COMPLAINT FROM GERMANY.

HOBOKEN ACCUSED OF VIOLATING THE TERMS OF A TREATY.

Count von Arco Describes to Secretary Blaine the Arrest of Firemen and the Clubbing of Officers on Board the Elbe.

Gov. Abbett, in complying with the request of Secretary of State Blaine, will make an investigation of the difficulty between the Hoboken police and certain officers and firemen of the German steamship Elbe which has become a subject of international moment. The Governor notified Chief of Police Donovan of Hoboken yesterday to be ready with his witnesses on Thursday next, when he will begin the investigation in the City Hall. The grievances of the German Government are fully set forth in a letter from Count von Arco, the German Minister, to Secretary Blaine, which letter Mr. Blaine has transmitted to Gov. Abbett in the following correspondence:

"DEPARTMENT OF STATE,
"WASHINGTON, Dec. 29, 1890.

"*His Excellency, the Governor of New Jersey, Trenton.*

"SIR: I have the honor to enclose herewith a copy of a note and accompanying documents communicated by the German Minister to this department on the 29th of November last in relation to the arrest of certain persons on the German steamer Elbe at Hoboken on the nights of Oct. 4 and 5 by the police of that place.

"Complaint is made that the proceedings of the police were not conducted in accordance with the rules laid down in the treaty between the United States of America and the German empire of 1871, and that, besides, they were attended with unnecessary violence. As it is very important on grounds of comity as well as of treaty that all proceedings in respect to foreign vessels in our ports should be characterized by a due regard for their national character, I have the honor to request that an investigation of the present complaint may be made with a view to the correction of the irregularities which seem to have occurred. An answer to the Minister's note will be deferred until the reception of your reply. I have the honor to be your Excellency's obedient servant,

"JAMES G. BLAINE."

Enclosed was the official communication from Count von Arco:

"IMPERIAL GERMAN LEGATION,
"WASHINGTON, Nov. 29, 1890.

"*Hon. Secretary of State.*

"During the night between the 4th and 5th of October, 1889, an affray occurred at Hoboken, N. J., between a number of policemen and a party of firemen belonging on board the steamer Elbe, near the wharf of the North German Lloyd steamer. During the affray one of the policemen was quite roughly handled. The policeman then obtained reenforcements, and, to the number of about thirty, many of them not in uniform, rushed on board of the vessel, with, either, in the mean time, the firemen had retreated. The officers of the vessel, who had been aroused by the noise, stood on the gang plank of the steamer, where an electric light made everything as light as day. Among them were the second and fourth officers, together with the second engineer, who were in full uniform.

"Mr. Von Bardeleben, first officer, who, as I would again remark, was in full uniform, asked the policemen as they rushed on board of the vessel what they wanted. He also asked them whether they had been authorized to come on board by the Imperial German Consulate General, whereupon, instead of a reply, he received several blows on the head, by which he was rendered unconscious and bled profusely.

"The second officer, who was likewise in full uniform, and who stood by the side of Mr. Von Bardeleben, was struck on the back of the head by the police (blood being drawn), and was otherwise maltreated.

"Several other persons belonging to the crew, who had taken no part in the affray between the policemen and the firemen, were also roughly handled. The policemen, armed with revolvers and clubs, rushed into the place where the firemen lodged, pulled them out of their beds without stopping to consider whether they had taken part in the affray or not, beat them with their clubs and dragged them ashore with nothing on but their night clothes. As the firemen were dragged along blows rained upon them constantly.

"Figg, the overseer of the firemen, who had nothing whatever to do with the disturbance, was arrested on the following day, as was Fireman Wilke, who had been on watch the whole night and had not been on shore at all.

"Von Bardeleben, the first officer, and Rollman, the second engineer, were likewise arrested two hours before the departure of the steamer. They were, however, released on $1,500 bail.

"It is to be remarked in this regard that the officers, notwithstanding the fact that no permission had been given by the imperial consular authorities, had no intention whatever to prevent the policemen coming on board the vessel, but that they would, on the contrary, if they had been properly requested, have assisted the police in arresting the guilty firemen, and that the latter in no wise resisted arrest.

"No communication was sent by the police authorities of Hoboken, either before or after the arrest, to the Imperial German Consul-General at New York, as the convention of Dec. 11, 1871, between the German empire and the United States expressly stipulated shall be done.

"So far as paragraph 2 of Article 12 of the aforesaid Consular Convention is concerned, it is maintained by my Government, in accordance with the position heretofore taken by it in similar cases, that the obligation duly to notify the Imperial Consuls extends even, if not to all official proceedings held by American local authorities on board of German merchant vessels, at least to all proceedings whereby the interests of the vessel and those of its service are essentially affected. This is the case when the sons belonging to the crew of a vessel are arrested. It must, it is true, be admitted that this obligation to give notice may, even in the case of arrests, be suspended for important state reasons, and that notice need then not be given until afterward.

"There will always be such urgency when, owing to the delay occasioned by the transmission of the notice to the Consul concerned the object of the proceedings cannot be obtained, or can be obtained but partially, and when, as in examinations, there is cause to fear that the true state of the case will be obscured or that the apprehension of the guilty party will be rendered impossible.

"These points are applicable to the arrests that were made during the night between Oct. 4 and 5, 1889, since the Hoboken policemen, in consequence of the bloody affray between them and the firemen of the Elbe, which had taken place on shore during the evening, rushed on board of that vessel in quest of the offenders after they had obtained reenforcements (*quasi uno actu*), and there made arrests.

"While it is admitted that it was impracticable to notify the Imperial Consul-General in New York of the arrests beforehand, it was all the more the duty of the American authorities to inform the proper German officer the next morning. The violence used by the Hoboken policemen in making these arrests, especially in the case of those who had not been concerned in the affray, is deserving of censure.

"While it is admitted that the policemen were excited, still they went much further than they ought to have gone. There was no occasion for acts of violence on board, since no resistance was offered. The maltreatment of the men while under arrest and of the officers who stood upon the gang plank where there was a bright light, so that they were more easily recognized by their uniforms, was especially censurable. The grounds which existed for the omission previously to notify the Imperial Consul-General in New York of the first arrests did not exist for the omission so to notify that officer of the additional arrests that were made at midday on the 5th of October, 1889, nor were there in the latter case any grounds for such omission similar to those existing in the former one.

"As regards the interpretation of paragraph 3, article 12, which requires that notice shall be given to the consular officers to enable them to be present at any depositions or statements to be made by officers or persons belonging to the crew, no difference of opinion exists between the two Governments. With regard to paragraph 4 I would further remark that the United States Government, as long ago as 1878, instructed its Minister at Berlin to present a complaint when Prussian police officers arrested the Captain, first mate, and cook from the American vessel Xenia, then lying in the harbor of Geestemunde. These arrests were made partly on board of the Xenia and partly on land, on the ground of a charge of swindling that had been brought against the cook, and no previous notice had been given to the competent American Consul. The Imperial Government replied that the action of the Prussian authorities did not meet with its approval.

"In obedience to the instructions of my Government, I have the honor, Mr. Secretary of State, most respectfully to inform you that, as far as the details of this case are concerned, it admits that a previous notification of the Imperial Consul-General concerning the arrests made on board of the Elbe during the night between Oct. 4 and 5, 1889, was impracticable, but that the omission promptly to notify that officer subsequently of these arrests was unwarrantable; also that the violent proceedings of the Hoboken policemen, especially in the case of innocent men belonging to the crew of the Elbe, cannot be justified. As to the additional arrests that were made on board of the Elbe at noon on the 5th of October, 1889, and the examination of the parties arrested, the omission in both cases by the American authorities to give previous notice to the Imperial Consul-General constituted, in the opinion of my Government, a violation of article 12, paragraphs 2 and 3 of the consular convention of Dec. 11, 1871.

"I have the honor to endorse the certified copy of the judicial proceedings held in this case on Oct. 26, 1889, most respectfully requesting an expression of the views of your department with regard to the principles involved, and I avail myself of this occasion to offer you, Mr. Secretary of State, a renewed assurance of my most distinguished consideration. ARCO."

WEALTH AND POVERTY.

A Brother Worth a Million and a Sister Freezing in a Dug-out Shanty.

A good broad road runs from Passaic to Paterson. Some way out from Passaic and a short distance from the road there is a little hut built in a space dug out in the side of a hill. It is a miserable place in which to live, but it was the best home which Philip Schmidt could make for himself, his wife, and his twenty-three-year-old son when they went and squatted on the land about a year ago.

The father is nearly 70 years old and the mother is 68. She is a hunchback, and the old man cannot work because one of his hands is continually swollen with some disease, and one of his legs has been troubling him ever since it was broken in a railroad accident some time ago. The son has been the chief support of the family, but about two weeks ago he fell sick through lack of proper food and overwork.

No one knew of the misfortunes of the family until a few days since, when the attention of a physician was called to the condition of the young man. Poormaster Crawbuck found that the family was without sufficient clothing, that they had almost no food, and that their wretched habitation was heated only by a pot stove, in which was burned such cinders and coal as the old woman could pick up along railroad tracks. The hut consists of one windowless room, with a small partition dividing off a corner. The family had no beds and no furniture, not even a chair or table. The sick young man lay on some old mattresses, and cluttered about the room were piles of straw and old iron. Although the hut is half buried in the earth the wind gets in through cracks in the upper parts of the rude walls, and when it rains water leaks through the roof.

Mr. Crawbuck called in City Physician Rice, and it was decided that the sick young man should be taken to the hospital. His father and mother objected, and Mrs. Schmidt picked up a stick and belabored them both. The two men had some difficulty in groping their way in the darkness to the door.

That was on Thursday. The sick son has not yet been removed from the hovel, and it is not known whether the city authorities will insist upon his being taken away. Some charitable people of Passaic have provided the family with a bed for the son, a stove, and coal, food, and clothing. The boy looks as if he had consumption, and as if he were dying. Mrs. Schmidt talks very bitterly of her misfortunes. She says that John Haedel of Orange is her brother, and that although he is worth a great deal of money he refuses to help her and her family. She told yesterday how she and her son had been to see him several times to ask for assistance. She says that unless he or somebody else will come to their aid she does not know what will become of them.

Mr. Haedel was seen at his home last night. He is a hearty, intelligent-looking German, and is reputed to be worth a million. Some time ago he acquired the horse-car line between Newark and South Orange. When the street railroad syndicate was buying up lines in various parts of the country it offered him $1,000,000 for the property. He declined to sell. He said last night that the Schmidts were a shiftless lot, that several times the young man and his sister had come to see him, and that he had repeatedly given them money in sums of $10 and $15. He declared that he did not know of the condition in which they were living, and said he thought their misfortunes were the result of their improvidence, adding that he had helped them when he could, but could not take upon himself the support of another family besides his own.

BUSINESS ON THE CANALS.

The Tonnage Slightly Less During the Past Season than that of 1889.

ALBANY, Jan. 9.—The report of Superintendent Hannan of the Department of Public Works show that the expenditures for ordinary repairs to the canals amounted to $800,056 for the year, the total expenses of the department being $826,934. The increased expenditure of this year over that of last year arises principally from the deficiency caused by the Two-dollar-a-day law and from extraordinary work which had to be done outside of the ordinary canal repairs.

The total amount of grain received in New York from May 1 to Dec. 1 was 77,702,156 bushels, and the amount delivered by canal was 30,082,900 bushels. The total tonnage of the canals for the season just closed is 5,246,102 tons, which is 124,267 tons less than that of 1889, and 303,154 tons greater than that of 1888. Of this total amount 3,836,904 tons were eastward bound freight. The Superintendent predicts that in the near future electricity will be used as a motor power for canal boats.

The Superintendent refers to the fact that a combination of railroads exists for the purpose of "forcing" the freight from the lakes and thus diverting it from the Erie Canal to the roads, and adds: "This combination has reduced the rate to such a low figure that they have carried freight at a loss. The Legislature can check this combination by a more liberal policy toward the canals, and by putting them in the best possible condition, not only to maintain the commerce which has in the past attracted, but to have transported over them, but to attract additional traffic."

OBSTRUCTING A TOBOGGAN SLIDE.

A Soldier at West Point Badly Injured While Stealing a Ride.

HIGHLAND FALLS, Jan. 9.—Four years ago, when the tobogganing craze swept southward from the Canadas, the officers stationed at West Point organized a club, and built a slide down the hill side on the north side of the Post, the starting point being within 100 feet of the engineer barracks. For convenience the toboggans were stored in the bath rooms of the barracks. Hitherto the soldiers have withstood the temptation of taking a coaster until a few nights ago. The officers heard of it, and without any warning fastened two iron bars across the track just at the foot of the incline. This was done after nightfall last evening. A little later three soldiers took one of the toboggans and started from the top. They struck the first iron bar and broke it, and crashed into the second one with such force as to be heard in the neighboring houses. Private Curtis was in front, and received the blow. He was carried to the hospital, where it was ascertained that both legs were terribly lacerated between the knees and ankles, the latter being badly sprained. That both legs were not broken is a great wonder. The other men were practically uninjured. The men knew they were "off limits," but still had received no orders nor warnings.

Business Troubles.

Joshua M. Gould, dealer in furniture at 7 West Fourteenth street, has confessed judgment for $2,017 in favor of R. Jordan, and the Sheriff has taken possession of the store, which has been conducted under the style of the Gould Furniture Company. The liabilities are reported to be about $10,000.

The bottling shop of Joseph C. Blank at 219 East Thirty-eighth street, is in the hands of Deputy Sheriff Mulvaney on an execution for $1,009 in favor of D. M. Koehler.

The failure of Wilmott, Quinn & Sherman, extensive lumbermen of Wyside, Pa., is announced; liabilities unknown.

At a meeting yesterday of the creditors of the saddlery hardware firm of George Dell, Keim & Co. of Philadelphia, who made an assignment on Tuesday last, the liabilities of the firm were shown to be $310,864.24, and its assets $208,498.50. The creditors accepted a proposition for a settlement on the basis of 40 cents on the dollar.

Charles W. Sly, proprietor of one of the largest creameries in Warren county, N. J., has made an assignment for the benefit of his creditors. His liabilities will amount to several thousand dollars. His creditors comprise farmers in Warren and Sussex counties.

William C. Jillson, owner and business manager of the Hope River Warp Company, Willimantic, Conn., has closed the mill. An assignment is expected in a few days with heavy liabilities.

Labor and Wages.

The striking spinners of the Achusnet mill, New Bedford, waited on the Knobscots on Thursday night and persuaded them to come out. This leaves only the second and third hands and two Portuguese boys at work.

Jonathan Brown & Sons, at whose shoe factory in Salem, Mass., there has been a strike of 160 operatives for several days, have announced that they will open a free shop on Monday if their employees do not return. Richard P. Barry of the Board of Arbitration is trying to effect a settlement.

The great shoe strike in Rochester has been declared off.

The window-glass factory at Zanesville, O., a branch of the United Glass Company of Syracuse, was closed yesterday on an order from headquarters. Sixty men are thrown out of employment.

Married on Monday; Suing on Friday.

Judge Daly has appointed Simon Aronson guardian of his twenty-year-old son, Louis, to sue for the annulment of the son's marriage to Gertrude Deutsch. Louis and Gertrude were employed by Morris Hecht, a jeweller at 252 Canal street. In the evenings Louis saw Gertrude home and called frequently at her house, 348 East Houston street. He says that she proposed to him, and that finally her father called on him and told him he must marry the girl or he would be arrested. Louis alleges that under these threats he submitted to a marriage by Rabbi Lowenthal last Monday.

THE WESTERN AGREEMENT.

IT WILL BE READY FOR ADOPTION BY THE TRAFFIC ASSOCIATION TO-DAY.

The Headquarters of the New Association Will Be Divided Between New York and Chicago, and Roswell Miller of Chicago Will Be the First President, Probably.

The committee appointed by the Advisory Board of the new Western Traffic Association wrestled all day yesterday at the Windsor with the problems of an ironclad organization. Two years ago the Presidents fixed up a pretty good-looking agreement, but there were so many loopholes that it wasn't binding, and it came to naught. This time the working committee of managers were instructed to tie everything up tight, so that offenders would have no way of escape.

The arrangement was that the working committee should report its revised constitution at 10 A. M. yesterday, and when the Advisory Board got together at that hour the committee reported that it was not ready, although it had made good progress and its deliberations were harmonious. So another day was given to the committee, and it will report to the Board at 10 A. M. to-day, when the conference will be brought to an end and the Western Traffic Association will have been fully organized, except for the routine work of the traffic committee for the establishment of joint agencies and the regulation of percentages.

The sub-committee practically ended its labors at 5 P. M. yesterday, and the constitution that it will recommend for adoption, and which without doubt will go through, is practically that published in yesterday's SUN.

About half of the members of the Advisory Board live in the East and the other half in the West. They spent a couple of hours on 'a hur-day in discussing the question of headquarters, and they kept it up for several hours yesterday. At noon a reporter asked Mr. Spencer what result had been reached and he said:

"The headquarters will be half in New York and half in Chicago."

"But when will the President of the association live?" was asked.

"Oh! in Chicago, I suppose."

The facts are these: There being four regular meetings of the Advisory Board per annum, two will be held in New York, viz., the first and third, and the second and fourth in Chicago. The Commissioners, having their duties in the West, will live in the West, and if there is a Chief Commissioner he will live in Chicago. It has been practically decided that Roswell Miller of the Chicago, Milwaukee and St. Paul, who has presided at the meetings in New York, shall be the first President of the new association. He will serve without salary.

As for the Commissioners, it was decided by the committee to recommend the appointment of the men already representing the four divisions of the Inter-State Railway Association, the Trans-Missouri Association, and the Southwestern pool. These are Messrs. Finley, Midgely, Smith, and Faithorn. About Commissioner Aldice F. Walker, who is at the head of the Inter-State Railway Association, there was some discussion, for Mr. Walker's administration is said to have been adverse to some of the roads. But Mr. Walker, who resigned his place as Inter-State Commerce Commissioner to accept his present office, was shrewd enough to require a three-years' contract at $25,000 a year, as a condition of accepting the place. It has a year and a half to run yet, and the managers thought yesterday that they ought not to waste $40,000.

President R. R. Cable suggested that they send a committee to Commissioner Goddard to rake the trunk lines for causing the rate disturbances. Mr. Cable said:

"The trunk lines are all the time preaching to the roads out West about being virtuous; the fact is that their own skirts are far from being clean. 'All their tariffs are being observed to the letter,' they say; whereas, the smallest agent in the West knows that all but one or two of them are cutting passenger and freight rates 20 per cent, and a shipper can get about anything he wishes. The Eastern roads exhort us to be straight, but the moment they see that we are likely to bring about reform some of them kick over the traces, knowing that they will have to shoulder all the responsibility themselves for violations of agreements.

"But the root of the evil lies at the door of the shippers. The moment they saw that the Western Presidents meant business in consolidating all the Western railroads some of the big houses began to lobby with the Eastern roads and tempt them with big shipments. Few roads can stand under such temptations, and railroad men know how often a shipper turns the balance in the scale which leads a road to wilfully violate an agreement. It needs the united strength of all the companies to eradicate this evil.

"A change was made in the constitution conforming to the preliminary agreement whereby, when differences arise over the establishment or change of rates, the members of the interested company in the Advisory Board may give ninety days' notice (instead of thirty as in the original draft) of a change of rates, rules, or regulations such as they believe the interests of their company require.

There was a good deal of talk yesterday about the posibility of getting the lines outside of the association territory to join the agreement. They include the Canadian Pacific, Missouri, Kansas and Texas, besides a lot of Southern roads that connect with association lines, who have it in their power to make trouble. The Canadian Pacific is a member of the Transcontinental Association, and it could easily knock the business of its neighbors into a cocked hat. But it was stated yesterday that the Canadian Pacific is in accord with the new treaty and will follow the course of the other transcontinental roads.

A member of the Advisory Board said yesterday that they expected to carry out their proposed reforms in this line: "Joint agencies will be established from the Atlantic to the Pacific, and will do away with all the soliciting agencies that now cost millions of dollars. You may wonder why a lot of roads should have agents in Los Angeles when only the Southern Pacific reaches that town. We all wonder. But the traffic managers explain that they do it because their neighbors do it, and they carry on a cut-rate policy that injures their companies more than it helps them. Why should the four or five roads between Chicago and Kansas City run twenty-five to thirty passenger trains a day when any one of the companies could easily carry all the people who travel between those cities? Why a score and a half of trains between Chicago and St. Paul and nearly as many to St. Louis? The new association will show that it is useless expense by cutting out a majority of them.

"When we divide up all the business among the lines by percentages, allotting to each a certain number of passengers or freight cars, according to the importance and capacity of the road, and giving the weaker lines a fair show, there will be no excuse for cutting rates or for rebates; hence all the companies will save by this plan. Probably we can never get the rates back to where they were a year or two ago, but, if expenses are retrenched according to the plan discussed, the treasuries of the railroads interested will be millions of dollars ahead.

"When will the association be in working order? Well, the division of percentages is the hardest work yet to be done, and upon it depends the success of the movement. The traffic managers will get together as soon as possible after the New York meeting is over and discuss the claims of each company, and all will have to make compromises. I think that joint agencies will come easier and there won't be much trouble about the proper rates.

"Suppose some roads, like the Alton, stay out? Then we shall unite against it and refuse to exchange traffic, or we will arrange for some one road to fight it, in case it threatens to cut rates. But when they see that the agreement is ironclad and lasting they will all want to join."

All Pittsburgh Street Improvements Stopped.

PITTSBURGH, Jan. 9.—By reason of the decision of the Supreme Court on the street laws of Pittsburgh E. M. Bigelow, Chief of the Department of Public Works, issued instructions this morning to the various contractors directing a cessation of all street improvements and work on public sewers. When seen today Mr. Bigelow said: "Under the most radical construction of the decision the city would lose about $2,000,000. This would include the refunding of all the assessments paid for street improvements made under the acts of 1887 and 1889. Probably the total amount of contracts affected by this decision will reach $1,200,000, and the courts will have to decide how much of them the city will have to pay." An effort will be made at once to prepare a bill that will meet the requirements of the Constitution and have it passed at the present session of the Legislature.

Russell Harrison's Indiana Trip.

INDIANAPOLIS, Jan. 9.—Notice has been given to the Republican leaders in Indiana that President Harrison will be a candidate for renomination, and every friend of the Administration is being urged to labor industriously toward getting the State in line for Harrison. Russell Harrison, who has been here to do "missionary work," disappeared on Tuesday night. This forenoon he walked into the Denison Hotel.

"I thought you had gone," said a prominent Republican.

"I did go, but I am back. I've been taking a quiet run over the State, doing a little work," was the answer.

Prof. Young Gets the Janssen Prize.

PRINCETON, Jan. 9.—The French Academy of Sciences has notified Charles A. Young, professor of astronomy, that the Janssen prize for 1890 has been awarded to him by that institution in recognition of his discoveries in spectroscopy.

NEW BOOKS.

Brief Reviews of Important and Interesting New Publications.

A romance as graceful, as artistic, as picturesque and charming in material and method as Harold Frederic's "In the Valley" is sufficiently rare to merit the attention of everybody who has inclination and capacity for the enjoyment of good imagination well expressed. Like "Henry Esmond" and "Lorna Doone," it is an old man's reminiscent story, and its general plan is similar to theirs. Possibly it is not an entirely true picture of events upon the Mohawk at the time of the French war and the war of the Revolution—not true as the realistic story tellers hold truth to be. It would be hard to bring an archaic romance up to their standard, we suppose, and perhaps it would be impossible. Thackeray boasted of the archaic accuracy of "Henry Esmond," but some of the leading realists hold that tale in very slight esteem. It has the misfortune to deal with the events of a time prior to the invention of photography, and "In the Valley" is unfortunate in the same way. But Mr. Frederic has produced a picture if not a photograph. It has been wrought with evident care, and with a taste and sensibility which are not to be questioned. Everybody but the doctrinaires can like it, and that is something for the author to be thankful for, any way. We think that Gen. Arnold, Gen. Philip Schuyler, Brigadier Herkimer, and all the other historical characters on the patriot side would be pleased with their portraits herein contained, and would agree that those of the other side are painted no blacker than they deserved. As for the chief figures in the purely romantic part of the story, nobody surely but the realists and the personal enemies of the figures between the covers of the book can find fault with them. Mr. Stewart, grandson of a king, hero in war and love; his adopted children, Daisy, who was baptized Desiderta and never afterward so called, and Douw, the solemn young Dutchman; Philip Cross, the domineering and drunken, and Enoch Wade, the Yankee woodsman—these are creations of strength, and they will endure in the memory of readers. We are sorry for one thing, namely, that Major Anthony Cross in a moment of hilarity should have "slapped his round, tight thigh with a noise like the rending of an ice gorge." That is a good deal of sound to be got out of a slap, even for a British Major on his way home to England, but it is the only piece of exaggeration that we can recall from the entire book; and there are innumerable good phrases to be set against it, as, for instance, the one wherein it is said of Mr. Stewart that "he had a swift and ready temper, and could not brook to be disputed by his equals, much less by his inferiors, yet had a most perfect and winning politeness when agreed with." The restrained and delicate humor of the story is one of its high recommendations, and the occasional dissertations upon politics and social themes are peculiarly delightful. There are flings at the New Englanders which are very bright and which may be just; certainly they are reasonable enough in the mouth of the Dutch New Yorker who purports to tell the story, or even of the New Yorker of Dutch descent who really tells it. But the figure of Enoch Wade is admirable enough to pass as compensation for any injury to New England feelings, though Enoch is hard drinking and selfish, and opposed in other points to the conventional idea of a moral hero. The tale abounds in descriptions both charming and stirring, as, for instance, the account of Mr. Stewart's home in the valley, the ball at the Patroon's manor house in Albany, the several encounters between Douw and Philip Cross, Montgomery's attack upon Quebec, and the battle won by Herkimer at Oriskany. It is a story just in its outcome. Vice is punished, wrong is righted, and true love is rewarded. But its interest lies in every line. Every division of its theme is interesting, and, from beginning to end, it is exquisitely told. (G. P. Putnam's Sons.)

"Life," by William W. Wheeler, is a novel in an unusual vein. Joe Whitney of Meriden, Conn., dies, according to the understanding of his neighbors and his fellow citizens generally. They wish to have him interred, and, after several weeks of expectant waiting, insist upon that decent formality, which is inexorably opposed by Miss Whitney, the dead man's sister. In the midst of a great turmoil about the matter Mr. Wilson, the hero of the novel, arrives from Hartford, and is immediately married by Miss Whitney, who is thereby enabled, by some peculiarity of the Connecticut law, to avoid incarceration in a lunatic asylum, and to carry her point in regard to the retention of Joe Whitney in the house. We have spoken of Miss Whitney's brother as dead. From one point of view he was dead; from another he was not. An eminent physician, summoned by telegraph and long-distance telephone from New York, was enabled by mesmeric process to recall his departed spirit and to reestablish it securely in its earthly tenement; whereupon the nicer and more delightful part of Mr. Wheeler's romance begins. Miss Whitney married Mr. Wilson quite unemotionally. The pair were not in love, and their verbal contract comprehended a divorce as soon as Joe Whitney should be saved from the threatening conventions of his fellow citizens. Love was born, however, in the course of their coöperative business endeavors in Joe Whitney's behalf, and there is a great fluttering of the wings of Cupid after the patient has been set upon his feet, with a full pulse and a fine appetite. Mr. Wheeler tells his story with considerable graphic force, but he has no more notion of being shut up in the walls of grammar than Miss Whitney had of going to a lunatic asylum. The cover of his book bears a portrait of much dignity and intelligence, which we take to be his own, set in a curious framework of heads of animals and of small, wriggling snakes. We have no idea of what the framework means. It may signify evolution or visions, or it may express the horror of the thought of Joe Whitney's neighbors having their own way.

In his philosophical disquisition, "A Key to the Secret Vault," Dr. Robert Wilson Murphy of San Francisco says among other things that Byron could never have written his finest lines except under the inspiration of Grecian scenery, and that Attic air was a better stimulant to him than English brandy. The affirmation is an offshoot of a main stem of thought going to show that the descent of man has not been in the fashion supposed by Darwin. We mention it as an illustration of the positive nature of Dr. Murphy's speculations, and as a matter interesting and suggestive in itself. It brings up a twofold idea of much interest, whereof a part, heretofore conspicuously promulgated by Buckle and Taine, regards the influence of topography and climate upon the trend and quality of human endeavor, and a part considers the value of strong drink as an intellectual stimulus. The future is inscrutable, of course, as Gen. Greely and Mr. Wiggins will bear witness, but we should not be at all surprised if Dr. Murphy's laconic utterance were to stir up the hosts of the disputatious. If the testimony of Dr. Johnson and Robert Burns were to be handled back and forth anew, if there should be a notable uplifting of the world's earnest voices, with a loud vaunting of tea on the one hand and a great clapping of Highland gills into ready cheeks on the other. Concerning the key to the vault, we are not sure that Dr. Murphy has succeeded in clearing away the mysteries of the universe altogether. He does, however, give evidence of the possession of a humane heart, and of so much it is a pleasure to be made aware. His vision, in a supplementary chapter, of a waste of crystal waters, a speaking trumpet, and a school of white fishes scattering priceless gems from their wide-open mouths, is beautiful and audacious. His interpretation of it is laudable, and bespeaks a good man. He publishes his own book.

"Carmina Princetonia," the song book of Princeton University, has reached its seventh edition, a circumstance which was inevitable. The editorial committee intrusted with the production of the new book consists of Mr. R. T. Townsend, Mr. D. Hunter McAlpin, Jr., and Mr. M. Taylor Pyne. They have afforded an admirable collection. Many obsolete songs which burdened the earlier editions, and a long series of class odes which were not exactly cheerful or popular, are omitted in this issue, and new and sparkling productions appear in their place. It is a handsome and delightful book, altogether creditable to its makers. The design in orange and black upon the cover includes the tiger's head done up in ribbons, and is very fine and charming (Martin R. Dennis & Co., Newark).

The "Journal of William Maclay" has been published in THE SUN, and the interest and value of its contents are known to SUN readers. Mr. Maclay was a United States Senator from Pennsylvania, and his journal is a commentary upon the affairs and the leading men of the republic from 1789 to 1791. The "Journal" is now issued in a volume by the Appletons. It is edited and supplied with a preface by Mr. Edgar S. Maclay, and furnished with a portrait of the author.

The speeches made at the 122d annual banquet of the Chamber of Commerce, which took place in November last, are issued in a volume from the Chamber of Commerce press.

"Lectures on Genesis and Exodus," by John Worcester, are published by the Massachusetts New-Church Union, Boston.

"Oliver Cromwell; a Drama," by Thomas Nield (the Argyle Press), is a poem in blank verse. It is too long.

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises.... 7 24 | Sun sets.... 4 52 | Moon sets.... 4 53

HIGH WATER—THIS DAY.

Sandy Hook. 7 21 | Gov. Island. 7 03 | Hell Gate... 8 58

Arrived—FRIDAY, Jan. 9.

Ss Brooklyn City, Barclay, Bristol.
Ss Wandsworth, Mitchell, Liverpool.
Ss Britannic, Liverpool.
Ss Bavonne, Payne, Liverpool.
Ss Tallahassee, Askins, Savannah.
Ss Richmond, Jenny, West Point, Va.

(For later arrivals see First Page.)

ARRIVED OUT.

Ss Europa, From Philadelphia, at Hamburg.
Ss Taormina, From New York, at Hamburg.
Ss Aller, from New York, at Bremerhaven.
Ss Tower Hill, from New York, at London.
Ss Chattahoochee, Edwards, Havanah.
Ship San Joaquin, Larrabee, Hiogo.
Bk Umbria, from New York, off Browhead.
Bark Nellie Brett, Knight, Boston.

SAILED FROM FOREIGN PORTS.

Ss Lahn, from Southampton, for New York.
Ss Birmania, from Mediterranean ports, for New York.

OUTGOING STEAMSHIPS.

Sail To-day.

	Mails Close.	Vessels Sail.
Alps, Trinidad	1.00 P. M.	3.00 P. M.
Andes, Windward Islands		3.00 P. M.
Bermuda, St. Croix	10.00 A. M.	12.00 M.
Bermuda, Queenstown	12.30 P. M.	3.00 P. M.
Circassia, Glasgow	4.00 A. M.	8.00 A. M.
City of Washington, Havana	1.00 P. M.	3.00 P. M.
Habana, Havana	10.00 A. M.	12.00 M.
Kansas City, Savannah		3.00 P. M.
La Gascogne, Havre	2.30 A. M.	5.00 A. M.
Newport, Colon	10.00 A. M.	12.00 M.
Tybee, Nassau	1.00 P. M.	.....
Werkendam, Amsterdam	3.00 A. M.	5.00 A. M.

INCOMING STEAMSHIPS.

Due To-day.

Santiago	Nassau	Jan. 6
Scandinavia	London	Dec. 24
Amsterdam	Rotterdam	Dec. 27
City of Chicago	Queenstown	Jan. 1
Etruria	Queenstown	Jan. 4

Due Sunday, Jan. 11.

Alliance	St. Thomas	Jan. 2
Trinidad	Bermuda	Jan. 3
Hindoo	Bull	Dec. 28

Due Monday, Jan. 12.

La Normandie	Havre	Jan. 3
Alene	Port Limon	Jan. 3
Yucatan	Havana	Jan. 6

Due Tuesday, Jan. 13.

Alvo	Kingston	Jan. 7
Colon	Colon	Jan. 4

Business Notices.

Barry's Tricophorous keeps the hair moist, thick, lustrous; prevents it from becoming harsh. 50c.

Dr. Lyon's Perfect Tooth Powder whitens the teeth and purifies the breath. 25 cents.

Keep's Shirts to Measure, Six for $9. None better at any price. 109 and 611 Broadway.

For Throat Diseases and Coughs use "Brown's Bronchial Troches." 25 cts. a box.

MARRIED.

DARLING—BRADLEY.—In Madison, Conn., Wednesday, Jan. 7, by the Rev. Dr. James L. Willard, Miss Susie S. Bradley of Madison, to Wesley A. Darling of Providence, R. I.

HULSART—TOLLEY.—In Bridgeport, Conn., on Wednesday, Jan. 7, at St. John's Episcopal Church, by the Rev. Beverly R. Warner of Christ Church, Miss Eudora Tolley of this city to George N. Hulsart of New York city.

DIED.

BANKS.—In Bridgeport, Conn., Jan. 8, of pneumonia, Warren H. Banks, aged 41 years and 10 months.
Friends are invited to attend the funeral from his late residence, 102 Nichols st., on Sunday afternoon at 2 o'clock.

BRISCOE.—At Norwich, Conn., Jan. 7, 1891, Lelia Rogers, wife of Willis A. Briscoe, daughter of Henry Smith of Ridgefield, Conn.
Services at her late residence, 101 Union st., on Friday at 2 o'clock P. M.; final services at St. Stephen's Church, Ridgefield, on Saturday at 11 o'clock A. M., on arrival of 8 o'clock train from New York.

CARMAN.—On Jan. 9, at her late residence, 520 West 37th st., Adelia, widow of William H. Carman, in her 63d year.
The interment will take place at Troy, N. Y.

CLARKE.—On Jan. 8, 1891, James E. Clarke, aged 40 years.
Funeral from Liberty av., near Warwick st., Brooklyn, on Sunday at 2 P. M.

CORNISH.—On Thursday, Jan. 8, 1891, Charles L. Cornish, in the 70th year of his age.
Funeral services at his late residence, 40 West 53d st., to-day at 4 o'clock.

CRANCH.—In Urbana, Ohio, Jan. 6, 1891, John Cranch, artist, aged 84 years.

DRUCKER.—On Thursday, Jan. 8, 1891, of pneumonia, Philip Drucker, beloved husband of Elizabeth Seyerle, aged 26 years 6 months and 19 days.
Funeral from his late residence, corner Grand and Goerck sts., Monday, Jan. 12, at 8:30 A. M.; thence to the Church of Our Lady of Sorrows, corner Pitt and Stanton sts., where a solemn mass of requiem will be offered for the repose of his soul; thence to Calvary.

DUANE.—On Jan. 8, at her late residence, 286 Pleasant av., Isabella T., widow of John Duane and daughter of Thomas and Rose Wade, in her 82d year.
Funeral to-day at 2 P. M., from the Church of Our Lady of Mount Carmel, 478 East 115th st., where a solemn requiem mass will be offered at 10 A. M.

DUGAN.—At West Farms, New York city, on Jan. 8, Louisa A. Murphy, wife of Dennis Dugan.
Relatives and friends are invited to attend the funeral on Monday, Jan. 12, from the Church of St. Thomas Aquinas, West Farms, where a solemn requiem mass will be offered at 10 A. M.

DURICK.—At his late residence, 660 Union st., Brooklyn, John Durick, in the 68th year of his age.
Relatives and friends of the family and those of his son, the Rev. J. J. Durick, are invited to attend the funeral on Monday, Jan. 12, at 10 A. M., from St. Francis Xavier R. C. Church, 6th av. and Carroll st., Brooklyn.
Kindly omit flowers.

EGBERT.—On Jan. 8, 1891, Marion E., wife of Isaac L. Egbert and daughter of Nicholas Lynch, U. S. N.
Funeral private.
Baltimore papers please copy.

EVARTS.—In New Haven, Conn., Jan. 8, William R. Evarts, aged 65 years.
Interment at Madison, Conn.

FLESCHE.—Suddenly, on Friday, Jan. 9, Isabella, wife of Walter Flesche, at her late residence, 579 Lexington av., Brooklyn, aged 32 years.
Funeral services at 8 o'clock P. M. to-day.
Interment at Greenwood on Sunday at 11 o'clock.

GEDNEY.—In New Haven, Conn., Jan. 8, Mrs. Mary A. Gedney, aged 71 years and 5 months.

GETTY.—In Yonkers, Thursday, Jan. 8, Eleanor Cornelia, daughter of Robert P. Getty.
Funeral from St. Paul's Church on Monday afternoon, Jan. 12, at 2 o'clock