

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, PROPRIETOR.

Volume XXXIX.....No. 16

AMUSEMENTS THIS EVENING.

OLYMPIA THEATRE. Broadway, between Houston and Broecker streets.

BROOKLYN PARK THEATRE. Opposite City Hall, Brooklyn.

BOWERY THEATRE. Bowery—LIGHTNING BOB, at 8 P. M.

METROPOLITAN THEATRE. No. 245 Broadway—VARIETY ENTERTAINMENT, at 8 P. M.

NIBLO'S GARDEN. Broadway, between Prince and Houston streets.

WOODS' MUSEUM. Broadway, corner of Broadway and Broadway.

GRAND OPERA HOUSE. Eighth avenue and Twenty-third street.

FIFTH AVENUE THEATRE. Twenty-eighth street and Broadway.

GERMANIA THEATRE. Fourteenth street—DIE JOHANNISSTEN, at 8 P. M.

MRS. CONWAY'S BROOKLYN THEATRE. Washington street, Brooklyn.

WALLACK'S THEATRE. Broadway and Thirteenth street.

BOOTH'S THEATRE. Sixth avenue and Broadway.

TONY PATRON'S OPERA HOUSE. No. 201 Bowery—VARIETY ENTERTAINMENT, at 8 P. M.

RYAN'S OPERA HOUSE. Twenty-third street, corner of Sixth avenue.

ROBINSON HALL. Sixteenth street—THE PICCANINIES, from London.

BAIN HALL. Great Jones street and Lafayette place.

TRIPLE SHEET.

New York, Friday, January 16, 1874.

THE NEWS OF YESTERDAY.

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PEACE AT BARCELONA—Serrano goes on conquering. Peace is restored at Barcelona.

The insubordinates have surrendered, and the authority of the government is established in that city.

The next thing we expect to hear is that the Carlists have abandoned their mountain fastnesses and found refuge in France.

Unlike the intransigents they must seek and find a refuge on land. As yet they have no navy, and they are little likely now to find one.

THE LATE GERMAN ELECTIONS.—It was expected by some that the elections in Germany, the result of which is now before the public, would be against the policy of Prince Bismarck.

The expectation has been disappointed. One hundred ultramontanes as against two hundred and thirty ministerial liberals is a very poor opposition show.

Germany is in sympathy with Bismarck than a large section of the public was disposed to believe. As regards the Church, therefore, there will be no change of policy.

The Cheap Transportation Question—Interest of New York in It.

Next to the subject of adjusting the national finances, so as to relieve the necessities of the government without imposing fresh taxes or increasing the public debt, there is no other so important and urgent as that of cheap transportation between the West and Atlantic seaboard. In fact, while the first can and ought to be disposed of promptly, by cutting down expenditures to meet the actual and sufficient income of the government, the latter requires careful consideration for the prosperity of both the country generally and its great commercial metropolis is involved to a great extent in that. The various propositions submitted to Congress on the subject, the appointment of a special committee of that body to investigate it, the action of State Legislatures and of the chambers of commerce, boards of trade and other bodies of this city and other cities show its importance and the deep interest it has awakened everywhere.

The Committee on Cheap Transportation, appointed by the last Congress, spent a great deal of time last summer and fall making investigations in New York, St. Louis, New Orleans and other places. We shall have before long, probably, an exhaustive report from that body. The New York Chamber of Commerce has had the matter under consideration for some time. At a special meeting last Saturday Mr. Ruggles submitted a series of resolutions, which were ordered to be printed and to lay over for future action, showing the enormous surplus products of the country which need an outlet to the Atlantic and foreign markets. The gist of the subject was embodied in the resolution:—"That in the judgment of the Chamber of Commerce the agricultural, commercial and political interests of the American Union all demand properly constructed and well managed canals and railroads, of capacity and extent adequate to the work of carrying annually to the seaboard the large portion of this immense product of cereals required for supplying the States on the Atlantic and foreign nations in Europe and elsewhere." Mr. Ruggles had shown in a previous resolution that the cereal products of the Western States north of the Ohio River and west of the mountains amounted, in round numbers, to twenty-one million tons, and that eleven million tons at most were sufficient for the consumption of those States, thus leaving ten millions for exportation. There is not anything like adequate transportation at present for these surplus products, to say nothing of the enormous amount of freightage required for cattle, hogs, cotton, merchandise and other things. At the monthly meeting of the directors of the New York Cheap Transportation Association, on Tuesday, the question was considered in its different aspects, particularly with regard to narrow gauge railways and the facilities needed in this city for cheap handling and storage of produce and merchandise. We shall refer to this latter subject further on, as the commercial interests and future of New York are especially involved. The National Board of Trade, in session at Baltimore, and the National Cheap Transportation Convention, now assembled at Washington, are giving serious attention to the matter of cheap transportation. Two bills were introduced in Congress on Monday with a view to accomplish the object. That by Mr. Hurlbut, of Illinois, was to charter a double track railway from tide water on the Hudson or New York Bay to the Missouri River at Council Bluffs or other convenient point, and to limit the freights thereon. The bill of Mr. Woodworth, of Ohio, is for establishing a Bureau of Transportation and to regulate the management of railroad and transportation companies employed in interstate commerce. Both bills were referred to the Committee on Railways and Canals. There are many other movements to the same end, which cannot be mentioned within the limits of this article, all going to show the pressing necessity of something being done to promote cheap transportation so that markets may be reached for our superabundant produce.

This is, however, a question not easy to be solved, and requires careful legislation. Something must be done, evidently, and that soon, before the channels of trade be diverted and the progress of prosperity in the West be seriously checked. The difficulty is how to avoid federal expenditure and jobbery such as were seen in the Pacific Railroad and other works and schemes, and yet to do what is necessary to promote the public interests. Then, the tendency of the public mind, as well as of the national legislature, is, and has been since the war, to look to the federal government for everything. This is tending to imperialism under the form of republicanism. It is dangerous. It leads to Caesarism. The several States, of course, accept whatever they can get from the federal government, without considering the principle involved or ulterior consequences. But the true policy is to confine the federal government to expenditures of a strictly national character. Some of the schemes of improvement proposed belong properly to the States, and should be executed by them, though certain national interests might incidentally be promoted. Let us, for example, take the projected improvements in the harbor and wharves of New York. This being the commercial emporium of the Republic the whole country will incidentally, more or less, derive advantages from the facilities that will be given to commerce and the shipping interests here. Still we intend to make these improvements at our own cost, and not to call upon Congress for aid. Let, then, the different States rely upon themselves and their own resources as far as possible, and not urge measures tending to turn the federal government into a centralized despotism like that of the nations of Europe.

But there are questions relating to our interstate commerce fairly and legitimately national in their character. The constitution provides that Congress shall have power to regulate commerce among the several States. State rights men of former times, of the strict school, never denied that power. The old postal routes established by Congress show this. Our railroad system generally comes under the provision, for railroads, like the great rivers running through many States, are the arteries of commerce. It is within the power of Congress, therefore, not only to charter a freight or any other railroad from the Atlantic seaboard to the Far West, but also to regulate the railroads already in existence which traverse the several States.

In fact, in view of the exigencies of correcting railroad monopoly and extortion, of the overcharges made to pay interest on watered and fictitious capital, and of the necessity to relieve producers and commerce, the duty is incumbent on Congress to do so without delay. Mr. Josiah Quincy, the Chairman of the National Cheap Transportation Convention at Washington, advocated in his opening address legislative restriction on railroads in the matter of freights, as well as the construction of great national water lines, and his remarks were received by the Convention with great applause. The bill submitted by Mr. Woodworth to the House of Representatives, to which we have referred, embodies this idea of regulating railroad freights. Some such measure is necessary, though Congress should be careful to respect the legitimate rights of property and not paralyze the enterprise of capital while protecting the public and promoting commerce. The bill of Mr. Holman for a double track freight railroad from New York to the Missouri River on the most direct and practicable route merits the serious consideration of Congress and the capitalists of this city. We do not like that feature in it providing for the guarantee of five per cent interest on a portion of the cost of construction by the United States government. It is proposed to issue bonds to the amount of a hundred millions of dollars. The amount to which the United States would be liable for interest is not stated even approximately. After the experience with the Pacific Railroad job, and looking at the financial condition of the government, we are not disposed to favor a proposition involving the government in any such liability, however guarded the law might be framed. If any aid, by chartered privileges or otherwise, can be given to the enterprise by Congress, short of repeating the disastrous Pacific Railroad experiment, it ought to be given, for such a work would prove a great national benefit. If this proposed railroad could be made to pay, and we think it could, capital might be found, perhaps, for its construction, provided Congress should give all the encouragement possible, without assuming responsibility for interest on the debt of the company.

The city of New York is interested especially in this question of cheap transportation, though it is one that concerns every section of the country. This is the great commercial centre. While there is no reason to fear any other place can supersede it or rival it as the entrepot of commerce, it might lose advantages and not advance relatively with the growth of the country from the want of cheap facilities of transportation and cheaper means of handling and shipping produce and merchandise. With regard to cheap transportation with the interior, and especially with the West, the freight railroad to which we have referred, the regulation of freight charges by legislation and due attention to our canals would go far to accomplish the object. But the great cost of handling, shipping and re-shipping produce and merchandise at this port is a serious drawback. Yet no city in the world is as well or better situated for transferring commodities to and from vessels. We have deep water nearly all round the island, and the island is but a narrow strip of land. Yet the landing and shipping of produce and merchandise and the cartage are most expensive. To remedy the evil we must have better dock and storage facilities, improved slips and wharves, grain elevators at points where vessels and the termini of the different railways might come together, lateral railways for freight along the wharves and cross-town railways intersecting these—every facility possible, in fact, for the cheap and rapid transfer of merchandise and produce. We have not space here to enter into the details of these necessary improvements. Every one must admit, however, the urgency of them. That conceded, there is skill and means enough to carry them out on a scale worthy of this great and rich city. Will our merchants and capitalists give their attention to this important matter? There is no want of means, as was said, and whatever legislation is necessary can be obtained at Albany.

Foreign Interests in Japan.

The Japanese government displays a very unyielding spirit in its diplomacy with the great outside Powers on the subject of territorial or foreign jurisdiction within the limits of the Empire. This position evidences a native ministerial disposition to neutralize, as far as may be possible with safety, the working of the treaties concluded with the great Christian governments. It is impossible to maintain profitable commercial relations with Japan unless a free and independent power of extra-territorial legal rule is permitted to the mercantile community, in the ports of the Empire particularly. A Japanese special mission is about to be despatched to St. Petersburg. It may be that the personal inclination of the Mikado tends towards Russia, an incident which the Czar will not be slow to avail himself of, provided it should present. The great Asiatic imperialisms would be drawn closer in everyday interests, and it may be that the Emperor Alexander will attempt to rectify his territorial boundaries and stand as a friendly mediator between the aged dynasties of China and Japan. Should he do so disinterestedly, in the interests of civilization generally, it would be well; but should he, on the contrary, attempt the fruition of any peculiarly selfish or exclusive Russian policy he will find that the work of regeneration in Asia is of cosmopolitan duty for the great Powers, including the United States. The Japanese negotiations with the Republic of Peru, for the extinguishment of the coolie trade, promise very important results to the cause of humanity.

THE BLACK AND TAN REPUBLIC.—Our friend and ally, the noble Baez, who wanted to sell out his rather shaky claim to the St. Domingo diggings, has arrived in St. Thomas, having parted from his Dominican friends in rather a happy manner. They are a mercenary people in the favored land of Samana, and like a change, so they shipped poor Baez, who was not clever enough to sell them out, though he was rone enough to desire to do so. The pepper-and-salt colored inhabitants rather like a rogue if he be clever; but Baez's *four pas* lost him in their estimation. He will now have to apply to President Grant for a situation. It is, perhaps, fortunate that Cushing withdrew from the Chief Justiceship. President Grant can now offer it to Baez. Perhaps he would take it.

Roscoe Conkling the Third Choice.

The President's third choice for Chief Justice is distinctly stated to have fallen upon Senator Roscoe Conkling, of this State, and the Senator is reported to have accepted the proffered honor. After all the surmises about his intentions General Grant has gone straight back to the bosom of the republican party for his Chief Justice, and it is doubtless true that in this case the President has only returned to his first thought on the matter. The ability of Senator Conkling to fill the position with credit has been admitted pretty freely, and the greatest objection to him that can be brought forward is his fierce, uncompromising partisanship. As, however, this lies on the side which possesses the majority in the Senate, it is not hard to prophesy that it may prove an advantage to him. The temper of the Senate on the previous nominations points to this. It would seem that Senator Conkling will have received the nomination as a pleasant surprise, for it is scarcely a week since he was reported to have prepared a bill for the abolition of the office for which he has accepted the nomination. It is not improbable, unless the Senate confirm him at once, that when his name has been before the country for a few days, the maligners of republicans will open their batteries upon him as the maligners of old-time democrats fired upon Caleb Cushing. The public will then know all about Mr. Conkling. For the present it may be sufficient to state that he was born in Albany, in this State, in 1828; received a fair education; adopted the profession of law; in 1849 was appointed District Attorney for Onondaga county; in 1858 he was elected Mayor of Utica, to which place he had removed in 1846, and was elected a Representative from New York to the Thirty-sixth, Thirty-seventh and Thirty-ninth Congresses. He was re-elected a Representative to the Fortieth Congress, but in January, 1867, was chosen Senator in Congress for the term ending in 1873. He was re-elected Senator in 1873, and must resign this position before his name is submitted to the Senate for confirmation. It is withal a nomination not to be gleeful over.

More International Trouble for Spain—A Pro-Spanish British Vice Consul.

The letter of our Havana correspondent, published elsewhere, gives us details regarding another case of obnoxious interference on the part of the Spaniards with our mercantile marine in the West Indian waters. It would seem that the overhauling of the Virginia and what flowed therefrom has in nowise enjoined caution on the Spanish officials in their action towards vessels sailing under our flag. Captain Blakeney's protest against and refusal to comply with the orders of the Spanish officer who boarded his schooner, the Margaret, were worthy of an American "salt;" but we are decidedly anxious that the matter be not allowed to rest there. There is nothing to justify the "visitation" of the Margaret by the Spaniards. Every case of the kind must be diligently inquired into and the proper satisfaction demanded. The Spaniards must cease from such overbearing conduct. They are perfectly aware that it is to American forbearance they owe their immunity; let them be taught that we are vigilant as well as strong, and that every act of the kind entails greater or less punishment.

Another case, which shows the wily desperation of the Spanish officials, and which reflects most discreditably upon an English official—Vice Consul Crawford—is that of young Cisneros, whose arrest was telegraphed some days ago. It may be worth while recalling that the despatch which the Spanish officials allowed to pass on the subject declared that Cisneros "landed of his own free will." This now appears to have been, in a certain sense, the case; but the details furnished by our correspondent show that the phrase was only a mean piece of Spanish special pleading. The young man was inveigled ashore by two of the Spanish police, who professed to be friends of his, and was then pounced upon by them and imprisoned. The vessel was a British steamer, and whether the act of the Spanish police was one which England can silently condone is, of course, an English question. But, from what came after the arrest, there is every reason to believe that England must take decisive action upon the conduct of her Vice Consul. We can hardly believe that it is any part of a British Consul's duty to play the part of purveyor of evidence to the Spanish police. Yet Vice Consul Crawford went so far as to give them an order for the baggage of young Cisneros, which was upon the British steamer Eider and which they could not obtain without his order. This officer, it is understood, has such commercial relations in Cuba that he must perform take Spanish views on all international questions; but it is worth knowing whether England will be satisfied with such an official. It now becomes the question whether England will sustain this Spanish policeman of her Vice Consul. If, as seems probable, the condemnation of Cisneros should be entirely based on the evidence gained by the Consul's superservicable if not illegal order to remove effects from British territory, it may and ought to become the duty of England to interfere on the behalf of Cisneros in some shape. At least the British government will feel a degree of shame that among its servants abroad it numbers a creature like Vice Consul Crawford—so pliant to Spanish influence, so forgetful of his country's dignity and so ready to degrade his consular office to the level of a policeman's clerk.

The Labor Question—Urgent Need of Employment for the Poor.

It is one of the beauties of our present system of government that while there is work needed to be done and thousands willing to work are starving for want of bread a squabbling among Aldermen prevents any step towards alleviating widespread distress. We publish elsewhere interviews with the Mayor and Commissioner of Public Works, neither of whom is willing to accept responsibility for the failure to come to the aid of the suffering and industrious poor, but try to shift the blame to the shoulders of the Common Council. The Council, in turn, charge the Mayor with obstructing their good intentions. And so the unseemly squabble goes on while the hungry people ask for bread and work. The poor cannot starve, and the city must either

feed them or give them work. It is therefore the interest of the city that employment shall be furnished to the poor, so as to render public charity unnecessary. The amount of distress existing among the working classes, not alone in this city but all over the country, is unusually great, and is due to circumstances wholly beyond their control. In view of the exceptional distress existing it would be both wise and politic to give as much employment on the public works as regard for the general interest will sanction. But it is disgraceful that misunderstandings and jealousies between public officials should be allowed to stand in the way of prompt and efficient aid being extended to alleviate the sufferings of thousands of the honest poor. There ought to be no further delay in this matter. Whoever is standing in the way of setting the starving people to work is incurring a grave responsibility, and one for which he will have to answer at the bar of public opinion unless he stands aside.

Modern Journalism—Our Ashante Correspondence.

The letter from Cape Coast Castle printed in another part of the HERALD is but one of a series of the class of correspondence which we have been laying before our readers since the new era of modern journalism dawned. Lively, caustic, sparkling with camp badinage and varied with graphic paragraphs of description, the *base* atmosphere of an English colonial army has rarely been drawn with such happy touches of the pen. The picture is complete. We recognize in the opening lines the style of an accomplished writer and the haphazard, easy-going criticism of that old campaigner, Mr. Henry M. Stanley. "Correspondents like myself," says Mr. Stanley, "accustomed to the display of human powers, of deadly pyrotechnics, to the hearing of a great deal of noise and fanfare, found it hard work to live week after week in a fanteé hut, situated in a malarious valley, doing nothing but smelling the abominations around us or counting the minutes which must elapse before being prostrated by another attack of fever, listening to the tweedledee and tweedledum of fanteé music, staring in a kind of lachrymose way at the antics of senseless little niggers, who seem to have been born God knows how." The stagnation was too wearying, and, overcome by the feeling that "life is short," our correspondent, with a party of *convives*, started out on a voyage down the coast to describe the wonders of that picturesque yet gloomy region of Africa. The HERALD steamer purchased for our correspondent's operations was used for the occasion, and the adventures that happened on the cruise we find recorded in vivid language. From those mishaps which occur in every well regulated marine family our correspondent turns to the enchanting vistas on shore and portrays the gorgeous scenery of the landscape. The curious customs of the natives, the barbaric architecture, the nonchalance of the African watermen and the physical geography of the region are not forgotten. Life in the villages, climatic dangers and the missionaries are duly and faithfully described. In fine, the letter is of that character and comprehensiveness which, in the day before journalism reached its present perfection, would have made, by skillful amplification, a very entertaining book on African travel. But the journalist has superseded the bookmaker. The publishers are all complaining that the people are no longer reading books as they did a few years ago, and this falling off they attribute to the fact that "the newspapers are publishing everything." The reader can better appreciate this truth when he reflects that first class journals are now able and ready to equip expeditions, whether they be military or marine, to proceed to any point where a great event is anticipated in the world's history. A HERALD caravan but recently returned over the steppes of Central Asia, with its intrepid leader, Mr. J. A. MacGahan, whose letters, published in these columns, have received popular as well as the first scientific commendations, being regarded as valuable contributions to science. The annual address of Sir Henry Rawlinson before the Royal Geographical Society contained a full letter copied from the HERALD, and which was written by Mr. Hensell, our correspondent at Khartoum. This letter, treating of the expedition of Sir Samuel Baker, was commended for its extreme accuracy. It will thus be seen that first class journals are able to command and pay for first class talent. The English press are beginning to recognize the revolution, for Mr. Winwood Reade, the traveller, represents the London Times in Ashante, and Mr. Archibald Forbes, who distinguished himself as a military critic with the Prussian army, represents the London Daily News in the same quarter. We might cite other cases, as, for instance, the funny letters of Mark Twain, the able correspondence of Mr. Edmund Yates and the contributions of Mr. Grenville Murray, the author of "The Member for Paris," all of which have been printed in the HERALD. Every letter of Mr. Murray's is a magazine article in itself. We do not pretend to say that the HERALD has a monopoly of all these literary and journalistic achievements. Our neighbor, the Tribune, has a staff which embraces stars like Mr. John Hay and Bayard Taylor. Hence the talent of the country, of the English-speaking world, is drifting into journalism—a calling which has its fascinations abroad it numbers a creature like Vice Consul Crawford—so pliant to Spanish influence, so forgetful of his country's dignity and so ready to degrade his consular office to the level of a policeman's clerk.

death and running the risk of his occupying justice and humanity point to the acceptance of the latter alternative. It has the advantage of being capable of remedy. One of the prisoners has been arrested on suspicion of having caused the fire, and, if proved guilty, we hope he will receive exemplary punishment.

THE QUESTION OF RETRENCHMENT is the question of the hour. In another portion of the HERALD will be found a suggestive article from the Pall Mall Gazette on the cost of our armaments, as contrasted with those of Great Britain. The figures are worthy of study.

PERSONAL INTELLIGENCE.

Senator John P. Jones, of Nevada, is at the Hoffman House. Robert Ould, Jr., of Richmond, is staying at the Fifth Avenue Hotel. Governor Julius Converse, of Vermont, has arrived at the Windsor Hotel. Ex-Congressman William Williams, of Buffalo, has returned to the Fifth Avenue Hotel. Captain Cook, of the steamship Russia, occupies his old quarters at the Brevoort House. Paymaster M. R. Cushing, United States Navy, has quarters at the St. Nicholas Hotel. Pay Inspector Caspar Schenck, United States Navy, is registered at the Windsor Hotel. President Andrew D. White, of Cornell University, has apartments at the Hoffman House. David B. Parker, United States Marshal for Virginia, yesterday arrived at the St. Nicholas Hotel. Ex-Governor Rodman M. Price, of New Jersey, is among the recent arrivals at the Sturtevant House. General D. B. McKibben, of the United States Army, has arrived at the Grand National Hotel, Jacksonville, Fla. Mrs. Theodore Lyman and Colonel Theodore Lyman, of Boston, have given \$20,000 to the Massachusetts Infant Asylum. Colonel W. P. Craighill and Captain C. W. Howell, of the United States Engineer Corps, are quartered at the Metropolitan Theatre. Henry Callender, one of Boston's "merchant princes," is dead. His oldest daughter is the wife of Rev. Joseph Marvin, of Washington. The report that John C. Fremont was dangerously afflicted with a cancer is denied. For the origin of the report an Eastern paper can answer. "Cushing's Manual" is acknowledged authority in parliamentary matters. But Cushing's sign manual to the Jeff Davis letter was signally fatal to the author. Vice President G. B. Roberts, of the Pennsylvania Railroad Company; President J. H. Deyoung, of the Cleveland, Columbus, Cincinnati and Indiana Railroad Company; and General Manager J. K. McLaughlin, of the Pittsburgh, Fort Wayne and Chicago Railroad Company, are among the railroad officials at the St. Nicholas Hotel. Among the passengers by the steamship City of Havana, which arrived at this port yesterday from Havana, were Señor Santiago Soler, late Spanish Colonial Minister, and his brother, Señor Luis Soler. They are staying at the Albemarle Hotel and will leave for Washington in a few days.

WOMAN'S MAILING.

The Feminine Convention at Washington—Equal Suffrage Demanded of Congress for the District of Columbia and the Territories.

WASHINGTON, Jan. 15, 1874. The National Woman's Suffrage Association commenced its session here to-day at the Union League Hall. There was a large attendance of auditors, and on the platform were Miss Susan B. Anthony, who presided; Mrs. Elizabeth Cady Stanton, Mrs. Matilda Jocelyn Gage, Mrs. Lillie Devereaux Blake, Mrs. Bivva Lockwood, Mrs. Sarah J. Spencer and Dr. Clemence S. Lozier. Miss Anthony read the call for the Convention, after which she invited any one to open with prayer, but no one volunteering, she continued by saying:—"The prime object of the association was to obtain Congressional aid in securing equal rights; that all they asked was equal rights with the colored men, who were the only class who had been invested with such rights by special legislation of Congress. She read a letter from Virginia L. Miner of St. Louis, who says that her slaughter house suit is now on the docket of the Supreme Court of the United States, and will be reached in about a year. Various letters were read, including those of Gerrit Smith and Benjamin F. Butler, and expressive of their sympathy with the cause. Miss Anthony then stated the creed of the suffragists, one clause of which was that a WOMAN SHALL have the right to be put into the ballot box whenever she can find a judge of election that will receive it. Another was, every woman who holds property on which tax is assessed should refuse to pay it unless she is permitted to vote. Miss Anthony and others presented a petition for signers, which they propose laying before Congress. It sets forth that women have been denied a hearing as to their political rights at the bar of the Senate and the House, they being entirely unrepresented there in that they have no voice in the choice of members to either body, although constituting one-half the people of the United States recognized by the Declaration of Independence and the constitution as the only source of power, and one-half of the governed, whose consent is necessary to all just governments. Women are STILL SUBMITTED TO MANY WRONGS, among which is their want of representation. They pray the honorable bodies to pass a law that shall exempt women from taxation for national purposes so long as they are unrepresented in the national council. Mrs. Sara J. Spencer was then introduced and delivered an eloquent address on woman's suffrage, and the Hon. General Callender was given the women of this District and the Territories the right to vote by legislative enactment. Messadams Gage, Blake and Stanton severally addressed the Convention in behalf of the cause.

ART MATTERS.

The sale at the Schenck art gallery yesterday was well attended. The principal pictures are, however, reserved for noon to-day. Among them is the fine painting, by Karel Ooms, the young Belgian artist, called "The Flemish Pirates." Its interest is highly dramatic, and the theme, which possesses the element of originality, is more powerfully treated than any other picture from a similar source exhibited for sale this season in New York. Other good pictures are "Landscape and Sheep," by Van Severdonck; Bonfield's "Cold, Dreary Winter," James M. Hart's "Silver Brook," Souerfelt's "Honroy, Seine et Oise" and "St. Malo, Isle de France," Callender's "Lake George, Knawesburg," "Port of Havre," Ribers's "Rehearsing His Part," Vernier's "Environ of Seville," Arthur Patton's "Indian Summer," Van Schendel's "Market Scene in Holland by Candle Light" and Rump's "Young Mother." Mr. R. E. Moore, of No. 51 Union square, has half a dozen new pictures, of which the best are an exquisite winter scene by McEster, a landscape breathing golden light by Cropper, and "Moments of Sadness," by Eastman Johnson. Mr. B. A. Ferguson, of No. 8 Astor place, has just completed and intends shipping to La-to-morrow a picture six feet by four and a half (including the frame), representing a view from the pass of the Gaters among the Peruvian Andes, and showing the region through which the Croya Railroad is now being built for the Peruvian government by Mr. Henry Briggs. The picture, together with two others by the same artist, will go into the possession of Mr. Meigs.

ROBBERY ON SHIPBOARD.

A Captain's Money Stolen from the Cabin by a Cook. NEWPORT, R. I., Jan. 15, 1874. Captain Finney, of Boston, master of the schooner Neponset, bound to Tangier, was robbed at this port to-day of \$600, by his cook, Robert L. Count, who made his escape. The money was in the vessel's cabin. An officer, accompanied by the Captain, is in pursuit, and proceeded to New Bedford, Mass., this afternoon, it being believed that the thief had gone there with his ill-gotten booty.

NAVAL INTELLIGENCE.

Ordered Transfers. WASHINGTON, Jan. 15, 1874. Lieutenant E. H. C. Leutz has been ordered to the Hydrographic Office; Masters Henry O. Handy and H. A. Rittenhouse to the Frolic. Master Perry Garst has been detached from the Eufonia and ordered to the Frolic.