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THE PROPOSED SURRENDER.

NEGOTIATIONS STILL IN PROGRESS.

THE TERMS PROPOSED BY THE GERMANS—FAVRE COMPLAINS OF THEIR SEVERITY—THE RESTORATION OF THE EMPIRE THREATENED.

LONDON, Wednesday, Jan. 25—EVENING.

A dispatch from Versailles, dated last evening, states that Favre was then discussing with Bismarck the details of the proposed capitulation of Paris. The terms proposed by the Germans are said to be as follows:

The forts to be garrisoned by Germans.

The regulars and Gardes-Mobiles to be sent to Germany.

The province of Champagne to be held as a pledge for the payment of the war expenses.

Alsace and Lorraine to be yielded to Germany.

Paris to receive no garrison for its protection—the city to be confided to the National Guards, who will not be disarmed.

The Germans will then negotiate the terms of peace, and France will be left to reconstruct the Government.

These propositions are combated on the side of the French as too severe. It was unknown at that hour what abatement might take place.

At a previous interview of Favre with Bismarck, the latter insisted that the surrender should be signed by the whole Provisional Government. Favre replied that it would be impossible to bind the Bordeaux Government, as the surrender was only a military one. Bismarck then said that if the Republic rejects the terms, and the Empire accepts, the French must choose between acceptance and the restoration of the Empire.

The Echo of to-day, just issued, says that no "official" confirmation has yet reached London of the report that negotiations for the capitulation of Paris have been begun at Versailles.

A report is current in this city that Jules Favre has left Versailles for England, but the French Consul here discredits the rumor.

CAPITULATION OF LONGWY.

FOUR THOUSAND PRISONERS AND TWO HUNDRED CANNON FALL INTO THE HANDS OF THE PRUSSIANS.

LONDON, Wednesday, Jan. 25, 1871.

Dispatches have just been received here announcing the capitulation, to-day, of the fortress of Longwy, on the Belgian border, which has been besieged for a long time by the Germans. Four thousand prisoners of war and 200 guns fell into the hands of the victors.

GENERAL MILITARY INTELLIGENCE.

ANOTHER GARIBALDIAN SUCCESS—A RAILROAD TORN UP—NEW BATTERIES OPENED ON PARIS—THREATENED TROUBLE IN ALSACE—BISMARCK MADE CHANCELLOR OF THE EMPIRE.

LONDON, Wednesday, Jan. 25, 1871.

A dispatch from Dijon says the Garibaldians have routed a detachment of the German Landwehr who were guarding the railroad between the villages of Fonteux and Burgundy. After the engagement the Garibaldians tore up the rails and ties, and so damaged the railroad as to render it impassable.

A division of the German Army of the South has passed to the south of Besancon and is threatening the rear of Gen. Bourbaki's forces.

New German batteries have opened fire upon the north side of Paris. An official dispatch from Versailles on the 24th, says the French loss in the sortie of the 19th was 6,000 killed, wounded, and missing, while that of the Germans, all told, was only 655.

There is great scarcity of fuel and provisions at Colmar, 41 miles N. N. E. of Strasbourg. The workingmen lack employment, and a revolt is feared. In fact, the whole population of Alsace is troublesome, and a large German force is required in the Province to prevent an outbreak.

The *Provincial Correspondenz* of Berlin states that military operations in the north of France will be extended in an important degree, in connection with a movement of the army under the Grand Duke of Mecklenburg.

Count Von Bismarck has been appointed Chancellor of the German Empire.

A dispatch from Brussels says Count Von Bismarck's reply to M. Favre, refusing him a safe conduct through the German lines of investment of Paris, is condemned by the Prussian Liberals.

THE LONDON CONFERENCE.

THE ABSENCE OF FAVRE THE CAUSE OF THE ADJOURNMENT—A NEW PROPOSITION FROM AUSTRIA.

LONDON, Wednesday, Jan. 25, 1871.

The London Conference has been adjourned until the 31st inst., in consequence of the continued absence of a representative from France—one of the signatory Powers of the original treaty relating to the Eastern question. It is known that Earl Granville confers with M. Tissot, the French *Chargé d'Affaires*, before and after each meeting of the Conference.

It is ascertained that Count Apponyi, the Austrian Minister to Great Britain, and representative of his Government in the Conference, intends to move for an extension of the jurisdiction of the Danube Commission to Ibrail or Orsova.

GENERAL FOREIGN NEWS.

ENGLAND.

DR. LIVINGSTONE SAFE.

LONDON, Wednesday, Jan. 25, 1871.

Sir Roderick Murchison has received a letter from Africa giving positive intelligence of the safety of Dr. Livingstone.

DENMARK.

DISCUSSION ON THE BUDGET.

COPENHAGEN, Monday, Jan. 23, 1871.

The Lower House of the Danish Parliament was to-day engaged in the consideration of the budget. During the discussion the leader of the agricultural party favored a reduction of the appropriations, on the ground that there was danger that, under the heavy burdens imposed upon their people, and from the preponderence of the great Powers, the small States would soon disappear from the map of Europe. The Minister of War, in supporting the budget, expressed the belief that the condition of Europe was dangerous, and that the small Powers, however peaceably inclined, might be forced into war for the defense of their independence.

THE GREAT REPUBLICAN DEMONSTRATION AT BORDEAUX.

The Bordeaux correspondent of *The London Times*, describing the demonstration got up by the Republicans of Bordeaux on New-Year's Day, says: Soon after noon a crowd began to assemble, and gathered and grew until it filled the whole width of the street, and all circulation of carriages and horses became impossible. It was a very respectable, well-composed crowd, as it seemed to me—a foreigner, able to judge only by the dress of its component particles, and by their general bearing. There was nothing aristocratic in its composition; the better classes, as the French say, shone by their absence. Neither the territorial nor the mercantile aristocracy of Bordeaux put themselves at all forward at the present time; they seclude themselves in their country-houses and counting-houses—perhaps some of them in their extensive and magnificent wine-cellars, and they seem to be in a state of *bouderie*, or pouting, very grieved at the war, very mistrustful of the Government, very sorry for themselves and their city, invaded by Gambetta and his staff at the head of a Republican army of officials. The day was exceedingly cold, gray, and sunless, and the streets were covered with frozen snow, but the people were not to be daunted or dispersed by frost, and although their noses were blue and their toes must have been like icicles, they stood their ground, and more came on, and presently Red Hat-st. was as full as it could hold, all the way from Comedy-square—a Piccadilly—down to considerably below the Prefecture. Now, it was from a balcony of this building that Gambetta was to speak, and of course everybody was eager to get as near to it as possible. The natural consequence was a forward pressure of the crowd from both ends of the street to a common center, and a packing and, so to speak, kneading together of the great mass gathered together in small compass, and which I hear estimated at 50,000 persons, and which may have been even more numerous. I have seen a good many crowds, but I do not remember to have seen one more tightly packed than that on which I looked down yesterday. "You might walk on their heads" is the common figure of speech, but it is not a very accurate one, and I would rather say that one might have thrown a moderate sized ball anywhere among the crowd with very little chance of its reaching the ground, so wedged and fitted into each other were the people.

I need not tell you that there were women in the crowd, and that some of them had brought children. Bitterly did they begin to repent them of their temerity. Scattered in no great numbers among the oceans of *kepis* and hats were chignons, the things now called bonnets, and the scarlet hood which forms the usual and much more sensible headdress of the Bordeaux *grisette*. The section of the street in front of the hotel was the most tightly packed, and soon there was considerable agitation; women made signals of distress; small boys, squeezed and hurt among the multitude, blubbered in terror; a number of men made demonstrations at the windows of the hotel, gesticulating and calling out words which it was difficult to catch among the hubbub and uproar; various conjectures were hazarded as to what they meant or wanted. At last the truth became manifest—a number of struggling and half-fainting women, and of men who had relieved them of the children they bore in their arms, were working their way to the hotel, and the crowd insisted on its doors being opened. They were burst in, I believe; but, at any rate, opened they were, and the relief was immediate and immense; a few hundred persons poured in, and were passed out at a back door, and the crowd, relieved of the painful anxiety caused by its weaker elements, again became good-humored and clamorous for the coming of the hero of the day; a few stout-hearted women, of strong political proclivities remained, and a little boy, in complete Zouave uniform, sat out the whole proceedings on the shoulder of a sturdy National Guard, but, with these exceptions, the monstrous, heaving throng was entirely composed of men. All the windows commanding a view of the scene were jammed full of heads, and of these the majority were female. There was some lively skirmishing between the crowd and the guard at the Prefecture, which latter had no small difficulty in holding its ground, and at last the great gates of the building had to be closed. Then the windows of the principal balcony were opened, and the Delegate Government and retinue presented themselves. Worthy old M. Crémieux rested his elbows upon the parapet of the balcony, looking benevolent as usual, and as well pleased as if he had been exalted to be a ruler of France in less troublous and dangerous times, and beside him appeared the dark Italian features, black beard, and burly figure of the lion of the day, Leon Gambetta himself. The crowd cheered, and the excitement was at its hight. An address, one of two presented to the Government, and which proceeded, the *Gironde* to-day informs us, from the true organizers of the manifestation, was read on the balcony by a M. Cadoc, described as one of the proscribed of the 2d of December.

M. Gambetta had every reason, I think, to be gratified with the reception he yesterday met with from a very large portion of the adult male population of Bordeaux. The defense of the country is now the great business in hand, and a cordial welcome could not be refused to the man who has toiled as he has done, indefatigably and unceasingly, to organize it and render it efficacious under difficulties to which history hardly affords us a parallel. His measures may not always have been successful; some of his decisions may have been too hastily taken; not a few persons may be of opinion that he would better have employed his talents in endeavoring to bring about peace than in striving for the means of carrying on the war. But he cannot be denied the merit of extraordinary courage and energy, of indefatigable application, and of a power of work such as few men possess.

I listened attentively, during the whole of yesterday's proceedings, for a predominant cry, but I was unable to detect one. The crowd cried "*Vive! Vive!*" but I did not hear them add "*la République.*" On more than one occasion they shouted "*Vive Gambetta!*" but they could hardly do less, and I confess I expected a stronger demonstration in favor of him personally. When he had finished his speech and retired from the balcony of the Prefecture the windows were shut, and the crowd began quietly to disperse. A portion of it remained in front of the house, not a very large portion, as if waiting to see him come out. I left them there, but afterward heard fresh shouting and *vivats*, and was informed that they kept their ground for nearly an hour, when Gambetta again showed himself, spoke a few words to them, and recommenced them to go home. I am told that there then were cries of "*Vive la République!*" At a previous time, in response to passages of his speech, there were cries of "*Vive la France! Vive Paris!*" and I see that the Republican papers in their report record cries of "*Vive la République!*" so I suppose there were uttered, and that I did not distinguish them. The impression made upon me was that there were scanty symptoms of Republican enthusiasm, but a great deal of patriotic feeling and strong marks of good-will toward the man who must in fairness be admitted to have done more for the defense of the country than any other now out of Paris.

THE PALACE OF THE CÆSARS.

Miss Brewster writes from Rome to *The Boston Daily Advertiser* the following account of the excavations on the site of the Palace of the Cæsars which the Italian Government has just purchased of the ex-Emperor Napoleon:

Chevalier Rosa is the emperor of excavators; he is not a learned archæologist, nor even a good classical scholar, but he is a true nineteenth-century man, practical, systematic and a strict utilitarian. The Roman archæologists are wonderful men; nowhere in the world can be found the superiors of Padre Torgiorge de Rossi, Henzen, Visconti, and some others. But with all their vast amount of learning they have made no such satisfactory work as Rosa, who is a pigmy to them in point of scientific knowledge. They have contented themselves with digging holes, taking out works of art, satisfying some knotted point among the learned, and then leaving the discovered buildings to go to ruin. As to the information of the unlearned, this has been disregarded by most of them. Rosa, on the contrary, took the Palace of the Cæsars and has worked very differently; every step of the way he has marked, every inch has been examined, every fresco and decoration has been sacredly preserved, and every portion carefully studied and labeled, so that "he who runs may read." Persons of ordinary education can go there and see before them not only the hill as Augustus lived on it, but trace out the mysterious galleries of the house of Tiberius's father, see where Cicero lived and his rival, Lucius Hortensius, who watered his fruit trees with wine and wept for the death of tame fish. And not only these, but the sacred walls of Romulus, the pomarium, the ancient gates and the very spot of the Ara Maxima can be seen—places whose sites have been quarreled over for centuries by the learned. We can stand by a well on whose curb are the marks of the chain by which Roman women drew water before the period of aqueducts. Practical common sense, order, system, and care have done more on that little spot in a short time than the learned have accomplished for ages in all Rome. So no wonder the Italian Government passed over the claims of the learned Roman archæologists, and selected Rosa as the superintendent-in-chief of the whole commission of Roman excavations.

MISCELLANEOUS CABLE DISPATCHES.

....Prince Humbert and wife are to pass the remainder of the Winter at Rome.

....Cardinal Antonelli, in a note to the Cabinet of Vienna, declares that the only basis for an adjustment between Italy and the Holy See is the complete restoration of the Papal States.

WORKINGMEN'S CONVENTION.

ALBANY, Jan. 26.—At the Workingmen's Convention to-day a bill, to be presented to the Legislature, was submitted and referred, which provides for abolishing the contract system in State Prisons; also, one to prohibit the employment of minors under 14 years of age in factories; and one for a Bureau of Labor Statistics, to be located at Albany.

CRIMES AND CASUALTIES—BY TELEGRAPH.

....The millinery store of Mrs. Shaw, in Boston, was burned on Wednesday. Loss, $7,500.

....Patrick Collins was stabbed and killed by William T. Morgan in a saloon in Baltimore, on Wednesday night. Morgan is under arrest.

....The trial of representative R. R. Butler of Tennessee, charged with forgery, was begun in the Criminal Court of Washington yesterday.

....The woolen-mill about three miles north of Montpelier, Vt., operated by William Moncrieff, was burned yesterday. Loss, $30,000; insurance, $13,500.

....There has been a further postponement until Monday next of the examination in the Albany express robbery case. It is thought that the Grand Jury now in session there has already indicted Fellows.

....Another attack was made upon the Hoyt residence at Staatsburgh, N. Y., by burglars, on Wednesday night. Young Rogers, who stabbed a burglar in the first attack some days ago, was shot in the arm. No arrests were made.

....While two men were at work in an iron mine at Mount Hope, Sussex County, N. J., a day or two ago, a huge rock weighing about a ton became detached overhead and fell, killing one of them outright and mutilating the other dangerously.

....The building on the north-east corner of Pratt and Gay-sts., Baltimore, was burned on Wednesday. The fourth story was occupied by J. Gresham, manufacturer of oil-cloth, and the third story by W. G. Warner, printer. Loss, $15,000.

....The roof of the boiler shed of Lane & Bodley's factory in Cincinnati fell in from the weight of the snow and ice on it, yesterday morning, crushing Daniel Peak, Patrick Dunn, Jas. Dunn, Joseph Hoban, Patrick Murphy, Patrick Weakes and Morris Thomas, who were all more or less injured.

WASHINGTON.

THREATENED TROUBLE WITH MEXICO—PROVISIONS OF GEN. BUTLER'S BILL FOR THE RELIEF OF COMMERCIAL TRAVELERS—FURTHER PARTICULARS OF THE WEST POINT OUTRAGE—DISCUSSION ON THE OCEAN STEAMSHIP PROJECTS.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Thursday, Jan. 26, 1871.

Considerable anxiety is felt in official circles here, in regard to our relations with Mexico on the "Zona Libra" question. Mexico has thus far paid no attention to the repeated remonstrances from the United States Government, but is constantly increasing the extent of her territory for the admission of free goods. It is now feared that the military power of the United States will have to be called upon to enforce the rights of the Government.

Gen. Butler's bill, reported from the Judiciary Committee yesterday, to regulate the trade and commerce between the States and Territories of the United States, will be of interest to New-York merchants, and especially to commercial travelers and agents. It provides that trade and commerce between the several States and Territories of the United States shall be free and unrestricted, and no tax, duty, or transit fee, shall be laid on any articles or property exported from any State or Territory into or through any other State or Territory, any act or resolution of any State or Territorial Legislature to the contrary notwithstanding. It further provides that no State or Territorial Legislature shall hereafter, by act, resolution, or otherwise, deny free transit and right to sell any goods, property, or merchandise, belonging to the citizens of any State or territory of the United States, which denial is not imposed by the laws of the same State or Territory on its own citizens. Mr. Loughridge has offered an amendment to this bill, which provides that it shall be unlawful for any railroad company, carrying freight in transit from one State to another, to discriminate in the rates in favor of or against different sections, but all rates charged for carrying such freight shall be uniform.

Gen. Packard of Indiana, Gen. Asper of Missouri, and Gen. Slocum of New-York, members of the Military Committee, left this evening for West Point, to make the investigation at the Military Academy ordered by the House. The papers furnished by the War Department relating to the disturbance at the Academy show that the outrage upon Cadets Baird, Flickinger, and Barres, was committed on the 2d of January. That on the 6th, after the arrest and return of the poor boys, who were brutally driven from the Academy, they resigned, terrified no doubt into doing so; that the Commander of the Cadets, and the Superintendent of the Academy, approved their resignations, with urgent recommendations for their immediate acceptance, without the usual reference to their parents, but that it was not until the 19th that any official notice was taken of the gross breach of discipline and mob violence committed by the first class. On that day Superintendent Pitcher issued an order of remarkable leniency, from which it would appear that the first class of cadets govern the institution, rather than the Superintendent and other officers. The Superintendent says in the order, that he has withheld his disapproval of the conduct of the first class, in the hope that time and sober reflection would impel them to disavow and regret their hasty action. He then proceeds to impress upon them the trivial punishment of being confined to the limits of the plain. It does not appear that any attempt has been made to discover and punish the ringleaders in the affair, and the sympathy of the academy officers appears to have been with the perpetrators of the outrage, instead of with the victims.

The Senate Committee on Post Offices and Post Roads had an animated discussion over the general question of subsidies for ocean mail steamships. The Mediterranean and Oriental bill, with proposed amendments, was the occasion. The Committee are reported to be generally agreed in favor of reasonable subsidies, but fear there is little prospect for any, owing to the number of projects that are pending. The amendments to the Mediterranean bill, agreed on in Committee, and reported to the Senate, ask for an indorsement by the Government on the Company's bonds to the extent of $13,000,000, at six per cent interest, for twenty years, to be given as follows: On $300,000, for each of the first five ships as completed; on $700,000, for each of the second five; $900,000 for each of the third five; and $1,300,000 on the last five. The security for this guarantee is to be a first mortgage on the ships, and an insurance of 75 per cent on their value, the policies to be assigned. A sinking fund is also provided from the postal earnings, the residue of which, or so much as is necessary, to be applied to the payment of interest. Gen. Blair, who is assigned to this Committee in Mr. Jewett's place (Mr. Thurman being assigned elsewhere), took occasion, during the discussion, to state his emphatic opposition to any form of subsidy whatever.

The Foreign Affairs Committee of the House heard the testimony of Mr. Parker of the Great Western Insurance Company of New-York, to-day, in favor of a law for the appointment of a Commission to consider and decide the Alabama claims, with a view to their assumption by the United States, and the issuance of bonds in payment of them. Mr. Parker represents about $850,000 worth of these claims, but, on a sort of cross-examination, admitted that his Company had really lost nothing, the extra amount of premiums received having equaled the amount of losses. No conclusion was reached by the Committee, and the further consideration of the subject was postponed until Monday next.

The House Judiciary Committee are waiting for the complete official population summaries of the States and Territories, before reporting the Apportionment bill, the main features of which have been agreed upon, being the one prepared by Judge Mercur. The Census Bureau has been greatly delayed by a failure to receive the returns from South Carolina and Texas. The disturbed political condition of these States, and the defects in the law (the Bureau having no power over the Assistant Marshals either to appoint them or to punish them for incomplete or fraudulent returns), has had much to do with this delay. There have been complaints against the Bureau for alleged incompleteness of the returns in various localities. These complaints all appear to be founded on the partial statements furnished by the Marshals to the newspapers, and accepted by the public as official. These returns, when examined by the census officials here, have often been found to be very far from accurate, so that in some cases it has been necessary to make the enumeration a second time, causing much delay and trouble. The delays in the South are largely due to the appointment by the Marshals of improper persons as Assistant Marshals and enumerators. In many cases these officers were ignorant negroes, who did not dare to go into their districts during the day. Some of them have been detected pawning their blanks and certificates for liquor. The Superintendent, Gen. Walker, did not discover that any subdivisions were missing until an attempt was made in the office here to make up the tables, and then it required much time to ascertain why the reports had not been made, and to order the appointment of new officers and a new count.

Mr. James Brooks will not attempt to get the "Tariff Reform" question before the House until after the 4th of March, at which time he will propose a general reduction of duties. The "Revenue Reformers" are not so confident of success now as they were in the Fall, but seem determined to make a display of their strength or "weakness" immediately on the assembling of the XLIId Congress.

The action of the Judiciary Committee in agreeing to report adversely on the bill to repeal the law by virtue of which the first session of each Congress begins on the 4th of March, makes certain a session of the XLIId Congress in the Spring, which will probably be continued well into April. The older members are nearly all in favor of simply effecting an organization and adjourning, but each of the one hundred and odd members will want to introduce a few bills, make a speech, and play at legislation for a few weeks before going home. The introduction of new business will make it necessary to appoint the committees; and when once the machinery of legislation gets in full operation, it will not be easy to stop it in less than five or six weeks; and if the House becomes involved in the tariff quarrel, it is thought not unlikely that the session will last to June.

The House Committee on Territories have appointed Messrs. Cullom, Duvall, Buckley, and Moore a Sub-Committee to join Van Horn, Armstrong, Smith of Oregon, and Shanks of the Indian Committee, for a joint consultation upon the bill to establish a territorial government in the Indian Territory. A meeting will be held to-morrow, and it is believed that harmonious action will be had, and that a bill will be agreed to similar, in its chief features, to the bill debated on Tuesday.

The Legislatures of both Indiana and Illinois have memorialized Congress for an appropriation to make the Wabash River navigable from the mouth to the town of Lafayette. The improvement is too local in its character to make it probable that any money will be appropriated for it this session.

Both the Senate and House Committees on Commerce had under consideration, to-day, the Ohio Bridge question, the latter Committee listening to arguments in its favor from Messrs. Key and Stevenson.

The House Committee on Commerce agreed to report favorably the bill incorporating the Southern Express Company.

The Chorpenning claim was the subject of consideration by the House Committee on Appropriations this morning. Final action was not reached, but the indications are that the Postmaster-General will be sustained. The Chorpenning claim dates as far back as the Mormon war of 1857, and is based on alleged losses of Mr. Chorpenning, then a mail contractor in Utah, owing to the stoppage of the mail service, and the destruction of the stock, &c., by the Mormons. He has been industriously at work here for years, lobbying through the claims he presented, amounting in all to more than $600,000. Part of it he has obtained. Last session he got a resolution passed directing the auditing and settling of his accounts, and thereupon employed Mr. Earle, Ex-Assistant Postmaster-General, as his attorney. Mr. Earle succeeded in working up the case so as to get $200,000 allowed, and the warrants were before the Sixth Auditor when the Postmaster-General interfered, and withdrew or denied his approval.

Judge Mercur has been instructed by the Judiciary Committee to report favorably on sundry amendments to the present Bankruptcy law, which he has introduced. These propositions will change the appointing power of Registers in Bankruptcy from the Chief-Justice to the Attorney-General. They will extend the time for filing a petition from one to five years, and allow reversals of decrees only by the courts in which they were originally issued. They also provide that in such reversals the evidence of debt to be collected must be in writing. The Committee also directed Judge Bingham to report a bill to the House enlarging the power of the Attorney-General to bring suits in equity, &c., for the United States.

Gen. E. W. Hinks of Cambridge, Mass., was before the House Military Committee to-day, as a witness in the National Asylum investigation. Gen. Hinks was employed by the Board of Managers to examine the various sites offered for the Eastern Branch Asylum, and he subsequently made the contract for the purchase of the ground and buildings finally selected for the purpose near Augusta, Maine, and after the establishment of the Asylum there he acted for some months as Governor. He testified that the property was an abandoned watering-place, consisting of 1,000 acres of land, a large hotel-building, capable of accommodating 400 guests, and several smaller buildings; that the former proprietors spent more than $200,000 upon the place, and that it was purchased for the Board for $50,000. After some negotiations, the owner being unwilling to sell for less than $60,000, the property was purchased of Mrs. Mickle of New-York City, who obtained it from her former husband, Horace Beals. Gen. Hinks's evidence showed that there is no foundation for the report that Mrs. Mickle did not receive the whole of the purchase-money.

The National Committee, appointed by the recent Woman's Suffrage Convention, held a meeting to-day, which was quite numerously attended by ladies, in the room of the Committee on Education and Labor. The men were rigidly excluded. A stray local reporter, who happened to be there before the meeting begun, was peremptorily shown the door by Mrs. Beecher Hooker, who also ignored the polite inquiries for information made by other journalists. The business of the meeting consisted in preparing a plan of campaign on the new "Woodhull Platform." It is to be observed that Mrs. Woodhull had the sagacity to protest against the exclusion or ignoring of the press representatives. Mrs. Hooker read a report or letter from the Editor of *The Revolution*, relative to the movement in England, where she is now traveling, especially treating of the organized opposition of ladies there to the Contagious Diseases act, under which the police enrollment of courtesans is required. Speeches were made by Mrs. Hooker and Mrs. Woodhull on the necessity of the ballot, and broader political education of women, in order to properly cope with the "social evil." Among those present were Mrs. Cramer, the President's sister; Mrs. Jewell, wife of the ex-Governor of Connecticut; Mrs. Gen. McCook, Mrs. Julian, Mrs. Ela, Mrs. Tullock, Mrs. Newman, and many other ladies prominent in Washington society. It was determined to prepare tracts and appeals in favor of woman's right to vote under "the Constitution as it is," and Mesdames Cramer, Jewell, McCook, and other ladies, signed the Declarations of Principle adopted, and pledged themselves to sustain the Committee in their efforts. Mrs. Grant, who was in the Capitol, was expected, but did not attend.

NOMINATIONS BY THE PRESIDENT.

WASHINGTON, Jan. 26.—The President sent the following nominations to the Senate to-day:

George W. Blackburn, to be Collector of Internal Revenue for the VIth District of Tennessee.

Duncan H. Treadwell, to be Collector of Internal Revenue for the IId District of New-York (IVth and VIth consolidated).

Marshall H. Block, to be Collector of Internal Revenue for the XXXIIId District of New-York.

First Lieut. John H. McGinnis, to be Captain of the Ordnance Department.

TAMMANY AT SEA.

WATCHING FOR THE EXILES—O'GORMAN'S FRUITLESS CRUISE DOWN THE BAY.

The Tammany Reception Committee, with many of their retainers, and several Irish societies, numbering in all about 500 persons, embarked in the steamer Empire State, Wednesday afternoon, with a band of music and a small gun, proceeded down the bay, and cruised about, in waiting for the exiles expected to arrive in the Cunarder Russia. Among the party were Richard O'Gorman, Judge Connolly, and Aldermen Hampson, Diamond, and O'Neal. Two Roman Catholic Priests and a large force of policemen accompanied them. Off Quarantine, Dr. Carnochan came on board, and the Empire State steamed toward Sandy Hook. A large steamer coming up the bay was hailed with exclamations of "Here she is!" and the howitzer was fired, and the band played. The approaching steamship, however, proved to be the Washington, from St. Nazaire, and the captain did not pay any attention to the Tammany demonstration.

At 5 o'clock dinner was served, after which Mr. O'Gorman, and the captain and purser of the Empire State, held a private meeting. They had been on the lookout "to discover if Collector Murphy had anything put up on them," as they expressed it; and, while they did not find that he was "about," they resolved not to be beaten under any circumstances," and, therefore, put into the Long Branch Railroad dock, near Sandy Hook. O'Gorman and his aids went on shore and made arrangements to station men up high points, to watch for the Russia. The Empire State having returned to Quarantine by 7:30 p. m., Mr. O'Gorman and the Health Officer went ashore in a tug, and more men were stationed to watch for signals. Meanwhile, the company on the Empire State had begun dancing and singing. A few politicians made a raid on a store-room in the ladies' cabin, where they found some liquor, which they carried off. Several policemen were guarding the entrance to the store-room while O'Gorman's merry men were getting the liquor out of it through a window, a few feet above the main deck. When the policemen discovered that they were flanked, they made a rush for the depredators, but the latter escaped. However, one of them lost his hat, and a policeman having taken possession of this, went in search of the hatless man, and soon found and arrested him. Two or three others who were too weak for the quantity of liquor they had drank, were escorted by policemen into an out of the way place, where they were deposited for the night, oblivious of the object of the excursion, and of all else.

The greater part of the night was given up to speeches, songs, and card-playing. The few who were fortunate enough to obtain staterooms were kept awake by crowds of singing Fenians, who, ever and anon, paraded up and down the aisles. Toward morning all became quiet on shipboard, and the stillness was unbroken, except by an occasional groan from some shivering occupant of a cabin berth, and by the howling of the wind outside. The Legion of St. Patrick, dressed in their showy green uniform, took possession of the lower deck, and kept sentinels on guard throughout the night.

About 5 in the morning the steamer headed for the city. A bulletin from the Executive Committee was ready, stating that, from information obtained from the captain of the steamer, it was deemed exceedingly unsafe to remain any longer in the bay. The snow, which had begun to fall some time before, rendered navigation as dangerous as in a fog, and the immense fields of ice which covered the bay threatened to sink any vessel which encountered them. The trip to the foot of Murray-st. was extremely tedious. The Reception Committee decided to await the coming of the Russia at the Cunard wharf. Upon their arrival, the Fenians will be conveyed at once to the hotel where their fellow-exiles are staying.

PERSONALITIES—BY TELEGRAPH.

....Alex. Henderson has been appointed British Consul at Boston.

....Lewis A. Allen, for many years a local reporter on the Cincinnati daily press, died yesterday.

....Major-Gen. Henry A. Barnum of Syracuse has been elected Grand Commander of the G. A. R. for this State.

Mrs. Schuster, German, residing at No. 351 Graham-ave., Brooklyn, E. D., fell on North Second-st. yesterday, and received a severe scalp wound.

WINTER IN EARNEST.

THE COLDEST DAY OF THE SEASON—HEAVY FALL OF SNOW—NAVIGATION IMPEDED BY ICE—DELAY OF THE MAILS—SCENES AND INCIDENTS.

New-York awoke yesterday to find the sky clouded ominously and the air filled with snow. The storm that swept over the city early in the week had not spent itself, but was marshaling its forces for a final effort. During the night, the wind shifted to the north-east—its old quarter—and at 5 in the morning the air was filled with a fine, dry snow, almost like mist. The general features of the storm of Monday were reproduced, the air being intensely cold, the wind piercing, and the snow falling in whirling clouds, and cutting the face like needle-points. As the day advanced, the temperature moderated and the wind died away, but the snow fell with increasing velocity as the hours went by. At nightfall, every part of the city was Winter-clad, and the rivers and bay ice-bound, the snow still falling and the wind whistling hoarsely.

This was not one of the old-fashioned snow storms which are synonymous with jingling bells and social delight. The possible sleigh-ride of the morrow was forgotten in the obstructed roads, frozen fingers, and physical discomfort of the day, and influenzas and not flirtations were accepted as finalities. Silence reigned in Broadway—a strange, unnatural silence. There was no noise as the vehicles rolled by, for the wheels were cushioned with snow. The stages were jammed with passengers, horses labored along with steaming mouths, and pedestrians struggled along the street with hands benumbed and eyes blinded with the driving snow-flakes. The movement of the population toward their homes began early in the afternoon, and was attended with peculiar difficulty. Every car was crowded with passengers, within and without, and many were compelled to go long distances afoot. The poor working-girls, who could not afford the luxury of a car-ride, toiled wearily through Chatham-square. Two little girls, with ragged shawls and red fingers, were seen standing before a large fur establishment on the Bowery, and gazing covetously at a handsome muff in the window. "It makes my hands warmer just to look at it!" said one of them, as she ran on down the street.

The delay on the ferries occasioned great impatience among the passengers. The announcement of the withdrawal of the Staten Island boats was made in the afternoon to a large assemblage at the ferry-house, and received with indignation on the part of the working-people who could not well afford to pass the night in town. One poor seamstress, thinly dressed, burst into tears in the ferry-house, sobbing that she had no money to buy a night's lodging. The first great snow-storm of the season was not without its hidden agonies and silent griefs.

The snow began falling lightly about 2 a. m., and prevailed from 5 o'clock to 6 p. m., with hail or snow to 10 p. m. The storm from 5 to 9 a. m. was the coldest experienced for several years. Remarkable storms occurred in New-York—Jan. 16, 1857, depth one foot; Jan. 1, 1859; March, 1861; Jan. 17, 1860; March 16 and 17, 1843, depth two feet. The severest during the 40 years prior to 1857 were those of 1835, 1847, 1852, and 1857. The depth of yesterday was eight inches.

ON THE STREET-CARS.

The total length of the horse-car railroads in this city is said to be 100 miles; about 1,100 cars are in use, and over 8,000 horses and mules are employed to draw them. The conductors, drivers, switchmen, and starters exceed 2,500. Nearly all this great force was engaged yesterday keeping the cars in tardy motion and the tracks as clear as possible of the drifting snow. On the Second-ave. line, which has over 100 cars and over 600 horses, the conductors and drivers suffered severely, and even the passengers themselves could scarcely keep from becoming benumbed. The snow drifted and whirled about in all directions, and the best efforts that could be put forth to keep the track clear enough for the cars to move with double teams of horses were at times only barely successful. The Third-ave. line, which has over 180 cars and over 1,600 horses, did not experience the same occasional blocking up with the snow that occurred on the others, because a great many snow-plows and track-scrapers were constantly kept moving both ways, affording much relief to the horses. Even as it was, some of the *attaches* of the company said last evening that such storms as that of yesterday caused serious injury to many horses, so that their loss to the company became a heavy item of expense. "If the public were considerate," added he, "on a day like this, they would humanely save the horses' strength by not unnecessarily compelling the conductors to stop and restart the cars. Of course there must be an exception made in favor of ladies, old gentlemen, children, and cripples. But when it comes to fastidious young men or pompous older persons requiring the cars to stop, that they may alight deliberately, thus constantly straining the horses, the matter is quite different."

On the Fourth-ave. line, yesterday, the cars, notwithstanding the storm, apparently received a heavier patronage than they did during the preceding fine weather, when the Third-ave. cars were almost always crowded, if not packed. As the heavy freight cars passed up and down as usual on the Fourth-ave. track, it was easily kept in fair running order for the passenger cars. On the Sixth-ave. line, which has over 70 cars and over 700 horses, the strongest efforts were put forth to accommodate the public. The snow-plows and track-scrapers were kept moving at a lively rate, and the teams "doubled up" until every horse in the stable that was fit to be used was brought into requisition. Almost all day the cars were overcrowded, and some of the officers of the Company said that for once, at least, many passengers crowded on the cars who would have done the Company more benefit if they had remained off, because these great loads strained the horses sometimes very seriously. The Broadway and Seventh-ave. line, with over 160 cars, and horses and mules numbering nearly 800, was in about the same condition as the other lines. The cars on the Eighth-ave. Road made their connections at Fifty-first-st. with fair regularity. Above Fifty-first-st. the cold was felt intensely, and some of the conductors and drivers suffered seriously, even though the latter were bundled up until they resembled animated bolsters turned on end.

The Ninth-ave. line, with about 50 cars and over 200 horses, was indeed "a hard road to travel." The Dry Dock, East Broadway, and Batterly line, with about 100 cars and over 800 horses, was at times during the day almost impassable, but notwithstanding the high wind and almost ceaseless drifting of the snow, the Company kept the track so clear that the cars could be run with tolerable regularity. The Bleecker-st. and Fulton Ferry line, with about 50 cars and 400 horses, was at different times almost impassable, and the running of the cars was greatly retarded. The Forty-second-st. and Grand-st. Ferry line, with 53 cars and over 400 horses, was at one time blockaded. The Central Park, North and East River line of cars ran very slowly. Indeed, except few lines that were well provided with snow-plows and track-scrapers, the cars generally all ran slowly. After 9 o'clock, as the snow continued to fall and drift, the number of cars run on the long lines was very small. The reduction was made to give the horses as much rest as possible before their renewed labors of to-day. At 9, too, the omnibuses on Broadway, were few in number and very far between.

IN THE HARBOR.

Large fields of snow-topped ice filled the harbor and seriously impeded navigation, and the ferry-boats on both the East and North Rivers made trips with great difficulty. Between the city and Staten Island stretched an almost unbroken mass of ice of every size and shape. The ferry-boats to the Island consumed four hours in making two trips in the morning, and were obliged to stop running entirely at 4 o'clock. The Pomona of the North Shore line is reported ice-bound at Elm Park, on the Kill Von Kull. The Castleton of the same line, when off Sailors' Snug Harbor, rescued a man who had nearly perished in a futile attempt to cross the stream in an open boat. He had been struggling in the ice several hours, quite unable to move in any direction. A few minutes later the same ferry-boat picked up two men under similar circumstances in an ice-bound skiff. The Castleton, in rounding the lighthouse, discovered pilot-boat No. 22 completely ice-bound, and, taking her in tow, brought her to the city. The boat had been drifting about all night without being able to find a passage sea-ward.

The North River was filled with large fields of ice during the day, and it was impossible for the ferry pilots to find a clear channel. The Jersey City and Hoboken boats made trips at irregular intervals, after going a long way out of the course to avoid heavy masses of ice which could not possibly be penetrated. The Weehawken boats from the foot of Forty-second-st., made two trips during the morning, the second occupying two hours, and on attempting the passage a third time, became wedged in the ice, and was carried up the river a long distance. No trips were made subsequently.

On the East River nearly the same difficulties were encountered in making head-way against the ice. Hell Gate was almost entirely closed up, and the Astoria ferry-boats ran very irregularly during the day. Boats on the South and Hamilton Ferries were an hour in making the passage in some instances, and more or less delay was experienced on all the lines.

The steamer William Cook, of the Camden and Amboy line, did not leave her dock at 3 o'clock, owing to the ice. Boats of the Norwich, Providence, and Fall River lines did not leave their docks in the evening, owing to the same cause. The Mattewan, of the Keyport line, made no trip during the day.

IN BROOK