-blow is given by several different parties in the narrative. But what is intended as the thrilling portion of the narrative is the correspondence of the hostler's death to the picture unfolded to him in the dream in which he first sees the face of the woman who becomes his wife. It was unnecessary for Mr. Collins to inform his audience that "The Dream Woman" was an expanded version of a short story written by him many years ago, and related by several different parties, to which his mature revisionary touch has not succeeded in giving the semblance of mellowness. It presents none of the usual characteristics of a character study, and the picture unfolded to him in the dream in which he first sees the face of the woman who becomes his wife. It was unnecessary for Mr. Collins to inform his audience that "The Dream Woman" was an expanded version of a short story written by him many years ago, and related by several different parties, to which his mature revisionary touch has not succeeded in giving the semblance of mellowness. It presents none of the usual characteristics of a character study, and the picture unfolded to him in the dream in which he first sees the face of the woman who becomes his wife.

THE Isthmus Inter-Oceanic Canal.

Lieutenant Fred Collins, of the United States Navy, read a paper last evening before the American Geographical Society on "The Isthmus of Darien and the Feasibility of an Inter-Oceanic Ship Canal." Chief Justice Dana presided. The lecturer opened by calling attention to the singularity of the fact that a question involving such immense interests as that of an inter-oceanic ship canal should have been handed down, through more than 200 years of the greatest activity in geographical research, to us of the present day for its solution. Quotations were made from the report upon interoceanic railroads and canals, made to the Senate by Rear Admiral Charles H. Davis in 1827, to show that at that time the Isthmus of Darien was almost a terra incognita, and that there did not then exist in the libraries of the world the means of determining, even approximately, the most practicable canal route. The absolute necessity for a capacious and well sheltered harbor as a starting point for the canal, upon the Atlantic side, restricting the range of inquiry, so far as Darien is concerned, to the vicinity of the bays of San Blas, Caledonia and Darien. The most northerly of these, San Blas, was first taken up. Here is the narrowest part of the Isthmus. It had been previously surveyed by Mr. T. M. Kelley, of New York, who had reported favorably upon it. It was found by Commodore Selfridge, however, to be less favorable than Mr. Kelley had supposed. The height of the "divide" is here 1,164 feet, and although the entire line is but twenty-six miles in length ten miles of this distance would require tunneling. It was then proposed to select a route from the Pacific to the Atlantic to the Gulf of San Miguel on the Pacific, was then taken up. It had been previously explored by several parties. Here was the scene of the fearful sufferings of Sir Alexander Hood and his heroic companions in 1824. All who had examined the route had reported unfavorably upon it except Dr. Collins, and the route was abandoned. The character, manners and customs of the San Blas Indians were then briefly alluded to. The long Isthmus of Darien, from Chiriqui Bay on the Pacific to the Gulf of San Miguel on the Atlantic, was then taken up. It had been previously explored by several parties. Here was the scene of the fearful sufferings of Sir Alexander Hood and his heroic companions in 1824. All who had examined the route had reported unfavorably upon it except Dr. Collins, and the route was abandoned. The character, manners and customs of the San Blas Indians were then briefly alluded to. The long Isthmus of Darien, from Chiriqui Bay on the Pacific to the Gulf of San Miguel on the Atlantic, was then taken up. It had been previously explored by several parties. Here was the scene of the fearful sufferings of Sir Alexander Hood and his heroic companions in 1824. All who had examined the route had reported unfavorably upon it except Dr. Collins, and the route was abandoned. The character, manners and customs of the San Blas Indians were then briefly alluded to.

OBITUARY.

Abd-el-Kader. A telegram from Paris, dated in the French capital yesterday, reports as follows:—"Abd-el-Kader, the famous Arab chieftain, is dead." The readers of the Herald are well informed relative to the brilliant prestige of the great Arab warrior, Abd-el-Kader, and the part which he played against the French conquerors of his native soil. For more than fifteen years he opposed them, and not infrequently gained decisive victories over large bodies of disciplined troops. The history of this extraordinary man is as follows:—He was born in the environs of Gasrara in 1805, and was educated at the college of his native town. He was only thirteen years of age when Charles X., of France, undertook the Algerian expedition. After a great victory gained by the French, he determined to follow the Algerian chief, determined to dispute their territory with the invader inch by inch, banished themselves together. Abd-el-Kader was already distinguished for his valor, his high courage and his proficiency in all manly and athletic exercises. In 1825, having placed himself with his father at the head of his tribe, he was captured by the French, and on the 17th of August, 1825, the late Emperor of France, he was taken to the Emperor's camp at the camp of Abd-el-Kader, where the Emir was imprisoned, and, having sent for the captive, communicated to him in kind and courteous terms, that he was ordered to leave the country. A knowledge of this generosity, aware on the Koran never again to disturb the French rule in Africa, a vow which he observed for the remainder of his life, he was ordered to leave the country. He was ordered to leave the country. He was ordered to leave the country.