WASHINGTON.

Proposed Renewal of the Canadian Reciprocity Treaty.

The Argentine Insult to Gen. McMahon.

Secretary Fish Receives a Diplomatic Explanation from the Argentine Minister.

WASHINGTON, Nov. 5, 1869.

The Reciprocity Treaty with Canada—A Lobby in Its Interest.

The tariff men are in trouble. A few days ago they heard that Grant was about to make some recommendation in his message which they supposed would be adverse to them. This has scarcely become familiar to their ears before they learn that a powerful lobby is being organized here, with one Brega at its head, which has for its object nothing less than the revival of the Canadian reciprocity treaty. It will be remembered that at the last session of Congress General Schenck introduced and had passed a resolution authorizing the President during the recess to inquire into the propriety of reviving the reciprocity treaty with the British provinces. This, the tariff men say, was put through while they were off guard. It afforded the Canadians something to go on, and it appears that they have not been idle. Those who profess to know all about the matter say that the object of the visits of Mr. Rose, the Canadian Finance Minister, last summer, was to urge the revival of the reciprocity treaty. Since then Brega has been hard at work, and if what comes to the ears of the tariff men be correct a treaty has actually been drawn up to be sent to the Senate. Judge Kelley, of Pennsylvania, who may be termed the leader of the tariff men in the House, arrived here last night to oppose the negotiation of a reciprocity treaty and if possible to smash the incipient lobby which proposes to run it through Congress. He devoted to-day to hunting up facts and figures in the Treasury Department, and, armed with a formidable array of statistics, proceeded to-night to the White House to convince the President that a reciprocity treaty with the Dominion is an abomination and a snare. Kelley proposes to show the President from official data that since the expiration of the reciprocity treaty our government has received from the importation of coal from the provinces, in the shape of import duty, over $300,000, from cereals nearly $1,000,000, and from lumber nearly $1,500,000. These are the three principal articles exported by the provincials. He will also show that we have had a heavier export trade with the provincials since the treaty expired than while it was in force. For instance, he says that according to the figures in the Bureau of Statistics during the last two years of the existence of the treaty we sold the provincials only 164,000 tons of coal, while in the two years that have elapsed since the treaty was repealed we have sold them over 305,000 tons. All other articles are in proportion. Kelley's argument to Grant is that we have gained by the abolition of the treaty, and that to revive it would be to give the provincials a bonus of some two millions a year to stay out of the Union.

The Argentine Secretary of Legation in Trouble.

Some days ago B. Mitre y Vedia, a relative of the late and present Commander-in-Chief of the Argentine army and Secretary of Legation of the Argentine Republic here, saw fit to publish what he called a "diplomatic card," wherein he stated that he was authorized by the Minister Plenipotentiary and Envoy Extraordinary of the Argentine Republic to protest against certain statements which appeared in the newspapers and which it was supposed were based on facts mentioned by General McMahon, late United States Minister to Paraguay. These statements were denounced as "gratuitous calumny," which were "offensive to the honor of the Argentine army." Probably Mr. Vedia congratulated himself on the publication of this rather undiplomatic pronunciamento, and, indeed, it is reported that he considered he had got even with General McMahon. This jubilation on his part was destined to be of short duration; for it is understood that to-day, when the Argentine Minister called at the State Department, Secretary Fish called his attention to the "diplomatic card" of his Secretary of Legation, and in a diplomatic way expressed the opinion that it was, to say the least, discourteous not only to General McMahon but to the government of the United States, and decidedly undiplomatic. He also called his attention to the fact that the manner in which General McMahon had been treated by the Argentines, on his return from Paraguay, was disrespectful to our government. General McMahon had been caricatured and insulted in the streets of Buenos Ayres, when he had given no occasion for such treatment. It is said the Minister made some explanation to Mr. Fish, and his secretary is in trouble at the dust he has raised.

The Travelling Appropriations.

The Sub-Committee on Elections, appointed to investigate certain alleged election frauds in South Carolina, had another meeting here to-day, heard a report from the Sergeant-at-Arms concerning his raid upon the money-lenders, and finally resolved to postpone their trip to the Palmetto State until the meeting of Congress. The committee, it appears, had no funds to defray the expenses of an official visit to South Carolina, and had authorized the Sergeant-at-Arms to raise money on his note. The Sergeant-at-Arms, however, was unable to raise as large an amount as would be required, and hence the committee think it better not to journey southward. The whole contingent fund has been exhausted by the junketing committees, it seems, and a large additional expenditure in all probability incurred. It is said that the investigation of the Sub-Election Committee on Louisiana frauds has alone cost the enormous sum of $35,000 The chairman of the South Carolina sub-committee, Judge Churchill, of New York, and his colleagues think, therefore, it is better to wait till Congress reassembles to find out whether it is considered worth while to incur any more expense, especially when there is no appropriation for the purpose. It will be interesting to figure up, by and by, what the total cost of all these junketing committees has been.

General Butterfield.

No action was taken by the Cabinet to-day relative to the appointment of a successor to Assistant Treasurer Butterfield.

Indian News—Satanta Still Living.

The Indian Department is in receipt of intelligence that Satanta, head chief of the Kiowas, who was announced several days ago as dead, has made his appearance with a small party of warriors. Among the Northern Arapahoes Satanta is one of the most wily chiefs of the Plains. General Sheridan found him exceedingly troublesome on account of his treachery and entertained him for several months last winter in the guardhouse. The Kiowas at last accounts were on their annual fall buffalo hunt. The news of Satanta's death was brought in at Medicine Bluff and communicated to the officers there. The announcement of his death may be intended to deceive the government as to his whereabouts. Commissioner Parker has directed the agents of the departments in the North to exercise the utmost vigilance over the old chief's movements. If the reports sent to the bureau turn out to be correct what mischief the shrewd old savage may be planning will be a matter of rigid surveillance. Kicking Bird, second chief of the Kiowas, and a savage of remarkable address, eloquence and influence, is now at the head of the main band.

Matrimony in High Life.

There seems to be prevailing hereabouts a perfect rush for the matrimonial state just now. On an average two or three marriages of parties in good social standing occur daily. Yesterday no less than two fashionable weddings occurred here in the afternoon. Miss Helen M. Brown, daughter of a well-known gentleman of this city, was united to Mr. Elias Thomas, of Maine, and the nuptials were honored by the presence of many of our distinguished citizens. In the evening another wedding occurred, the happy couple being Mr. Henry J. Morgan, of New York, and Miss Harriet Hogan, daughter of Judge Hogan, formerly member of Congress from the St. Lawrence district of your State. The ceremony was performed at St. John's chapel in presence of a large and fashionable assemblage.

Reduction in Ocean Postage.

From intelligence received through Mr. Thornton, the British Minister, it appears her Majesty's government is prepared to reduce the single rate of postage for prepaid letters between the United States and the United Kingdom to three pence. It will be remembered Postmaster General Creswell submitted a proposition to the British Post Office Department on the 8th ult. to reduce the letter rate of postage from twelve to six cents, to take effect on and after the 1st of January, 1870, of which two cents would be sea postage and two cents inland postage of each country. There is little doubt therefore of the early adoption of this measure of postal system, so earnestly desired by the people of the two countries.

Visits to the President.

A delegation of railroad men from Tennessee called upon the President this afternoon merely to pay their respects.

Appointments.

Joseph H. Freeman has been appointed Postmaster at Lexington, Va., vice Robert Campbell, suspended.

B. Platt Carpenter has been appointed Assessor of Internal Revenue for the Twelfth district of New York.

Revenue from Public Lands.

During the last fiscal year about 7,000,000 acres of public lands were entered under the Homestead and other laws, yielding the government between $4,000,000 and $5,000,000.

The Late Arrests of Counterfeiters.

It is stated the recent visit of Solicitor Banfield to New York was, among other things, for the purpose of assisting in preparations for the arrest of the parties just arrested on the charge of being concerned in the counterfeiting and uttering of United States Internal Revenue stamps and government securities

Customs Receipts.

The following are the Customs receipts from October 25 to 30, inclusive:—New York, $2,198,866; Boston, $413,216; Philadelphia, $153,435; Baltimore, $194,883; New Orleans, October 11 to 16, $83,997; San Francisco, October 13 to 23, $189,711. Total, $3,184,108.

Post Office Accommodations in Nashville.

The Post Office building at Nashville being unfit for use the Postmaster General has instructed an agent of the service in that division to procure a suitable building in some other portion of the city.

Conscience Money.

Treasurer Spinner received a letter to-day from an anonymous source, accompanied by two packages of forty books of gold leaf. The writer says:—

The gold that you find within belongs to the government, to whom I think it my duty to return it. Receive and use it for the government and you will oblige, A LOVER OF JESUS.

A dollar was also received from Fall River, Mass., with the sentence—"This dollar belongs to the government."

Personal.

Congressmen S. S. Cox and H. C. Calkin, of New York city, have arrived in town to look after the interests of their constituents.

UNITED STATES SUPREME COURT.

The Lane Cotton Contracts—The Texas Indemnity Bonds.

WASHINGTON, Nov. 5, 1869.

Stanley Matthews, of Ohio, and E. C. Camp, of Tennessee, were admitted to the bar to-day.

Nos. 189 and 195. *United States vs. Speed et al., and Same vs. Floyd.*—Argument concluded.

No. 190. *The United States vs. George W. Lane, Appeal from the Court of Claims.*—Lane entered into two contracts with the Treasury agent at Norfolk, N. C., one for the delivery of 1,000 bales of cotton and one for 100 bales, which cotton was on the Chowan river, in North Carolina, and within the lines held by the insurrectionary forces. The commander of the military district gave him safe conduct for himself, his vessel and crew to bring out the cotton, and the Norfolk agent appointed a sub-agent, who went out as a *quasi* supercargo to take charge of the outward or cotton cargo, which consisted of 257 bales of cotton, delivered to the sub-agent on board the vessel by Lane. On the return voyage the vessel and cargo were seized by order of the naval commander on duty in the inland waters of North Carolina, detained several days and then released, to be again seized before arriving at Norfolk, by order of Admiral Porter. After detention from the 9th of January until the beginning of March, 1865, they were turned over to the Treasury agent at Newbern as captured or abandoned property. The matter being reported to the Secretary of the Treasury, the cotton was sent to New York and the vessel to Washington. The latter was libelled in the Supreme Court of the District, where a decree passed in favor of Lane. Subsequently the cotton was restored to Lane at New York by order of the Secretary of the Treasury. The Court of Claims held the capture and detention to have been unauthorized by the government and rendered judgment in favor of Lane for loss sustained by the fall in the price of cotton before the restoration to him for $31,626 40. The government appeals, claiming that the voyage upon which the capture was made was in violation of law, and the contracts alleged and the contracts found by the Court of Claims to have been made were illegal, and that no seizure by the naval officers was proper, and there is no legal cause of complaint. It is urged that as the United States never contracted with the claimant that its naval vessels would not seize and detain his vessel and cotton he has no cause of action which the Court of Claims has jurisdiction to enforce. The safe conduct alleged was not a contract of the United States. The government does not contract that it will not exercise its general powers through its officers, legislative, judicial and executive, by means of a contract made by one of its agents, even though such agent had authority to make it. No implicit contract arises from such a state of facts. But the agent, whose authority is relied on in the case, had no authority to find the government in the manner claimed. Every contract, to be valid, made by the United States, must be made by some agent clothed with special authority to make it. The claimant insists that the acts and contracts of the agent were the acts and contracts of the United States, and that the judgment for the claimants of the Prize Court of the District of Columbia on the subject of the vessel bearing the cotton is conclusive upon all the world, and estops the United States from calling in question the legality and regularity of the voyage. It was a judgment of a court of competent and exclusive jurisdiction and cannot be questioned. F. S. Dick, Assistant Attorney General, for the United States; T. J. D. Fuller for the claimant.

The case of the schooner Lucy against the United States was argued on a motion of the government to dismiss the appeal for want of jurisdiction.

No. 6, Original. The State of Texas vs. White, Chiles et al.—This cause was also again before the court on a motion to perfect the decree made by the State, it having been left open in respect to certain points involved. The principal question was as to the effect of the payment of thirty-four Texas indemnity bonds, held by Hardenburgh, one of the defendants, before the service of process upon him in this case, such payment having been preceded by the deposit of a large amount of United States seven-thirty bonds in the hands of R. W. Taylor, as indemnity to Secretary McCulloch against any personal loss, damage or expense in which he might be involved by reason of the payment. The State seeks to have the decree so framed as to defeat Hardenburgh's claims. Messrs. Brent and Merrick for the State and Messrs. Carlisle and Evarts for the defendants.

A motion is also submitted by Judge Hughes asking a rehearing of the case, it being alleged that the contract between the rebel authorities and the defendants, found to have been null and void by the court, has since been recognized by the loyal States as now existing by the release of the securities of White and Chiles in their bond for its execution. The December term of 1868 not being yet ended, it is insisted that the motion is in order.

The Chief Justice announced that the court would hereafter meet at twelve M. instead of eleven o'clock.

ARMY INTELLIGENCE.

Colonel J. T. Sprague, Brevet Major General A. P. Howe, Colonel of the Fourth artillery, and Brevet Lieutenant Colonel H. A. Dupont, of the Fifth artillery, have been ordered to report to the Commanding General of the First Military District for temporary court martial duty.

NAVAL INTELLIGENCE.

Paymaster William N. Watmough has been ordered to duty as inspector in charge of the provisions and clothing at the Navy Yard at Norfolk, relieving Paymaster Caswell, who continues on duty as Paymaster of the Navy Yard. Lieutenant Commander Frederick J. Nalle has been ordered to signal duty at Washington.

The United States steamer Yantic, from Port au Prince, Hayti, 25th ult., and St. Nicolo Mole 27th ult., arrived at this port yesterday. The following is a list of her officers:—

Line officers—Lieutenant Commander, H. C. Tallman, commanding; Lieutenants, Edwin White, F. M. Barber, Wallace Graham; Ensign, F. H. Delano. Staff officers—Paymaster, John R. Carmody; Chief Engineer, George D. Emmons; Surgeon, John D. Smith; Assistant Engineer, Jefferson Brown.

Commander Trevett Abbott, commanding the Yantic, and his clerk, John L. Lyons, died of yellow fever on the 27th ult. On the 1st inst. William Meehan, ordinary seaman, also died of the same disease.

TROTTING AT THE FASHION COURSE.

Three races of an interesting character came off yesterday afternoon at the Fashion Course. The first was a match between William Lovell's roan mare Village Girl and James Murphy's bay mare Fanny Murphy. It was made for $500, mile heats, best three in five, the former to go to wagon, while the latter was under the saddle. Fanny Murphy won the race in three straight heats. The second was a match for $2,000, between John Murphy's bay filly and James McMann's bay gelding, each three year old colts, mile heats, best two in three, in harness. The bay filly won the race very easily in two straight heats. The third contest was a sweepstakes of $300 between Benjamin Daniels' bay gelding Big Jim, Dr. Ogle's chestnut gelding Pet and Jacob Eckerson's bay gelding Captain Smith, mile heats, best three in five, in harness. The race as it progressed was of such a nature that it confounded, to an extent, all the veteran betters, and although five heats were trotted darkness prevented its completion and the judges postponed it until this afternoon, when it will be decided. The day was exceedingly unpleasant for such trials of speed, and consequently the attendance was not very numerous; yet what was lacked in numbers was amply made up in respectability and interest. The track was in quite good condition for this season of the year.

THE FIRST RACE.

First Heat.—Fanny Murphy was the favorite, selling in the pools at $120 to $41. She won the pole. They obtained the word at the first attempt, but around the turn Fanny was two lengths in front of Village Girl. This advantage she maintained to the quarter pole in thirty-nine seconds. On the backstretch the Girl increased her speed and forced Fanny to a break, but her rider caught her quickly, and at the half-mile pole she was neck and shoulders the best of it, in 1:17½. Going along the Flushing end Village Girl made another struggle for the supremacy, and in a spirited burst passed her competitor, but she could only hold her vantage ground of half a length a few seconds, as Fanny overhauled her, and as they swung into the homestretch showed fully a length in advance of Village Girl, increasing it to a length and a half as they passed under the string. Time, 2:37.

Second Heat.—There was but little betting. Fanny got the best of the send-off, and at the turn was half a length ahead. She could only keep it a few yards, as Village Girl laid up to her splendidly, and for several seconds they trotted as if yoked together, but at the quarter pole Fanny again edged in front, passing it half a length the best in forty and a half seconds. Down the backstretch and to the half-mile pole these positions were unchanged, the struggle being very animated. Time, 1:19. Entering the Flushing end Village Girl made another effort, and again shot half a length ahead; but she was carried off her feet, when Fanny closed again and slipped two lengths in front, which she maintained along the homestretch and came home an easy winner by three lengths. Time, 2:43.

Third Heat.—Village Girl had the best of the start by a length. Around the turn she dropped back half that distance, but soon recovered it, and passed the quarter pole leading one and a half length in forty seconds. Leaving this point Fanny went up, but was quickly caught, which seemed to relieve her, and at once there was a sensible reduction in the Girl's advantage of two lengths. Approaching the half-mile pole Village Girl left her feet, and before she regained them Fanny had passed this position neck and shoulders in front. Time, 1:19¾. From this point she glided quickly away from Village Girl, who seemed greatly fatigued, and passed the string under a strong pull seven lengths ahead, winning the heat and race. Time, 2:43. The following is a

SUMMARY.

FASHION COURSE, L. I., Nov. 5—Match $500, mile heats, best three in five.

James Murphy entered b. m. Fanny Murphy, to saddle	1	1	1
William Lovell entered r. m. Village Girl, to wagon	2	2	2

TIME.

	Quarter.	Half.	Mile.
First heat	39	1:17½	2:37
Second	40¾	1:19	2:43
Third	40	1:19½	2:43

THE SECOND RACE.

First Heat.—It was understood that these colts had only been taken from the pasture field on the 3d of last July, and that they had never been sent a mile in public. The filly comes of good stock, being by old Hambletonian out of an old Abdallah Chief mare, while the gelding is by Snip out of the old mare Stella. The filly was the favorite before the start at $40 to $20. She won the pole. The fourth attempt they obtained the word, the gelding having two lengths the best of it, which he maintained around the turn and to the quarter pole in fifty-one seconds; but as it was reached he made two or three skips, falling back somewhat, when the filly went up to his wheel. Along the backstretch both left their feet badly, but as the driver of the filly caught her the soonest, she had settled to square work nearing the half mile pole and passed it two lengths in front, in 1:38½. From this point the heat was virtually decided, as McMann could not keep the gelding on his feet, and the filly opened the gap between them to seven lengths as she passed the stand. Time, 3:17.

Second Heat.—Odds of five to one were offered on the filly, but not accepted. The gelding had the best of the start again by half a length. Around the turn and to the quarter pole—passed in forty-eight and a half seconds—he increased this to two lengths. Going along the backstretch McMann took the inside of the track, but the filly caught him before the half-mile pole was reached, being half a length ahead, in 1:36½. Entering the Flushing end the gelding left his feet, and was instantly followed in a similar performance by the filly; but when they had settled and swung into the homestretch the filly had the advantage of a length. The gelding broke again down the stretch, and could not be made to resume his work, the filly coming home the winner of the heat and race by eight lengths. Time, 3:10. The following is a

SUMMARY:—

SAME DAY.—Match, $2,000; three year old colts; mile heats, best two in three, in harness:—

John Murphy entered b. f.	1	1
James McMann entered b. g.	2	2

TIME.

	Quarter.	Half.	Mile.
First heat	51	1:38½	3:17
Second heat	48½	1:35½	3:10

THE THIRD RACE.

First Heat.—In the pools the contestants sold—Captain Smith, $45; Big Jim, $23; Pet, $30. The pole was won by Pet, Captain Smith second and Big Jim outside. At the second trial they got away quite evenly and went head and head into the turn. Pet soon got into straight work and went to the front, and in attempting to catch him Big Jim's driver forced him to a break, when he fell back several lengths. Passing the quarter pole, in forty-two and a half seconds, Pet was one length ahead of Captain Smith, who was about the same distance in front of Jim. Going along the backstretch the latter settled to square work again, and passed in advance of his opponents quite easily, carrying both of them off their feet. The half-mile pole was passed by him in 1:23, and from this point he swung into the homestretch and then to the stand one length the winner, there being quite a struggle between him and Pet. Captain Smith just saved his distance. Time, 2:47.

Second Heat.—The pools sold—Captain Smith, $65; Pet, $30; Big Jim, $16. Pet had the best of the start. On the turn Big Jim went up, but quickly got to business again, and at the quarter pole he led Pet two lengths in forty-three and a half seconds, who was a like distance in front of Captain Smith. Along the backstretch Big Jim again broke badly and ran some distance, and was on the jump by the half-mile pole, passed in 1:22½. At this point Pet also broke and ran badly, as did Captain Smith, but as they trotted by the three-quarter pole Big Jim was still leading, Pet being up and running second and Smith third. Down the homestretch Captain Smith exchanged places with Jim, and as they passed over the score Pet led a neck, Captain Smith second and Jim in the rear, third. Pet was punished for running and the heat given to Captain Smith. Time, 2:46.

Third Heat.—Captain Smith the favorite four to one against the field. The send-off was quite good. At the quarter pole Captain Smith led a length in forty-three and a half seconds, Pet second and Big Jim a bad third, running. At the half-mile pole, passed in 1:24, the positions remained unchanged, and they were virtually the same until the score was reached, Captain Smith leading half a length and Pet five lengths in advance of Big Jim. The last two broke and ran considerably in this heat. Time, 2:45¾.

Fourth Heat.—A good start. Big Jim broke within ten yards of the stand and fell to the rear, where he remained throughout the heat. At the quarter pole, in forty-three and a half seconds, Captain Smith led Pet a neck and shoulders, but at the half-mile pole, in 1:24, these positions had been reversed, Smith having broken. The heat was won by Pet by half a length, Captain Smith second, Big Jim last, the latter two on a keen run. Time, 2:45½.

Fifth Heat.—It was now nearly dark, and as the beats had been so split up considerable excitement was manifested. The send-off was a fair one. More than the usual amount of manœuvring was attempted and accomplished by the drivers. Each horse broke and ran repeatedly, but on the whole the squarest trotting was done by Big Jim, who came in the winner by half a length, Pet second and Captain Smith third, greatly exhausted. Time, 2:45.

It had grown so dark at this time, and as Big Jim had won two heats, Captain Smith two and Pet one, the race for final settlement was postponed until to-day. The following gives the points of the five heats trotted:—

SUMMARY.

SAME DAY—Sweepstakes of $300; mile heats, best three in five, in harness.

Benjamin Daniels entered b. g. Big Jim	1	3	3	3	1
Dr. Ogle entered ch. g. Pet	2	2	2	1	2
Jacob Eckerson entered b. g. Captain Smith	3	1	1	2	3

TIME.

	Quarter.	Half.	Mile.
First heat	42½	1:23	2:47
Second heat	43½	1:22½	2:45
Third heat	43½	1:24	2:45¾
Fourth heat	43½	1:24	2:45½
Fifth heat	43	1:23	2:45

CENTRAL UNDERGROUND RAILWAY.

Meeting of the Board of Directors—Interesting Statement Regarding Underground Railways of London.

A meeting of the Board of Directors of the Central Underground Railway Company was held at their office in Wall street yesterday, the proceedings of which were of an animated and apparently satisfactory nature, particularly to those most interested in the project. The session lasted about five hours, during which the results of similar enterprises elsewhere were so intelligently discussed and elaborately delineated that at its close the directors were heard to express their readiness to at once undertake the scheme, confident in their ability to prosecute the same to a successful issue. Among the documents submitted for the action of the meeting were the reports of the several engineers, who have spent considerable time in surveying the proposed route. These were referred to the next meeting, at which they will, without doubt, receive due consideration. The most interesting matter, however, presented to the board was a report embracing the personal observations of William A. Whitbeck, one of the directors, who has recently returned from Europe, embodying a minute statement regarding the underground railways in London, and which is as follows:—

The aggregate length of underground railways in operation in London is about ten miles. One hundred and ten thousand passengers ride daily on these roads. Trains run every three minutes during the busy hours of the day. Notwithstanding the trains run in such quick succession the signal system is so perfect that no accident from collision has yet occurred. A train is not allowed to leave a station until it is signalled "clear" to the next. The increasing number of trains, however, will soon require an adjustment of the signals, so that trains may start on signals "clear" to points between the stations, and thus the capacity of the roads may be nearly doubled.

The stations are about half a mile apart, and passengers pay their fare on entering these as we do at our ferry houses, and descend by broad and spacious stairways to the platforms. These are about 250 feet in length, of ample breadth and on a level with the doors of the cars. The doors are on the sides of the cars, and to step on or off is not attended with the least exertion or difficulty. The cars being well lighted with gas, are bright and cheerful. Every passenger has a seat. Laborers' trains are run during certain hours morning and evening; the fare on these is a penny for the whole length of the road.

The road bed is most perfect, and, not being exposed to the action of the elements or other disturbing causes, is always in the best condition. The rails are of steel, and very heavy. The brakes and running gear are more perfect than can be used on surface roads. The locomotives consume their own smoke and gas, and, being very powerful, are able to get in motion quickly and run at any rate of speed required. It is wonderful with what rapidity the trains dash into the station, and how quickly stop and start again, coming to a stand or attaining full speed in going a few feet, and all with the least noise from squeaking, rattling and grinding of brakes and wheels. This absence of noise is owing in a great measure to the fact that the rails and wheels are "deadened." There is no perceptible difference between the atmosphere of the tunnel and that above it; the ventilation is good, and, considering that the tunnel is free from dust, smoke and cinders, to ride in it is less annoying and quite as healthy as travelling on surface railways. This question of ventilation has, however, recently received a practical solution, which will remove the doubts and fears of many persons on that subject, and, at the same time, silence the objections of those who have so persistently urged the adoption of various impracticable schemes of transportation at the expense of the tunnel plan. The single track branch road lately opened to St. John's Wood, runs through a tunnel about half as large as that of the main line. It has been found in operating this small tunnel that the trains act like the piston and follower in the cylinder, that a great portion of the air in the tunnel is forced out of it ahead of the cars as they move on, and fresh air flowing in behind fills the vacuum or partial vacuum formed, and thus by the simple movement of the trains air may be forced out and in the tunnel to any extent required. This process, of course, goes on to some extent in running trains through the large tunnels suitable for two tracks, and it would take place in a still less degree in the "Arcade" subway; but in neither of these is this atmospheric action complete, and it may now be considered settled in the construction of underground railways, where two or more tracks are required, that each should run in a separate tunnel. Another important fact seems also determined by this—viz., that the tunnel is the only subway that can be properly ventilated. Separate construction requires less depth of excavation and is not so expensive generally as the main tunnel plan—that is to say, a compartment tunnel with arches resting on dividing walls, suitable for two or more tracks, will cost less than a single tunnel wide enough to accommodate the same number of tracks.

This principle of ventilation is not new. It has been advocated by promoters of underground railways in New York for several years past; its correctness is now proved by the operations in London. A tunnelway may now be operated with ventilation complete from the Battery to the Harlem river without open cuts, except side ones at the stations.

Most of the city travel by rail in London is on the underground roads and not by the elevated ways, as many suppose. The latter are for the most part continuations within the city of the great lines coming from the country. They are massive structures of masonry, running high above the surface, like the Harlem Railroad, where it runs along Fourth avenue, say at 110th street, and they are elevated, because in London it is not allowed to run locomotives on a level with the streets. The experiment was tried a few years ago of building an elevated road on a framework or supports of iron; it was a failure, however, and had to be abandoned. No more elevated railways will probably be built in London; at best they are inadequate to public wants, and their construction involves so much injury and damage to property adjacent that owners will no longer submit to it, especially since the practicability of the underground road is established. The latter causes no injury to adjoining property, and in reality utilizes what was before unused—viz., the ground and space beneath the surface of the streets. In short, public opinion in London has settled down to the conclusion that an elevated road is a nuisance, and that an underground railway is the grandest public improvement in that city.

Difficulties of construction were, of course, encountered in the London tunnel. Sewers had to be changed, gas and water pipes protected; deep cuts were made and side banks kept in position; but all the obstacles and mishaps that inevitably occur in carrying on a work of this kind in the heart of a great city were from time to time met and successfully overcome. For instance, the tunnel from Westminster bridge to Blackfriars bridge, a distance of about one mile, is located in the embankment of the Thames, about midway between the old bulkhead line and the new embankment line, below the water level and where until recently boats lay and the tide ebbed and flowed. The work of construction is now actually going on and being successfully completed on this portion of the line. This and another smaller section remain to be done to complete the "inner circle," when (it is estimated) the daily rate of transportation will go up at once to 200,000.

A large and rapidly increasing business of the underground railway has enabled the company to pay the interest on a large bonded indebtedness; also dividends of five and six per cent upon its stock, which is now selling above par. But few railroads in Great Britain can show better results than these. This income will be largely increased by the sale or rental of lands and buildings over the tunnel where the right of way was purchased and which, until recently, produced no revenue. Again, the road is projected in a circle, about one quarter of which, the most important section, remains to be completed and until that is done at least one-third of the line, already finished and in operation, does not pay, and is, in reality, an encumbrance on the company. If the company can pay dividends now, how much more may be expected of it when the entire road shall be completed, the passenger travel doubled and all its property and resources made fully available?

HEAVY ROBBERY IN DORCHESTER, MASS.

The Safe of the Dorchester Insurance Company Broken Open and Fifteen Thousand Dollars' Worth of Bonds Stolen.

BOSTON, Nov. 5, 1869.

The safe of the Dorchester Insurance Company, at Neponset Village, Dorchester, was broken open by drilling, boring, &c., during last night, and some $15,000 stolen, mostly in registered five-twenty bonds, belonging to the company. Some portion of the stolen property belonged to the town of Dorchester, the town treasurer being connected with the office, and having a small deposit in the safe for safe keeping. The burglars gained entrance to the building through a large window in the back room, which fronts the railroad track near the Walnut street crossing. They came fully prepared to make a clean thing of their job, bringing with them some very finely manufactured burglars' tools, consisting of jimmies, jackscrews, bits, chisels, powder, fuse, &c., &c. After entering they proceeded at once to erect a tripod frame in front of the safe door, which they used as a brace or lever for their bit. They then bored a hole about two and a half inches in diameter through the door near the lock. Through this they inserted a jackscrew, heading it against the inner door. By means of this powerful purchase they sprung the lock, fairly twisting off the brass bolt, which is a piece of metal four inches wide and an inch in thickness. This done they had no further laborious work to perform. They then commenced to "go through" the drawers and boxes and turned out more than 2,000 papers in sealed packages, which they broke open, securing such treasures as are enumerated below. This vault has always been considered one of the best in the country, and could not have been forced save by professional thieves. Their work done, they evidently made a hurried escape, leaving Mr. Temple's trunk, which contained the town's papers, in Dr. Blanchard's yard, minus its contents.

A lady who was sleeping in an adjoining apartment, separated only by a thin brick wall, says she thought she heard voices in the building, but thought nothing of it. A switchman on the Old Colony Railroad thought he observed some person standing in front of the window where the burglars entered, but afterwards on looking for him he was gone. These are all the particulars that can be given at present. The insurance building has been crowded all the morning.

So far as ascertained the amount of money and bonds taken from the safe and carried away by the burglars is as follows:—$1,200 in money belonging to the town of Dorchester, which was put in the safe at eight o'clock last night. (Mr. Temple had paid out after six o'clock last night to laborers $4,500, finishing his work at eight o'clock.) There were also $1,500 in bonds on deposit belonging to sundry individuals and $20,000 in certificates of registered bonds and bank stock; also $1,000 in railroad certificates, $1,300 in money belonging to the county of Norfolk, amount received for dog licenses and some $400 in private funds belonging to Mr. Temple, the town treasurer, and also sundry notes secured by mortgages, other valuable papers and two gold watches.

Two robberies had been committed in the neighborhood this week previous to the one described.

THE WORKINGMEN'S UNION.

Eight Hour System and City Post Office—Mr. Nelson W. Young on His Defeat.

The regular meeting of the Workingmen's Union was held last night at the rooms of the Union, 267 Bowery. The attendance of delegates was not very large, and the enthusiasm and tall talk prominent at the meetings previous to the election had waned considerably under the influence of the defeat of their candidate in the recent political contest. This defeat was attributed to fraud in the casting of votes for and against Mr. Nelson W. Young and to the traitorous conduct of a newspaper hitherto supposed to be the organ of the Union.

The chair was taken by the President, Mr. Nelson W. Young, and after the calling of the roll and other formal business reports were received from the different trades. The delegate from the paper stainers said that this trade was still on strike; the "bosses" were combining against the men, and it had become a test question whether labor should be equal to capital. The meetings of the men were held daily, and he was happy to say that every man was at his post. Mr. James Fitzgerald, who it was reported had absconded, had returned, and had already paid the trade $200 towards the amount owing from him, and he had promised to pay the balance very shortly. The delegate from the gilders said that the trade for some time had been in a depressed condition, but since they had an organization it had improved. They intended this (Saturday) night to make a demand for an advance of wages. The present rate was thirty cents per hour; they would ask for five cents additional, and if not granted the strike would commence on Monday.

The Secretary read a copy of a letter addressed to the Secretary of the United States Treasury, in reference to the infringement of the National Eight Hours bill in the building of the new Post Office at New York. No reply had been received. It was resolved that the Secretary should write to President Grant on the question.

A letter on this subject was read from Mr. A. M. Winn, President of Mechanics' State Council, of California, in reference to the violation of the national Eight Hour law in the building of the Post Office at New York. Said he understood that it was done under the plea that when the work is let out to contractors it ceases to be work coming within the provisions of the law. If that was the construction of the law the million of working men in the United States had done a great deal of work for nothing. Thousands of dollars and thousands of days have been spent by the mechanics to secure the passage of the Eight Hour law, and if it were now to be considered a mere "tub thrown to the whale" the working men had been badly fooled. But they were not inclined to submit to such evasion of the law without a struggle to maintain their rights. The government were now building a mint in San Francisco, and if the principle were admitted in New York the contractors on that building were entitled to the same privilege. The law read "that eight hours should constitute a day's work for all laborers, workmen and mechanics then employed, or who may hereafter be employed on behalf of the government of the United States, and that all acts and parts of acts inconsistent with the act to be and the same were repealed."

The contractor was employed by the government, and the men at work for him were employed on behalf of the government, and it would be a great stretch of imagination to say that the government do not employ all the men. The contractor knew of this law when he took the contract and therefore it would be no hardship to insist upon the contractor observing the Eight Hour law. The safest plan, however, would be to ask Congress to pass a bill which could not be likely to lead to any misapprehension. The object of the Eight Hour law was to establish a moral principle necessary for the public good. The writer of the letter then referred to the fact of the existence of the Sabbath day and to the wisdom of Solomon in building the temple, dividing the time of the builders into three sections, eight hours of which were devoted to labor. He also referred to the hardship of the necessity of getting a recognition of the Eight Hour law by a bill through Congress while the clerks in Washington employed by the government worked only six hours per day, and thirty days in the year for play during the year, at the mere will of the heads of the departments. However, he said there was no good in arguing the point. If they wanted legal justice they must send proper men to the City Councils, State Legislatures and to Congress. The mistake was in looking upon men holding these offices as the masters of workingmen, instead of considering them as their servants.

A report was also read from the committee appointed to act with the Arbeiter Union in reference to the mass meeting, and the late agitation in the political campaign, and the concluding paragraph of this report was as follows:—

It gives your committee much pleasure to be able to say that as soon as it became known that they had made the nomination of Mr. Young it was instantly received by all classes of our citizens with hearty applause, and all parties immediately endorsed the workingmen's nomination. The result in this contest is now so far known that every unprejudiced person yields the victory to our candidate, and the fact that party ties have for the moment apparently deprived him of his rights is an admonition to the workingmen that their organizations cannot be too perfect to compete with the treachery of political partisans. The future action of the committee cannot be developed until further consultation with their associates from the Arbeiter Union

A letter was also read from Governor Hoffman in reply to a requisition of the Union asking him to appoint three members of the Union as Commissioners for the House of Refuge, or Asylum for Delinquents, at Randall's Island. Governor Hoffman replied that he was not aware that he had the power of appointment, but that if the Union would point out that he had, and suggest names, it should receive that consideration it was so eminently entitled to.

Three members of the Knights of St. Crispin were appointed to inquire into the question of prison labor in the State and to report at a future meeting.

Mr. WELLS, Second Grand Lodge of Knights of St. Crispin, said that the question of prison labor was now being worked up by the Knights of St. Crispin, and they intended to organize and hold mass meetings repeating it.

It was also decided to employ a legal gentleman to draft bills to be submitted to the Legislature and Congress in reference to several questions now before the Union.

On a motion having reference to the cause of the recent defeat of the candidate of the Union in the last political contest,

Mr. NELSON W. YOUNG said that he thought it right to make a statement with regard to the position he had recently occupied before the people. He referred at some length to his disinclination to be nominated, and to his determination, at last, to accept no nomination but that offered him by the workingmen. The joint committee had seen fit to nominate him for the office of Coroner, much against his wishes. From that moment he had been the object of considerable abuse from one newspaper in the city, although supported by all the other newspapers. He was at a loss to account for it. Mr. Young then referred to the endorsement of his nomination by the various political organizations. He gave no pledges to any of these organizations; he was the representative of the 75,000 workingmen who voted for him last Tuesday. After he had received these nominations he was asked to withdraw and accept an aldermanship, and he had reason to know that that offer came from Tammany. He declined it, and said in reply to that offer that he was a workingman's candidate, and that he should remain so and stand upon the platform of the Labor Congress. Had the powerful political party of the city done justly he (Mr. Young) would have been returned. In several wards of the city it was known he had a majority, and yet it was cast against him. At two o'clock on the morning of Wednesday he received news from Mr. Superintendent Kennedy "that Mr. Young was certainly elected by at least ten th