THE STATE CAPITAL.

The New City Charter in the Assembly.

Genet's City Railroad Bill in the Senate.

The Ice Question—Jim Irving After the Ice Kings.

Congress Overhauled on Pay, Franking and Mileage.

A Uniform Excise Law Throughout the State Decided Upon.

ALBANY, Feb. 2, 1870.

THE NEW CITY CHARTER.

Alexander Frear relieved the public mind considerably to-day by introducing into the Assembly the long expected charter under which our city is to be governed during the continuance of democratic rule. Legal minds and political minds have been engaged upon perfecting the document for nearly a year; in fact, since the accession of that party to power became a foregone conclusion and the means of reforming our whole government seemed inevitably placed in their hands. People may be disappointed that it is less radical in the proposed changes than was expected. It appears to be simply a return to the old municipal system of restoring to the officials elected by the people the authority, combined, of course, with the responsibility, to govern the city according to the will and in the interest of the people who elected them, and who pay the taxes to carry on the government. [The bills published in full on another page of this morning's HERALD.]

THE ELECTION LAW

was also introduced by Mr. Frear. It is very simple in provisions, and carries out in a great measure the views of the Governor's message upon the subject. It provides that "one-half the number of inspectors and canvassers shall be elected by the people and one-half appointed by the Board of Supervisors." There is no provision made for a registry law, but the polling places are considerably increased. It is provided that there shall not be more than 300 voters in any one election district. The time for keeping the polls open is increased to twelve hours—namely, from six o'clock A. M. to six o'clock P. M. This is the whole body of the new election bill without surplus language.

ONE HUNDRED AND TWENTY-FIFTH STREET RAILROAD BILL.

In the Senate the 125th street Railroad bill was favorably reported from the Committee on Railroads. The only alteration seems to be that a general provision is inserted that the company shall have the power to construct roads in any of the streets or avenues in the city, and the Sheriff is the person designated to sell the franchise instead of the Commissioners of the Sinking Fund. This is very harmless on its face, but there are wheels within wheels, and there is latitude enough in the bill to railroad the city. That the Sheriff is interested is apparent from the fact of his pleasant countenance being seen in the Senate Chamber and in close connection with Senator Genet, who reported the measure.

GAS BILLS.

Senator Tweed gave notice that he would introduce two bills that have for their object the extension and the purifying of the gas of New York. One notice seems to indicate that a bill to organize a new gas company will result from the notice; the other that the illuminating power and the price of this most necessary product should be limited and under the control of the Legislature. The outrages committed by the several companies, the manner in which they hold the public in contempt, the charges which they make for a poor article of gas is so general, and so extended, that the people in their great need demand from this body some relief. Mr. Mitchell introduced a bill this morning that is an amendment to his original bill, rendered just in his opinion by the reduction in the price of coal. It provides that the light furnished by the gas companies shall be of sixteen candles illuminating power, and shall be furnished at a maximum price of $2 50 per 1,000 feet. The great value of this bill exists in the fact that it extends over the whole State.

THE PRICE OF ICE.

Mr. James Irving introduced a most important resolution in the Assembly to-day upon a question which affects the comfort and health of the whole community. It refers to the price and quantity of the ice supply. It appears that the ice dealers have advanced the price to one dollar per 100 pounds, or twenty dollars a ton—twice the price of coal. Mr. Irving, with a view to correct this extortion, and having full knowledge that the ice companies have really two years' stock on hand, offered the following resolution:—"That a special committee of three be appointed to inquire into the quantity of ice contained in each of the ice houses south of Albany and Rensselaer counties owned by companies incorporated under any of the laws of this State, and the quantity stored in and the quantity transported to the city of New York during each of the three past years, and all matters pertaining to the cost and expense per ton of cutting, housing, &c., of ice, and to report the same to the House." This will open up the whole ice question, a matter which will be exceedingly acceptable to the people.

Senatorial Caucus on the Governor's Nominations—The Confirmation of Messrs. Miller and Howell Certain—The New Excise Bill—A Uniform Law for All Localities—Masonic Ball at Tweedie Hall—Reception by Governor Hoffman.

ALBANY, Feb. 2, 1870.

The Senatorial caucus held by the grave and reverend Seignors this evening at the Capital had rather a satisfactory result, as far as the nominations of the Governor's not yet acted upon are concerned. The difficulty as to the confirmation of Mr. Miller, of Rochester, for insurance superintendent, and Mr. Daniel C. Howell, for bank Superintendent, whatever it was, vanished when the subject came to be sagely and seriously considered in caucus. Both of these gentlemen will be confirmed in Executive session to-morrow. This is certain. The opposition to Mr. McConche, of Troy, as Commissioner of the Capital Police, remains as strong as ever, and his name will not receive the favor of a confirmation to-morrow.

The Senators at caucus had also under discussion the various propositions which have come before their body relative to an Excise law. After some discussion of all the plans and bills upon this subject there appeared to be a unanimous opinion to unite upon a general law taking in all the towns and villages of the State, exempting none and oppressing none, but making the excise law as uniform over the State as may be consistent with the wants and requirements of the different localities. Whatever action may arise in the Senate from the treatment of the subject will not of course affect the general aspect of the metropolitan excise law as embodied in the new charter. I may add that the caucus this evening had, so far as its results are known, given evidence of increased harmony in the dominant party.

The free masons' ball at Twiddle hall is a magnificent affair. The room is brilliant and gorgeous in its decorations. Beauty and fashion, not alone of Albany, but from distant towns and cities, and enchantment to the view. Some of the best dressed ladies that could grace any assembly are on the floor, and not the least attractive among them are escorted by members of our New York Legislative delegation. I will not make any invidious selections on this point. The Brothers of the Royal Arch make a fine show in their cocked hats, feathers, swords and double breasted brass buttons. Jerome Buck, the New York Worthy, or Most Worthy Grand Master, as the case may be, flourishes like a green bay tree, and smiles upon the company patronizingly.

Governor Hoffman had an elegant entertainment this evening, at which he received the delegates of the State Medical Society. Some of the ablest medical men from all parts of the State were present, including, of course, the prominent physicians of Albany. Dr. Carnochan, the new health officer, was among those who paid their respects to the Governor on this occasion, and no doubt found that a pleasant opportunity to thank the Governor for his recent elevation to so important an office. A very agreeable feature in the reception was the presence of the medical gentlemen who are members of the Assembly—Drs. Lamorie, Dodge, Alben and Hewitt. The whole affair was worthy of the hospitality which always characterizes Governor Hoffman's mansion.

NEW YORK LEGISLATURE.

SENATE.

ALBANY, Feb. 2, 1870.

LIABILITIES OF COMMON CARRIERS.

Mr. Lewis introduced a bill relative to liabilities of common carriers, requiring the signature of a passenger, consignee or consignor to exempt from liability.

GAS IN NEW YORK.

Mr. Tweed gave notice of a bill to regulate the quality of gas in New York; also to charter the gas company between Forty-second and Seventy-ninth streets, New York.

REPORTS.

By Mr. Genet—Authorizing a railroad in 125th street and other streets in New York.

Mr. Murphy moved that the Brooklyn Comptroller report to the Senate the amount of bonds issued by that city to pay advances on local improvements. Agreed to.

Mr. Cauldwell reported two bills relative to street improvements in Yonkers.

GENERAL ORDERS.

The Senate in committee disposed of the following bills as noted:—Relative to the public health of New Utrecht, third reading; relative to the redemption of lands sold for non-payment of taxes, progress; amending the act to lay out a road in Flatbush and New Utrecht, third reading; authorizing the Citizens' Gas Company of Brooklyn to lay gas pipes in New Utrecht.

Mr. Morgan introduced a bill amending the charter of Hudson.

ASSEMBLY.

ALBANY, Feb. 2, 1870.

REPORTS.

By Mr. Mooney—Regulating the grade, &c., of roads and streets in Westchester county.

By Mr. Patrick—Approving the action of the commissioners to locate a reformatory prison in the Sixth judicial district.

By Mr. Kiernan—In relation to elections in the city of New York.

By Mr. Fields—Providing for a revision of the State statutes; also relative to preferred causes in the Supreme Court and Court of Appeals.

BILLS PASSED.

Changing the name of the Ithaca and Towanda Railroad Company; amending the act for making provision for the government of the city of New York.

BILLS INTRODUCED.

By Mr. Allaben—Amending the act allowing towns to take stock in the Rondout and Oswego Railroad.

By Mr. Cullen—Appointing interpreters in Brooklyn police and justices' courts.

By Mr. Maddox—To widen and improve Fourth street, Brooklyn.

By Mr. Clark—Chartering the Brooklyn Market Company.

By Mr. Jacobs—Widening St. Mark's avenue, Brooklyn; also relative to Atlantic avenue, Brooklyn.

By Mr. Jones—Extending Fort Greene place, Brooklyn.

By Mr. Frear—Relative to sewer assessments in New York; also for local improvements in said city; also to reorganize the local government in the city of New York.

Mr. Kiernan moved the last bill be referred to the Committee of the Whole, as it is the most important measure which will be introduced this session, and should be immediately put under discussion.

Mr. Frear moved its reference to the Committee of Affairs of Cities, and it was so referred.

By Mr. Frear—To regulate the conduct of elections held in the city of New York.

By Mr. Kiernan—For a public park in the Twenty-first ward, New York.

By Mr. Nachman—Regulating the sale of intoxicating liquors in New York.

By Mr. White—Repealing section ten of the act making provision for the government of New York. This has reference to appropriations for sectarian schools.

By Mr. White—Repealing the act of last session relative to the Erie, Hudson, Harlem and New York Central Railroads.

By Mr. Pearsall—Allowing the South Side Railroad to construct branches and for other purposes.

By Mr. Mooney—For a court of civil jurisdiction in Morrisania; also repealing the act chartering the Hansom Cab Company.

By Mr. Mitchell—Regulating the illuminating power in gas in the State and the price paid for gas.

THE PAY OF CONGRESSMEN AND THE FRANKING PRIVILEGE.

Mr. Littlejohn called up his resolution urging a reduction of the pay and mileage of Congressmen and the abolition of the franking privilege. He spoke briefly in favor of the resolution.

Mr. Alvord thought it out of place to instruct Congress in this matter, though he was in favor of retrenchment. He, however, thought Congressmen ought to be well paid, so as to get proper men.

Mr. Littlejohn replied at some length in favor of retrenchment in the expenses of the national government, claiming from personal experience that members of Congress will be well paid at a less salary.

Mr. White moved that his resolution in favor of the abolition of the franking privilege be substituted for that part of Mr. Littlejohn's resolution, and asked a division of the question.

After debate Mr. Jacobs moved the previous question, which was ordered, and the vote was first taken on Mr. White's substitute on the banking privilege, which was rejected. A vote was then taken on the resolution urging a reduction of the pay of Congressman, and it was adopted—73 to 38. That portion relative to the franking privilege was also adopted.

THE ICE CROP.

Mr. Irving moved that a special committee be appointed to learn the quantity of ice in the houses of incorporated ice companies; also the expense of gathering ice, with a view to determining whether any legislation is necessary to prevent the increase of the price. Laid over.

THE BOND ROBBERY IN HOMER, N. Y.

Arrest of the Robbers and Recovery of a Portion of the Bonds

The Cortland (N. J.) *Journal* contains the following account of the bond robbery in Homer, which caused so much excitement in that village last spring, and of the discovery of the guilty parties and recovery of part of the stolen property:—

It will be recollected by our readers that in March, 1869, Charles Newton, of Homer, was robbed of United States bonds and other securities to the amount of $14,800. Soon after the robbery he caused the arrest of George E. Warner, who had been in his employ as a hired man, but on an examination before a magistrate Warner was discharged for want of sufficient proof. Shortly after Mr. Newton found among his papers a list of the numbers of the stolen bonds, which he sent to the Treasury Department at Washington, with a request that if the bonds were returned for redemption, notice might be given to him. In a month or two Mr. Newton received notice from the department that one of the bonds, of the denomination of $1,000, had been presented for redemption by a well known banking house in New York city. Mr. Newton called upon the firm and learned that the bond had been received from a broker in Albany. On inquiry of the Albany broker Mr. Newton obtained a full description of the party of whom the bond had been purchased, who gave his name as J. H. Ketchey, of Ithaca. Subsequent investigations convinced Mr. Newton that this was an assumed name, and that the real name of the party selling the bond was Alfred D. Lusk, of Newark, Wayne county, in this State, who had been employed by George E. Warner and his brother, William E. Warner, to sell the stolen bonds.

At the last January circuit in this county Mr. Newton procured a warrant against George Warner and Alfred Lusk for grand larceny. Sheriff Brown proceeded to Long Island, where Warner then resided, and arrested and brought him to this village, where he was lodged in jail. Deputy Sheriff J. T. Barnes proceeded with a bench warrant to Newark, where he found and arrested Lusk, and he was likewise lodged in the Cortland jail. Mr. Lusk is a gentleman in appearance, and has hitherto sustained a fair character. As soon as he was arrested he expressed a desire to make a full disclosure of what he knew concerning the robbery, and accordingly made a full statement to the prosecuting officers of the affair. His account of the statement is this:—The bonds were taken from Mr. Newton's house one evening in March by George Warner while Mr. Newton and his wife were on a visit to a neighbor's. Early the next morning Warner sent his wife with the bonds to the house of his brother, William E. Warner, in Newark. On her arrival there the bonds were delivered by her to William, who then had an interview with Lusk, ending in an arrangement by which Lusk was to sell the bonds, the proceeds of which were to be divided equally between himself and the two Warners. In a day or two after Lusk went to Rochester and disposed of one bond of $500 without difficulty. He returned to Newark, and, possessing himself of about $7,000 of the bonds, he went to Rochester and to Buffalo, where he disposed of these, receiving in each instance payment in currency. He next took the balance, except $2,500, and proceeded to Albany and made a sale there, with the same success as before. From the sale of the bonds he realized over $14,000, which was divided between the three as had been agreed upon. The bonds not disposed of he buried in the earth near his house in a glass bottle.

On learning these additional facts Mr. Newton procured the arrest of William E. Warner and the wife of George Warner, on the charge of receiving stolen property. A writ of habeas corpus was sued out in the case of William Warner, who was taken before Judge Smith, but after an examination he was held to await the action of the Grand Jury. An examination was had before Justice Hunter in the case of Mrs. Warner, and after a full hearing she was also held for trial.

Mr. Newton, after hearing the disclosure made by Lusk, immediately proceeded to Newark and recovered his remaining bonds—having found them in the exact location pointed out by Lusk. We also understand that Mr. Newton will probably recover a portion of the money received from the sales of the stolen bonds.

The Ram Atlanta.—We are informed that a letter has been received by a former citizen of Chester, who left for New York a few days ago, from one of the survivors of the wrecked ram Triumph (formerly the Atlanta), stating that the vessel struck a rock near the coast of Cuba and sunk, but that the white persons, officers and others on board escaped in boats. The negroes comprising the crew were believed to be mostly lost. We have not seen this letter, but are assured that such a one has been received. The Triumph was formally transferred to General Tate, representing President Salnave, off our navy yard, on the 9th of December last, by Mr. Sidney Oaksmith, who was on board of her when she was wrecked. She sailed from this port on the 10th, but owing to some injury to her machinery was detained some days at Chester. We hope the accounts to which we have referred is true as to the white men on board, and that we shall yet hear a more favorable account as to the fate of the colored men. Franklin Adams, a native of New Hampshire, went out as "Admiral" of the Triumph. The other officers were white men, and the crew, nearly a hundred in number, were colored men.—*Philadelphia Day, Feb. 2.*

THE WEST SIDE ASSOCIATION.

Indignation Meeting of Property Holders.

Great Spouting and No Shakes—The Resolutions—Small Attendance and Unanimous Voting.

Last evening at the Everett Rooms, corner of Thirty-fourth street and Broadway, a meeting was held of the real estate owners on the west side. The attendance was rather meagre. Mr. William A. Whitbeck was in the chair, and Mr. Roswell D. Hatch acted as secretary. The following documents were submitted to and were approved by the meeting, as expressing the sentiments of the property owners of that section of the city:—

Whereas the residents of the upper part of the island, on the west side, are now and have been for years without adequate public conveyance to and from the city—none of the avenues being graded, and the roads being in a horrible condition—the public authorities having made ample provision for the owners of fast horses, while the interests of the great body of the people who pay the taxes, consisting of the business men, gardeners, mechanics and laborers, have been entirely neglected; and whereas the only public conveyance on the west side (the Eighth avenue cars) stops at 125th street, compelling all the residents above that point to walk—part of the time over their ankles in mud—to have the privilege of paying twenty-two cents per diem, and to consume three hours of valuable time in transit to and from the city; for this privilege the said residents being indebted, it is understood, to the magnanimity of the Eighth Avenue Railroad Company, who are now only running their cars to accommodate the public—the avenue not being graded; therefore

Resolved, That we respectfully request the city authorities to have all the avenues regulated and graded without unnecessary delay.

Resolved, That our representatives in the Legislature are requested to take all proper measures to make permanent the grade of the Eighth avenue as now established by the Commissioners of the Central Park.

Resolved, That the Eighth Avenue Railroad Company be respectfully requested to extend their track, and run their cars on the Eighth avenue to 145d street temporarily, to accommodate the people, until such time as the avenue may be graded.

Resolved, That a committee of three be appointed to draw up a petition to the Mayor, Aldermen and Commonalty of the city of New York, and take such measures as they may deem best to protect the rights and interests of the people.

To the Honorable the Legislature of the State of New York:—

The memorial of the undersigned, who are owners of lots of land on the westerly side of the Eighth avenue in the city of New York, fronting the Central Park, and who own a majority of all said lots, respectfully shows:—

That this land opposite the Park, and that which lies adjacent thereto is now populed, and has been required for a long time past, for the erection of buildings to accommodate the rapidly increasing population of this city. That had that part of the Eighth avenue been heretofore suitably prepared for use, many costly buildings would have already been erected upon it; that the use of the said land is prevented and the increase in the population of the city greatly retarded by the past and present neglected state of the avenue; that the avenue has been graded and regraded a number of times, to the great annoyance and unnecessary expense and damage of those owning property subject to the heavy assessments that have been imposed therefor; that it is of great importance not only for the prosperity of the city, but also out of regard to the just rights of the owners of real estate upon and adjoining Eighth avenue, that (the same be, without further delay, regulated and graded in such manner that the same shall be finally and permanently established for the use and occupation of the population of the city.

Your memorialists therefore pray that an act may be passed substantially as follows:—

AN ACT

In relation to regulating and grading Eighth avenue, in the city of New York.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:—

Section 1. The Eighth avenue from Fifty-ninth street to 110th street, shall be regulated, graded and improved according to the grades as established by the Commissioners of the Central Park, under and in pursuance of, and in the manner provided in, an act entitled an act to alter the map or plan of certain portions of the city of New York, and for the laying out and improvement of the same, passed April 24, 1867, and all provisions of law inconsistent herewith are hereby repealed.

Several speeches were made, some quite lengthy, by Messrs. Peckham, Pierson, Edgar and others. The following resolutions were finally passed as the opinion of the meeting:—

Resolved, That the Legislature be requested to take speedy action and pass the bill now before it whereby Eighth avenue may be graded according to the grade fixed by the Central Park Commissioners, under and in pursuance of the act passed April 24, 1867, and that all acts inconsistent therewith may be repealed.

Resolved, That the Eighth Avenue Railroad Company be requested to move their track where it crosses the circle at the intersection of Broadway and Eighth avenue, so that the Commissioners of the Central Park can complete their work at this place.

Resolved, That a committee of three be appointed to call on the company and make known to them the wishes of the people in respect to this matter.

Whereas the present laws of this State in reference to taxation, making the whole value of real estate, as well as any mortgage thereon, subject to tax, have caused great scarcity of money for mortgage investment, and thus retarded the improvement of lands and been detrimental to the interests of property holders, therefore

Resolved, That this association will favor the enactment of a law that mortgages upon real estate shall be exempt from taxation, and that holders of such mortgages shall not be subject to or liable for any tax on the moneys secured thereby.

SINGULAR HABEAS CORPUS CASE.

A Convict Discharged from the State Prison.

The Auburn Morning *News* gives the particulars of a somewhat singular habeas corpus case. At the last September term of the Court of Sessions for Jefferson county, held at Watertown, James A. Cole was found guilty of robbery and sentenced to the State Prison at Auburn for the term of five years. He was indicted for robbing a man named Seth O. Adams, a farmer residing in that county, of a government bond for $500. From the record of the trial it appears that Cole was a peddler, and during his trips through the county usually stopped at Adams' house when in the neighborhood. A criminal intimacy grew up between Adams' wife and Cole, and, according to the testimony of Mrs. Adams, he used this fact for the purpose of intimidating her and compelling her to disclose the whereabouts of the coveted bond, which he knew Adams to possess.

She testified that on the 29th of August, 1867, Cole made one of his accustomed visits to the house, and in the absence of her husband; he asked for the bond; she declined to give it to him; he told her if she did not he would inform her husband of what had transpired between them. She then went to the place where the bond was kept, took it from thence and laid it on a box, from which Cole took it. He then told her to leave the drawer in which the bond had been kept open and tumble the contents, for the purpose of giving the impression that the house had been entered and the bond stolen in that way. She did so. Having progressed thus far in her testimony, the witness was seized with convulsions and continued in that state during the day, thus affording no opportunity for a cross-examination.

The Court decided that the case must go on, and the defendant's counsel declined to introduce any testimony or make any argument in behalf of his client, thus virtually permitting a verdict to be entered by default. By reason of this ruling of the judge the case was appealed, the judgment reversed and a new trial ordered. In the meantime Cole was in prison. On Saturday his father and an uncle came, and upon consulting with Messrs. Myers & Adams the matter was submitted to them, and on their motion a writ of habeas corpus was allowed by Judge Hughitt, requiring the prison authorities to produce Cole before him. The order was promptly complied with, and the opinion and ruling of the appellate court being introduced in evidence the prisoner was discharged under $1,500 bail, to appear at the next Court of Sessions for Jefferson county.

The defence to be set up by Cole is that if any robbery was committed, Mrs. Adams was the guilty party, as she presented him with the bond, alleging that it was her separate property and she could do with it as she saw fit. Owing to the ruling of the court this assertion was not attempted to be proved on the former trial, the defendant doubtless preferring to rely upon the law's delay, as there was little doubt but the ruling excluding a cross-examination of the principal witness of the prosecution would be overruled on appeal.

LONGEVITY.

The Oldest Man in Ohio.

[Correspondence Wooster Republican.]

Mr. Editor—You were under a slight mistake in your last issue in announcing the death of Mr. Sweick, of Ashland county. You say he was aged ninety-eight years and was the oldest man in Ohio. That I might know how much you were mistaken I visited Mr. John Folgate, of Jefferson, Wayne county, since I saw your notice. He informed me that he had lost his family record, but that he was born in March, 1765, and would be 105 years old next March. That would make him about seven years older than Mr. Sweick was. Mr. Folgate said he was too old to be in the army in the war of 1812; that he voted for General Washington at his first and second elections as President, and has voted at every Presidential election since, voting successively the whig and republican tickets.

I found him making a whinstock. He had a number of others finished and a lot of axe handles standing in his room, which he lately made. He makes a good axe handle yet, and up to the last five or six years he was in the habit of making weekly trips on foot to Wooster with a load of axe handles or hay forks, and would return home before some of his neighbors were out of bed, having walked about nine miles. He says he was always an early riser, and when a young man followed wagoning, and would be off for Baltimore with his team before other teamsters were up. He was then in the habit of taking a morning dram, but for many years has used no intoxicating drink, nor tobacco in any form. I have known him about forty years and never heard of a fault laid to his charge. He has for many years been a faithful, exemplary Christian, and a member of the Evangelical Church. His mind shows but little of the pressure of years. His sight is a little dim and his ear somewhat dull of hearing; but he is cheerful and converses freely; is willing to live on, but is waiting patiently the will of the Divine Master to take a transfer to the Church triumphant.

BURNED TO DEATH AT A THEATRE.

Miss Matilda Whitman, the young lady who was burned some six weeks ago at the Park theatre, Brooklyn, died at a quarter past four o'clock yesterday afternoon.

Patrick M. Conroy attended a wake in Newport, R. I., on Tuesday night, and went to bed at seven o'clock yesterday morning. He was found dead at eleven o'clock.

LITERATURE.

Criticisms of New Books.

Abdallah, or the Four Leaved Shamrock. By Edward René Lefebre-Laboulaye. Translated by Mary L. Booth. New York: Scribner, Welford & Co.

We have read many Eastern tales in every respect more interesting than this, and more faithful in their description of Eastern life. "Abdallah is, in fact, unworthy of Laboulaye. Its moral, if it does contain one, is old, very old. Of course the book is readable enough, but it cannot equal the other volumes of the charming "Bayard Series," to which it belongs. Mary L. Booth has translated the story admirably and has made the best she could out of a very ordinary production.

Personal Beauty: How to Cultivate and Preserve it in Accordance with the Laws of Health. By D. G. Brinton, M. D., and George H. Napheys, M. D. Springfield, Mass.: W. J. Holland.

The two physicians, with terribly long titles attached to their names, who have written this book have evidently studied physiology from an æsthetic and sentimental standpoint. They are deeply impressed with the advantages accruing from personal beauty, and, believing that men and women have been careless of preserving and ignorant of the means of improving their charms, have published this work with a view to the enlightenment of the world. Henceforth, then, upon our heads must rest the responsibility of homely features, projecting collar bones, unartistic busts and unsymmetrical limbs. For be it known that Messrs. Brinton and Napheys have discovered the real elixir of beauty. No ungainly feature, from a pugnose to sunken cheeks, is neglected. Exquisitely tapered fingers are guaranteed and arched insteps insured. We must refer the anxious inquirer to the volume for the various recipes which make mankind "a thing of beauty—a joy for ever." All that we need say is that the work contains many important suggestions and much judicious advice, which cannot fail to aid in the preservation of health, if even they do not add to physical comliness.

Woman: Her Physiology and Pathology in Connection with Maternity. By Mrs. T. H. Keckeler, M. D. Cincinnati: A. T. & T. H. Keckeler.

We should feel more disposed to praise this book if Mrs. Keckler did not entertain and give expression to some very pernicious ideas on the right of a woman "to determine when and how often she shall become a mother." In other respects Mrs. Keckeler writes very sensibly. Much good advice to women is contained in her work. There are numerous medical recipes which will be found valuable to families in the absence of physicians, where immediate relief is needed, and in many minor disorders that do not demand the attention of a medical man.

Creation a Recent Work of God. By the Rector of St. Mary's church, New York. New York: Pott & Amery.

The great aim of theological writers of the present day is to reconcile the teachings of the Bible with geology. To this end numerous works have been written, of which a few have been logical and convincing, while many have been very ordinary productions. The present volume is hardly equal to the subject, although it contains the germ of original ideas whose development would doubtless aid in the solution of a most important question. But the rector of St. Mary's church is too good a Christian to develop his half expressed ideas. He encounters difficulties and bridges them over with the Bible, which says much for his faith if we are not even convinced by his mode of reasoning. Now, "to show the harmony between God's created and written revelations" the Bible must be ignored partially if not utterly. Argument based upon strictly scientific facts which arrive at the same conclusions as the Bible does is the only method by which it can be satisfactorily proven that the science of geology does not conflict with what we believe to be divine revelation. The author of this little work proposes a new geological theorem. He endeavors to prove from the Bible, and by a somewhat ingenious process of reasoning deduced from the scientific facts furnished by astronomers and geologists, that the earth is less than 6,000 years old and that within those years there have been but four great geological epochs. While we have an abiding faith that the conflict between the Bible and science is all apparent, we do not think that this work explains their harmony. Something more than theories, however ingeniously put forth, is needed.

Letter and Spirit. Winchester Lectures. By Richard Metcalf. Boston: American Unitarian Association.

Any person curious to learn what the faith of the Unitarians is can obtain all needed information by a perusal of this work. There are twelve lectures in the volume, the first discussing the question of creeds and explaining precisely what the Unitarians believe. Then follows, from the second to the twelfth, an exposition of the essential doctrines of the Unitarian Church. The lectures are interesting throughout. They are written in a clear, animated style and are simply worded.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	7 09	Moon rises....eve	8 28
Sun sets	5 20	High water....eve	10 35

Weather Along the Coast.

FEBRUARY 2—9 A. M.

Port.	Wind.	Weather.	Thermometer.
Plaister Cove	NW	Cloudy	17 above
Halifax	NW	Clear	20 above
Portland	E	Clear	9 above
Boston	W	Cloudy	23 above
New York	E	Cloudy	26 above
Philadelphia	NE	Cloudy	28 above
Wilmington, Del	E	Cloudy	32 above
Washington	NW	Clear	36 above
Fortress Monroe	SW	Clear	42 above
Richmond	S	Clear	43 above
Charleston	SW	Clear	46 above
Mobile	W	Clear	48 above
New Orleans	SE	Cloudy	52 above
Key West	NE	Cloudy	70 above
Havana	NE	Cloudy	75 above

PORT OF NEW YORK, FEBRUARY 2, 1870.

Herald Packages.

☞ The office of the Herald steam yachts The Herald, Ames 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.

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.

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTH OF FEBRUARY.

Steamer.	Sails	Destination.	Office.
Cambria	Feb 5	Glasgow	7 Bowling Green
City of London	Feb 5	Liverpool	15 Broadway.
Virginia	Feb 5	Liverpool	69 Broadway.
Etna	Feb 5	Liverpool	15 Broadway.
Nebraska	Feb 9	Liverpool	29 Broadway.
Atalanta	Feb 12	London	55 Broadway.
Iowa	Feb 12	Glasgow	7 Bowling Green
City of Wash'tn	Feb 12	Liverpool	15 Broadway.
Manhattan	Feb 16	Liverpool	29 Broadway.
Anglia	Feb 19	Glasgow	7 Bowling Green
Cella	Feb 26	London	5 Broadway.
Columbia	Feb 26	Glasgow	7 Bowling Green

CLEARED.

Steamship Beckton (Br), Dryden, Glasgow—Henderson Bros.

Steamship Hansa (NG), Brickenstein, Bremen—Oelrichs & Co.

Steamship Cleopatra, Phillips, Vera Cruz and Havana—F Alexandre & Sons.

Steamship Acushnet, Rector, New Bedford—Ferguson & Wood.

Steamship Wamsutta, Fish, New Bedford—Ferguson & Wood.

Bark Amykos (NG), Johnson, Antwerp—Wendt, Tetens & Bockmann.

Bark Principessa Alexandra (Dan), Verdan, St Thomas—Roche Bros & Coffey.

Bark J E Holbrook, Leavitt, Elizabethport—Brett, Son & Co.

Bark J F Pearson (Arg), Oliver, Portland—Howe & White.

Bark Gazelle, Black, Barbados—H Trowbridge's Sons.

Brig Scotland (Br), Crowell, Buenos Ayres—R W Ropes & Co.

Brig Rio Grande, McLellan, Gibara—B J Wenberg.

Brig Rapid (Br), Thebault, St Pierre, Mart—H A Vatable & Son.

Brig Renshaw, Sylvester, St Jago and Guantanamo—R A Robertson & Co.

Brig Surf, Thompson, Calbarien and Sagua—Fowler & Jova.

Schr S V Nichols (Br), Holder, Para—Francis Moran.

Schr John Rose, Howell, Demerara—E G Rowe & Co.

Schr H M Woodward, Newcomb, Gonaives—B J Wenberg.

Schr A M Merritt, Reed, Falmouth, Ja—A H Solomon & Co.

Schr J W Roberts, Thompson, Jacmel—Flinn & DeVater.

Schr G M Wentworth, Herbert, Jacmel—J Boynton's Son & Co.

Schr Abbie Dunn, Fountain, Matanzas—J W Elwell & Co.

Schr Ida Lewis, Heustis, Galveston—C H Mallory & Co.

Schr C S Baylis, Steele, Mobile—E D Hurlbut & Co.

Schr Mott Bedell, Bedell, City Point—A Abbott.

Schr Ida L, Bearse, Boston—S W Lewis & Co.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Santiago de Cuba, Jones, Havre, Jan 16, with mdse and passengers, to the North American Steamship Co. Had fine weather to lon 64, at which time had a heavy gale from SW to WNW, and since strong NW winds. Feb 1, at 10 PM, off Absecom, came in collision with steamship Brunette, from New York for Philadelphia, sinking her in five minutes. George A Coleman, seaman, and —— McCarty, fireman, going down with her. The S de C rescued the remainder of the crew, 12 in number, and brought them to this port; she received some slight damage to her stem.

Steamship Eagle, Greene, Havana, Jan 29, at 2:15 PM, with mdse and passengers, to the Atlantic Mail Steamship Co. Jan 29, at 5:30 PM, passed a number of steamers, supposed to be the Spanish gunboats, hence for Havana. On the passage out, Jan 22, at 9 AM, in lat 34 14, lon 76 34, fell in with brig Gen Marshall, of Boston, in a sinking condition; stopped and took the crew (7 persons) off, and proceeded to Havana, where the U S Consul took charge of them and sent them home by the Eagle.

Steamship Mercedita, Starkey, Fernandina, Jan 29, with mdse and passengers, to the Florida Railroad Co.

Steamship Empire, Nelson, Wilmington, NC, with naval stores, &c, to James Hand.

Steamship Wm P Clyde, Morgan, Wilmington, NC, with mdse and passengers, to James Hand.

Steamship Regulator, Pennington, Wilmington, NC, with mdse, to J Lorillard.

Steamship Saratoga, Couch, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.

Steamship Fanita, Freeman, Philadelphia, with mdse, to J Lorillard.

Steamship Millville, Renaur, Millville, NJ, with mdse, to master.

Bark Harzburg (NG), Kuhlken, Bremen, 66 days, with mdse and passengers, to Oelrichs & Co. Was 15 days in the North Sea. Took the Northern passage and had heavy gales from W and NW.

Bark Agnes Frazer (Br), Cameron, Matanzas, with sugar, molasses and honey, to Geo H Brewer. Has been 5 days north of Hatteras, with strong W and NW winds; lost and split sails.

Brig George Harris (of Stockton), French, Cardenas, 7 days, with sugar, to master.

Schr Artic Garwood, Godfrey, Savannah, 10 days, with lumber, to master. Had fine weather.

Schr Florence I Lockwood, St John, Wilmington, NC, 4 days, with naval stores, to Thomas, Holmes & Co.

Schr Alfred Chase, Tillet, Virginia.

Schr E M Story, Ellis, Virginia for Providence.

Schr A F Pease, Slater, Virginia for Fairhaven.

Schr Herschel, Birdsall, Baltimore.

Schr E A DeHart, Law, Baltimore.

Schr Jacob Kienzle, Steelman, Baltimore for Boston.

Schr A E Martin, Stiles, Baltimore for Boston.

Schr Mary Standish, Street, Baltimore for Providence.

Schr J M Fitzpatrick, Smith, Philadelphia for Boston. Feb 2, carried away jibboom.

Schr Mary Steele, Higgins, Boston for Maryland.

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Ashland, Crowell, Boston for New York, with mdse, to W P Clyde.

Steamship Acushnet, Rector, New Bedford for New York, with mdse and passengers, to Ferguson & Wood.

Brig Paragon, Shute, Bridgeport for New York.

Schr Neverin, James, Hyannis for Elizabethport.

Schr Francis A Brooks, Wilcox, Mystic for New York.

Schr Mercer, Wasson, Bridgeport for Elizabethport.

Schr Howard Lindsay, Hutchings, New Haven for Port Johnson.

Schr Mary A Tice, Tice, New Haven for Port Johnson.

Schr Baltimore, Johnson, New Haven for Port Johnson.

Schr John Brooks, Fox, New Haven for Elizabethport.

Schr Thos Cahill, Allen, New Haven for Hoboken.

Schr O C Acken, Hobbie, Stamford for New York.

Schr S L Burns, Saulsbury, Port Morris for New York (has been loading far Galveston.

BOUND EAST.

Steamship Wamsutta, Fish, New York for New Bedford.

Schr George Washington, Peck, Elizabethport for Stamford.

Schr T Hanlsh, Demming, Elizabethport for New Haven.

Schr Nellie Bloomfield, Hobbie, New York for Stamford.

Schr Sallie Burton, Palmer, New York for Stamford.

Schr Rombe, Miller, New York for Providence.

Schr E Archarius, Gregory, New York for Salem.

Schr Kendrick Fish, Webber, Hoboken for Boston.

SAILED.

Steamships Russia, and Colorado, Liverpool; Hansa, Bremen; Cleopatra, Havana, &c; schrs Keokuk, Arroyo, PR; Joseph Seger, Matanzas.

Wind at sunset SW, light.

Marine Disasters.

☞ For particulars of the collision between the steamships Santiago de Cuba and Brunette, and the sinking of the latter, see news columns.

Liverpool, Jan 31—Ship Germania, Billins, from Liverpool Oct 2 for San Francisco, has put into Rio Janeiro in a leaky condition.

Bark Carrie Wright (Br), Jordan, from Dublin Dec 5 for Savannah, has put into Ardrossan leaky.

London, Feb 2—Intelligence has been received here that the brig Rachel Coney, Capt Coney, from