THE STATE CAPITAL.

MORE FEES FOR THE SHERIFF.

Speaker Hitchman's New Rapid Transit Bill.

An Improved Elevated Railway on the West Side.

CREAMER AND TWEED ON EDITORS.

ALBANY, Jan. 30, 1871.

The two houses of the Legislature reassembled this evening at seven o'clock. There was by no means a full attendance, owing to the absence of several of the New Yorkers, who prefer to attend political dances rather than their legislative business. Mr. Burns, in the lower House, opened the ball with a bill which is aimed at

REAL ESTATE REFEREES

in your city, who for years have made it a very profitable business to get large sales referred to them for final disposal. It provides that hereafter all sales of real estate made in the city and county of New York under the decree or judgment of any court of record shall be made by the Sheriff, except in cases where he is a party interested. Of course this will go a great way towards increasing the fees of the Sheriff, but Denny contends that his fees for real estate are already fixed at a certain figure, whereas referees are not restricted at all. The bill has not a very clear complexion, but if Denny is right in what he says the House will no doubt endorse his views when the proper time comes. There was quite

A LIVELY TIME

in the Committee of the Whole over the bill to fix the rate to be paid to newspapers for publishing the laws of the State. As the present statute stands the price can be rated by county supervisors between thirty and fifty cents a folio. The bill fixed the price at fifty cents, no more, no less. Mr. Gleason wanted the law to remain just where it now is, but got floored when his amendment was pressed to a vote. An effort was made to drag into the provisions of the bill a certain journal of whom no one ever heard before, but was broken down by the opposition with which it was met. Mr. Kilham, of Madison, tried to have the bill fixed so that the laws should be published in papers having the largest circulation in each county, but a few of the country members—quill drivers themselves at the head of obscure dry goods circulars, dignified by the title of newspapers—couldn't afford to lose the sop thrown to them from the public stills, and fought the motion so stoutly, so appealingly, that it fell through. Several of the members distinguished themselves during the debate by their small wit concerning

NEWSPAPERS IN GENERAL.

Weed, of Clinton, seemed to be desirous of winning the title so much loved by old Pangloss, M. D., for the zeal he displayed in this particular. Mr. Hitchman presented his long talked-of, long-expected

RAPID TRANSIT BILL.

It is entitled "An act to incorporate the New York Railway Company," and provides that the capital stock shall be ten million dollars. The road is to be an elevated one, and is to be constructed with single and double tracks and sidings across and between the streets, from the Battery and Bowling Green west of Broadway, the Sixth avenue and Central Park to Harlem river, and from a convenient point south of Twenty-sixth street to a point east of Madison avenue and thence to Harlem river. The road is to be made to connect with the various existing steam railways, and upon any bridge which may hereafter be erected between New York and adjacent shores "by steam or other power." The company are empowered to "enter upon and underneath" the various streets through which the road will pass, and are compelled, after erecting the abutments, to restore the surface to a proper condition. The tracks are to be twelve feet above the level surface of the street and where they cross any street are to be erected on bridges of a single span, the abutments of supporters of the road not to project beyond the front line of the houses. The bridges are to be made with close floors and have close parapets on each side four feet in heighth. In those parts of the city north of Fortieth street where the streets are not permanently laid out, graded and regulated the railway, by order of the Supreme Court, can be constructed "on the surface of the elevated ground." The road will not be constructed continuously over any street or avenue for a greater distance than seven blocks. No cars are to be run on the first day of the week, commonly known as Sunday, and on week days trains are to be run not oftener than every half hour. The act prohibits the use of steam whistles as signals, but says nothing about bells, and although it provides that the road shall be constructed in the most "substantial manner" possible, it gives no hint whatever as to whether this "substantial manner" will be after the Greenwich street railway fashion, or some other more likely to be knocked into some old iron shop by the grand jury.

THE CORPORATORS

mentioned in the bill are Josiah Sutherland, James H. Bartley, Samuel Sloan, Edward B. Strange, Emil Sauer, Homer A. Nelson, Philo C. Calhoun, Henry Starkweather, Edward F. Shonnard, Peter R. Kissam, John Sloane, Elliott T. Shephard, Charles A. Lamont, Samuel T. Howard, J. F. Pierson, Elisha Brooks and Charles W. Wiley.

Mr. Kelly, of New York, introduced his

COAL BILL,

which I made mention of in a previous despatch. It provides that scales shall be erected in every Assembly district in New York, where every load of coal must be weighed before it is delivered to the purchaser. The Department of Public Works is to have the control of the weighing business—a good thing for coal consumers, and a better thing for many of the inspectors, who, besides seeing that there is always 2,000 pounds to every ton, will also see to it that they are not the losers if some consumer thinks he gets full weight and doesn't.

THE DULL MONOTONY

of the Senate proceedings were enlivened this evening by Senator Thomas Creamer, who took occasion to "go for" a certain obscure newspaper which had seen fit to "go for" him during the week, in a way that was not conducive to the increase of his natural stock of good humor. The object of the Senator's wrath also coupled his name with that of the "Boss" as though the latter and he were not pulling together as well as good democrats believed it was their duty to do. The "Boss," after Thomas had taken his seat mollified, got up and said he had no complaints to make against editors. This had a soothing effect all round, and all the Senators went their way when the adjournment was announced peacefully and quietly.

NEW YORK LEGISLATURE.

Senate.

ALBANY, Jan. 30, 1871.

BILLS INTRODUCED.

By Mr. TWEED—Authorizing the American Congregational Union of the City of New York to take and to hold by gift, &c., real and personal estate for aiding public churches.

By Mr. CHAPMAN—Amending the Binghamton Water law.

BILLS REPORTED.

Authorizing the taking of additional lands and waters for the Croton Aqueduct, New York.

Authorizing the Common Council of the city of Lockport to raise money by tax to pay indebtedness.

BILLS PASSED.

To revise and amend several acts relating to public instruction.

To incorporate the American Home Missionary Society.

MISCELLANEOUS.

The resolution to elect on February 8 Regents of the University in place of Gideon Hawley and Robert Campbell, deceased, was adopted.

The bill providing the mode and manner of electing town officers in Richmond county was ordered to a third reading.

Adjourned.

Assembly.

ALBANY, Jan 30, 1871.

BILLS INTRODUCED.

By Mr. KELLY—Incorporating the Grand Lodge of Benevolent and Protective Order, New York. Also to prevent fraud in the sale of coal in New York.

By Mr. FIELDS—To correct a clerical error in the railroad bonding law.

By Mr. D. BURNS—Providing that all sales of real estate hereafter made in the city and county of New York, under a decree of judgment of any court of record, shall be made by the sheriff of said city and county, except in cases where said sheriff is interested.

By Mr. HAYES—Amending the revised statutes so that administrators appointed by a Surrogate, and on the death of the executors, may sell and give title to real estate.

By Mr. FLAGG—Authorizing the city of Troy to take water from the Hudson river for city purposes.

By Mr. PECKER—Authorizing the trustees of the Seamen's fund to sell certain lands.

By Mr. BARNEY—To erect a new county from a part of Steuben county.

By Mr. GLEASON—Extending the provisions of a law passed last session relative to banking to private banking corporations.

By the SPEAKER—Incorporating a New York Railroad Company and authorizing the laying of a double track on the west side of the city, up to Spuyten Duyvil Creek, and back to Twenty-sixth street.

GENERAL ORDERS.

The bill amending the charter of the Cannon street Baptist church, Brooklyn, was ordered to a third reading.

The bill increasing the pay for the publication of the Session laws to fifty cents a folio, uniformly, was defeated in committee, but in the House Mr. SELKREG moved to order the bill to a third reading, which was carried.

The bill fixing compensation of supervisors was ordered to a third reading.

Adjourned.

AMUSEMENTS.

STADT THEATER—"THE MAID OF ORLEANS."—Last evening the "Stadt" was again filled with a most attentive and enthusiastic audience, in spite of the threatening skies and terribly wet streets, to witness the representation of Schiller's grand tragedy, "The Maid of Orleans," with Madame Seebach in the part of Joan of Arc. Such is the remarkable versatility of this great artist that she is able, night after night, to delight equal multitudes and elicit equal applause from the most different classes of people and in the most varied range of performance. Last evening proved no exception to this rule. Schiller's imposing diction and splendid imagery received new fire from the tragédienne's intensity, and could the great bard, philosopher and dramatist revive to witness such an impersonation of the heroine of Domremy as we beheld yesterday evening, he would undoubtedly feel that to be so understood and so interpreted was of itself a noble reward. So much has been written of this great effort of Schiller that little can be added here. It has the Shakspearian merit of being a real life picture, with living, loving men and women for personages. The weak character of the French King Charles VII., quite effectively rendered by Mr. Kraus, and the commingled vanity and cruelty of Isabel of Bavaria, finely done by Mlle. Veneta, are painted with a master hand. Mr. Patsch, as the Duke of Burgundy, was even better than usual, which is double praise, while Miss Bissinger performed very charmingly and touchingly in the sympathetic *rôle* of Agnes Sorel. Mr. Koppe, as Knight Lionel, also renewed his claims to the merit which we have already recognized in this promising young actor. Of Madame Seebach we can only say that she made a never-to-be-forgotten tableau of every scene in her very laborious and difficult *rôle*, and was recalled again and again each time the curtain fell. Some striking passages in the fourth act were marred by the silliness of a few giggling ninnies in the upper part of the house, but the power of the leading figure on the stage was so transcendant that these interruptions were instantly subdued. The banner, cathedral, duel and death scenes were magnificent, not merely through the voice, gesture and look of Joan in her glittering armor, but from the care of the stage management in arranging the accessories. And here a particular word is due to Mr. Harry, who, in addition to the arduous duties of *régisseur*, played the part of Talbot and also the spectral Black Knight admirably, sharing these latter honors with "the young and brave Dunois" of Mr. Dombrowski. To-night the very celebrated and much admired five act drama (the favorite of so many distinguished critics), entitled "Täuschung auf Täuschung," with Mlle. Veneta as the Princess Orsini, will be given before a no doubt brilliant audience.

NIBLO'S—THE NEW FEATURES IN THE "BLACK CROOK."—There is no diminution in the drawing power of this well known spectacle in the house which first gave it birth. Yet the management last evening added many novelties to its apparently endless attractions. The principal of these is a very beautiful and artistically arranged demon ballet, in which Bonfanti, Costa, Novissimo and the *corps de ballet* take part. The various changes of light and groupings in this ballet surpass, in an artistic point of view, anything ever seen before on the stage of this theatre. The music also, of Signor Operti, is far superior to what one generally hears in show pieces of this kind. The other novelties were the Rizarelli Brothers and M. Seagrist and his children. Their style of entertainment is better suited for a circus or variety hall than Niblo's, and is calculated to mar the harmony of the spectacle to a considerable degree. There is such an inexhaustible fund of ballet, scenic, musical and comic elements that can be introduced at will in the piece, that it is a pity to spoil any portion of it by sawdust tricks. As for the rest of the features, the lithe, graceful Cora Adrienne, the graceful Bonfanti and the truly wonderful Majilitons, they are bound to find hosts of admirers for weeks to come.

WOOD'S MUSEUM.—After a long absence from the American stage Miss Lucy Rushton made her reappearance last evening at this theatre. A new drama of the sensational order, entitled "Red Hands," was presented. It is full of strong situations and kept the interest of the audience alive throughout the performance. The theme of the play is a mother's love. Miss Lucy Rushton invested the leading part of "Rachel Harmon," the wronged wife and mother, with much pathos, and was frequently applauded. She did not, however, attain to the tragic force for which some of the scenes gave scope. Mr. C. W. Barry was sufficiently effective and repulsive as the ruffianly villain. The other parts of the cast were pretty well rendered, and the mounting and setting were very fair. There was a crowded house, and no doubt Miss Rushton's engagement will be a brilliant success.

PARK THEATRE.—The familiar face of John Brougham was visible again last night at the Park theatre, in the play of "The Lottery of Life." There was a large audience, and the frequent encores were a proof that the performance was most acceptable. Mr. Brougham appeared, of course, as Terry, "the Swell," and was well sustained by Messrs. Carroll, Lamb, Ferguson, Shannon and others of Mrs. Conway's excellent stock company. Mr. Brougham will only be at the Park for a limited number of nights, and those who desire to see him will do well to improve the opportunity.

MRS. MACREADY'S RECITALS.—This accomplished lady reader gave a recital at Lyric Hall last evening. Owing, probably, to the weather, there was but a slim audience; and, perhaps, the fact of the entertainment being so far up town may also have had something to do with this want of numerical success. The *répertoire* included selections from "Midsummer Night's Dream," "Romeo and Juliet" and "The Honeymoon." Mrs. Macready read with care and taste, but is lacking in true dramatic fire. Besides, recitals are scarcely at present a very popular form of entertainment.

ANOTHER FENIAN ADDRESS.

Address from the United Irishmen to the Liberated Fenians—A Plan for Union.

A deputation from the United Irishmen called at Sweeny's Hotel last night and presented the following address to the liberated Fenians:—

HEADQUARTERS UNITED IRISHMEN,
TROY, N. Y., Jan. 29, 1871.

BROTHERS—Believing that your advent to the United States and the *éclat* therefrom arising present a favorable opportunity for perfecting a thorough union of the Irish nationalists of North America, in accordance with the principles and past record of the United Irishmen, we desire, through your supervision as worthy representatives of the I. R. B., to which we in common with all other Irish national bodies yield allegiance, to unite the exiled portion of our race, so as to increase their influence to the cause and to themselves. We consider this can be effected immediately, and that whatever differences exist are but on details of system, which the majority of the united body can at any time settle. It is not calculated to subserve fraternal union by entering into the merits of the causes creating dissension in our national ranks. It is sufficient that in the future we can learn by our past experience how to avoid such evils. Neither is it necessary to open the question of relative strength and resources; though we desire it distinctly understood that we do not by this imply that we are inferior in either, if such a test is deemed desirable. What we want is union—the interests of Ireland require it—and Irishmen expect you, as men who have suffered for our cause, to act as supervisors in bringing it about. We, as an organization, ask no advantages, claim no superiority, admit no superiority, but insist that you, laying any feeling of diffidence that you might entertain about assuming to direct measures to promote union, will accept the trust our people desire you to take, and which, from your past record, we feel no hesitation in offering. This union, so imperatively essential, can be effected at once. No general convention is necessary. Let us unite first under your directions or auspices and afterwards arrange details of system. The only impediment to union is the existence of several executive authorities. Let each of these resign, leaving the different organizations without their present governing power, and have an executive council of three or more among you to take charge, in the character of trustees, and with provisional power, until a general convention of the united body is convened, at which all classes will be represented as Irish nationalists. This is assuredly equitable, because it makes the people the legislators, it ensures union, avoids ground for distrust and will show to the world that we can act as Irishmen unitedly and unselfishly for Ireland, thereby dignifying our race and enhancing our power and influence. As a guarantee of our faith we cordially and willingly present to you our resignation as directors of our organization, and we will as soon as other authorities do the same transfer control of our property and organization into the hands of parties selected by you from among yourselves. Fraternally yours,

WM. J. NICHOLSON, Secretary.

STABBING AFFRAY IN JERSEY CITY.

Two Italian harpists, named Nicholas and Francis Stepeney, were tuning their wires yesterday afternoon opposite the house No. 45 Sussex street, Jersey City, when they were attacked by two roughs, named Lack Fallon and Jack Dolan, the former of whom broke the harp and violin. In the scuffle which ensued Fallon inflicted a deep gash on the head of Nicholas Stepeney and received in return the blade of a knife under the armpit, on the right side. The harpers were locked up in the First precinct station, and they presented the appearance of having been treated very roughly.

THE FORTIFICATIONS OF HAVRE

Visit of a Herald Correspondent to the Defences of the City.

THE PYRAMIDS OF EGYPT IMITATED.

A Movement Contemplated and How It is to be Carried Into Effect.

HAVRE, Dec. 28, 1870.

I went to the advance posts to-day and made an inspection of the fortifications as far as Harfleur. Leaving Havre in the morning with a permit from Colonel Mocquard, who is especially friendly to the HERALD, I took the road, in the midst of a heavy snow storm, and penetrated the elaborate fortifications now guarding the city. These works are very singular in their construction, but more remarkable in their design.

THE DEFENCES.

The highway is defended by a barricade of sandboxes, piled up in the shape of the pyramids of Egypt, built, I may say, after the same fashion as the famous one of Cheops. Blocks of stone there are not, but in their place are oblong boxes of sand, all compactly built into a solid whole, intended to resist the most furious cannonade from the heaviest calibres. Each pyramid is placed in the road, one-half the width of the highway, and but a few feet beyond is the other pyramid, and the two together, while permitting traffic, absolutely command the approaches and protect the soldiery. About three miles from Havre these defences terminate, and the entrance of the town (the Octroi) is defended by gambions, or wicker worked ramparts, with angular ports, uniquely ambushed and which command the highway.

HAVRE, ON ITS OUTSKIRTS,

for three miles outboard of the city, is surrounded by heights, and these ridges are crested with the same character of ramparts. The Prussians can hardly take the city, and their position on the offensive would be very hazardous and any result extremely doubtful. Such overpowering "swell" fortifications I have never seen. They are lofty, bristling, unpleasant in their features, and the bulldog guns frown on the far-off plain. At right and left the outlying country, now clad in snow, presents a curious appearance. There are the glacis, the escarpments and the heavy artillery, which rest like innocent babes, awaiting in ambush the enemy's approach. Havre, I repeat, can never be taken; it is most superbly defended, and the officers and soldiers improve daily. Musketry and artillery firing occur, and we are growing sick of a monotony of concussions.

MOCQUARD

has gone to Bolbec with his matchless battalion, and the French, to the number of 10,000, with artillery and Hussards, are distributed *en face* of the enemy, and an onward movement is imminent.

BEGINNING THE OFFENSIVE.

I learned to-night, *sub rosa*, that an expedition departs to-morrow morning at nine A. M. for Rouen, commanded by a regular officer. This force on the river is commanded by a naval officer, and on land by a distinguished officer of the army, and the land and naval forces co-operate. Great surprise is expressed at the inaction of the naval service here; but this movement, it is said, is the work of Monchez here, who is the Commandant in Chief—a naval officer. I shall go to the front to-morrow, expecting to see sharp work. All appear to have determination and energy. The expedition which goes up the Seine has twelve cannon, plenty of ammunition, and before you hear from me again I think its termination will be in the history of the war.

Mocquard is a fine fellow, and I believe that the Prussians must soon be either beaten by him or they will destroy his whole command.

The sale of English papers is prohibited here, because of the news which they give of the movements of the French armies.

Every one is now hopeful and confident and determined.

The celebrated gendarmes of Napoleon have been mobilized by decrees of the government.

One hundred and fifty Prussians from Yvetot were met yesterday between Valiquerville and Avimare. They were going to Bolbec. Prussians have been seen in the environs of Lillebonne. The enemy has a considerable force at Yvetot. The left bank of the Seine is free.

THE SINKING OF ENGLISH VESSELS IN THE SEINE.

Great excitement and much indignation still prevails regarding the sinking of the English vessels in the Seine. I called on the British Consul and he told me that the vessels Sylph, Junon, Paragon, June, Knidan and Moelaren were the colliers; the name of the sixth is unknown. There are three more which are expected to suffer the same fate. All here believe the action of the Prussians to be conceived in a spirit of hostility to England, and all declare that Gladstone shall demand prompt reparation. Captain Dashwood, of the British marine, left here bearing despatches to the British Admiralty detailing the facts of the seizure. The British Consul here was for energetic action, but the captain of the Helicon was not prepared to take the responsibility. All praise the action of the British Consul, and Englishmen here say that it is to be regretted that American as well as English vessels were not sunk, thus provoking an alliance between the two Powers to secure vengeance and procure indemnity against Prussia.

Le Havre says on this subject:—"The affair is either an outrage by the Prussian cannon upon the English flag or it is an act of hostility by the British subjects against France or French territory. We do not think it possible to regard this question in any other light, and it is one of great gravity."

The French claim that the English sold these vessels for the purpose of blockading the Seine.

Havre is still in a state of great excitement.

CRUSHED BY THE SNOW.

The Roof of a Railroad Depot Broken Down—Narrow Escapes—Damage $10,000.

On Sunday evening the roof of the large building known as the "Round House," at the Erie depot Newburg, was crushed in by the weight of the snow on it, and fell on four locomotives which were in the house at the time, badly damaging them. There were in the building at the time of the accident five or six men. One man, named Sanford, fireman of engine No. 146, was in the "cab" when the roof fell, but escaped without injury, and shortly afterward crawled out of the ruins. A beam of the roof struck the engine on the dome, just forward of the cab, badly smashing it, and making Mr. Sanford's escape a very narrow one. Two men who were in the pit, under one of the engines, also escaped without harm. Two others were in the building, near the south entrance, when they heard the cracking of the roof; both ran out, just in time to save their lives; one of them, Anthony Swayne, was slightly injured by being struck on the leg by a falling timber. Their escape from instant death was marvellous. The building was a large one, of brick, and measured one hundred and twenty by sixty feet. It was erected in 1848, when the Newburg Branch Railroad was opened. The engines damaged are Nos. 39, 146, 150 and 206. Engine No. 285—one of the finest on the road—had just been run out of the Round House when the roof fell. The turn-table in the house was considerably damaged. The total loss is estimated at about $10,000. A gang of "wreckers" worked at the ruins all Sunday night and all day Monday, and pretty well cleared them away. The walls of the building remained standing. Engines arrived from Greycourt and Port Jervis on Sunday night, and there has been no delay in the running of the trains either on the Newburg branch or on the New York and Newburg Railroad.

MOUNT WASHINGTON METEOROLOGICAL REPORT.

SUMMIT MOUNT WASHINGTON, Jan. 30, 1871.

Seven P. M.—Barometer, 23 70; thermometer, 13 degrees. Relative humidity, 62; wind west; velocity of wind 18 miles per hour. The snow shines through a hazy atmosphere, while far to the south is a band of clouds along the horizon.

The newly formed frostwork on the House and railway is beautiful in its purity and whiteness.

JAMES DUNPHY ASSOCIATION.

The James Dunphy Association gave their annual ball last evening at Apollo Hall, which proved to be a very pleasant affair, and was attended by a large number of personal and political friends. The officers are:—James W. Ledwith, President; John F. Carroll, Secretary, and Robert M. Dare, Treasurer.

CENSUS OF THE NEGRO POPULATION IN THE SOUTH.

States.	No. of Counties.	1860. Free Col'd and Slave.	1870. Colored.
Arkansas	58	108,420	120,062
Kentucky	79	172,889	169,789
Missouri	90	84,056	87,816
North Carolina	65	253,065	258,559
Tennessee	74	189,159	198,302
Virginia	65	327,580	304,136
West Virginia	39	13,235	10,649
Alabama	22	212,293	221,873
Florida	27	59,783	77,445
Georgia	57	205,347	222,599
Louisiana	9	73,039	59,951
Mississippi	11	88,704	99,709
South Carolina	9	157,743	140,783
Texas	19	25,390	82,442
Total		1,956,703	1,985,115

ANOTHER TENEMENT HOUSE HORROR

Four Persons Found Dead in Bed, Suffocated by Gas.

At an early hour last evening the police reporters of the various city papers were notified that four persons had been suffocated in the vicinity of Eighty-fifth street by an escape of gas on the floor where they were sleeping. The telegram came from Captain Byrne, of the Eighty-sixth street station house, and gave all the particulars at that time in possession of the police.

At midnight a HERALD reporter visited the scene, in company with Captain Byrne. In front of the house, which is in Third avenue, near Eighty-fifth street, two policemen were standing. Ascending the stairs a door was opened on the second floor from which came forth a stench which would almost drive one back, even were he possessed of the strongest nerves and stomach. Entering this room, a small one, there was to be seen in one corner a bed containing four dead bodies. In the room was scattered about clothing, scanty articles of furniture and dishes, all unclean. A small piece of candle was furnished by the police, and with this a hasty inspection was made of the premises. Sticking the piece of candle on the head of the bed the bodies of those it contained were examined by its uncertain light. All of those upon it wore the full every day dress. Evidently the room had got cold and they had, as poor folks often are compelled to do, retired with their clothes on. On the further side of the bed, and near the wall, was a man, some twenty years of age, and very good-lookinz, whom the police knew to be one John Scanlon, with black hair and half-open eyes and a beard some three days old; he was dressed in a dark coat, dark pants, light-colored vest and a grayish woollen shirt. A pair of woollen stockings were on his feet, half covered by an old quilt. From his mouth there had escaped a quantity of foam, and it hung upon his lips in a great white cloud. His right hand was thrust into the upper part of his pants and the left hung over the head of a little child creeping up on his breast. The child seemed creeping away from the asphyxia of death which surrounded it. It was scantily clad in a woollen jacket and striped skirt of cotton stuff. Next to this lay the mother, *enciente*, with a placid and listless look. She wore a dingy dressing gown of purple color and a grey serge underdress. She was about twenty-eight years of age. Next to this woman, and on the outside of the bed, lay another—a sister named Susan Sandor. She wore a marron colored dress and a black and white blaid shawl. Her face was red and her nostrils and mouth were covered with blood, evidently the effects of suffocation. It was one of the most horrible spectacles one can imagine, and even the police, accustomed to every horror, refused to enter the room.

FIRES.

Five Stores Burned in Montreal—Two Persons Suffocated.

MONTREAL, Jan. 30, 1871.

Five stores, situated on Notre Dame street, nearly opposite St. Lambert's Hill, were all more or less damaged by fire on Sunday morning. Total loss about $13,000; insurance half that amount. Four or five of the inmates sleeping over the store occupied by Miss Parradish as a millinery were rescued from the upper story windows, the staircase being on fire before their danger was discovered. The firemen on penetrating the building found Henry Cora dreadfully burned, and his son Henry and a servant girl, named Fanny Burgess, suffocated.

Disastrous Fire in Lewiston, Me.

LEWISTON, Jan. 30, 1871.

The store and storehouse of Abner Coombs, Bowdoin Centre, were burned on Sunday morning, and all his goods, $300 of the town money and all the selectmen's books and a shoemaker's shop were burned; also the shoe shop of L. Z. M. Beals.

The Pittsburg Fire.

PITTSBURG, Jan. 30, 1871.

The loss by the fire last night was heavier than supposed. The following are the losses:—F. Brown, drugs, about $15,000, insured for $20,000; Christian Hess, dry goods, $9,000, fully insured; Lane Brothers, hardware, $23,000, insured for $18,000. Nearly the entire loss was caused by water.

Large Fire at Norwich, Conn.

NORWICH, Jan. 30, 1871.

A row of wooden building on Main street, next to the Wauregan House, are burning, and they bid fair to be destroyed. The heaviest estimated losses to occupants, as now ascertained, are Adolphus R. Frank, $9,000, insured at $6,000; John C. Ripley, picture frames, $6,000, insured at $4,000.

Fire in Massachusetts.

BOSTON, Jan. 30, 1871.

Smith & Dove's carpet yarn factory in Andover was burned yesterday. Loss $25,000; insured $13,000.

TELEGRAPHIC NEWS ITEMS.

Edward Earle was elected Mayor of Worcester, Mass., at the special election yesterday.

Charles H. Woodwell, a prominent Massachusetts journalist and editor of the Worcester *Gazette*, died yesterday.

Patrick K. Friday, of Evansville, Ind., was killed yesterday by the bursting of the flywheel in the factory where he was employed.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	7 12	Moon sets..morn	3 10
Sun sets	5 16	High water..morn	4 06

OCEAN STEAMERS.

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

Steamer.	Sails	Destination.	Office.
Minnesota	Feb 1	Liverpool	29 Broadway.
Iowa	Feb 1	Glasgow	7 Bowling Green
Washington	Feb 2	Havre	58 Broadway.
City of Antwerp	Feb 4	Liverpool	15 Broadway.
Europa	Feb 4	Glasgow	7 Bowling Green
City of Cork	Feb 7	Liverpool	15 Broadway.
Ismailia	Feb 8	Glasgow	7 Bowling Green
Idaho	Feb 8	Liverpool	29 Broadway.
Donau	Feb 11	Bremen	68 Broad st.
Caledonia	Feb 11	Glasgow	7 Bowling Green
Nevada	Feb 15	Liverpool	29 Broadway.
Hermann	Feb 18	Bremen	68 Broad street.
Anglia	Feb 18	Glasgow	7 Bowling Green
Acadia	Feb 22	Glasgow	7 Bowling Green
Australia	Feb 25	Glasgow	7 Bowling Green

PORT OF NEW YORK, JANUARY 30, 1871.

CLEARED.

Steamship City of London (Br), Tibbits, Liverpool—John G Dale.

Steamship Franconia, Bragg, Portland—J F Ames.

Ship Escort, Whitman, Liverpool—S Thompson's Nephew & Co.

Ship Sterling Castle (Br), Hamilton, London—E E Morgan's Sons.

Bark Seaman (Br), Curry, Antwerp—Funch, Edye & Co.

Bark Erna (Nor), Asbjornsen, Antwerp—Wendt, Tetens & Bockmann.

Bark Edward Hill (Br), Carr, Venice—Fabbri & Chauncey.

Bark Hermod (Nor), Hansen, Gibraltar for orders—Funch, Edye & Co.

Brig Jas Ratchford (Br), George, Port au Platte—Crandall, Bertaux & Co.

Schr Victor, Mahoney, Para—C Ludmann & Co.

Schr Gersh Banker, Swinton, Maranham and Para—Francis Moran.

Schr Setagawa, Bryant, Baracoa—B J Wenberg.

Schr Tookolita, Reed, Norfolk—C E Staples & Co.

Schr Yankee Boy, Dill, New Haven—Ferguson & Wood.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship St Louis, Whitehead, New Orleans, with mdse and passengers, to H B Cromwell & Co.

Steamship South Carolina, Beckett, Charleston Jan 26, with mdse and passengers, to H R Morgan & Co. Had a strong NE gale the entire passage.

Steamship Isaac Bell, Blakeman, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.

Steamship John Gibson, Winters, Georgetown, DC, with with mdse and passengers, to G B Merrick.

Steamship Fanita, Doane, Philadelphia, with mdse, to the Lorillard Steamship Co.

Steamship Rattlesnake, Winnett, Philadelphia, with mdse, to Jas Hand.

Ship Black Prince (Br), Inglis, Yokohama 122 days, with tea, to John Caswell & Co. Touched at Angier Point Nov 8 and sailed again the 5th; passed the Cape of Good Hope Dec 14; crossed the Equator Jan 4, in lon 33 W; had fine weather throughout; has been 5 days north of Hatteras.

Ship Goschen (NG), Heyn, Bremen Dec 16, with mdse, to Chas Luling & Co.

Ship Villafranca, Williams, Antwerp Dec 17 and Flushing 21st, with mdse, to E E Morgan's Sons. Came the southern passage; had strong trades in lat 30; was 16 days north of Bermuda, with light winds and thick weather.

Bark Eugenia (Nor), Knudsen, Cardiff, 40 days, with railway iron, to order—vessel to Funch, Edye & Co. Came the southern passage, and had moderate weather.

Bark Liburna (Nor), Musfeld, Port Talbot 37 days, with railway iron to order—vessel to Wendt, Tetens & Bockmann. Came the southern passage and had moderate weather.

Bark Jenny (Br), Henrici, Bremen 43 days, in ballast, to F Schwoon. Took the southern passage and had fine weather; Jan 24, lat 35 20, lon 71, spoke ship Huron (Fr), from Savannah for Liverpool; has been 4 days north of Hatteras.

Bark Kleonika (Greek), Paschalis, Milk River, Ja, 35 days, with logwood, to S De Cordova. Was 14 days north of Hatteras, with strong SE and NE gales.

Bark R W Griffiths (Br), Drummond, Matanzas 16 days, with sugar, to James E Ward & Co. Had heavy N and NE gales the entire passage; Jan 18, off Cape Florida, spoke bark J E Holbrook, from Havana for New York; has been 7 days north of Hatteras.

Bark Eliza Barss, Vesey, Bermuda 10 days, in ballast, to J N Harvey.

Bark Ephraim Williams, Keene, Dix Island via Rockland 8 days, with granite, to G P Dixon. Had heavy gales from NE to NW the whole time, with intensely cold weather.

Brig Uruguay (Br), Kimbell, Montevideo 60 days, with hides and hair, to Zimmerman, Fair & Co. Crossed the Equator Dec 28, in lon 37; had moderate weather; has been 4 days north of Hatteras.

Brig Omer (Br), Comean, Morant Bay, Ja, 41 days, with logwood, to S De Cordova & Co—vessel to Henry & Parker. Had heavy head winds the entire passage; been 16 days north of Hatteras, with heavy N and NE gales and snow; split sails, lifted forecastle deck, started main rail and stern shedding and sprung a leak; was obliged to throw overboard the deck load of logwood to ease the vessel and the safety of the remainder.

Brig Union Star (Br), Merriam, St Ann's Bay, Ja, 29 days, with pimento, to S De Cordova—vessel to D R De Wolf & Co; had strong N gales throughout; lost and split sails; has been 7 days north of Hatteras.

Brig China (Br), Heisler, Barbados 17 days, with molasses to L Rue—vessel to G A Phillips & Collins. Had strong head gales north of Hatteras.

Brig Surl, Thompson, Cienfuegos, 21 days, with sugar and molasses, to Fowler & Jova. Had strong northerly winds up to Hatteras, since strong E and NE winds, and been 6 days north of that point.

Brig Excelsior (Br), Mayor, Bermuda, 10 days, in ballast, to Duncan McColl. Had strong W gales; Jan 23, lat 36, lon 71 20, passed bark La Cigueña, from Leghorn via Bermuda, for New York.

Brig Arcostook (of Boston), Bryant, Pensacola, 21 days, with lumber, to Benner, Brown & Pinkney. Been 16 days N of Hatteras, with heavy northerly gales; lost part of deck load of lumber and jib and split foresail; was off the Highlands on the 22d inst, then took a heavy NW gale and was blown off as far as the capes of Virginia; had a pilot on board 10 days.

Brig Julia F Carney, Colburn, Pensacola, 22 days, with ordnance stores, to Borland, Dearbourne & Co. Had heavy head winds the entire passage; been 9 days north of Hatteras.

Schr Franklin Treat (of Frankfort, Me), Parker, Santa Martha, 22 days, with fustic and coffee, to Howe, White & Co—vessel to master. Experienced light variable weather; Jan 21, Hanegas bearing N by W, 60 miles distant, passed two light spars with bright mastheads, apparently belonging to a schr; Jan 22, lat 31 26, lon 77 41, was in company with brig Preciosa Hobbs, from Nassau for ——; has been 8 days north of Hatteras.

Schr Mary (Br), Berner, St Pierre, Mart, 29 days, with sugar, &c, to T T & F A Dwight & Co. Was 9 days north of Hatteras, with heavy NR and NW gales. Jan 27, lat 39, lon 73 52, during a strong gale from east, lost jibboom, jibstay and flying jib.

Schr M A Franklin (of Boston), Purvere, New Orleans 20 days, with sugar and molasses, to master. Had head winds the entire passage; was 8 days north of Hatteras.

Schr Fred Spofford (of Bucksport), Turner, Savannah, 9 days, with lumber, to Jonathan Bearse—vessel to R P Buck & Co. Had fine weather up to Hatteras; since strong NE gales, and been 6 days north of that point.

Schr Sea Queen, Moon, York river, Va, 15 days, with railroad ties, to Alex Wheeler; Jan 19, in a heavy gale from NNE, lost part of deck load and split sails.

Schr Emma, Whitman, Virginia.

Schr D Howard, Dennis, Virginia.

RETURNED—Brig Abby Allen, Havener, hence for Bermuda Jan 30, with cattle, to Jones & Lough, when 5 miles outside of Sandy Hook was cut through by the ice, causing her to leak badly. Returned for repairs.

Passed Through Hell Gate.

BOUND EAST.

Steamship Franconia, Bragg, New York for Portland.

Schr Carlton (Br), Thomas, New York for Deer Isle, NB.

BELOW.

Bark Deborah Pennell, Reed, 49 days from Bremen (by pilot boat G W Blunt, No 11).

Bark Morocco (NG), Farnsworth, from Antwerp (by pilot boat Edmund Driggs, No 7).

Shipping Notes.

The 11 o'clock night boat for New Haven has discontinued her trips for the present on account of the ice in Long Island Sound.

The great iron bridge now being constructed over the Mississippi river at Hannibal, Mo, is claiming great attention. This structure begins with an abutment in the east bank of the main channel of the river, and from thence it consists of four fixed spans of 180 feet each, one fixed span of 250 feet, one pivot draw span of 300 feet and a fixed span of 250 feet, which occur in the order named and give an aggregate length of 1,580 feet. The masonry of the piers and foundation will be of the most perfect and durable character, and upon them will be placed the splendid iron superstructure. This, being intended for both railway and highway travel, will be 18 feet wide in the clear. With the exception of the piers and flooring the bridge will be of wrought iron throughout, the top chords of the fixed spans only being of cast iron. From a detailed description of the new structure in a late Western paper the following is taken:—

The trusses of the 180 feet spans are 23 feet high, those of the 250 feet spans 35 feet high and those of the 250 feet draw span 26 feet high at the ends and 34 feet high at the centre. The respective trusses are divided into panels of about 13 feet each. They are of the pattern known as the quadrangular truss, with parallel chords, inclined end braces, vertical posts and diagonal tie rods, the latter passing over two panels each. The cast iron used for the top chords of the fixed spans is of the best quality of No 1 Lake Superior charcoal pig. The wrought iron is guaranteed to be the best obtainable for the purpose, and is all submitted to thorough t