

Amusements, etc., This Evening.

BOOTH'S THEATRE.—"Hip Van Winkle." Jefferson.
DAILY'S BROADWAY THEATRE.—"La Perichole." Mills.
GRAND OPERA HOUSE.—"The Wandering Jew." G. L. Fox.
NEW LYCEUM THEATRE.—"Notre Dame." T. C. King.
NIBLO'S GARDEN.—At 2 and at 8: "The Black Crook."
OLYMPIA THEATRE.—At 2 and at 8: "Snubbed the Sailor."
SQUARE THEATRE.—"The Miserable." and "The Belles of the Boulevard." The Vaux Family.
WALLACK'S THEATRE.—"The Colleen Bawn." Shield.
AMERICAN INSTITUTE.—Day and Night. Annual Fair.
ASSOCIATION HALL.—Lectures. Professors Pepper and Tobin.
HAIN HALL.—At 2 and at 8: Exhibition of Paintings.
CENTRAL PARK GARDEN.—Summer Night's Concert.
THEATRE.—The Davenport Brothers.
NEW JERSEY STATE FAIR.—At Waverly, N. J.
ROBINSON HALL.—At 3 and at 8: Varieties. The Royal Marionettes.
TONTY PASTOR'S OFFER HOUSE.—Varieties.

Index to Advertisements.

Advertisements—Seventh Page—5th and 6th columns.
Banking and Finance—Seventh Page—5th and 6th columns.
Business Notices—Seventh Page—5th and 6th columns.
Deaths—Seventh Page—5th and 6th columns.
Dramatic Notices—Seventh Page—5th and 6th columns.
Fairs and Exhibitions—Seventh Page—5th and 6th columns.
General Notices—Seventh Page—5th and 6th columns.
Hotels—Seventh Page—5th and 6th columns.
Law—Seventh Page—5th and 6th columns.
Loans—Seventh Page—5th and 6th columns.
Marriages and Deaths—Seventh Page—5th and 6th columns.
Miscellaneous—Seventh Page—5th and 6th columns.
Municipal Institutions—Seventh Page—5th and 6th columns.
New Publications—Seventh Page—5th and 6th columns.
Real Estate for Sale, Brokers—Seventh Page—5th and 6th columns.
Real Estate for Rent—Seventh Page—5th and 6th columns.
Savings Banks—Seventh Page—5th and 6th columns.
Situations Wanted, Males—Seventh Page—5th and 6th columns.
Situations Wanted, Females—Seventh Page—5th and 6th columns.
Special Notices—Seventh Page—5th and 6th columns.
Steamboats and Railroads—Seventh Page—5th and 6th columns.
Steamers, Oceans—Seventh Page—5th and 6th columns.
Teachers—Seventh Page—5th and 6th columns.
To Let, Brooklyn Property—Seventh Page—5th and 6th columns.
To Let, City—Seventh Page—5th and 6th columns.
To Whom It May Concern—Seventh Page—5th and 6th columns.

Business Notices.

BEST PLAN IN LIFE INSURANCE.—The all-secure, low-rate plan of the TRAVELERS INSURANCE COMPANY.
JOUVEN'S INODOROUS KID GLOVE CLEANER.
THE BEST BRACKETS OF SUSPENDERS IN THE WORLD.
NEWMAN & CARBON, 1172 Broadway.
HOTEL ASSOCIATION, BUILDERS' HARDWARE, &c.
THE ONLY UNFAILING SPECIFIC FOR DISEASES OF THE KIDNEYS, BLADDER, AND THE ORGANS AFFECTED BY VISCIDUS HAEMORRHOIDAL SECRETION.
ART STUDENTS WILL FIND IN THE TRIBUNE LECTURE EXTRA No. 4, the series of Art Studies, delivered in the National Academy of Design.
THE SEVEN SENSES, by Dr. R. W. Raymond.
THE TRIBUNE LECTURE EXTRA No. 8.
THE METHOD OF CREATION.
TRAVELERS' LECTURE EXTRA No. 10.
WEISS ON SHAKESPEARE.—Six Shakespearian Studies, by Prof. W. Weiss, read in THE TRIBUNE LECTURE EXTRA No. 5.

TERMS OF THE TRIBUNE.

DAILY TRIBUNE, Mail Subscribers, \$10 per annum.
WEEKLY TRIBUNE, Mail Subscribers, \$2 per annum.
DAILY TRIBUNE, 20c, 30c, 40c, 50c, 75c, and \$1 per line.
WEEKLY TRIBUNE, 2c, 3c, 4c, 5c, and 6c per line.
Terms, cash in advance.
Advertisements received at the Tribune Office, 547 W. 23d St., or at the Tribune Office, 233 Washington-st., next door to the Post-office, till 8 p. m., at regular rates.
THE WEEKLY TRIBUNE will be ready this morning at 6 o'clock, in wrappers for mailing.
THE TRIBUNE IN EUROPE.—An office for THE TRIBUNE Advertisements and Subscriptions is now open in London, No. 54 Fleet-st., E. C. All English and Continental Advertisements are sent direct to the London Office. Subscriptions for any period will be received at the same office, and single copies of the paper may always be obtained.

New-York Daily Tribune.

FOUNDED BY GEORGE W. WALKER.
WEDNESDAY, SEPTEMBER 17, 1873.

The Pampeluna authorities have levied a tax on clerical men and others supposed to favor the Carlists.
Professors of French Prosody, against a monarchy have been sent to the Assembly.
A riot in Tralee, Ireland, was suppressed by a bayonet charge, after several houses had been sacked.
The Grand Lodge of Odd-Fellows, in session at Baltimore yesterday, amended the constitution as regards the time of holding the annual meeting.
The Pennsylvania Constitutional Convention reassembled; Henry C. Carey delivered a memorial address on its late President, Mr. Meredith.
Capt. Chapman shot himself in the chamber of the Chicago Board of Trade, of which he was a member; the actual cause of the deed is not known.
The captain and crew of the Ironides set creditably pending the foundering of that vessel.
Twenty-nine persons died of yellow fever at Shreveport during the 24 hours ended at 4 p. m. on Monday.
Col. Miller, chief of the German Savings Bank, Leavenworth, is a defaulter for \$20,000.
The obsequies of Gen. E. S. McCook were performed in Cincinnati yesterday, according to the Masonic rite.
The Universalist Convention began its session yesterday in Washington. The report read was encouraging and congratulatory.
The balloon Buffalo ascended successfully in Buffalo yesterday with Prof. King and four reporters. It contains 95,000 cubic feet of gas.
The Rio Grande has overflowed and inundated a large section of Texas, destroying and cutting off the Rio Grande and the cotton crop and washing away the Rio Grande and Point Isabel.
The chairmanship of the State Democratic Convention will go, Stephen expects the General Government will assume the debt of the District of Columbia.
The Senate Committee on Transportation visited Montreal, and were received by the Board of Trade and the Corn Exchange. Speeches were made by prominent Canadians and members of the Committee.
Rodman's confession strengthened the case against Sprague, who was admitted to bail; a corruption feud

for election purposes was expended among political confederates.
The recovery of the Rodman Life Insurance Company ordered a thorough investigation of its accounts.
The Aldermen heard objections to the erection of a new city prison.
Obstacles have been thrown in the way of an examination of the city's financial condition.
Taxable property in Brooklyn has increased \$1,000,000 in a year.
The yacht Quil Vive, Victress, Jeanette, Eloppe, Annie E. Lyle Hour, and J. Saunders, took prizes at Bayonne.
A reward of \$5,000 was offered by the town of Huntington for the conviction of the Kelsey murderers.
Gold, 111 1/2; 111 1/2. Thermometer, 69, 73, 69.

There are no signs of abatement of the pestilence which is depopulating Shreveport.
The unfortunate city seems doomed, and there are indications that the disease will spread to other parts of the State.
Just now, money is needed for Shreveport; the demand is pressing and urgent; no more pathetic appeal than this was ever made to our people.
Will New-York hear the cry of distress? What is done at all should be done quickly.

Grand Rapids, Michigan, has suddenly acquired a sad notoriety.
Almost simultaneously with the disastrous wreck of a steamer off that port, a train leaving the city, eastward, on the Chicago and Milwaukee Railroad, was thrown off the track with fatal violence.
We are glad to say, however, that the first reports of the disaster were greatly exaggerated.
It was said that over twenty had been killed; the latest report is that there were only two, and the list of casualties is not large.

Wisconsin politics, like those of other Western States, are made more than usually uncertain by the Farmers' movement.
A TRIBUNE correspondent, whose letter we publish herewith, says that the farmers are determined to make a sharp anti-railroad fight; they will carry their warfare into every political convention.
The Republicans have made their nominations, but the Liberals and Democrats are yet to hold their conventions.
What will be done by this joint opposition cannot yet be safely guessed; but it is evident that the canvass will, if nothing else, be lively.

According to the published summary of the State Assessors' report, some radical changes have been made in the assessed valuation of the State.
The deductions amount to \$45,420,530, and this amount is distributed among several counties.
The largest reduction of valuation is that of Kings County, which is \$37,000,000.
The necessary increase is divided among Dutchess, Erie, Oneida, Monroe, Onondaga, and Westchester Counties, Oneida taking the largest share—\$7,500,000.
Great complaint has heretofore been made by some of the eastern counties, which have had to bear the burden of State taxation, to the relief of the interior counties.
It remains to be shown by the detailed statement of the schedule of valuation, which has just been adopted, whether this ground of objection has been removed.

The Senate Transportation Committee are having a pleasant time in Canada.
If any miscalculation was made as to the time of their visit they are making up in warmth of welcome for the coolness of temperature.
Our Canadian neighbors receive their visitors with true British hospitality, and will make every effort, undoubtedly, to show them what can be done to make cheap freights by Canadian lines between the West and East.
After the "warm champagne glow" of good feeling has had its flow, we shall learn what the advantages of the Canadian routes are, and what they will be.
Senator Norwood seems to have stated the whole case when he said that the Committee had visited Canada to find out what facilities were offered for transportation; and that the Canadians would get the business if they could do it cheaper than anybody else.
Money and trade accommodations know no political divisions and boundaries.

RODMAN'S CONFEDERATE.

The confession which has been made by Rodman, and which implicates Cortlandt A. Sprague, is not new information to THE TRIBUNE.
Its readers will remember that from the first we informed them that Rodman was the cat-spaw of the Ring, and that an effort was on foot to make him also its scapegoat.
In an interview held with him by a TRIBUNE reporter over a week ago, Rodman passionately but clearly announced that it was not his intention to submit any longer to the persecution of the Ring; that if further pursued he should tell the full and simple truth regarding the matter.
As long as the Assistant District-Attorney, Mr. Edgar M. Cullen, who is at once the nephew and the tool of Judge Alexander McCue, who is a master spirit of the Ring, was in authority, Rodman reserved his confession; but has now delivered it, full and explicit, to District-Attorney Britton.
The first result is seen in the arrest of Sprague, who, next to Mills and Mill's backers, was the most culpable scoundrel of them all.
Mr. Rodman is clearly the State's witness; Mr. Britton will be fully justified in accepting him as such; and with the evidence he can give, Mr. Britton will be incensurable if he does not bring Sprague and all his confederates to the bar of justice, and that without delay.
By and by it will doubtless dawn upon the minds of the authorities of Brooklyn that this entire organization of the Brooklyn Trust Company—we mean the active managers of that association—are wholly corrupt and unworthy of confidence.
For five years this fraud has been continued; not one of them has been ignorant of it; not one of them but has condoned the crime; they are all untrustworthy, as has been proved by previous developments.
It does not need the confession of Rodman to establish clearly that they all have been accustomed to wink at the actual crimes of Sprague and Mills.
The very action of McCue in employing Cullen and Pratt in throwing the Company into the hands of a receiver who, by his relations to the bank, would hide his frauds, shows that they recognized the necessity of concealment.
The unanimity with which the Directors nominated and elected as President a man who had previously been engaged by the same Ring to whitewash so corrupt a concern as Kingsley's Bridge Company, leaves no doubt in the minds of honest men that they know their only hope lay in suppressing the truth.
The promptness with which they obeyed the orders of Kingsley to arrest Rodman shows their connection with the Ring; the singular pertinacity with which they refused to make a showing of the bank's assets establishes plainly that they know of its corruption; their repeated denial of the exactness of the statement which we made of their bond and mortgage assets still further proves this; the persistence with which they refuse to exhibit their securities tends also to confirm it.
The bankrupt Trust

Company, run by a corrupt Ring, every member of which seeks to conceal his connection with the swindling, presents a contemptible spectacle to honest Brooklyn citizens.

The Brooklyn Trust Company is composed of a few very artful scoundrels and a large number of honest men.
The scoundrels are positive and the honest men are negative characters.
The consequence is, the honest men follow in the trail of the others.
The corrupt minority rules the indifferent majority.
When these gentlemen recover from their amazement at the exposition of what has been done under their names they will probably take some action which will redeem their characters and relieve them of the responsibility, but not till then.
We wish to call attention to one phrase in Rodman's confession, as repeated by the District-Attorney: "All the deficiencies in money went to Sprague, Mills, and their friends," and Rodman never received one dollar of "the principal stolen."
Then, who are these friends? This is the question, and the important question, which suggests itself to those who read John K. Pruyn, President of the bankrupt Central Bank, in which such a large amount of public funds is still deposited.
But we know, and the public will soon know, that there are scores of others; and we know, moreover, that Mr. Britton has had their arrest under contemplation.
When he intends to carry out his design we do not know; but we do not see the necessity for further concealment of their names.
Let the facts and the names be told at once, and he will find plenty of evidence on which to act.
It is this exposure of a thief which generally brings evidence of criminality.

WORK FOR CONGRESS.

The last Congress, especially the last session of the same, was pretty much devoted to investigations.
Argument to show that they were needed is not necessary.
Their results, meager and unsatisfactory as they were in comparison with what might have been had the inquiries been pushed with any sort of vigor, are proof enough that the time called for them.
In the language of the President of the late Massachusetts Republican Convention, "Where there is so much smoke of investigation there must be some fire of truth."
Out of those investigations—no need to recapitulate them here, they are catalogued in their bad eminence in the minds and memories of the people—there came as has been confessed by the most servile supporters of the Administration ruined reputations and soiled garments.
It is to the credit of the Republican party as a political organization that it recognized the need, and upon the motion of its own leading men initiated them.
It is less to the credit of that party that it walked on tiptoe through the whole business, handled offenses and offenders very gingerly, selected two or three scapegoats, and saved the rest, shuffling off responsibility and sacrificing truth, justice, and common honesty to preserve the party and keep in office.

Strangely enough, too, but with the grand audacity that wins so largely in the game of politics, the party that had so administered the government that a popular demand which could not safely be resisted compelled it to arraign itself and investigate its own misconduct, came forward with the number of investigations it had survived as an argument for its continuance in power.
There was never a greater exhibition of assurance.
Nor did it stop there.
With the track of the last Congress fairly strewn with dead men's bones, cold anatomies of what had been Christian statesmen, the leaders of the Administration party—in a drunken madness wilder than that of the plague-besieged Indian officers, who, drinking to their comrade's eyes, sang "One cup to the dead already and hurrah for the next that dies"—jeered at investigations and made the very fact of their survival of an argument for their continuance in power.
They have the face indeed to make the number of investigations already had the ground for demanding that there shall be no more.
"The people are tired of investigations," they say, and they are getting ready to go into the next Congress opposing all propositions that look to the appointment of investigating committees.
The Carpenters and Butlers in both branches of Congress are prepared to sneer down any attempt to inquire into the derelictions of the party in power, and to summon the partisanship of House and Senate to their aid.
It will hardly do.
The Republican party cannot afford to slight public opinion in this matter, or to ignore the fact that the events of twelve months past have roused the popular conscience to a degree of sensitiveness to which it has long been a stranger.
We rejoice to believe also that the spirit of partisanship by which these men have so successfully appealed in the past is dying out, and that, even in the next Congress, the Republican majority will be sufficiently free from it to take up and carry forward the searching inquiries that are called for by an indignant public sentiment.

The demand for investigation will meet the new Congress at its threshold.
The drunken and arbitrary Durell, the lobbyist Sherman, and the corrupt Delahay—judges who disgrace the bench—need prompt impeachment.
The condition of affairs in the District of Columbia, where the President has taken it upon himself to reinforce a broken down reputation at the public expense, cries aloud for prompt action.
The Treasury accounts, the defalcations in the Internal Revenue Department which were connived at and covered up till the flight of the offenders brought exposure, the shameful assessment of Post-Office clerks in St. Louis to pay the expenses of a Presidential reception, the outrages in the name of the Government upon New-York importers, the Vienna disgrace, the strange manner in which pardons are granted, the purchase and sale of seats in the Senate, the blundering and worse management of Indian affairs by which the savages are armed and equipped at Government expense to make war upon the frontier settlements and exploring expeditions—are all proper subjects, and there are many beside, for Congress to look into carefully, and correct where correction is needed.
There need be no fear that legislation will be neglected.
That will be the cry, perhaps, but there is no soundness in the plea.
We need investigation more than legislation.
We have been going on in blind haphazard ways too long already.
The rogues in the party have dulled the public ear with their senseless party cries while they have plundered right and left.
The time has come when there can be no valid excuse for refusing to take up the work of purification.
The Republican party is safe in office and in power.
It cannot be disturbed by any opposing organization.
Only its own corrupt tendencies can destroy or weaken it.
The question for the next Congress and the party that controls it is simply whether they

will undertake the work of purification themselves, or wait to be driven out of power by the people.

THE AMERICAN BUGBEAR IN CANADA.

We can afford to laugh at the nervous timidity with which the Canadians have been eluding their pet aversion—American influence in Canada.
It is not at all probable that anything like a majority of the Canadian people care a fig about the so-called American influence.
The prejudice is so unnatural and unfounded we cannot believe that such sensible and well-meaning men as those who form public opinion in the Dominion really desire to proscriber American interest and American capital in the much-needed means for the development of their country.
When the Canadian Pacific Railroad scandal was first bruited, one of the chief charges against the Ministry was that they had intrigued to give American capitalists a commanding interest in the railroad.
As if that were a high crime and misdemeanor!
When the Royal Commission began to examine the affair, the witnesses and the Commissioners, with one consent, began to show that the Ministers were guiltless of any attempt to give any share of the rich railroad contract to the dreaded Americans.
So often and persistently was this ground gone over that Sir John A. Macdonald (who, as chief defendant, conducted the prosecution) found it necessary to protest that the Government did not care to pursue this part of the charge any further.
He was satisfied to rest his case, or this portion of it, on the evidence already before the Commission.

The truth of the matter is that a few Americans had a contract (some of the more intense Canadians call it an intrigue) with the Allan party, by which American capital was to go into the Canadian Pacific Railroad, and a certain part of that road was to be built south of the boundary line.
As THE TRIBUNE long ago said, some portions of the proposed line of the Canadian Pacific Railroad are absolutely impracticable.
It might as well be attempted to build a railway to the moon as to construct one through the trackless wastes that lie north of Lake Superior, between the Lake of the Woods and Michipicoten River.
This region is a wilderness of bogs and morasses, intersected by wandering streams and interspersed with rocky bluffs and granitic knobs.
Nothing could induce any settlement of the country; and to bridge it with a railroad is impossible.
When Sir Hugh Allan and his associates began to discuss the Pacific Railroad contract and the ways and means of executing it, they determined to invite moneyed assistance from Americans who would naturally be interested in the construction of some portion of the line through the United States.
To avoid the Serbian bog north of Lake Superior, it was thought necessary to cross the boundary at the Sault Ste. Marie, traverse the peninsula of Ontonagon and Northern Wisconsin, and, using the rails of the Northern Pacific Railroad, diverge at Pembina into British America, and thence complete the line north of the boundary to the Pacific on Canadian soil.
On the strength of this proposition, individual subscriptions of stock were made by gentlemen interested in such a divergence of the Canadian line into American territory.
The names of some of these were brought out the other day in the investigation at Ottawa and were printed in THE TRIBUNE.
Their investment was an entirely legitimate one; and when the Canadian partners wrote for money to be used in securing the contract, it was thought necessary to cross the boundary and the American subscribers were also legitimate.
We can only guess if even the most hardened politicians among them ever suspected that any of the money which they paid was to be used in controlling the Canadian elections.
We do not know that the Ministry knew what was going on.
By and by the bugbear of "American influence" was raised; the American subscribers drew out of the scheme, and there was an end of the matter.

But we can see how narrow an escape we have had.
If the absurd prejudice which insisted that the Canadian Railroad should only be built by Canadian and English capital had not been encountered, we should have had the responsibility of the whole scandal.
When it was found, as it has been (in spite of the Royal Commission), that the managers had procured their princely contract by subsidizing the Ministry and corrupting the suffrage, people would have justly said, How very American!
It would have been charged that the American partners had debauched the morals of their pastoral associates in Canada; and "American influence" would be more than ever abhorred.
We have so much of bad morals in politics at home that small comfort can be derived from a contemplation of those of our neighbors.
But we have at least the satisfaction of knowing that we have escaped being charged with the Canadian imitation of Washington political practices.

THE GEORGIA MURDER.

Georgia papers of this week bring to us details of the last sensation in that sunny State, which, luckily, is not this time either a duel or a vendetta, but worth attention, nevertheless, as illustrating the state of civilization of our brethren of the cotton regions and the peculiar points wherein it differs from our own.
A Mr. Alexander in Banks County kept a school for young men.
Mrs. Alexander, it appears, had the habit of dropping in with her knitting, not to teach but to observe the behavior of the pupils and to report thereon at night to her husband, with her general opinions as to their character.
Now this practice was likely to prove irritating to young men in any latitude; what wonder then that under a Southern sun the blood of the youthful chivalry fairly boiled in their veins against this petticoated sancti detective.
The other day a certain Mr. Moss, aged twenty-five, was the subject of her animadversions.
He denied the charge she brought, whereupon the teacher promptly drew a dirk and stabbed him.
Moss retaliated by a fatal stroke with a dagger, whereupon Mrs. Alexander (also armed, as it would appear) stabbed the young man repeatedly in the spine.
In two or three minutes both teacher and pupil were dead side by side.
Nothing was done to the woman; but the public, as usual, were "thrown into deep consternation" by this event in two respectable families, and metaphorically formed a ring, begging of the remaining members of the family not to prosecute the deadly feud further, in very much the same spirit with which boys at a dog-fight dance and yell to "call them off!"
Now we make no pretense to any superior merit, from the statistics of crime, above our Southern brethren.
Robbery and murder with us are usually instigated by avarice or more brutal passions.
They reach too, sometimes, a sublimity of horror, as in the Probst and

Walworth cases, unknown to these hotter-blooded people, whose tails provide bow-knife pockets for even the boys.
But we do content that public sentiment is with us more clean and healthy.
A Northern teacher might murder one of his boys, but in what school would a female spy be tolerated, or where would the dagger be habitually substituted for ruler or birch?
The better classes in both North and South, with that genial exaggeration of feeling which is apt to succeed a quarrel, have a vague conviction that the old differences of character have vanished with the differences which fought themselves out in the war; that the Yankee peddler, by virtue of that bloody baptism, is regenerate of all disposition to drive a hard bargain; that the fire-eater hath had all his sham notions of chivalry and lingo of the duello knocked out of him, and has made common sense his motive and rule.
The truth is, we have changed neither our skies nor our manners.
Whatever purifying effect upon our national health and honor the war may have had, individually it taught us at the North to look yet more closely at each side of a quarter of a dollar, and drove our quondam enemies to regard the pistol and dirk as the noblest though not most infallible arbiters of differences.

In a word, we need to have patience with each other.
Such stories as those of the Georgia murder show that five years of freedom from slavery are not enough to bring even the educated Southerner to the highest Alps of civilization; and should we be inclined to hug ourselves too warmly in self-gratulation, we need but remember that a century of freedom has not rendered a Fisk's life nor death impossible among us.

A writer in The Fortnightly Review while bowing in rapture before Greek Art turns a rather contemptuous back upon the copyists at that shrine.
We have no modern school of art, he says—at least no modern English school.
The best artists stand alone, and the others are merely imitators.
All modern Art is a Renaissance of one kind or another, and so far as it copies instead of assimilating the Greek it is a failure; for it can never know the spirit which produced the rules it attempts to work by.
For the efforts of modern poets to imitate the Grecian self-restraint the critic has at once sympathy and disapproval, and very frankly he deprecates the entrance of modern thought and expression into rivalry with that which in its own domain is perfect and absolute.
Even Goethe's "Iphigenia" falls far below his standard in the combination of the classical and the modern which makes it an incomplete work of art.
The admirable translation of the tragedy into Greek by a German professor he brings forward as the gauge of the distance at which it stands from the antique.
"The result," he says, "is a literary work which resembles a Greek tragedy much in the same degree as Madame Tussaud's wax model resembles Frederick the Great."
Criticism in this direction is quite as much in place in this country as in England, since it is no new discovery that we have here more than enough foolish talking and thinking of the "Greek ideal" in poetry.
We should be glad to see the fine simplicity of the Greek studied by our poets who are honorably coming out of the old school, which we may as well describe as the soft, solemn, sentimental.
But as for the cold dignity and "self-restraint" of the antique in this age of emotion and of character-study—they are as out of keeping with our spirit as would be the brief or trailing garments of Athens upon a literary aspirant of New-York or Boston.

Last Winter's revelations of political dishonesty have served as the signals for much doleful talk concerning the faults of Americans.
It is not unwellcome so long as it holds indignation and not despair; there is certainly cause enough for grumbling.
One of the latest and bitterest critics is that clerical gentleman known by the pleasing descriptive name of "Adirondack Murray."
In his opinion, lying seems fast getting to be the national vice.
The business lie with which merchants illuminate their goods grieves him; the social lie which comes of gossip disgusts him; and he has no sort of patience with the professional lie—the lie with which a jealous man disparages a brother member of his profession.
"Is it a truth," he observes, "that frank, honorable, manly treatment of one another does not characterize the clerical class.
And if any doubt this assertion, or are nettled at it, I appeal to that class of prominent laymen who have most to do in 'calling' clergymen to the pastures of our churches to give us the history of their experience."
Then the "news-paper lie" seems to be particularly unpleasant to Mr. Murray.
He doesn't know what there is in editing a newspaper that inclines people to obliquity of language, but that it does this he is very certain.
In short, he thinks that "the amount of lying done in this country to-day is something so stupendous as to astound Satan himself."
Mr. Murray is unreasonably sweeping, absurdly sweeping, but his strong words are better than none.
If lying is not yet a national vice, as he says, it is at least growing to be so much a habit in politics that men may well fear for the rest of society.

Curious are the grog-bills of our grandfathers, and not pleasant to contemplate when one thinks of inherited and congenial appetites.
At Centre Bennington, Vt., lives Mr. George W. Robinson, a curious collector of historical relics.
Among other treasures he has a petty ledger of the old Catamount Tavern of Revolutionary fame, and from this we learn that Gen. Ethan Allen, who has not usually been thought a man destitute of natural courage, did not disdain the Dutch courage either, for his score, mainly for stimulants kept by the Catamount, running from January, 1785, to a little past January, 1786, footed up \$9 15. 9d., though we must deduct from the lot of the whole £1 18s. charged for pasturing a horse—an amount, therefore, which does not properly belong to the alcoholic debits.
The gallant General's credit, we regret to say, is only \$5 3s. 8d., from which it appears that his drink account does not differ from many kept in those modern days.
The curious book also throws light upon the values of those times.
We discover that "I mug of grog" was sold for 1s. 4d., and one gallon of rum for five shillings—Provincial or Continental currency, we suppose.
As Gen. Allen lived to a tolerably good old age, we may infer that the strong waters of those happy days contained none of that styrene which is said now to be a fearful characteristic of the purest Bourbon.

Generally it is best for railway companies to accept the first damages found by a jury, even though they may seem to be excessive.
This is illustrated by the case of Ford v. The Fitchburg Railway, which has been in litigation for the last three years.
In 1870 the boiler of an engine exploded, severely injuring Ford, the engineer.
He brought suit against the Company and recovered \$4,000.
This verdict was set aside as excessive by the Court.
When the case was tried again, the jury gave the plaintiff \$5,375.
This was in its turn, set aside as excessive.
Upon the third trial, the jury gave \$6,833, and the Court refused to set those damages aside.
Then the case went up to the Supreme Court upon exceptions.
These have now been overruled, and Mr. Ford will receive the last named sum and costs.
It is hard to see how three different juries could arrive at such different results; but perhaps the increase in damages was intended as a warning to railway companies to let well enough alone.

Just a month after the publication of the report of the official inquiry into the Vienna scandal, Secretary Fish writes to one of the suspended Commissioners, Mr. Robert Sarjant of Brooklyn, that Messrs. Jay and McElrath acquit him of any culpability in the irregularities, and that his suspension is accordingly removed.
Pushed first; tried and acquitted afterward; that is an illustration of the State Department way of dealing with supposed delinquents.

WISCONSIN POLITICS.

THE COMING LIBERAL AND DEMOCRATIC CONVENTION.

DEFEAT OF THE MADISON REGENCY IN THE REPUBLICAN CONVENTION—DEMOCRATIC REVOLT AGAINST THE MILWAUKEE AND ST. PAUL RAILROAD—POSSIBILITY OF GOV. WASHBURN'S NOMINATION BY THE JOINT LIBERAL AND DEMOCRATIC CONVENTION—DEMOCRATIC MOVEMENTS FOR AND AGAINST HIS NOMINATION—THE FARMERS DETERMINED TO ELECT MEN INDEPENDENT OF THE RAILROADS.
FROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE.
MILWAUKEE, Wis., Sept. 13.—The election in Wisconsin is "anybody's game" until after the Opposition State Convention, which is to meet on the 24th of the present month, has been known as a Madison "Regency" composed of a number of the most prominent members of the party, and headed by "Bismarck" Keyes, the Postmaster at Madison, and the Chairman of the Republican State Committee.
This "Regency" has made up the tickets for the party, dispensed a large share of its political patronage, and, indeed, left the people very little to do but to vote as it directed.
In the matter of Federal patronage Keyes, through his influence over Senator Matt. Carpenter, has been a veritable "Bismarck," distributing it not only in the interest of the Regency, but often to further the personal schemes of Keyes himself.
To mention a single instance in illustration: I have been told since I came to this city by a respectable Republican that Keyes, who is a lawyer, has been in the habit of taking a retaining salary-keeper who has violated the internal revenue laws in regard to taxes and have been caught by the special agent of the Treasury Department.
He has then gone to this special agent and the District Attorney, and threatened to have them removed if they did not agree to a compromise, and in one instance did procure the removal of an officer whom he could not control.
When the facts were made known at Washington the officer was restored to his place.

GOV. WASHBURN'S STRENGTH.
For a long time there has been in the party a growing dissatisfaction with the rule of this "Regency," and in many districts the delegates to the late State Convention were elected on an anti-railroad ticket.
The contest in the Convention was an exciting one; there was no opposition to the renomination of Gov. Washburn, for though he has always been in full sympathy with the Keyes Ring, he was too popular to be thrown overboard.
But the "Regency" candidates for all other State offices were signally defeated, and nothing but the lateness of the hour and a sort of lingering fear of Keyes, who may still be able to deprive some of the delegates of their official heads, mingled with a feeling of pity for him in his defeat, prevented the election of another man as Chairman of the State Committee.
The Republican ticket has upon it a very strong name—that of Gov. Washburn.
He has the reputation of being an anti-railroad monopolist, and his record in Congress against land grants generally, especially in the case of the construction of the great Northern road at a time when its stealing might have been stopped, his opposition to the schemes of the Milwaukee and St. Paul Railway Company, which is accused by many of aspiring to rule this State as the Pennsylvania Railroad rules the Keystone State, the wise recommendations in his annual messages in regard to the control of the railroads, and the general belief in his honesty and uprightness, make him a hard candidate to beat.
I find, therefore, in several parts of the State that I have visited, very little disposition even among the Democrats to put up an opposing candidate, and an attempt will be made in the Convention of the 24th inst. to pass a resolution to support Washburn, who is generally more acceptable men for some of the other places on the ticket.

DEMOCRATIC MOVEMENT TO SUPPORT WASHBURN.
The policy advocated by many of the younger and more liberal Democrats of the State, and will probably receive the support of The Madison Democrat.
Some of those Democrats, with whom I have talked both here, in Madison, and at Oshkosh, Fond du Lac, do not hesitate to assert that the Democratic organization of Wisconsin is actually owned and controlled by the Milwaukee and St. Paul Railway.
The member of Congress from this district, Mr. Mitchell, is a Democrat, and is the President of that road, and it has always had the united support of Democratic members of the Legislature for any measures that it desired to have passed.
"Now we are tired of the rule of this Corporation, and of the heavy policy by which the Democratic party has been governed," said a leading Madison Democrat to me.
"Let us elect a leading Madison Democrat to be our next day."
If those old fellows down at Milwaukee desire to continue butting their heads against a stone wall, they may do so, but they can't use my head for a battering ram any longer, and there are plenty more who feel as I do about it.
The Democratic party is dead, and it is indeed that the carcass was not buried long ago.
We don't care what a man's political antecedents are, or what he calls himself; if he is honest and in favor of reform we will support him.
It is the Convention at Milwaukee that nominates a good ticket we will vote for; if we like part of it, we will split the ticket; but if they put up "Kist" men we shall support that part of the Republican ticket we like and scold at the rest as we don't like it."

UNPOPULARITY OF A REPUBLICAN CANDIDATE.

The Republican candidate for the Lieutenant-Governorship, Mr. Baker, will not receive the hearty support of a considerable portion of the Republican party of the State.
The majority of the "Regency" don't like him because he was not their candidate; those who are opposed to the rule of the Milwaukee and St. Paul Railway don't like him because he was an especial champion of that company's measures in the State Senate, last Winter; many of the farmers don't like him because he is a member of a firm that manufactures agricultural implements, and they don't think he can sympathize with them in their present struggle; and he has made some enemies by an ill-chosen speech in the Convention, when he accepted the nomination.
Senator Carpenter's friends don't like him, because they think he will give Baker a cordial support.
It will be remembered that Gov. Washburn, then a member of the House, was a candidate for the United States Senate when Mr. Carpenter was elected four years ago.
After his defeat it was generally understood that he would go into the next Senatorial contest for the succession to Mr. Howe's seat, and it is currently reported and believed that his first nomination for the Governorship was the result of a bargain with Howe that he should not go into the canvass last year.
The terms of that bargain have been fulfilled, and Mr. Washburn now has the "inside track" in the next Senatorial race.
But if the whole Republican ticket should be elected this Fall and then Mr. Washburn should be chosen for the Senatorial seat from the next Winter, Baker would hold the office of Governor for several months.
Carpenter's friends, therefore, hope that Washburn's popularity will be sufficient to carry Baker safely through, and then they won't care how unpopular the latter becomes—the more so the better—if he should become so obnoxious to the people that they would not consent to have him for Governor, the only way in which they could prevent it would be to elect some other man besides Washburn to the Senate.
Thus Carpenter's most dangerous rival would be out of the way.
I have not inferred or guessed at the plans of Carpenter's friends as I have stated them above.
I heard the whole matter talked over at Janesville, the other day, between one of Carpenter's intimate political friends from this city and some of his supporters there.
I don't suppose it is a party secret, or that they would have talked so long about it in a public room of a hotel, and in the presence of strangers.

POLITICAL RIVALRIES OF THE GREAT RAILROADS.

Now there is another side to all that I have said about the Democratic party of this State and the Milwaukee and St. Paul Railway Company, and it is told by the most prominent Democrats of this city, who will probably control the Convention of Sept. 24.
I don't know that anybody denies that the St. Paul Railroad has heretofore found a pretty staunch ally in the Democratic party, but there are men who do deny that their corporation has any interest in the opposition to its measures that has been shown by Gov. Washburn and other leading men grown out of a desire to serve another railroad interest in the State—the Chicago and North-Western.
"Those two roads," said a leading Democrat to me to-day, "are great rivals.
The St. Paul is a Wisconsin company; the stock is largely owned here, and it is managed by citizens of this State.
The North-Western way is a Chicago concern, and that, by the way, may help to explain why The Chicago Tribune advises the Democratic party to support Washburn.
The St. Paul road does not meddle in politics; the North-Western does" (just the reverse,