CENTRAL AND SOUTH AMERICA.

Proposed Changes in the Colombian Constitution.

THE CENTRAL AMERICAN REPUBLICS.

The Revolution in Bolivia Crushed by the President's Determination.

AFFAIRS IN CHILE AND PERU.

The steamship Henry Chauncey, Captain Gray, from Aspinwall, December 3, arrived here yesterday. She bring us the latest news from our Central and South American correspondents. The purser will receive thanks for favors received.

COLOMBIA.

Changes in the Constitution—Reforms—Trade and Commerce—Severe Storm on the Isthmus—The Campaign of 1872—Fears of a War With Ecuador.

PANAMA, Dec. 3, 1870.

Since my last communication to the HERALD very little of interest has occurred worthy of general attention.

The Constituent Assembly, called to take into consideration certain reforms deemed necessary to be made in the constitution of the State of Panama, convened in this city on the 1st inst. After the election of officers—José de Fabregay, President, and Buenaventura Asprilla, Secretary—the message of the President of the State was read. Judging from the document, the Assembly seems to be furnished with a *carte blanche* to do or not do, as it sees fit. The President, of course, appeals to the patriotism of the members to pass all laws necessary for the public good, and to modify those requiring change. It is difficult for foreigners to see what benefit can come of this tampering a constitution which is probably quite as good as any new one will be. The principal subjects referred to by the President in his message are the supplying of this city with portable water and the arranging of the matter of contributions and taxes for the coming year.

The press of this city have censured President Carreoso very severely for having failed to complete a contract with Mr. A. J. Center, of New York, for the supplying of Panama with water, to which I have in a previous letter referred.

The 28th of November, being the forty-ninth anniversary of the independence of the isthmus, was celebrated with the usual enthusiasm.

The dullness of the isthmus traffic is likely to be enlivened during the coming season by a great increase of business from the Central American republics. The Panama Railroad Company have increased their line of steamers from Panama to the Central American coast to three steamers a month, and it is their intention, when the coffee season is fully opened, to put on a fourth. In connection with this step the rate of freight on coffee from Central America to England via the isthmus has been largely reduced. The reduced freight and increased facilities for transportation will attract to the isthmus the bulk of the large and lucrative freight business now being carried on in sailing vessels between Central America and Great Britain and the Continent and make up in a measure for the loss the railroad company sustained by the opening of the Pacific Railroad and the Straits of Magellan steamship line to Liverpool.

The Panama Railroad Company's steamship Winchester, Captain A. G. Jones, from New York, arrived at this port on the 28th of November, and will at once take her position in the Central American line. The Winchester came out in fifty-seven days, fourteen hours and fifty-two minutes, running time, which is a remarkably fine voyage.

About the middle of November one of the most severe storms known on this isthmus for many years past was experienced on the Atlantic side. A severe norther set in at Aspinwall about the 14th of the month, accompanied by a very high tide and continued until the night of the 20th, when it ended in a frightful thunder storm. During the week the wind sometimes blew a perfect gale, and all work in the harbor had to be suspended. On the morning of the 18th ult. the Pacific Mail steamship Arizona, which was moored to the company's wharf, loading, had to cut her hawsers and put to sea for safety, leaving a portion of her cargo on the dock. All the vessels in the harbor had to haul out to safe anchorage ground. Although the norther lasted with more or less severity for six days, fortunately not a single accident or loss of life or property afloat is recorded. On shore some wharves and buildings were slightly damaged.

About the same time unusually heavy and continuous rains fell over the entire isthmus, particularly in the Porto Bello mountains, on the Atlantic slope, where the river Chagres takes its rise. The mountain streams became swollen into torrents, the Chagres overflowed its banks and in the neighborhood of Buenavista inundated the country for miles around. The track of the Panama Railroad was submerged for a distance of eight miles between Gatun and San Pablo stations—in some places to the depth of three or four feet. All traffic on the road was suspended for nearly three days, during which time the flooded portion of the track could be crossed only by means of flat-cars or canoes. On the 22d ult. the water had subsided to the depth of one to two feet. The traffic was then resumed and has not since been interrupted. No damage was caused to the line by the storm beyond one or two land slides, which were not of serious import. For a couple of days past the weather on this side of the isthmus shows every indication of the near approach of the dry season. North winds are blowing and the heavy sky is gradually clearing up. The steamship Montana, from San Francisco, arrived here yesterday morning, but her passengers have been detained here till to-day as another severe norther was experienced at Aspinwall yesterday which compelled the steamship Henry Chauncey, which connects with the Montana, and other vessels to haul out from the wharves into the stream for safety. Notwithstanding the unusual quantity of rain which has fallen this season, the health of the isthmus continues to be remarkably good.

Captain Lucius Crooker has received his appointment as United States Inspector of Customs on this isthmus.

The latest advices from the interior of this republic contain nothing of special interest. Rumors still existed in Bogota about warlike preparations in Ecuador, supposed to be intended against Colombia. The latest periodicals from Guayaquil contain nothing to justify such fears.

Various mines of coal, gold and silver are said to have been found in the State of Cauca.

General Julian Trujillo is spoken of as the most eligible candidate for President of the Union for 1872.

Vicente Vaneyas, who was tried and convicted of issuing forged sentences of the Supreme Court, of which he was secretary, and who made his escape some time ago from the penitentiary of the capital, was caught while trying to make his way across the country to the frontier of Venezuela.

CENTRAL AMERICA.

Affairs in Guatemala, Salvador, Honduras Costa Rica and Nicaragua.

ASPINWALL, Dec. 3, 1870.

The steamship Guatemala, from the Central American coast, arrived at Panama on the 30th of November, with fifteen days later dates. The different republics seem to be all quiet and progressing.

GUATEMALA.

In this republic all forces at the malcontents who took refuge in Chiapas had ceased. Marshal Solano, who died lately, was interred at Santa Rosa with funeral honors. Hon. Silas A. Hudson, resident Minister of the United States on Guatemala, had left for the United States in leave of absence. The Legation remains in charge of Mr. Henry Houben, United States Consul, during the absence of Mr. Hudson. A new cart road is to be constructed between the capital and the port of San José.

The southern portion of the republic was visited by very heavy rains in the latter part of October, causing considerable damage to sugar and coffee plantations and also to the roads. The coffee crop will not be near so abundant as was expected. Of cochineal it is said the yield and quality this year are both inferior. The crop of cereals is good. The Legislative Assembly was to have been convened on the 25th of November.

SALVADOR.

The fairs of Chalatenango have not resulted satisfactorily this year. The merchants transacted but little business, either in the sale of their merchandise or the purchase of indigo. The price of indigo ranged from sixty cents to one dollar per pound. They are looking forward to the coming fairs of Sensuntepeque, Ilobasco and San Miguel for better success. A fossil skeleton supposed to be human has been found in Salvador, measuring fourteen yards in length.

The exports through the three maritime Custom Houses for the month of October amounted to $130,792.

Telegraph lines are being constructed throughout the republic.

A slight shock of earthquake was felt at five o'clock A. M. on the 18th ult.

HONDURAS.

There is little to note from this republic excepting in connection with its interoceanic railway. The last report in regard to this road is that work had been temporarily suspended on account of some misunderstanding between the government and the company as to the site to be selected for a terminus on the Pacific.

Dr. T. C. Ledyard and Robert Newton Bell, natives of the State of New York and dentists by profession, were assassinated on October 15 in the village of Sensenti by a Salvadorian named Bartolo Galves.

NICARAGUA.

Don Vicente Quadra has been elected President of this republic for the coming term almost unanimously. The official *Gazette* of Nicaragua expresses the most profound regret at the news of the untimely death of Purser Burns, of the Panama Railroad Company's service.

COSTA RICA.

The President of Costa Rica has declared null and void the treaty for an interoceanic canal entered into with Nicaragua on the 18th of June, 1869. The following is a translation of the decree:—

First—President Guardia, of Costa Rica, considering that the treaty entered into on the 18th of June, 1869, between Costa Rica by its plenipotentiaries, making it a party to the contract for an interoceanic canal, made in Paris between the Minister of Foreign Relations of Nicaragua and Monsieur Chevalier, was not exchanged;

Second—That it was not even approved of by Congress.

Third—That the Chamber of Deputies of Nicaragua, in session of the 17th February, 1870, instead of approving decreed certain modifications;

Fourth—That the Executive power of Nicaragua, in accordance with a vote of the Chamber of Deputies, asked that Costa Rica would accept of the modifications;

Fifth—That, such being the case, Costa Rica, according to international rights, remains with full liberty to accept or refuse the proposed modifications; and that, as they have not been accepted, in use of the powers with which I am invested, and in conformity with the vote of the Council of State:—

DECREE.

That the treaty for the excavation of an inter-Oceanic canal, entered into in this city between the plenipotentiaries, Don A. Jimenez and Don M. Montealegre, on the 18th of June, 1869, be declared null and void.

SAN JOSE, Nov. 23, 1870.

It has been decided to retain Punta Arenas as the port of entry of the republic in the Pacific, and suitable offices, stores, &c., are to be erected at once. The new wharf, it is expected, will be completed in the early part of the ensuing year. The coffee crop has already commenced. It is estimated that the yield this year will give 250,000 quintals for export. Political troubles in this republic have quieted down.

PERU.

The Political Horizon—Congressional Proceedings—Military Promotion—The International Exposition.

LIMA, Nov. 22, 1870.

Since the departure of the last steamer for Panama but little of interest for foreign readers has occurred in Peru. Congress, to whose proceedings all look with great attention, has been occupied with the discussion of affairs relating to points of minor local importance, and the country generally has been very quiet. The rumors of sedition and revolution are becoming less defined, the would-be agitators appearing to be be convinced of the futility of any attempt to disturb the public peace, admitting, it seems, that any such movement against the administration of Colonel Balta would be followed by speedy and crushing defeat. As has frequently been mentioned in my correspondence, the President made at the commencement of his term of office, such disposition of the military forces as to effectively control the whole army should any unfortunate necessity arise for a like emergency.

For many years past a custom has prevailed in every Congress to promote officers by wholesale, whether their services merited reward or not, simply for the reason of their personal influence or of the desire of the government. That such a custom was highly pernicious is proved by the enormous amount of money required every year by the War Department to satisfy the claims of the innumerable generals, colonels and subordinate officers living at the national expense. The present Congress undertook to follow this time-honored plan, proposing to promote to generalships a dozen or two officers who had no claim whatsoever to the distinction; but the government promptly sent a message in, disuading the Legislature from the attempt, and urging that only those who, by seniority or special service, merited the premium, should be so honored. It is gratifying to state that this action was adopted, giving another proof of the increasing good sense of the representatives of the republic.

The multitude of questions of secondary importance claiming the attention of Congress made it necessary to extend the term of 100 days granted by the constitution for the sessions, and fifty more working days have been added to that number. At the same time the Senators and members of the Lower House rejected a bill, presented by some impecunious deputy, increasing the pay of members, that remuneration continuing to be at the rate of ten soles per diem. In Lima, which is universally admitted to be the most expensive capital in America, if not in the world, owing to the difficulty of transportation and to its non-producing character, such a decision on the part of the members not noted for their wealth is certainly to be applauded. They all, however, improve their opportunities to obtain an interest in some government contract or other, and the amounts sometimes procured in this manner are far from inconsiderable.

The International Exposition, of which an account has been already given, was announced to open in this city during the course of next month; but, owing to the difficulties encountered in the construction of the buildings, it will probably be delayed until February or March. The palace, as it is called, destined for the purpose, will cost upwards of a million of dollars, being exceedingly spacious and of an imposing appearance. Already many articles have arrived from Europe, the United States and the neighboring republics of the Pacific, but the war between France and Prussia has had a perceptible effect on the quantity of goods expected. In view of the reduced representation to be made by England and France it is proper to again remind, especially the manufacturers in the United States of agricultural implements and machinery for the use of sugar, rice and tobacco plantations, that the present is an excellent opportunity to exhibit their wares in a country as progressive as Peru, and where American manufacturers have already an enviable reputation.

BOLIVIA.

The New Revolution—Intentions of the Rebels—Determined Conduct of President Melgarejo—Resolved to Crush the Revolutionists.

LIMA, Nov. 22, 1870.

The dates I have received from La Paz, up to the 9th inst., give fuller particulars of the revolution initiated by General Rendon against the government of Melgarejo. In his proclamation Rendon states that the despotic character of the administration renders it necessary to overthrow the powers that be, and he as a patriotic Bolivian undertakes that agreeable duty, offering to restore the republic to its pristine purity and prosperity. Of course this was all humbug, the fact being that Rendon was in charge of the city of Potosi, and improved the occasion to secure the mint situated in that place, also taking advantage of the severe indisposition of the President, who was recovering from a dislocation of the leg. Aided by some few troops whom he succeeded in seducing, Rendon fortified himself in the city of Potosi, the neighboring departments of Chuquisasa, Tarija and Santa-Cruz, giving in adhesion to the new aspirant. But in the meantime the indomitable energy of Melgarejo, overcoming even bodily infirmity, brought together the bulk of the army and prevented the strong departments of the north and centre, together with the capital, La Paz, from joining the revolting sections. Astonishing his physicians and friends and suffering the most acute pain the President mounted his horse and appeared in the public plaza before his troops, exhorting them to new victories, and on the 3d inst. marched against the rebels. Up to the 9th only a few lives had been lost in some unimportant skirmishes. It is generally believed that Melgarejo will gain an easy triumph, as he has the best of the troops under him, is amply provided with all material of war, and is determined to finish the affair in a rapid campaign. His enemies, imagining that his illness would prevent his moving and that without him the troops would lose all enthusiasm, have been most unpleasantly surprised. The result must be known shortly.

CHILE.

The Coming Presidential Elections—Effects of the European War.

VALPARAISO, Nov. 10, 1870.

Great interest is still manifested in the coming Presidential elections. There probably has been no time when the country generally so strongly desired a pacific change of administration. The fact of President Perez having occupied the chair for two terms, and the unpopularity of many of his acts and chief advisers, increase the wish of the people. Still there appears to be no danger of movements that would disturb the public peace. The great revolution in 1859 is yet too fresh in the recollection of the masses to permit the thought of another, save with some few restless spirits who pine for change. No candidates are yet announced, and probably will not be until January, when the meeting of the united opposition factions takes place.

In commercial circles more activity is noted, although the effects of the European war are every day more apparent in our market.

As high as fifty dollars per month is now paid by sugar planters in Louisiana for white laborers, with board and lodging included. The laborers are required to work eighteen hours a day, but appear to work cheerfully for that length of time considering the high price paid for their labor.

DEATH ON THE RAIL.

The Fatal Collision on an English Line—Dreadful Scene on the Road Between London and Harrow—Names of the Killed and Wounded—Sad and Affecting Incidents.

[London (Nov. 27) correspondence of the Dublin Times.]

Great excitement prevailed last night and to-day in London, in consequence of reports that alarming railway accidents had occurred—one to the up Irish mail trains from the other to, the Irish special train from Euston to Holyhead, which leaves London at five P. M. The train was made up of from twenty to twenty-five carriages and two engines and tenders. A few minutes after passing at full speed the Harrow station the passengers in the centre and end of the train were alarmed by a shake so violent as to cause a very general personal collision, and which resulted in serious injuries to some fifty persons. There was an immediate stoppage of the train, and the injured got out of their respective carriages as soon as possible. It was then discovered that the train had run into the luggage vans of a goods train which had preceded the express, and which had got disconnected from the other goods vans through some unexplained cause. The foremost engine was smashed and its fragments were scattered in all directions. The second engine lay upon its side still hissing and blowing, the wheels tearing up the ground all around. The first carriage was reduced to a complete wreck. The driver of the first engine was nowhere to be found. It was believed that he must have been killed instantaneously. The carriage nearest the second engine presented a shocking spectacle. Jammed between portions of its wreck was the body of a gentleman who seemed to have been caught across the body and squeezed to death. In the second carriage from the engine were found two passengers in a pitiable condition, one of them hanging from the ceiling. Another passenger was found lying on the line with a severe wound in his head. A lady also lost her life. It was believed that these made up the full number of persons killed. The serious accidents are, however, very numerous. Among the passengers badly injured were a sergeant and a private of the Second regiment. The fortunates who escaped with only a severe shaking were Mr. M. Feely, of Cork, and Mr. F. R. Deverell, of Dublin. These gentlemen, with all the other persons who escaped unhurt, were brought back to London as soon as the line was cleared.

OFFICIAL REPORT.

The following is the official account of the accident:—The accident upon the London and North Western Railway at Harrow has been attended with very serious results to many of the passengers, in three or four cases proving fatal. The dense fog prevailing in the neighnorhood of Harrow station was the real cause of the unfortunate accident. The five P. M. express from town, which started punctually, came into collision with a goods train which had met with a casualty at Harrow station, and owing to the fog the signals failed to prevent the collision which followed. As soon as the news was communicated to Euston Square, Mr. Cawkwell, the general manager, and Mr. Mee, the general superintendent, together with several medical gentlemen—Drs. Skelden, Davis, Andrews, &c.—proceeded at once to the scene of the accident, where every attention was paid to the sufferers. In consequence of the nature of the accident the lines were not cleared for several hours, and the mails from London were delayed from three to four hours in starting.

James Miles, the pointsman on duty at this spot, wishing to allow the quarter-past six A. M. down (the newspaper) train to go through the tunnel first, asked the brakesman if he would turn the empty train into the usual siding for a few minutes. The brakesman said he would do so, and immediately alighted for that purpose. The morning was rather foggy, and whether from this circumstance or from carelessness remains to be proved, the brakesman unhappily turned the wrong points, and the empty train, instead of passing into its proper siding, crossed over the main line metals, and while in the act of doing so was struck by the Irish mail express, which at this instant emerged from the tunnel at ordinary speed—forty-five miles an hour. The slight resistance offered by the empty trucks to the mail engine travelling at such a speed and down an incline, fortunately prevented any of the passengers in the train suffering severely from the collision, but the engine got entangled in the debris of the trucks and fell over on to the up metals, fortunately without injuring Henry Smith, the driver, who stood bravely to his duty, but occasioning an obstruction to the road, which occupied a couple of hours in its removal.

The accident occurred so near to the Watford station assistance was soon at hand, and Mr. Enderby, the station master, having got together some first class carriages and an engine in full steam, sent on the passengers and the mail to Euston, where they arrived about twenty minutes after eight o'clock, all, fortunately, having escaped injury.

The blame of the accident is said to rest upon one of the company's servants, in having entrusted to the goods brakeman his own duty of shunting the empty train into its proper siding.

THE KILLED AND WOUNDED.

The Rev. James Incher, Congregational minister, of Stoke Newington, who had suffered severe injury in his feet, was removed to Mr. Warne's residence, Cornwall Villa, where he still remains. Mr. and Mrs. Barraclough were taken to the Queen's Arms Hotel. Mrs. Wood, of Birmingham, and her cousin, Mr. Harrison, were received by Mr. Bourne, Sergeant Stuart, Eighth King's foot, was taken in by Mrs. Lander, and his prisoner, private J. Yates, was taken charge of by Mrs. Dornan. Several others, the nature of whose injuries are described below, came on to London, some remaining under care of Mr. Skelding at the Euston Hotel, and others having been conveyed to their respective friends.

The subjoined is a list of

THE KILLED.

Wm. Shelby, engine driver, aged 40; Mr. J. W. Jeffreys, of Manchester; Mr. J. H. Jordan, of Cheadlehulme, near Manchester; Mr. George Bell, of Bolton; Miss Bell, Mr. Smith, of Tib lane, Manchester; Mr. Rowley, of Stanhope street, Hyde Park Gardens.

INJURED.

At Norwich Villa—Professor B. Stewart, of Owens College, Manchester, fractured thigh and general shock to system; Mr. Taylor, of Stoke-on-Trent, bruised and shaken; Mrs. Taylor, both ankles sprained, contusion of elbow and severe nervous shock.

At Cornwall Villas—The Rev. J. Inches Hilcocks, severe injury to ankle joint and general shock. At Cunning Villas—Sergeant Stuart, Eighth King's foot, contusion in the cheek and general shock. At Mrs. Dornan's—Private John Yates, contused wound of left ankle. At the Station Hotel—Mr. King, of Blossom street, Northern Folgate, contusion of knee and injury of the leg; Mr. James Hilton, slight concussion. At Mr. Bourne's—Mrs. Wood, injury to right hip and leg; Mr. Harrison, general shock. At the Euston Hotel—Mr. James Lamb, of Edward street, Manchester, lacerated wound of heel of left foot, with contusion to arch of foot; Mrs. Lamb, extended and lacerated wound of foot.

Among the sufferers who came on to London on Saturday were Mr. and Mrs. Allen, of Grafton street, Dublin; Mr. Reed, of King street, Snowhill; Mr. and Mrs. Heaton, of Manchester; Mr. Burjoin, of Hamburg; Clapshaw, of Chichester street, Kilburn; and Pickering, of Stoke-upon-Trent. Of the deceased persons Mr. Bell and Miss Bell, Jordan, Mr. Smith and the engine driver Shelby are lying at the railway station; Mr. Jeffreys lying at the Queen's Arms, and Mr. Rowley is at the Slater's Hotel.

INCIDENTS.

Mr. Bell and Miss Bell were recognized by letters found in the pocketbooks, which enabled the officials to communicate with their friends. The affianced lover of Miss Bell came down to Harrow yesterday. He had bade her goodby at Euston on her leaving the station.

Mr. Jordan was identified by the season ticket between Manchester and London found upon him.

Mr. Smith was identified by documents found upon him, which showed that he was a partner in the house of Fisher Sons & Smith, of Tiblane, Manchester.

Among the passengers who happily escaped serious hurt were Mrs. Grimshaw and her daughter, of Aspley, in Bedfordshire. They remained for the night at the house of Lord Charles Russell, at Pinner Lodge.

The Duke of Buckingham showed his interest for the sufferers by going round with Mr. Cawkwell to inquire into their condition before he left Harrow at midnight. The Rev. J. Incher, Hillcocks was on his way to preach at Atherstone. The Rev. R. J. Knight, Vicar of Harrow Weald, sent telegraph notice of the accident on to Atherstone to prevent disappointment.

The Frightful Accident on the Madras Railway.

[From the Madras Athenæum, Oct. 25.]

A frightful accident happened on Friday morning on the Northwest line of the Madras Railway. About eighteen or twenty miles on this side of Cuddapah the railway crosses the river Chevair, a considerable stream, nearly a mile broad, and which ordinarily is placid enough, but which, just now, from the late heavy rains, has become much swollen. Thursday evening's Northwest train from Madras was proceeding as usual on its way on Friday morning, when, in crossing the bridge which carries the railway over this river, one of its openings gave way and precipitated the engine and several of the carriages composing the train into the angry and foaming torrent below. By this sad and frightful accident several valuable lives have been lost. Among the missing are the Rev. Mr. and Mrs. Seymour, who were on their way to Secunderabad, where Mr. Seymour was proceeding to take up the chaplain's appointment to which he had been recently gazetted. Mr. Streenavassa Charry, a vakeel of the High Court, who was on his way to Cuddapah to fulfill a professional engagement in the court there, is also among the missing. The following are also missing:—Engine driver Erskine, under guard Bredan, three native firemen (names unknown).

Full particulars regarding the catastrophe are wanting at present; nor is it very probable that we shall yet know much about it. The only persons who could have furnished information calculated to throw light upon the circumstances immediately preceding the accident have perished, and their terrible secret is buried with them. We have been able, however, to glean a few items of intelligence from a gentleman who visited the scene of the disaster, and who thus describes what he saw. At the further end of the first portion of the bridge across the Chevair is a huge chasm; but whether this was created by the weight of the train breaking down the bridge, whose foundations had already been washed away by the impetuous torrent, or whether it was made beforehand, is, and must probably remain, a mystery. There, at all events, forty feet below, is a portion of a railway carriage projecting above the seething waters. A human body entangled in the wheels sways to and fro as the current wills, and this is all—all at least of interest; jagged masonry, a brown, rushing, foaming mass of water, a dreary shore and livid sky make up the rest of the picture. The doomed train consisted of an engine, with its tender, two goods wagons, a composite passenger carriage, a mail van and a break van. In the front first class coupé of the carriage were the Rev. Mr. Seymour and his wife; in the first class compartment, Mr. Streenavassa Charry. The hinder compartment and coupé were occupied by second class passengers, among whom were Runga Charry, the gomastah of Streenavassa Charry and Mrs. Seymour's ayah. The engine, tender and goods wagons have disappeared; the last thing seen of the break van was its red light floating down the stream; the second class end of the passenger carriage still projects, as we have said, above the water, but whether the other end rests upon the river bed or upon the debris is unknown. According to one rumor the driver of the twelve o'clock P. M. up train from Cuddapah had reported the bridge as unsafe at Ramampett, and the driver of the train, who has perished, declared his intention of stopping at the bridge if he found the water had risen much. No danger signal was, however, made by the watchman supposed to be stationed at the entrance of the bridge, and as nothing has been heard since of that functionary he is presumed to have first deserted his post and afterwards to have absconded on learning the result of his neglect.

THE HOOSAC TUNNEL.

Everybody has heard so often the past ten or fifteen years of the "Hoosac Tunnel" that almost everybody but those most intimately concerned are unaware of the tenacity with which an enormous scheme has been pushed and the probable success which is in store for it.

Boston demands a better outlet to the West. The Grand Trunk and the Vermont Central are too circuitous, while the Boston & Albany is insufficient to meet the demands of traffic chiefly on account of its terrible grades. The Hoosac Tunnel route from Boston through Fitchburg, Greenfield, Deerfield, North Adams, &c., to Troy, N. Y., was surveyed in 1825, but the survey butted against the Hoosac Mountain range and stopped. All along it was concluded this was the best route for a railroad and its advantages were so evident that in 1848 a company was chartered to build the road. Ground was broken in 1851 at North Adams, where the mountain range is to be pierced, and a machine was invented for drilling through the Hoosac Mountain, but it proved a failure. In 1854—nothing having meantime been done—the Massachusetts Legislature granted the road a loan of $2,000,000, and in 1855 General Haupt undertook to tunnel, but made slow progress, and for want of pay left the job. In 1868 the State granted a loan of five millions more, and a couple of wealthy Irishmen from Canada—Walter and Francis Stanley, successful engineers and contractors—then contracted to put the road through the mountain. Their progress already has been such as to justify the belief that the Hoosac tunnel will ultimately be a fact.

The tunnel will be, when completed, nearly five miles long; longer than any in the world except the Mont Cenis tunnel. At the outset it was found that hand drills were too slow, and a Fitchburg Yankee invented a power drill, driven by compressed air, which is now doing wonders in boring through the mountain. Steam power could not be used, and so air is compressed by machinery and carried through strong pipes to where the machine is at work in the bowels of the mountain. Tunnelling is now going forward on both sides of the mountain, and a daily aggregate progress is made of eight feet. Meantime, in the centre of the route to be tunnelled, a shaft—twenty-seven by fifteen feet—has just been sunk for ventilation, and now work is being pushed on the tunnel at this point. This shaft is 1,000 feet deep. Walking into the tunnel from the west the workmen are now working with a third of a mile of mountain overhead.

A track is laid as fast as the tunnel is opened, and the rock drawn out on small cars and dumped down the valleys. The tunnel is twenty feet high and twenty-four feet wide. All the blasting is done by electricity and nitro-glycerine. The work does not proceed without enormous difficulties and many mishaps, but it is settled that the Hoosac tunnel is to be bored.

There are over two miles of the tunnel now made. The contractors agree to complete it by March 1, 1874. If completed by that time the job will have employed from 500 to 700 men, with all the appliances of steam, compressed air, mules, nitro-glycerine and electricity, eighteen years of steady labor, at a cost of about $9,000,000. That is the snug little sum which Massachusetts chooses to pay rather than be "left out in the cold."

JOURNALISTIC NOTES.

The St. Louis *Tribune* has suspended publication

The leading republicans at Iowa City are endeavoring to consolidate the *Tribune* and the *Republican*.

A lawyer of Terre Haute, Ind., lately went to an editor's office to cane him. The doctors have dug three bullets out of his frame and say there is another one they can't find, which will probably kill him.

The Easton (Pa.) *Weekly Argus* and the Easton *Correspondent and Democrat* will hereafter be issued from the same office by the new firm of Cole, Morwitz & Co., both journals to be under the editorial management of James F. Shunk.

The junior editor of the Kirksville (Mo.) *Journal*, having perpetrated matrimony a few days ago, the event was made the occasion of the following appeal:—"Our delinquent subscribers' attention is called to the above, and we hope they will remember that 'our families' will need the little sums due us."

REMOVALS.

PETTUS & CO., MERCHANT TAILORS, HAVE REmoved from their old stand, No. 550 Broadway, to No. 675 Broadway, Grand Central Hotel.

CLOTHING.

AT 823 BROADWAY, NEAR THIRTEENTH STREET.—H. HERZ pays the highest cash price for Ladies and Gentlemen's Wearing Apparel, Carpets, &c. Ladies waited on by Mrs. Herz.

AT 297 THIRD AVENUE.—M. LEON PAYS THE HIGHest price for Ladies' and Gentlemen's Cast-off Clothing, Carpets, &c. Ladies will be waited on by Mrs. Leon.

AT 444 SEVENTH AVENUE, TWO DOORS ABOVE Thirty-fourth street, guarantees to pay highest prices for Cast-off Clothing, Carpets, &c., by addressing Mrs. or Mr. NATHAN.

AT EDWARD MILLER'S WELL KNOWN ESTABLISHment, 190 Seventh avenue, near Nineteenth street, the full value paid for Cast-off Clothing, Carpets, &c., by calling on or addressing Mr. or Mrs. MILLER.

A POSITIVE FACT AND NO HUMBUG, AS PRACtised by others—High offers. We guarantee the highest price in the market for cast off Wearing Apparel. Call on or address Mr. or Mrs. H. HARRIS, 192 Seventh avenue, between Twenty-first and Twenty-second streets.

AT THE UPTOWN ESTABLISHMENT, 816 SIXTH AVenue, near Forty-sixth street, ladies and gentlemen will positively receive 50 per cent more than elsewhere for Cast off Clothing, Carpets, Furniture, &c., having a large order for Gonzales, Texas. We shall pay for Dresses from $15 to $50; Overcoats, $7 to $20; Pants, $4 to $8. Ladies waited upon by Mrs. FLATTO.

AT 71 SIXTH AVENUE, ONE DOOR FROM WAVERley place.—Ladies and gentlemen will be astonished at the prices F. HARRIS pays for their Cast-off Clothing, Carpets and Jewelry, as we have to fill an order. We will pay as follows:—For dresses, from $6 to $50; for coats, from $5 to $20; for pants, from $3 to $6. Call on or address F. HARRIS, 71 Sixth avenue. Ladies attended by Mrs. Harris.

ATTENTION.—$60,000 CASH WAS RECEIVED TO purchase wearing apparel, carpets, furniture, &c. The following prices we promise to pay:—Ladies' silk dresses, from $8 to $50; gent's coats, from $6 to $20; pants, from $3 to $6. These orders will be delivered in short notice. Please call or send a note to Mr. or Mrs. ROSENBERG, 246 Seventh avenue.

AT 432 FOURTH AVENUE, BETWEEN TWENTY ninth and Thirtieth streets—Ladies and gentlemen will find the fair and honest dealer, B. MINTZ, to whom they can dispose of their cast off Clothing, Carpets, Jewelry at the following prices:—From $10 to $50 for silk dresses, $3 to $15 for coats, $2 to $6 for pants. Please call or address B. MINTZ, 432 Fourth avenue. Ladies attended to by Mrs. Mintz.

AT THE OLD ESTABLISHED OFFICE, 66 NASSAU street, you can obtain liberal advances on Diamonds, Watches, Silverware, &c., or will purchase them at their utmost valuation. A. RONIGMAN, Broker.

AT S. MISH'S, 187 THIRD AVENUE, LADIES AND gentlemen can receive the highest price for Castoff Clothing and Carpets by calling or addressing. Ladies attended by Mrs. Mish.

AT J. ANHALT'S LADIES AND GENTLEMEN CAN receive from $10 to $70 for Silk Dresses, from $6 to $25 for Coats, from $3 to $6 for Pants, by calling or a note by post, at 178 Seventh avenue; ladies attended by Mrs. Anhalt.

AT 434 SEVENTH AVENUE, SECOND DOOR ABOVE Thirty-third street, M. COHN will pay full value for ladies' and gentlemen's Cast-off Clothing, Carpets, &c., by calling on or addressing. Ladies attended to by Mrs. Cohn.

A1.—AT M. MARKS', 93 SIXTH AVENUE, OPPOSITE Eighth street, and also at our branch store, 55 Sixth avenue, opposite Amity street, ladies and gentlemen will be astonished at the prices M. Marks pays for Cast-off Wearing Apparel, Carpets, Furniture, Jewelry, &c. The best you can do is please to call at my establishment or send us a note; the number as above. Ladies waited upon by Mrs. Marks. True, you will be dealt with to your satisfaction and benefit.

MEDICAL.

A.—MME VAN BUSKIRK, PHYSICIAN, NEVER fails to cure female complaints. Elegant rooms, nursing. 42 East Eighth street. Consultations free.

A.—MRS. W. H. MAXWELL, FEMALE PHYSICIAN, No. 114 East Tenth street, does not humbug ladies with medicine.

A.—LADIES IN TROUBLE GUARANTEED IMMEDiate relief, sure and safe. Notice—No pay until perfectly cured. Dr. ASCHER, No. 3 Amity place, Laurens street. Elegant rooms for ladies requiring nursing.

A.—DR. H. D. GRINDLE (20 YEARS' PRECTICE) guarantees speedy relief to ladies in trouble, with or without medicine; rooms for nursing. Residence 120 West Twenty-sixth street, near Sixth avenue.

ALL PRIVATE DISEASES CURED IMMEDIATELY without mercury; manhood and youthful vigor restored in 24 hours; office very private. Dr. HARRISON, 179 Bleecker street.

A 20 YEARS' PRUSSIAN HOSPITAL EXPERIENCE.—Dr. FRANKLIN, 161 Bleecker street, cures successfully private diseases inside 48 hours, without mercury.

A SPECIALTY.—NO FEE TILL CURED.—DR. R. COBBETT, member of New York University Medical College and R. C. Surgeons, London, can be consulted as usual on private diseases. Office 29 Centre street, near Chambers.

DR. LEWIS, AUTHOR OF MEDICAL COMPANION and Guide to Health offers restoration to the debilitated and diseased. Forty years' private practice. No. 7 Beach street, New York.

35 YEARS' OFFICE PRACTICE ENABLES DR. HARRISON, 179 Bleecker street, to cure all cutaneous and private diseases immediately. Office very private.

BOARDERS WANTED.

1 DEPAU ROW, BLEECKER STREET.—HANDSOME furnished Rooms to let, singly or en suite, with first class Board and attendance.

1 LARGE DINING ROOM—ALL CONVENIENCES AND well furnished; pleasant location; good table; family small; terms moderate. 216 West Fifteenth street.

1 BLOCK ABOVE STEWART'S STORE.—ROOMS EN suite and singly. Meals by the week, $6. At the Whitney House.

2 HANDSOMELY FURNISHED ROOMS, WITH Board, bath and ample closets; house private; no child ren; for good class parties only. 52 West Twenty-first street.

2ND FLOOR, SPACIOUS AND HANDSOMELY FURnished, with or without private table; also Rooms for families or gentlemen, with superior Board. 53 West Thirty-third street, near Fifth avenue; references.

2D DOOR FROM FOURTH STREET, 189 MACDOUGAL street.—Handsome furnished Rooms to let, with Board, en suite or singly, for families and single gentlemen; water in rooms; terms moderate.

5TH AVENUE, 251, CORNER TWENTY-EIGHTH street.—A suit of four Rooms, on third floor, together or separately; private table; French man cook.

5TH AVENUE.—HANDSOMELY FURNISHED FLOOR, en suite or singly, with Board, private table if desired, to the first class house 16 Fifth avenue. References exchanged.

6 BOND STREET, NEAR GRAND CENTRAL HOTEL.—Large front Room and Bedroom, for gentleman and wife; also Rooms suitable for single gentlemen, with Board.

7 EAST THIRTY-FIRST STREET, TWO DOORS FROM Fifth avenue.—Two handsome Suits of Rooms on second and third floors, with or without private table; house and table first class.

8 EAST NINTH STREET, NEAR FIFTH AVENUE.—An entire Parlor Floor and two large Rooms on second floor to let, with or without private table.

9 EAST TWENTY-SECOND STREET.—A PRIVATE family will let an entire second Floor, either together or separately, with or without private table; also two single Rooms.

10 EAST THIRTY-SECOND STREET.—FURNISHED Rooms, on the second and third floors, to let, with Board.

11TH STREET, NO. 183, WEST.—SECOND STORY front Room and Bedroom, attached or separate; table first class; terms reasonable to a permanent party. Call for one week; references exchanged.

15 EAST SIXTEENTH STREET.—SUIT OF FRONT Rooms, elegantly furnished, second floor. Southern exposure, with Board, at moderate price; location select and very accessible.

17 LIVINGSTON PLACE, CORNER EAST SEVENteenth street, on Stuyvesant square.—One suit of hand some Rooms, with private bath; other Rooms for gentlemen, with first class Board. References required.

21 EAST FOURTH STREET.—PLEASANT ROOMS, with first class Board, can now be secured for gentlemen or gentlemen and wives at the above place.

23 WEST EIGHTEENTH STREET.—ROOMS TO LET, with Board, on second and fourth floors; suitable for families or parties of gentlemen.

23 EAST FOURTH STREET, ONE BLOCK FROM Broadway.—Single front Rooms $10 and $12; also large front Rooms; all nicely furnished; table first class; dinner 1 P. M.

24 WEST THIRTIETH STREET.—TWO NEATLY furnished Rooms, suitable for gentleman and wife or single gentlemen; large pantries; bath on same floor; with or without Board.

25 WEST TWENTY-SIXTH STREET.—HANDSOMELY furnished Parlor Floor, near St. James' Hotel; hot and cold water; bath and closets; with or without private table; best reference.

29 WEST TWENTY-SIXTH STREET.—AN ENTIRE Second Floor to let, with or without a private table; references exchanged.

29 CLINTON PLACE, NEAR BROADWAY.—A HANDsome Suit of Rooms to let; also single Rooms to let, with or without Board.

34 WEST TWENTY-THIRD STREET.—TO LET, WITH Board, Suits of elegantly furnished Rooms for families; also single R