WASHINGTON.

CONTINUED FROM THIRD PAGE.

and Pike's Peak, $640,000; Central branch Union Pacific, $960,000. Total, 1,794 miles; $44,337,000. What additional amount was yet to be issued he had no means at hand to determine. This railroad company was the successor of the Leavenworth, Pawnee and Western Railroad Company, chartered by the Border Ruffian Legislature of Kansas Territory in 1855. Having become tired of the old border ruffian name of the corporation, Congress changed the name, in 1864, to the Union Pacific Railroad Company, Eastern Division. He had no time to go into the extraordinary and disreputable history of that litigation; the wranglings and fights of the different rings and companies, the use of the United States troops to drive off one set of claimants for the benefit of another, and the killing of Sam Hallet, the man at whose instance the troops had been called out. Indeed, the question was now, he understood, pending in the courts as to which was the real company entitled to the Congressional subsidy; and it might be well to inquire whether the company that was lobbying the bill through was not in reality a bogus concern. Averaging the price of the company's land at three dollars per acre, and he had read a circular setting the value of it, would be over twenty-three millions. The recapitulation would then be:—

United States bonds subsidy	$6,303,000
Land subsidy worth	23,240,000
Privilege of subordinating first mortgage bonds	6,303,000
Total aid	$35,846,000

This was the amount received by the company for building a railroad 400 miles in length, and which is represented as being one of the easiest and cheapest ever constructed in America. It was equal to $89,615 per mile, and, putting the actual cost at its highest possible estimate, $30,000 per mile, it would leave a net profit to the company of $59,615 per mile, which for 400 miles would give the company $23,846,000. Mr. Washburne proceeded to show that the road was badly located and poorly built, and asked whether it was possible that anything more than the facts he had related was necessary to secure the almost unanimous rejection of the bill. He had not gone into the scandals connected with the management of the road, its extortions on the public and the mixing up of its directors with contracts for building it; but he had read a communication from H. M. and S. H. Simpson, of Lawrence, Kansas, exposing some of these facts. In conclusion, he said that he would not have taken up so much of the time of the House had it not been for the fact that the bill was the "pioneer bill" of the session, and that the House was, by the vote upon it, to determine its policy on the subject of other land grants and subsidies to railroads. If this bill were passed, with all its enormities, the House would be ignoring the demands of the country, and would be giving emphatic sanction to other projects that were lying in wait, involving some $200,000,000 to aid in the construction of some ten thousand miles of railroad. Two hundred millions for the benefit of corporations, speculators, lobbyists and adventurers, while a pestiferous monopoly, the Western Union Telegraph Company, was to be perpetuated, which was robbing the public of ten millions a year.

The House then, at five o'clock, adjourned.

WOMAN'S RIGHTS CONVENTION.

Gathering of Strong-Minded Representatives—Opening Address by Senator Pomeroy—Election of Officers—"A White Man's Government" Condemned.

WASHINGTON, Jan. 19, 1869.

The twelfth regular National Convention of Woman's Rights commenced its sessions to-day. There was a large attendance of delegates, among the most prominent from abroad being Mrs. Frances Miner, Mrs. Annie Kingsbury, Mrs. Lucretia Mott, Mrs. Cady Stanton, Mrs. Susan B. Anthony, Senator Pomeroy, Parker Pillsbury, E. M. Davis and Mrs. Dr. Hathaway. On the stand, besides the persons mentioned above, was Dr. Menard, the colored member of Congress elected from Louisiana. A colored woman sat in the audience; while Mrs. Dr. Mary Walker and Mrs. Harman, dressed in male attire, were quite active in passing back and forth from the audience room to the stage. About sixty delegates were in attendance.

The Convention was called to order by Senator Pomeroy, of Kansas, who delivered an address, speaking in encouraging terms of the bright prospects for a speedy consummation of the principles of woman's suffrage.

Lucretia Mott briefly addressed the Convention, thanking Senator Pomeroy for the encouraging words he had spoken and congratulating the females of the country upon the approaching success of the principle which brought them together.

Rev. Dr. Gray led in prayer, saying the time would soon come when woman, who was from the rib of man, would assume her social and civil rights along side of those of man.

Mr. E. M. Davis, of Philadelphia, took exception to the prayer. In it, he said, the gentleman had spoken of woman as of the rib of man, while all history and the Bible proved that woman was the equal of man.

Mrs. Lucretia Mott and Mrs. Cady Stanton endorsed the position of Mr. Davis, and the former lady said that at that portion of the prayer she raised her head because she could not admit any such inequality.

The Convention organized by the election of the following named officers:—President—Lucretia Mott; Vice Presidents—Mrs. Martha Wright, of New York; Robert Purvis, of Philadelphia; J. H. Ela, of New Hampshire; Mrs. Frances Miner, of Maryland; Mrs. E. C. Stanton, of New Jersey; Giles B. Stebbins, of Michigan, J. B. Wolff, of Colorado; Jane B. Archibald, of Kansas; Annie Gardiner, of Virginia; Secretaries—J. K. Wilcox, of Washington; Annie Denton Cridge and George P. Neidham; Treasurer—J. H. Crane.

A series of resolutions were offered declaratory of principle and concluding with a condemnation of "a white man's government," because in proportion as you increase the number of tyrants, in the same ratio the condition of the disfranchised is made more hopeless and degraded.

WEST SIDE ASSOCIATION.

Speedy Completion of the New Boulevard—Public Improvements—The Underground Railway.

At a meeting of the West Side Association, held last night at the Everett Rooms, corner of Broadway and Thirty-fourth street, there was a large representation of the property owners of the west side. The President of the association, Mr. William A. Whitbeck, presided. The object of the meeting was to consider the necessity of the speedy completion of projected improvements on the west side, the grade of the Eighth avenue and the more rapid transportation of passengers to the upper end of the island.

In stating the objects of the meeting the president said, in reference to these subjects, that delay in opening the first section of the Boulevard had cost the city and the owners of property assessed to pay for this improvement over $2,000,000. This he accounted for on the ground of the continual rise in value of real estate in New York, the right of way for the lands required for this grand avenue, which could have been obtained in 1866 for $1,500,000, costing in 1868 $3,500,000. The extra $2,000,000 went into the pockets of the owners; but it was less satisfactory to them than if they had received the market value of their lots two years ago, for the $1,500,000 reinvested would have yielded over $2,000,000 profits. The upper section of the Boulevard is still to be opened, and by the time it is opened $3,000,000 more—$5,000,000 in all—may be set down to the account of unnecessary delay in the matter of this improvement alone. The causes of heavy taxation, it was said, were apparent, and relief was to be had by the speedy opening not only of the upper section of the Boulevard, but also of the opening of the Riverside and Morningside parks, the park at Washington Point and all the streets, avenues and public places now remaining unopened, the lands for which must be purchased and paid for at the market value. The speedy completion of all the public improvements of the west side was demanded for other and higher reasons. Recurring to the Boulevard the speaker said that the idea upon which it was projected was the extension of the Park drive so as to embrace Washington Heights and the elevations at the northern end of the island. As yet only one half of this had been commenced, and no movement at all had been made on the Washington Heights section, the most important portion of the work. The present section might become a great thoroughfare in the sense in which Broadway and Third avenue are great thoroughfares; but the great purpose for which the Boulevard was designed—that is, a grand drive—would never be realized until fully completed. In conclusion the speaker said, in referring to the subject of steam transportation, that in his judgment rapid transportation by steam to the upper end of the island, by the underground railroad or otherwise would not be had until the people of the city in mass take the matter in their own hands, and determined, first, that no more franchises for carrying passengers are to be given away, and that they are to have the benefit of them in cheap fares; second, that all opposition must cease; third, that the route selected for the first road, whatever the plan of its construction, should be a practicable one, either upon Broadway or so near to it as best to accommodate the public.

When the president had concluded his remarks Mr. Robert Marshall offered a resolution to the effect that the people petition the Legislature to repeal a provision of the Tax Levy bill altering the grade of Eighth avenue, as fixed by the Central Park Commissioners.

General Butterfield offered a resolution requesting the Executive Committee of the Association to invite the attention of the Hudson River Railroad Company to the great benefits likely to follow the construction of a double track above their present track from St. John's Park to Spuyten Duyvil creek, for metropolitan travel by steam power.

Resolutions were offered requesting the Eighth Avenue Railroad Company to run cars to 125th street half hourly, or even more frequently, during the entire night; requesting the Hudson River and Harlem Railroad Companies to run hourly accommodation trains on their roads as far as Harlem river; urging the completion of the Boulevard and other public works with the utmost speed, and thanking the Central Park Commissioners for their efficiency in grading the Boulevard between Fifty-ninth and 155th streets. There was also a resolution offered favoring the removal of the Croton aqueduct between Ninety-third and 112th streets to Tenth avenue. All the resolutions were adopted.

Mr. Clark spoke with enthusiasm on the subject of an underground railroad and what he had seen of roads of this kind in London, and finally offered a resolution requesting the association to confer with the East Side Association and devise some means of co-operation by which more rapid communication with the upper end of the island could be obtained.

The meeting then adjourned.

AMUSEMENTS.

UNION LEAGUE CLUB THEATRE.—Mme. Aguste von Bärndorf appeared last evening at the bijou theatre of the Union League Club in three of her most popular characters, before a large and select audience. The first piece presented was "Aunt and Niece," in which Mme. Barndorf sustained the character of Florentine, the aunt of Amande, whose intended husband falls in love with Florentine under the supposition that she is Amande; but before marrying her discovers his mistake, which, however, does not cause him to forego his intended hymeneal pleasures. In this piece Mme. Bärndorf was ably assisted by Herr Dombrowsky as Hofrath Strober and Herr Jendersky as Burghard. In a little one act comedy, "Connubial Scenes," in which she was the only character, Madame Bärndorf's talents for light comedy were favorably shown. She unites the earnestness and admirable naturalness of the German school of comedy with the finish and grace of the French. Every movement and action is that of the aristocratic, high bred lady and the accomplished artist. Her toilets also are in the highest degree tasteful and fashionable. To-night she plays the well known comedy, "A Glass of Water," at the Stadt theatre. She will be supported by the favorite actress, Mme. Steglich Fuchs, and the rest of the stock company.

THE TAMMANY.—This popular establishment is still rich in its multitudinous varieties, and the grand theatre is consequently nightly filled to overflowing. Among the additional attractions which have been added to the vast concern since the opening is the Café Amusant, where "oysters in every style" are served up by a master hand. A handsome panorama of Scotland, disclosing some of the principal views of that country, is also being exhibited, together with the rollicking diversions of "Punch and Judy," at which the young people screech with delight. Maffit's comic pantomime, "Robert Macaire, or the Two Fugitives," was one of the features of the lengthened programme. It is a burlesque on the drama of that name, and the effect last night was highly amusing. The veritable Robert could not have been more satisfactorily impersonated, while Maffit as Jacques Strop hopped about like a kangaroo, to the immense gratification of the audience. Altogether, the entire entertainment was thoroughly appreciated. The Tammany is now taking a firm stand among the favorite institutions of the city, and the increasing attendance of the fair sex will doubtless add to its popularity.

STEINWAY HALL.—Mme. Elena Lanari made her debut last night before a crowded audience. We heard her in two pieces which were well calculated to test the versatility of style in an artist. They were, "Ah! non Giunge," the celebrated rondo, with the preceding recitative, from "Sonnambula," and "Ah! Forse è Lui," from "Traviata." In the first there was ample room for a display of facile execution and florid vocalization; in the second, an opportunity for showing tragic power. Mme. Lanari's voice is a light soprano, of the Persiani school, trained to the highest degree in the Italian school. Whatever the merits of the other schools of singing may be, the Italian is the only true one for the formation of the voice. Still there are some defects in it which are perceptible in Mme. Lanari's voice. Those defects only exist when the Italian school alone is used for the development and finish as well as the formation of the voice. The principal defect is the loss of freshness and, we might say, "naturalness" of the voice, and the substitution of artificial tones, exquisitely finished, of course, but, nevertheless, artificial. There is also a tendency to "throatiness," instead of singing from the chest in the middle register. This gives the tone a muffled and subdued character, which seems to keep the voice constantly under restraint. But, notwithstanding these drawbacks of her school, which nearly all Italian singers have, Mme. Lanari made a genuine success last night. She executes with ease and fidelity, and in the "Traviata" selection she gave evidence of high dramatic power. In the opera she must become a favorite. Mr. Hill and the other artists acquitted themselves commendably.

LECTURES LAST NIGHT.

THIBET.

The Heights of Central Asia—Lecture by Professor Von Schlagintweit.

The third lecture on "High or Central Asia," by Professor Rudolph von Schlagintweit, was listened to last evening by but a slim audience, at the rooms of the Historical Society. Probably the condition of the streets kept a large number of the usual attendants away, and these may feel sorry hereafter for having lost the opportunity of hearing a lucid description of the highest peaks, passes and mountains in the world. The Professor described the account by himself and brothers of the Ibigamip to the height of 22,259 feet above the sea, and no lecturer ever gave a more interesting picture of the snowy altitudes of the Swiss Alps. The ascent was undertaken on the 19th of August, 1855. In this summer month the icecled winds which pierced the human face, the footmarks left imprinted upon the icy slopes of cliffs, the dangers and occasional delights, were given with truthfulness and lucidity. Another very interesting part of the lecture was the statement that tamed animals, like horses, bred to the use of man, cannot exist in as high altitudes as wild animals, and that while tame horses would "give out" at a height of 19,000 feet, the wild yaxt, indigeneous to the country, exists in regions from 300 to 400 feet higher. The influence on man of the rarefied air in these high altitudes was graphically described and compared with that felt on ascending the Alps, Mont Blanc, for instance, and the Andes of America, Humboldt, Burmeister, Boeppig, Wagner and others, being cited as authorities. The geological formation was alluded to as a probable cause of this appearance, the absence of volcanoes in Central Asia being referred to, the Andes, in Central America, being a range of volcanic formation, that on the latter the same symptoms on man appear at a height of 10,700 feet, while in Asia they are experienced only after reaching 16,000 feet. The highest point possible for man to inhabit permanently was the Monastery of Haulé, 15,117 feet above the sea; while around the lakes of Mansaraur and Rakus, 15,250 feet high, a number of villages are peopled by a large population. In Europe the highest point inhabited is the Hospice of St. Bernard, 8,114 feet high; and in the Himalaya proper, people living at an altitude of 11,746 remove to lower regions in winter. The Professor referred to the ascensions by balloonists to higher spheres, as given in the HERALD in the reports of Mr. Von Schlagintweit's German lectures, and then stated that a few days ago he had a conversation with Mr. E. G. Squires about the height of the Andes, and that gentleman confirmed him in his belief that no such village as Pueblo de Ocoruro existed, which Señor de Carmoa said he had found at a height of 18,454 feet. Giving a description of Leh, the capital of Ladak, where the Professor and his party remained for some time as the guests of Basti-Ram, the governor, the dry atmosphere of which country brought out electric sparks from their woollen blankets when crossed over with the hand and even from the hair as it was combed. The lecturer announced that his experiences in Turkhistan will be given in his last lecture on Saturday next.

ENGLAND, IRELAND AND AMERICA.

Lecture by George Francis Train.

Mr. George F. Train entertained a small but exceedingly select gathering of his friends and admirers at the Cooper Institute last evening with an excruciatingly funny and highly characteristic lecture on the little difficulties at present existing between England, Ireland and America. Having given a number of valuable hints to the Fenian leaders as to the best and speediest method of "wiping out" Great Britain, and settled the Alabama question to the entire satisfaction of his audience, Mr. Train proceeded to empty the phials of his wrath against the "five cent press." Mr. Greeley, in one of his reports, had indulged in a sneer at the small attendance at a previous lecture, but the orator would have Mr. Greeley to know that those present were picked men, leaders, and represented millions. The principal papers of the city were subsidized by England and the whiskey ring. Grant was in the whiskey ring. Attempts were being made to sell this country to England, but the irrepressible orator was determined to frustrate the scheme. The only way to stop all this fraud and corruption was to pass resolutions declaring immediate war with England. Resolutions to that effect were unanimously adopted. Mr. Train declared that the Atlantic cable was the curse of this country, and hoped some of his hearers would take the hint and cut it at once. Mr. Train was gorgeously arrayed in a blue swallow tail coat, with a velvet collar and a brilliant assortment of brass buttons, a large rosette, in which the colors of the rainbow were beautifully blended, an immaculate white waistcoat and sombre inexpressibles. The coat was buttoned so tightly that whenever the orator's manly breast expanded with emotion all those persons occupying seats near the platform who had heard of Clara Peggotty were observed to flinch.

THE NEW SENATORS.

Sketches of the United States Senators Elected Yesterday.

Below we give short biographical sketches of those Senators to Congress who were elected by the different State Legislatures yesterday and who have not served before in the United States Senate:—

CARL SCHURZ, OF MISSOURI.

The election of Mr. Schurz to the Senate of the United States by the Missouri Legislature yesterday is an event of more than ordinary significance at the present time. A native of Prussia and student at the Bonn University, he first became known as a red republican of the most pronounced stripe. In 1848 and in 1849 he engaged in the Baden rebellion, which, failing, compelled him to fly. He had been condemned to death, and Professor Kinkel, of the University, his tutor and friend, to imprisonment for life. By strategic means he succeeded in effecting the escape of Kinkel and then went to Paris, where he corresponded for several German papers. In 1851 he removed to England, engaged in teaching, and after marrying there emigrated in 1852 to this country. He resided in Philadelphia for three years, then removed to Wisconsin and engaged in politics, stumping the State for Fremont in 1856. During the following year he was the republican candidate for Lieutenant Governor and was defeated. By this time he had completed his study of the English language and soon after appeared in public as an abolition speaker. In 1860 he was one of the delegates to the Republican National Convention held in Chicago, and soon after the inauguration of Mr. Lincoln was appointed Minister to Spain. He did not remain long in Europe, however, returning to take active part in suppressing the rebellion. He was commissioned a brigadier and subsequently rose to the rank of major general of volunteers. The rebellion over General Schurz returned to civil life and for a time acted as the Washington correspondent of a New York paper. Later he removed to Detroit, Michigan, and became the editor of a journal there. It will thus be seen that he has resided in Missouri but a comparatively short space of time. We said in the first sentence of this sketch that his election to the Senate is an event of more than ordinary interest at the present time, and so it is. If the speeches of General Schurz be taken as the index to his political ideas, his mind contains but little in common with the institutions of this country. Republicanism as understood here, and as learned by the great majority of his countrymen who have emigrated to the United States, is not that republicanism for which he risked his life in Germany. Here we have a practical democracy; there the utopias of dreamers. Whether General Schurz will abandon his individual notions of government remains to be seen. We trust that he will; for the visionary ideas of red republicanism meet with but little sympathy from the citizens of this country, Germans, Irish and Americans alike. They possess too much the elements of destruction; too little the elements of construction.

HANNIBAL HAMLIN, OF MAINE.

Yesterday the Maine Legislature elected this gentleman a member of the United States Senate for the term ending in 1875. He was born in Maine on the 27th of August, 1809, and is a lawyer by profession. He first appeared in political life as a member of the State Legislature, was a Representative to the Twenty-eighth and Twenty-ninth Congresses, and in May, 1848, was elected a member of the Senate for four years to fill the vacancy caused by the death of John Fairfield. In 1851 he was re-elected for the full term, but resigned his seat to become Governor of the State. Being re-elected to the Senate, however, he resigned the office of Governor, having held but little over one month. In 1860 he was nominated for the office of Vice President of the United States and was elected on the same ticket with Mr. Lincoln. Not being renominated Mr. Hamlin returned to civil life upon the expiration of Mr. Lincoln's first term, but was soon after appointed Collector of Customs for Boston by President Johnson.

JOHN P. STOCKTON, OF NEW JERSEY.

Mr. Stockton's election by the New Jersey Legislature yesterday will gratify many who believe that he was unjustly deprived of his seat in the Senate in 1866. He is a native of Princeton, N. J., and is descended from a very distinguished family of the Revolution. His great grandfather was one of the signers of the Declaration of Independence, while his grandfather and father both served in the United States Senate. It is also a fact worthy of mention that these three ancestors were all born in Princeton and all died at the same place. The subject of this sketch was admitted to the bar in 1849 and after practising for a short time was appointed by the New Jersey Legislature to revise the laws of that State. Subsequently and for several years he was the Reporter in Chancery. In 1858 he was appointed Minister Resident to Rome by Mr. Buchanan, but was recalled at his own request immediately upon the election of Mr. Lincoln. In 1865 the New Jersey Legislature elected him a Senator in Congress for the term ending 1871. That he was fairly elected all unprejudiced persons admit, but his right to the seat being questioned in consequence of a slight informality attending the election, the Senate, by a vote of twenty-two to twenty-one, ejected him, ostensibly on the grounds of justice, but really to make sure of a two-thirds majority against the President. This disposition of his case excited considerable indignation in New Jersey and it was understood that upon the first opportunity he should be elected. At the caucus of the democratic majority, held a few days ago, he was accordingly unanimously nominated. Mr. Stockton is a gentleman of ability, and will reflect credit upon his State.

THOMAS BAYARD, OF DELAWARE.

Of this gentleman's past history we know but little. He is a lawyer by profession, we believe, and is said to be a man of ability. His father, James A. Bayard, is at present one of the Senators from Delaware, and will be succeded next March by his son. Richard H. Bayard, an uncle, and James A. Bayard, his grandfather, were both prominent members of Congress, the first in the Senate, and the other in the House. Another member of his family, John Bayard, was a delegate to the Continental Congress in 1785. It will thus be seen that the new Senator comes from a distinguished family. He is, as might be supposed, a democrat in politics.

JOHN SCOTT, OF PENNSYLVANIA.

In March next Mr. Scott makes his first appearance in Congress as a Senator, to which high office he was yesterday elected by the Pennsylvania Legislature. He is a native of the State, a prominent member of the bar, and excepting one year of service in the Legislature has never held office before. Until the outbreak of the rebellion Mr. Scott was an active democrat of the Jeffersonian school. When the South seceded, however, he abandoned his party and joined the republicans, to which political organization he has since belonged. In 1864 he strongly supported Mr. Lincoln's re-election and in 1866 took sides with Congress against President Johnson. Mr. Scott is said to be a gentleman of integrity and ability. His election has caused some disaffection among the radical politicians on account of his reputed friendship to Senator Cameron, but it is generally believed that he is about the most acceptable selection that could have been made.

THE OTHER SENATORS ELECTED.

The following named gentlemen were all re-elected by their respective State Legislatures yesterday:—

Massachusetts—Charles Sumner, radical.
Michigan—Zachariah Chandler, radical.
Minnesota—Alexander Ramsey, radical.

Sketches of the above named gentlemen, as also a sketch of Reuben E. Fenton, of this State, have already been published in these columns. Mr. Matt. H. Carpenter was yesterday nominated for United States Senator from Wisconsin on the sixth ballot, and will undoubtedly be elected. The democrats will vote for Mr. Doolittle. In Indiana there appears to be a bolt of republican members from Lieutenant Governor Cumback to the radical nominee. One ballot was taken yesterday, which resulted as follows:—

	Senate.	House.
Cumback, radical	22	48
Hendricks, democrat	19	45
Scattering	9	7

Mr. Hendricks appears to run ahead of his party strength, there being only seventeen democrats in the Senate and forty-three in the House.

FIRE AT DERBY'S ATHENÆUM.

Destruction of Works of Art—Rothermel's Fine Picture Burned—Loss $50,000.

At half-past nine last evening a fire was discovered on the second floor of the Derby Athenæum, No. 680 Broadway, by Mr. Derby, Jr., who gave the alarm. The Fire Department responded promptly, and, turning on the water, extinguished it. The room where it broke out was used as an art gallery for paintings that required retouching, and contained several valuable productions of the best artists, including Rothermel's fine unfinished picture of "Lincoln's Last Reception." The fire was confined to the room in which it originated, but the paintings were entirely destroyed. The loss, Mr. Derby estimates, will reach $50,000. Rothermel's picture alone is valued at $25,000 or $30,000. It was impossible to ascertain the subjects of the other paintings.

The stock on the lower floor was slightly damaged by water, and the loss would have been much larger had not the insurance patrol arrived promptly with their oilcloths. Mr. Derby has $90,000 insurance on the stock and fixtures, and $12,000 on his lease and improvements, in various companies, the names of which could not be learned.

The building, which is owned by the East River National Bank, was damaged about $300, and is fully insured. The fire will not interfere materially with the resumption of business on the ground floor. Fortunately no water passed through into the extensive gallery in the rear of the store, or the loss would have been very much increased.

NEW PUBLICATIONS.

The Magazines.

HINE'S QUARTERLY; OR, THE REVOLUTION. By L. A. Hine. Cincinnati.

We have here a new quarterly magazine with a very terrifying name. Mr. Hine evidently aspires to be known in future history as the Spurius Cassius of America, and we feel sanguine that he will be successful if his publication ever succeeds in reaching mediocrity. A more spurious Cassius cannot be imagined. His agrarian ideas are grandly incomprehensive; his plan of revolution magnificently utopian. He can be consoled with the idea that his opposition to men becoming wealthy will never be abated by his becoming rich off the book before us.

OUR YOUNG FOLKS. February. Boston: Fields, Osgood & Co.

There is nothing in this number of *Our Young Folks* to which we cannot accord hearty praise. Instruction, interest and amusement are so happily mingled that every boy or girl who reads the magazine will be trebly benefited by its perusal. "Among the Glassmakers" and "Navigation and Discovery before Columbus" are the best papers, for they contain to a greater degree all of the qualities we have already referred to.

DEMOREST'S ILLUSTRATED MONTHLY. February, 1869.

The fashions in this number are, as usual, "fearfully and wonderfully" explained. Do our lady readers desire to ascertain how a "Georgette," "Panier" or other kinds of dress of the very latest styles are constructed? A brief reference to this magazine will satisfy the desire. The literature being written exclusively, or almost so, by women, is sweetly weak, but not insipid. For saying this the Sorosis will pardon us.

THE LITTLE CORPORAL. January, 1869. Chicago: Alfred L. Sewell.

This is a very pleasant little monthly, full of good reading for children.

Annuals.

THE AMERICAN YEAR BOOK AND NATIONAL REGISTER. Hartford: O. D. Case & Co.

We have received the advanced pages of a work bearing this title, and after a careful perusal do not hesitate to pronounce it a very valuable annual. It is divided into six parts, namely:—"Astronomical Department," "The United States," "Foreign States of the World," "Religious Statistics of the World," "Miscellaneous Essays," and "Presidential Election Statistics." Every part is carefully and accurately compiled. We have a history of the United States and of each particular State; histories (brief, of course) of all foreign countries, and an interesting history of religion. The statistical part of this work is very good, except in the estimate of the number of Catholics in the United States, given at five millions, when ten millions would be nearer the correct figures. Altogether this work is and will be most valuable as a book of reference. It certainly contains an immense amount of information.

UNITED STATES REGISTER—BLUE BOOK for 1869. New York: J. Disturnell.

This familiar and well tried annual is as reliable as any previous number, and is, as usual, well gotten up.

THE TRIBUNE ALMANAC for 1869. New York: *The Tribune.*

THE DEMOCRATIC ALMANAC for 1869. Van Evrie, Horton & Co.

THE WORLD ALMANAC for 1869. New York: *The World.*

We have in the above political almanacs three publications, by three publishers, widely differing in ideas. The Tribune Almanac is an old and reliable compilation, and has always been a popular source of reference. This year's number keeps up its reputation, but there are a few errors which should be noticed. Among the list of members elect to the Forty-first Congress we find the name of Charles M. Hamilton for Florida. Now that individual is a member of the present Congress. The election for a representative to the next House was ordered the 26th of December, but we have seen no report of its having taken place. Probably it was postponed on account of the war between the Governor and Lieutenant Governor. Again, in giving the vote for Congressmen in Missouri it should have been honestly stated that General Shields, in the Sixth, and Mr. Switzler, in the Ninth, were both fairly elected, but that by a most arbitrary exercise of power the votes of Jackson and Platte counties in the one and the vote of Homer county in the other were thrown out for the especial purpose of defeating the democratic candidates. This was done in Louisiana, and is so stated in the almanac. There are some other errors of a minor nature in the political statistical department, but, as a whole, it is excellent. The astronomical department is good, as usual.

The Democratic Almanac is not so comprehensively gotten up as its radical contemporary, and has some faults. It gives Grant a total of thirty-two more votes in this State than he is officially credited with. We would suggest that as yet there has been no election for members to the forty-first Congress either in Florida or Georgia.

The World Almanac, like the the others before referred to, contains full astronomical calculations and political statistics. The total vote in Louisiana, including the parishes thrown out, is incorrectly given, being 80,000, according to the official reports. The type and presswork of this almanac are exceedingly poor, and cannot be compared at all with either of the other two noticed.

THE ROGERS MYSTERY.

The Eavesdropping—One of the Prisoners Speaks—A Mysterious "Jim" Referred to—Some of the Detectives Abandon the Search—Talk of a Habeas Corpus.

The announcement in one of the city journals that "Tom" had been struck with remorse and, frightened by Mayor Hall's *pronunciamiento*, had come forward and opened his heart, thrilled all those who are accustomed to credit *canards* with joy. To the police it was news; to Tom, who, it is believed, daily reads the papers, it was a good joke. The public have been crammed with so many absurd reports that they look with suspicion upon everything they read, and were it announced that the murderer would to-day present himself at the Coroners' office and own his past errors it is very questionable whether a dozen persons would be there to see him.

THE PRISONERS AT THE FIFTEENTH PRECINCT are still kept in close confinement, but within the past few days have been allowed to communicate with one another. During these periods detectives have from adjacent cells exercised their sense of hearing in vain. The prisoners are too sharp to be caught in that way, and laugh and joke with perfect freedom and recklessness. On Monday one of them in conversation remarked that "The chap that did that job won't be got. He's an old coon, who's not asleep, is Jim." This was seized upon as a revelation of an important character, and Jim is the gentleman whose presence is now required. It is really too bad that Tom and Jim do not show themselves. They have attained such a notoriety that were they to unveil themselves, stand a trial and get acquitted, they might possibly be honored with a seat in the Board of Assistant Aldermen.

THE DETECTIVES GIVE UP THE JOB.

Smarting under the defeat in unravelling the mystery several of the special officers, including John Harris, of the Fifteenth, have abandoned the chase and returned to their old duty. Captain Caffrey, unfortunately, is quite indisposed and confined to his residence, so no new moves have been made. The friends of the prisoners are talking of suing out a habeas corpus for their discharge, but no steps had been taken in that direction last night. The statement published in the evening papers that Tallent was taken before Coroner Flynn, the Mayor and District Attorney yesterday is erroneous. Neither he nor others have been out of the prison since their incarceration.

COMMERCIAL TRAVELLERS.

NEW YORK, Jan. 11, 1869.

TO THE EDITOR OF THE HERALD:—

You will have the hearty thanks of the enterprising merchants and manufacturers of the East if you will agitate the question so ably started by you in your issue of to-day, to do away with the special tax on non-residents who offer goods for sale by sample throughout the country. It is for the interest of every man doing business here or elsewhere in the United States that commerce should be as free as possible and open to the competition of all citizens. The larger jobbers throughout the inland cities generally favor this obnoxious license on the ground that it gives them a monopoly of the small trade of their own section, and I believe this is the only ground of their support of it. They claim that were it not for this the New York, Boston and Philadelphia merchants would sell the retail trade of their section at lower rates than they could afford to compete with. This is a fallacy, inasmuch as the small trade buy little and often, and require, as a rule, time on their purchases, and the Eastern merchant, that could sell cheaper than the country jobber, would hardly like to spread his goods over the country among a class generally of small pecuniary responsibility, and where his customers would average a thousand miles in distance from his warehouse, so that his control over them would be but slight and his information about them but small generally, and only to be obtained on the spot by his traveller, whose discretion no cautious merchant would be satisfied to rely on entirely. Nor would it pay for him to sacrifice his jobbing customers, which he certainly would do if he interfered with their trade. Nor would it pay pecuniarily, for the salary of a traveller varies from $1,000 to $3,000 per annum and his travelling expenses from sixty dollars to $100 per week, and he would have to sell a great many goods to meet his expenses, and this, always remember, to a class that buys but small amounts; and he may visit a dozen in his line of business before he finds one in want of what he offers. When a merchant sends out drummers he aims to sell to the jobbers, whose large purchases make the expenses but a small percentage and whose responsibility can be easily ascertained, and if he cannot sell to them he then endeavors to induce them to visit him when they come East, and for that purpose the drummers generally offer their best goods at the lowest price, as a proof of their ability to sell as low or lower than the country jobbers have been in the habit of buying. Most of the large houses on the Eastern seaboard send out drummers, and many large country jobbers never leave their own section, being entirely supplied through this means, the competition being so great that they can always do as well at home as they can by going East, and save themselves thereby much time and expense. If one goes to any Western city he will find the hotels full of travelling agents, who generally evade this obnoxious law; but, no doubt, there are many conscientious merchants who do not send out agents on account of this law, and therefore it would be to the interest of all to repeal it and let the conscientious compete with the less scrupulous. This is a very unjust tax on the young merchant, who has to pay to the United States government not only a license but a percentage on his sales. Now add to this the various town and city license fees, varying from fifty dollars to $150 each per annum, and, if all paid, would probably amount to over $2,000 in the Northern States alone, and it is easy to see that none, with only energy and a small capital, could afford to compete with the old established houses.

C. T. S.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	7 20	Moon sets	morg — —
Sun sets	5 03	High water	morn 1 10

Weather Along the Coast.

JANUARY 19—9 A. M.

Port.	Wind.	Weather.	Thermometer.
Plaister Cove	NE	Snowing	15 above
Portland	N	Cloudy	10 above
Boston	W	Clear	20 above
New York	NW	Cloudy	28 above
Philadelphia	NW	Clear	36 above
Wilmington, Del	N	Clear	30 above
Washington	NW	Cloudy	36 above
Fortress Monroe	W	Clear	38 above
Richmond	N	Clear	31 above
Savannah	NNW	Clear	46 above
Charleston	N	Clear	48 above
Mobile	NE	Clear	41 above
New Orleans	E	Cloudy	47 above
Key West	N	Cloudy	67 above
Havana	NE	Cloudy	76 above

PORT OF NEW YORK, JANUARY 19, 1869.

Herald Packages.

Captains and Pursers of Vessels arriving at this port will please deliver all packages intended for the HERALD to our regularly authorized agents who are attached to our Steam Yacht fleet. The New York Associated Press do not now collect marine reports nor attend to the delivery of packages, as will be seen by the following extract from the proceedings of the regular monthly meeting, held March 3, 1868:—

Resolved, That on and after April 1, 1868, the Associated Press will discontinue the collection of ship news in the harbor of New York. Passed unanimously.

☞ The office of the Herald steam yachts JAMES and JEANNETTE is at Whitehall slip. All communications from owners and consignees to the masters of inward bound vessels will be forwarded free of charge.

CLEARED.

Steamship Colorado (Br), Cutting, Liverpool—Williams & Guion.

Steamship Acadia (Br), Lees, Glasgow—Henderson Bros.

Steamship Charles Chamberlain, Baker, New Orleans—Snow & Burgess.

Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co.

Steamship James Adger, Lockwood, Charleston—H R Morgan & Co.

Steamship Niagara, Blakeman, Norfolk, City Point and Richmond—N L McCready.

Steamship Worcester, Child, Baltimore—W Dalzell.

Steamship Glaucus, Walden, Boston—W P Clyde.

Ship American Congress, Jordan, London—Grinnell, Minturn & Co.

Bark M Heydorn II (NG), Trautsen, Antwerp—Edye & Brock.

Bark Snowdon, Wood, Cienfuegos—Miller & Houghton.

Bark Ellen Stevens, Howe, Matanzas—Waydell & Co.

Bark Blanche How, Ingersoll, New Orleans—R H Drummond & Co.

Brig Flora (Br), Laprelle, Buenos Ayres—Henry, De Cordova & Co.

Brig Maud (Br), Marshall, Seville—Crandall, Umphrey & Co.

Brig La Creole (Dutch), Campbell, Curacoa—Dovale & Co.

Brig Triton (Br), Larkin, Barbados—Jones & Lough.

Brig Addie Murchie, Hill, Ponce—Simpson & Clapp.

Brig L Warren, Harriman, Matanzas—J E Ward & Co.

Brig Kossak, Elliott, Calbarien—F Talbot & Co.

Brig Spray (Br), ——, St Johns, NF—G H Brewer.

Brig D H Doane, Veazie, Darien, Ga—R P Buck & Co.

Schr Ellen Perkins, Perkins, Rio Grande de Sul—J Bento & Co.

Schr Sarah Maria, Horton, Demarara—B J Wenberg.

Schr Grasmere (Dan), Henry, St Johns, PR—Penlston & Co.

Schr Catawamteak, Lord, Savannah—Phillips & Brown.

Schr Constitution, Smith, Charleston—N L McCready & Co.

Schr Ida Richardson, Bedell, Charleston—N L McCready & Co.

Schr John, Fields, Wilmington, NC—E S Powell.

Schr Gettysburg, Corson, Wilmington, NC—N L McCready & Co.

Schr John Ferris, St John, Wilmington, NC—Thomas & Holmes.

Schr Gen Grant, Reed, Norfolk—C E Staples.

Schr N Bloomfield, Hobble, Stamford.

Schr Geo Washington, Peck, Stamford.

Sloop Harvest, Corwin, Providence—H W Jackson & Son.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Nebraska (Br), Guard, Liverpool Jan 5, with mdse and 50 passengers, to Williams & Guion.

Steamship Gen Sedgwick, Gilderdale, Galveston Jan 8, and Key West 14th, with cotton, hides, &c, to C H Mallory & Co. In the Gulf of Mexico, experienced a severe hurricane from all points of the compass; had heavy SW gales south of Hatteras, and gales from the SE when north of it. 75 miles north of Hatteras, saw