

government. Section seven gives the company every alternate section of public land that can be found in a strip eighty miles wide and as long as the road. Under this section they could get no land in Texas, but it is estimated that they could get some twenty-six million acres outside of that State. Section eight authorizes the issue of more bonds, to be secured by mortgages on the company's "property and rights of property, of all kinds and descriptions—real, personal and mixed—including its franchise as a corporation; and, as proof and notice of its legal execution and delivery, said mortgages shall be filed and recorded in the office of the Secretary of the Interior." The exact language of the section is here quoted. It is constructed with special reference to strengthening the equal endorsement by the United States. Under this section about forty million dollars more could be issued, making eighty millions of dollars provided for in the bill.

In view of the fact that six of our great subsidized corporations are now represented at Washington in endeavors to repudiate their just obligations to pay the interest on the bonds already authorized and issued by the United States it would seem to be wise for Congress to shut right down here and now, and not to authorize the issue of more bonds under any circumstances. We want no more great national corporations until we have a little further experience with those already in existence.

Mr. Dawes showed, in his admirable and timely exposure of the Chorpensing scheme, that the whole job was rushed through both houses of Congress in about nineteen hours. The bill for the repeal of the income tax has been nearly two years before Congress, and it is doubtful whether it will pass this session. Measures in the interest of the people pass through legislative bodies at snail's pace, while speculators' jobs of every kind are somehow put through with lightning speed. We have been assured that the resolution of the Texas Legislature, favoring the passage of what its opponents do not hesitate to call the "Texas Pacific Job," and presented to the House of Representatives by a Connecticut carpet-bagger, may be set down as a regular piece of Chorpensingism. The Senate will do well to inquire whether, on the other hand, the joint resolution of the Ohio Legislature, recently read in the Senate, and similar resolutions which have just been adopted by the Legislatures of Missouri, Illinois, Indiana and several other States, all denouncing land monopoly as a great evil in opposition to the spirit of our institutions, and especially the placing large tracts of the public domain under the control of railroad or other corporations as impolitic and dangerous, should not outweigh as samples of real honest legislation the jobbers' instructions which were rushed through the Texas Assembly.

**The Verdict on the New Hamburg Disaster.**

The twelve wise men who have been sitting on the bodies of the New Hamburg victims have rendered a verdict worthy of Dogberry and his court. They find nobody on the oil train to blame for allowing the initial accident to develop into the horror that it became, no one personally liable for the absence of a bell rope on the oil train, no one responsible for allowing that train to go bumping along over the sleepers for a quarter of a mile with a broken axle, and no one in fault for the failure to signal the coming express in time. No, they find every one and everything connected with the oil train all right, and claim "that the express train was a half mile from the obstruction when first signalled, and could have been stopped provided all the appliances had been effective; that from some reason to the jury unknown the patent brakes were not effectively applied." So the blame all lies in the non-effective working of those patent "brakes," or else, by inference, the fireman, to whom engineer Simmons gave his last order to "Put on the patents," is the man who failed in his duty. He pulled in three yards of the bell cord which is used to put on the patents in the few minutes during which he was racing toward death; but no response was made to his pulling—no sharp, sudden, irresistible tension was put upon the wheels of his train such as the powerful agency of steam has been taught by human science to bring forth upon such occasions of dire need as this was—and, mindful of his own life, the fireman leaped into the river, where, from his icy refuge, he saw Doc Simmons, with his hand still upon the throttle, and twenty-one other human beings, go to their death. Could he have succeeded in "putting on the patents"—if he had stuck to his work as Simmons did—or were the patents themselves in such an ineffective shape that sticking to his post would have been as useless as it was in the case of the engineer? These are questions that the jury has failed to answer positively. They have evaded them by the time-honored non-committalism of all inquests—"unknown to the jury." If the patents were not in order there is some one positively to blame whom the jury should have designated. Let us know if they had been properly examined before the train left New York, and if they were then found defective, let us know why they were not put in working order, or why the cars to which they were attached were not replaced by others having patents which would work. If they were in order then, we may reasonably conclude that they were in order at New Hamburg, and we have only to lament bitterly that there was no such hero as Doc Simmons at the brake.

But there are other lessons to be learned by this disaster. We must have bell cords on oil trains. Notwithstanding the opinion of these Bunsby jurors we hold that the oil train might have been stopped in time to have prevented the disabled car from jumping on the up track and before it had reached the drawbridge. The horrors of drowning and freezing might at least have been omitted from the combination of horrors by this bell cord, even if the accident had not been wholly prevented. We must have reader means of changing the signals. Is there not some invention by which the great white light at the front of the engine can be changed to a red one by a rapid movement of the engineer? The tower light at the drawbridge, according to the sworn testimony of one Cunningham, could have been changed in a minute, but there was no watchman there to change it. And we must have no more wooden bridges.

There was no one imprisoned in the burning car, it will be remembered, until the bridge gave way. Many escaped from the other cars, and many who are now dead could have escaped from the burning cars had they remained on a firm foundation. As it was, the breaking of the bridge jammed the cars together, tossed the passengers about helplessly, and added drowning, freezing and another crash of colliding cars to the dreadful agencies of death and mutilation that commenced the work.

The verdict of the jury is altogether unsatisfactory. The public are not willing that the careless officials of our railroads be allowed to slaughter them with no fear of anything more terrible than such a verdict as this before their eyes; or that the one faithful official, who "knowin' his duty done it," is to be thus scurvily treated by the whitewashing of the officials, whose carelessness brought him to his death.

**The Political Aspect of the Erie Question.**

A humorous article in a Western paper, accusing the *Tribune* of making merely a verbose opposition to the management of the Erie Railway, and charging it with the insincerity of "words" and only "words," is taken for real earnest by the philosopher of that paper, who, with his usual innocence of ridicule and satire, goes to work with immense zeal to prove, in a half column of "Comments by the *Tribune*," the charge undeserved. Just as if the *Tribune* had not condemned and vituperated everything by turns, according as the temper of its bucolic editor was soured by the untimely acidity of his peculiar diet! Not that the Erie management is wrong because of this accusation. It merely happens in this instance to be a subject for well earned censure.

The abuses put upon the stockholders of Erie make their cause common with the people of the whole country, for the flagrant mismanagement of the affairs of that corporation has made American securities a byword of reproach all over Europe. It is in spite of the injustices perpetrated on the foreign investors in the enterprise of the Erie Railway that our securities—national, State and corporate—have won their way to favor abroad. More especially does this wrong redound to our discredit when it is known that the abuses complained of are perpetrated by legal enactments, such as the one known as the Erie Directors' bill, which keeps the alleged maladministration of Erie in power for several years. Nor is the case isolated, so that it might be deemed an exception. The Atlantic and Great Western Railway, which was essentially an English undertaking, fell under the control of the same evil influence, so that the argument against us is not based upon a solitary instance.

Here, now, is presented a magnificent opportunity for the dominant party in the State Legislature to make political capital. The ambition of the leaders of that party is not confined, as is well known, to State interests. It contemplates the broader field of the politics of the whole country. The repeal of the Erie Directors' bill is agitating the present session of the Legislature, and is supported by the petition of the stockholders outside of the controlling ring. To do justice in the matter would be to give the party a good start in securing the estimation of the public.

THE INDIANA LEGISLATURE evidently does not give their money's worth to the people of that State. For the last two or three years the members of it, being pretty evenly divided in politics, have busied themselves in defeating the partisan legislation of their opponents rather than in securing any needed legislation whatever for the people. The tricks and devices of the electioneering canvass have been carried into the halls of the Legislature, and the people who elected these men to serve them have been entirely ignored. A democratic minority resigned some years ago to wipe out a quorum, so that the republican majority might not ratify the fifteenth amendment. Senator Morton declined the English mission because a small democratic majority last fall might have elected his successor in the Senate, and now a republican minority has resigned, so that there will be no quorum with which to pass a law restricting the State. As the members are supposed to represent the people it strikes us that the Indians are in a bad way, indeed, with their narrow majorities and narrow-minded legislators.

**Personal Intelligence.**

General A. E. Burnside arrived yesterday at the Fifth Avenue Hotel. Bishop Atkinson of Wilmington, N. C., is among the present arrivals at the Grand Hotel. Senator and Mrs. R. E. Fenton and daughter are stopping at the St. James. Among the sojourners at the Hoffman House are Captain Nichols, United States Army; S. A. Hammond, Assistant Attorney General of this State, and Colonel B. F. Almy and wife, of Providence, R. I. John Dan, Vice President of the Union Pacific Railroad; Samuel G. Reid, of Boston; M. H. Moore, of St. Louis, and Colonel R. G. Thorne, of Tennessee, are guests at the Grand Central. Commodore R. W. Meade, United States Navy, and Captain R. L. Meade, United States Marine Corps, are at the Fifth Avenue Hotel. General James McQuade, of Utica, and Mrs. Anna Dismore, M. D., and daughter are registered as among the latest arrivals at the St. James.

**ENGLAND.**

**The Bank Return.** LONDON, Feb. 23, 1871. The weekly bank statement published to-day shows that the amount of bullion in vault is £23,000 sterling less than last Thursday.

**ANOTHER RAILROAD ACCIDENT IN JERSEY.**

Yesterday afternoon an accident occurred on the Midland and Montclair Railroad, at a point about midway between Bloomfield and Woodside, by which a workman named John Borwick was terribly bruised and cut up, so that he can scarcely live. It appears a gravel train was backed down carelessly over a chasm which is being filled in. One car toppled over and dragged a second with it down the slope, thirty-five feet deep. Borwick went with the cars and was caught between the two. One of his legs was crushed frightfully, and the bone broken. He was taken to the German Hospital in Newark, but it is scarcely possible he can survive. The occurrence, as alleged, is attributed to gross carelessness.

**SKATING.**

**Brady's Rink, Jersey City.** Curtis and Swift, the renowned champions, will skate a grand match this evening, at Brady's Rink, Jersey City. The match will positively come off, according to the rules of the American Skating Congress, and no doubt will attract an immense assembly, as this is their first and last appearance in the neighborhood of this city this season. Subsequent to the match Messrs. Curtis and Swift will perform the comic acts of "Ghosts," "Girl of the Forest," "Saw" and comic Grand, &c.

**THE PEACE QUESTION.**

**Nothing Positive Concerning the Negotiations.**

**CONCILIATORY TERMS REPORTED.**

**The Great Powers Informed of Them.**

**Fifteen Hundred Millions of Dollars Indemnity.**

**France Cannot Pay Half That Amount.**

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Feb. 23, 1871.

I am enabled to report, for the information of the NEW YORK HERALD, that a telegram from Bordeaux dated to-day states that no despatch in regard to the negotiations for peace has yet been received from President Thiers.

**CONCILIATORY TERMS.**

A despatch from Paris on the 23d says:—"Nothing positive is known as yet of the Prussian terms for peace. The *Figaro*, however, says the terms are conciliatory."

**FOREIGN POWERS INFORMED OF THE CONDITIONS.**

Another despatch from Paris reports that the *Patrie* of to-day says that Count Von Bismarck has communicated the conditions of peace to the Cabinets of Vienna, London and St. Petersburg. Paris is tranquil.

**HEAVY INDEMNITY DEMANDED.**

The *Moniteur Official* of Versailles justifies Germany's demand for an indemnity of two milliards of thalers (\$1,440,000,000); recalls the example of America, and adds that France will soon recover from her present condition, provided she abandons useless wars.

**IMPOSSIBLE TO PAY.**

A financial journal of Paris says it is materially impossible for France to pay an indemnity of eight milliards of francs, or half that amount.

**DOUBTING CURRENT RUMORS.**

A Bordeaux despatch of the 23d says that the *Moniteur* of Bordeaux announces that the armistice has been prolonged until the 26th inst. at midnight. It denies the reports which have been current respecting the Prussian demands, and says that Count Bismarck and M. Thiers maintain absolute silence at present.

**ENGLISH AND ITALIAN MORAL SUPPORT.**

The *Gaulois* says that Lord Lyons, the British Ambassador, and Chevalier Nigra, the Italian Minister, will soon go to Paris in order to afford M. Thiers the moral support of their governments in the peace negotiations.

**THIERS AND FAVRE.**

MM. Thiers and Favre are at Versailles to-day.

**GENERAL REPORTS.**

**The Proposed German Entry Into Paris.**

**THIERS VIGOROUSLY OPPOSING IT.**

**The Parisians Called Upon to Prevent It by Force.**

**ARRAS PREPARING FOR DEFENCE.**

**Manteuffel's Corps Concentrating at Dieppe.**

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Feb. 23, 1871.

For the information of the readers of the NEW YORK HERALD I would report that communication by all the railways leading to Paris has been re-established.

**THE PROPOSED ENTRY TO PARIS.**

Information has been received from Versailles that it is determined that a portion of the German army shall march through Paris on their return home. M. Thiers continues vigorously to oppose this, warning the Germans of the responsibility they will incur. A placard was posted on Monday in the students' quarter, appealing to the inhabitants to make a last struggle should the Prussians enter the city.

**THE EMPEROR WILLIAM'S RETURN.**

A Berlin despatch dated to-day reports that the *Prussian Cross Gazette* says the Emperor William will return to Berlin as soon as the preliminaries of peace are settled, and Bismarck, Moltke and Roon will follow at a later day.

**PARIS ITEMS.**

A telegram from Paris dated to-day gives the following items of intelligence:— M. Leon Say will probably be appointed Prefect of the Seine. Owing to fraudulent abuses sales of coal are only allowed after inspection. Provisions have fallen to the ordinary prices.

**PREPARING ARRAS.**

A despatch from Arras, 23d, says the mounts around that city have been filled with water for its defence.

**GERMANS AT DIEPPE.**

A despatch from Dieppe, 23d, says that the Eighth German corps, belonging to General Manteuffel's army, and composed of Mecklen-

burgers, is arriving there, and if peace is signed will embark for Hamburg direct.

**MORE CONTRIBUTIONS.**

The Germans demand the immediate payment of 2,000,000 of francs by the Department of the Oise, and accord a delay in the payment of the remaining 8,000,000 of the contribution.

**THE FRENCH GOVERNMENT.**

**RESIGNATION OF TROCHU.**

**The Orleans Princes and the Assembly.**

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Feb. 23, 1871.

A despatch from Bordeaux, dated to-day, enables me to report to the NEW YORK HERALD that Minister Picard has arrived there. Henri Rochefort has gone to Paris.

**RESIGNATION OF TROCHU.**

The *Paris Moniteur* says that General Trochu has resigned at the request of M. Thiers and retired to private life. The disturbances at Nice have been suppressed.

**THE ORLEANS PRINCES AND THE ASSEMBLY.**

The Prince de Joinville and the Duke d'Aumale have written to M. Grévy, stating that they deferentially await the decision of the Assembly on the legality of their elections before presenting themselves to take their seats in the Chamber.

**CUBA.**

**HERALD SPECIAL REPORT FROM HAVANA.**

**The Steamer Hornet Securely Blockaded at Port Au Prince.**

TELEGRAM TO THE NEW YORK HERALD.

HAVANA, Feb. 23, 1871.

The Spanish steam frigate Isabel la Católica has just arrived from Port Au Prince, and reports the steamer Hornet securely blockaded in that port by two Spanish gunboats.

Shocks of earthquake were felt at Hayti on the 17th and 19th instant.

**THE BRITISH PARLIAMENT.**

**Indian Finance and the Cost of Rule in Asia—Liberty of Conscience—The Quarrel of the Churches.**

TELEGRAMS TO THE NEW YORK HERALD.

LONDON, Feb. 23, 1871.

The parliamentary progress is not very exciting, nor at all decisive, in a party point of view, but interesting in its wide scope of practical legislation. During the session of the House of Commons this evening Premier Gladstone moved the appointment of a select committee of inquiry on the subject of Indian finances.

**The Princess Louise Dowry—National Defence and War Lessons from Prussia.**

I am enabled to report to the NEW YORK HERALD that in the Parliament, at a later hour of the night, the House of Lords passed the bill granting an annuity to the Princess Louise. Lord Carnarvon announced a series of measures for the national defence, and argued "the necessity for early preparation, in view of the astonishing rapidity of the Prussian campaign in France."

**THE NAVALY.**

A committee of the Lords was appointed and commissioned to inquire into matters connected with the Admiralty.

**RAILROAD DISASTER.**

**A Train on the Pennsylvania Northern Central Railway Thrown from the Track—Three Passenger Cars Dashed Down an Embankment—One Man Killed and Seventeen Wounded.**

ELMHURST, Feb. 23, 1871.

The night express train on the Northern Central Railway, between Baltimore and Elmhurst, struck a broken rail a few miles below Williamsport, Pa., about seven o'clock this morning and was thrown from the track down a forty foot embankment. The engine, baggage and the first passenger car cleared the rail in safety without leaving the track. The second and fourth passenger cars and the third (a sleeping car) went down the embankment. The fifth passenger car was thrown from the track, but did not go down the embankment.

The first passenger car made three complete revolutions in going down the bank, and was a complete wreck. It is this car one man, Adam Frymore, of Milton, was killed; Edwin M. Lemon, of Warsaw, N. Y., was badly, and Benjamin Weeks, of Havana, slightly injured. In all there were seventeen persons more or less injured.

Horace Bemis, of Hornsiville, was in the sleeping car and was thrown violently backward. His face was badly cut, and he received other injuries which are probably not severe. The car took fire from the stoves at either end, but the flames were extinguished before they did much damage.

Commander F. A. Roe, United States Navy, was a passenger on the train, but he escaped without injury. Every attention was given to the wounded at the hotel in Watsonstown and at the Herdie House in Williamsport.

The train, which was due in this city at twelve M., did not arrive until seven o'clock this evening.

**ANXIETY TO GO.**

A few minutes after eight o'clock last night Edward C. Tully, aged twenty-four, residing at No. 23 Seventh Avenue, while at the corner of Wood and Broome streets, placed a five-barrelled revolver to his head and fired. The ball entered his scalp, but owing to the awkward position in which he held the weapon the ball did not enter the brain. He was removed to the Eighth Street station house, and attended to by Police Surgeon Foreigner, after which he was sent home in an ambulance. The injuries are not considered necessarily fatal.

Bridget May, aged thirty-five years, residing at 22 New Chambers Street, last night took a dose of concentrated carbonic acid by mistake. She lived but a short time after taking the medicine and died in great agony. The bottle had been left at the house by the Board of Health to purify the place, without being labelled.

**JAMAICA.**

**Herald Special Report from Kingston.**

**Rumors of Revolution in Hayti.**

**PROCLAMATION AGAINST BAEZ.**

**Dominicans Called Upon to Drive Him from the Country to Prevent His Being Sold Like Merchandise.**

TELEGRAM TO THE NEW YORK HERALD.

KINROSS, Jan., Feb. 23, 1871.

We have received St. Thomas dates to the 19th instant. At that time there was a rumor current there that a revolution had broken out in Hayti, the object of it being to place Salomons in the Presidential chair. Salomons is now in Europe, but was expected at St. Thomas at an early date.

A proclamation had appeared at St. Thomas from Capotillo, calling all the Dominicans to arms and to drive Baez from Dominica, and in this way prevent the country being sold like a piece of merchandise.

Preparations are being made at St. Thomas, now that the floating dock has been recovered, to raise the Liverpool steamer *Colombia*, that was sunk by the great tidal wave of October, 1867, in the middle of the harbor. Operations on her will soon commence, as Murphy, the diver, a month since was arranging matters in connection with raising her.

The harbor of St. Thomas is now full of ships of all nations.

Governor Birch will reside there instead of at St. Croix.

The royal mail steamer *James* is advertised to leave Porto Rico on the 20th of April for Madeira, Cadiz and Southampton, by the southern or fair weather route. Two hundred and fifty passengers are already booked.

There has been a rich harvest with distressed vessels, containing valuable cargoes, at that port during the last few months, and it is most curious to see how easily a ship can be condemned and sold for forty or fifty pounds, and after a few weeks rigged new again, with fresh paint, new name, and sent to sea with flying colors. I was yesterday informed by the purchaser of a great number of hulls of condemned ships that one of them he purchased twelve months ago, said to be leaking seventeen inches an hour, for the last eleven months has never required pumping out, and all he did was to remove her copper to the water's edge. The faith of the underwriters in England and New York must be great when they swallow a St. Thomas survey. They would save thousands of pounds by having an agent, without whose approval no survey or accounts would be paid.

The island is so healthy that the doctors are emigrating. Those remaining hardly make both ends meet.

The British brig *Teresina*, of Newport, from Sombrore for Bristol, arrived at St. Thomas 14th inst. in distress, leaking.

The British mail steamer *Elder*, from St. Thomas for Havana, brings the mails, in consequence of the transatlantic steamer *Seine's* late arrival there, February being the short month. The *Seine* sailed from St. Thomas for Aspinwall direct to make up for lost time. She reports the following war vessels in the harbor of St. Thomas:—French gunboat *Bouvet*, United States steamer *Nantasket* and French gunboat *Magecca*.

**RUNNING NOTES—POLITICAL AND GENERAL.**

Peter Familias was very much pleased the other morning when Mrs. Peter told him that "coal was going down." But his temper changed when his spouse informed him that she referred to the coal in their coal bin.

**THE CRY OF THE PEOPLE.**

"Repeat! repeat! repeat! the duty on coal." The Constitutional Club, a democratic organization in Boston, celebrated Washington's birthday in a jolly manner. C. Levi Woodbury, was in his glory.

A Temperance Convention met in Boston on the 22d. The inevitable James M. Estlin and his wife were on hand and head, and William B. Spooner was elected president. The Massachusetts people are temperance to death.

They have the "Twelve Temptations" and a temperance convention in Boston. The latter is based on moral and religious grounds—the former on grounds not quite so moral or religious.

If General Butler would bring his "mud cart" to this city he would find ample employment in most of our by-roads, as well as in many of our main streets—Nassau and Whitehall street, for example—to say nothing of the heaps of ice and dirt in Ann street.

The *Age* says Washington's birthday was reverently remembered in Philadelphia, and adds:—"The *Evening Bulletin* claims the authorship of the following sentiment:—George Washington: First in war, first in peace and first in the hearts of his countrymen." It might as well claim the authorship of the first paragraph in the first chapter of Genesis.

Mrs. Ann Sides has been bound over for trial in East Windsor, Conn., on a charge of poisoning the family of Lester Dewey.

It is much better to have coal in a corner than a corner in coal. The Hartford *Connecticut* says:—"The Hon. Edward Speer Cleveland has abandoned his agricultural pursuits in Hampton and is devoting himself to political prognostications." "Cleveland" always was a good hand at political "prog."

Pigeon shooting is "looking up" in this vicinity. There is a paper out West that has not yet heard of the safe arrival of the Tennessee. That paper is not much for St. Domingo, not much. Bear cattle in the Boston (Brighton) market are two dollars per 100 pounds, lower than this time last year or last September. How about thirty-five cents per pound for porter house steaks. Buffalo ramps are in demand in this market.

**TRIAL OF FILKINS THE ALLEGED EXPRESS ROBBER.**

ALBANY, N. Y., Feb. 23, 1871. In the case of Filkins, charged with robbing the express company, four jurors were obtained to-day, making five in all secured thus far out of seventy-two called.

**THE JOINT HIGH COMMISSION.**

**Departure of England's Committee for Washington—Resurrection Curiosity.**

The diplomats who will represent the British empire in the approaching negotiations on international difficulties left for Washington yesterday morning on the half-past eight express. The determination to push the matter through with as little delay as possible doubtless caused this sudden departure, and the receipt of a despatch from Minister Thornton stating that his mission was as long as they remained all necessary for sojourning longer in New York. The curiosity-loving public, who were enabled to read the full particulars of the arrival of the Commission in the columns of yesterday's *HERALD*, called in large numbers at the Brevoort House, where the Envoys had passed the night, but were, of course, disappointed. The passion to see "live lords" would seem to have no wise moderation, if the number of pretty avenue belles be taken into account who drove slowly past the substantial cage wherein the created birds had nestled for a night and then continued their flight—attaches, secretaries, valets and all.

The following are the gentlemen who frustrated the hopes of the New York Jenkinses—Earl de Grey and Ripon and Professor Montague Bernard, Commissioners; Lord Lytton, secretary; Viscount Godolphin, Mr. Henry Howard and Mr. Frederick Cromer.

**Arrival of the Commissioners in Washington—Dinner at the British Minister's.**

WASHINGTON, Feb. 23, 1871. Earl de Grey and Ripon, Lord Lytton and Professor Bernard, British members of the Joint High Commission, with Viscount Godolphin and Messrs. Howard and Cromer, secretaries, arrived here this evening from New York. They were met at the depot by the British Minister, Sir Edward Thornton, and members of the British Legation. They proceeded in carriages to the house of Mr. Franklin Paine. After diverting themselves of their travelling suits they partook of some refreshments and repaired to the residence of the British Minister. Here a dinner was prepared, and the distinguished gentlemen remained during the evening, enjoying Sir Edward's hospitalities.

The headquarters of the British members of the Commission will be at the residence of Mr. Paine, who has temporarily leased his house for their accommodation. As yet nothing definite has been decided upon as to the course they will pursue.

Secretary Fish will give a dinner on Saturday evening next to the American members of the Joint High Commission.

The Commission will not meet until after the 4th of March. In the meantime it is stated that J. O. Bancroft Davis, the Assistant Secretary of State, will be appointed secretary of the Commission on the part of the United States.

**THE NEW DOMINION.**

**The New Brunswick Ministry—Parliament Proterogued.**

FREDERICTON, N. B., Feb. 23, 1871. The new government is formed as follows:—G. L. Hathaway, Provincial Secretary; H. M. King, Attorney General; Hon. Mr. Kelly, Chief Commissioner of the Board of Works; Mr. Stevenson, Surveyor General. Messrs. Cary, Covert and James are also members, but at present without office.

To-day the House was prorogued by the Lieutenant-Governor, to meet again on the 5th of April. Considerable excitement prevails in political circles and much mutual recrimination was indulged in by members on both sides of the House.

**MONTEVIDEO.**

**Condition of Affairs Improving.**

LONDON, Feb. 23, 1871. News from Rio Janeiro to February 2 has been received by the mail steamer. The news is meagre. Affairs at Montevideo were improving. The revolutions had been defeated and the war was nearly at an end.

**EUROPEAN MARKETS.**

LONDON MONEY MARKET.—LONDON, Feb. 23—4.30 P. M.—Consolidated 2 1/2; 2 1/2 for 20 months; the account American securities quiet. United States 6 1/2-20; bonds, 1862, 91, 1863, 1864, 1867, 1871; 100; 100; 100; 100;