

Rutland Weekly Globe.

FRIDAY MORNING, NOV. 14, 1873.

PRESIDENT SMITH'S LETTER.

We publish elsewhere a letter from the president of the Central Vermont railroad to the president of the Delaware and Hudson Canal company. Our comments there will be brief; and we doubt whether any comment at all is necessary, the letter itself being sufficiently expressive. We know not how to characterize the proceeding therein referred to, other than it is therein characterized. What would have been the indignation of the community, or the prompt action of the authorities, if an individual had so desecrated the Sabbath, and committed like acts upon his neighbor's or a stranger's premises? Does the fact that a corporation so acted alter the nature thereof? With what claim for sympathy can a corporation come before the people, because another corporation have decided to use their own property in their own way, when they have entered upon the property of another—on Sunday, too—removed buildings and committed other acts, which if done by an individual upon the property of another would be called "degradations," trespasses, and, probably, felonies? With all moral and legal aspects of the affair, it makes no difference that, at the present time, the roads are not open, and have been placed "in statu quo ante bellum." The wrong complained of, has been committed, in either event; but, notwithstanding all this, it will be noticed that the letter of Governor Smith is decidedly conciliatory. He, and the roads he represents, are willing "to let by-gones be by-gones," and arrange connections, rates of freight, use of track and road bed, etc., on a satisfactory, just and equitable basis. This can be done if the Delaware and Hudson Canal company are willing to act justly by connecting roads, and to treat fairly Vermont interests. Surely, thus far, the Central Vermont and the Harlem Extension railroad companies have taken a straightforward, honorable, business-like course.

LET JUSTICE BE DONE.

Before the administration demand redress of Spain for the capture of the Virginia, if, indeed, it should turn out that we have any cause of complaint, would it not seem to turn their attention to our nationality law and its infringement? We were greatly embittered against Great Britain, because "Confederate cruisers" were built at her private ship-yards; were manned, in part, by subjects of that country, volunteering for that purpose; were suffered to depart unmolested from her docks and ports; and because they were permitted to be coaled, provisioned and repaired at the ports of her dependencies. The most that we claimed was that the British government ought to have known these facts, and did, therefore, constructively, know of them. We claimed damage for her neglect, and the Geneva Tribunal has awarded a large sum in reparation therefor. That award has been paid. It is an old and homely saying, but one full of force and meaning, that "what is sown shall be reaped." Upon an open space, by order of the "Captain-General," they were shot to death. The deed was consummated in sight of the American consulate, with the flag of our country protecting it. The United States sloop of war "Albatross," and the United States steamer "Vixen," both with the stars and stripes flying at their mastheads, were in the harbor. The attaches of the consulate and the officers and men of these vessels witnessed the sad sight, but were powerless to interfere. The act was atrocious, blood-thirsty, revengeful, but the United States could only protest. They were powerless to prevent. These brave, misguided men had violated the laws of their own country, international law, the comity of nations as, also, the laws of Spain and of Cuba. The government was denounced for not interfering, when their hands were tied so that they could not. Let us remember this case before demanding too extreme measures now.

unreasonable price of these articles is fixed, often times, by unjust discriminations in freight. There is no question but that such discrimination has been and still is made, for the avowed purpose of obtaining a monopoly of certain kinds of business. Take marble for instance. It is of record that the rates of freight thereon from West Rutland to Rutland, if it is intended to transport it hence by the Harlem Extension, or west by the Rutland and Ogdenburg line, are so high as to enhance the price thereof far above what it should be. Indeed one of the assistant superintendents of the line testified before a committee of the Senate of Vermont, that, if necessary, they would raise the rates so as to entirely prohibit the transportation of marble to New York or the west, unless it was carried over the Rensselaer and Saratoga railroad—now leased to the Delaware and Hudson Canal company. We cannot say that we fully approve of retaliation, but we hardly think we should suffer our property to be used by a man who would not reciprocate favors. Neither is this the whole cause of grievance, as we understand it and as the people understand it. No one has forgotten the interruption of communication between Rutland and New York, through the western Vermont valley, in 1867, a communication which has not yet been fully restored, which has entailed upon the business men of this section, not only a loss of business, but a loss of time, and we have already said more than we intended at the outset, but we propose, at an early opportunity, to ventilate this whole matter, so far as the means at our power may enable us to do.

A RETROSPECT.

The recent executions—or military murders, as one may be pleased to term them—has recalled the execution of Colonel William L. Crittenden and forty-nine of his associates, by the Spanish authorities, in August, 1851. Millard Fillmore was then President of the United States—not Frank- lin Pierce, as has been incorrectly reported—was Daniel Webster as his secretary of state. They did all in their power to prevent the embarkation of that ill-starred expedition. A proclamation had been issued warning the officers of the government to be on the alert, to prevent the sailing of any ship designed to take part in a war between Cuba and Spain; warning all individuals against a breach of our neutrality laws; and declaring that, so far as the United States was concerned, "such expeditions could only be regarded as adventures for plunder and robbery," and that they "must meet the condemnation of the civilized world, while they are derogatory to the character of our states." Notwithstanding these warnings, and the utmost vigilance of faithful federal officers—not, probably, with the connivance of faithless officers of the government—the expedition "got under way," sailing under the United States flag, and finally landed upon Cuban shores. They were brave and noble, even if misguided men. Their career was brief, and the end quickly came. They were captured by the Spanish forces and treated as guerrillas, not as prisoners of war. Upon an open space, by order of the "Captain-General," they were shot to death. The deed was consummated in sight of the American consulate, with the flag of our country protecting it. The United States sloop of war "Albatross," and the United States steamer "Vixen," both with the stars and stripes flying at their mastheads, were in the harbor. The attaches of the consulate and the officers and men of these vessels witnessed the sad sight, but were powerless to interfere. The act was atrocious, blood-thirsty, revengeful, but the United States could only protest. They were powerless to prevent. These brave, misguided men had violated the laws of their own country, international law, the comity of nations as, also, the laws of Spain and of Cuba. The government was denounced for not interfering, when their hands were tied so that they could not. Let us remember this case before demanding too extreme measures now.

LET JUSTICE BE DONE.

Before the administration demand redress of Spain for the capture of the Virginia, if, indeed, it should turn out that we have any cause of complaint, would it not seem to turn their attention to our nationality law and its infringement? We were greatly embittered against Great Britain, because "Confederate cruisers" were built at her private ship-yards; were manned, in part, by subjects of that country, volunteering for that purpose; were suffered to depart unmolested from her docks and ports; and because they were permitted to be coaled, provisioned and repaired at the ports of her dependencies. The most that we claimed was that the British government ought to have known these facts, and did, therefore, constructively, know of them. We claimed damage for her neglect, and the Geneva Tribunal has awarded a large sum in reparation therefor. That award has been paid. It is an old and homely saying, but one full of force and meaning, that "what is sown shall be reaped." Upon an open space, by order of the "Captain-General," they were shot to death. The deed was consummated in sight of the American consulate, with the flag of our country protecting it. The United States sloop of war "Albatross," and the United States steamer "Vixen," both with the stars and stripes flying at their mastheads, were in the harbor. The attaches of the consulate and the officers and men of these vessels witnessed the sad sight, but were powerless to interfere. The act was atrocious, blood-thirsty, revengeful, but the United States could only protest. They were powerless to prevent. These brave, misguided men had violated the laws of their own country, international law, the comity of nations as, also, the laws of Spain and of Cuba. The government was denounced for not interfering, when their hands were tied so that they could not. Let us remember this case before demanding too extreme measures now.

AN IMPORTANT PROJECT CONSIDERED.

Rutland, by her very location, is, as a railroad men and shippers would say, a "competing point." Even before the days of railroads this was so, especially in winter when navigation, by water, upon Lake Champlain was closed. The flood of travel and freight from the north, even to and beyond Montreal, centered in Rutland as it was, almost of necessity, compelled to do. The valley, between the mountains on the east and the lake on the west, had been marked out by the hand of God as the natural road for travel and the transportation of freight. The natural market of western Vermont is, and always has been, New York. The Creator of the earth had, by an almost impassable range of mountains, fixed upon New York as our natural outlet to tide water. From the north, until Rutland was reached, there was but one route. From Rutland, however, two routes presented themselves, although there was a possibility of their union at a certain point. Perhaps it might be said that there were three. The most natural and feasible route was long over water, by a route leading down the valley of western Vermont, thence through western Massachusetts, thence to New York city, over that section of country now occupied by the New York, Boston and Montreal railroad, was the one seemingly marked out by nature, but the last to be adopted. Another was to follow down the same valley of the Otter Creek and Battenkill, to Bennington and thence to Troy; while the other—the second or third as one may determine—started from Rutland going westerly through the westernmost parts of Vermont, or the eastern parts of New York, until it reached Troy, the same objective point as the other route, or touched the Hudson river at Albany, a few miles below, from either of which places New York was easily reached by both passengers or freight. As we have said, the most natural and feasible route was overlooked and neglected. Instead thereof, we had three distinct routes, all centering into Troy: one through the western Vermont valley, by way of Bennington; another west to Castleton, and thence southward through Poultney, Granville, Pawlet, Rupert, Salem, etc.; and the third to Castleton and Whitehall, and thence south through eastern New York. The last two soon came under "one management," and by the acts of those more or less interested therein, the connection with Troy was broken by way of the first route. The result was that the natural outlet was made use of, and a connection formed with New York thereby. Thus at last, northwestern Vermont had a competing road with New York, and was no longer compelled to submit to the dictation of that which was, in reality, but one road. Unfortunately, the business of the road was not sufficient to enable them to run the number of trains, or transport the amount of freight necessary to make their competition available or, even, felt. The New York, Boston and Montreal railroad company, as our readers understand, organized, and obtained control of the western Vermont route to New York. Tuesday, an important step was taken, which must result in placing the Harlem Extension, so called, "on its feet" and making it a competing line indeed. The Central Vermont railroad company, yesterday, commenced to operate the Harlem Extension road, so that heretofore, it will be in fact, as it was intended to be, a competing line from Montreal, Burlington and Rutland to New York. Any one can see, at a glance, the vast interest that this measure must possess to the business men and manufacturers of southwestern Vermont. It virtually "brings them out of the wilderness." A moment's thought or reflection in reference to the mechanical, manufacturing, industrial and natural resources of Vermont, west of the Green Mountains, will convince any person that this route, from Montreal to New York, properly managed, must do a large and remunerative business. We think we see immense possibilities in writing, what the Harlem Extension Railroad Company desired of your company, I beg to say:— 1st. We wish to secure, at Rutland, freight from your road, that shippers desire to send over our road, at fair rates, and that no discrimination shall be made against our road. For a long time past your company have charged freight on marble from West Rutland to Rutland, a distance of four miles, five dollars per car, if the destination was Rutland or east of Rutland, while fifteen dollars per car is charged if the freight is to go over our road. On this class of freight, you charge shippers to our road thirty-seven and a half cents per ton, per mile, and three times your local rates. I am informed your company discriminate against us on other freights and from other points than West Rutland. 2d. We wish your company to consent that the Troy and Bennington railroad be opened for all business, both freight and passenger. The Troy and Bennington road extends from the Vermont line (where it connects with our road) to Hoosick Junction, where it connects with the Troy and Boston railroad. Its length is about five miles. For over fifteen years, previous to 1867, we had a line from Rutland to Troy, of which the Troy and Bennington road formed a part, and our road was built to connect with that road. In 1867, the Rensselaer and Saratoga railroad company acquired an interest in the Troy and Bennington railroad, and closed the road to all through business, thus effectually closing our southern and western outlet. We are willing, as we always have been, to concede to your road all that we ask, and have never made discriminating rates against you. I have stated the facts in regard to the Troy and Bennington road, for the reason that you informed me that the arrangements in regard to that road, were made before your company had any interest in it and that you personally had no knowledge of the facts. Hoping to hear soon the disposition of your company in regard to the requests we make, I am, very respectfully, yours, T. W. PARK. 229 BROADWAY, NEW YORK, NOV. 3d, 1873.

I have informed the President of the Delaware and Hudson Canal Company that we have given you these instructions. If the Delaware and Hudson Canal Company desire to make any arrangement different from the existing one, you may refer them to Mr. Wm. Butler Duncan and myself, and we shall at all times be ready to make an equitable arrangement in regard to business over both roads. Very truly yours, (Signed,) T. W. PARK. The Railroad Imbroiglio. LETTER FROM PRESIDENT SMITH TO PRESIDENT DIXON. RUTLAND, NOV. 11th, 1873. THOMAS DIXON, Esq., Pres. D. & H. C. Co. On my arrival here last evening, I learned to my very great astonishment that your agents here had, in the most unaccountable manner and without any shadow of authority from myself or any one connected with the management of our road, entered our premises, on the Sabbath, moved a building in our yard, torn down a portion of our cattle yard, and laid a track over our ground to your round-house. Such proceedings I am sure you will not for a moment seek to justify, nor would you tolerate from any one on your own premises. In the matters at issue between your company and the Harlem Extension company, the Central Vermont have no connection whatever, and it was my desire to keep clear of any complication whatever with regard to it, and I regret, exceedingly, that any officer of yours should have attempted, in so high handed a manner, to involve us in it. I have no alternative, under the circumstances, but to order the yard and tracks replaced and restored to their former condition, at the expense of your company, as the least which I can do. Arrangements were in progress—which have since, and to-day, been perfected—by which this company take possession and management of the Harlem Extension road. With this view, I had hoped, and still hope, for a friendly and proper solution of all difficulties between your road and that, not doubting that on some fair basis, and with the disposition on the part of both, a friendly and cordial relation may be established between us. I shall be very happy to meet you at your convenience to confer on the matter. I am, Very truly yours, J. GIBNEY SMITH, President C. V. R. R.

THE VIRGINIA AFFAIR IN CABINET COUNCIL.

Official dispatches from Havana furnish but trifling details of the execution of the Virginia prisoners. The officials who carried out the execution claim that the Virginia was taken as a prize, and that all those captured upon her were treated as prizes. Those who had been in the insurgent army were tried by a naval court-martial, which lasted but one day, and which sentenced the four who were tried to be executed at daylight on the morning of the 4th. They were accordingly executed without the slightest protest from the acting consul of the United States at Santiago, and of course, without the protest of the captain at Havana, who was assured by the consul-general that the prisoners would have a fair trial before a competent tribunal. All of the dispatches to and from the consul and with Minister Siskie were submitted to the Cabinet, and they formed the subject of an elaborate discussion. Among the dispatches presented by Fish was one from Castelar to Siskie, regretting, in forcible terms, the execution and stating that positive instructions had been issued that no other of the prisoners should be tried until all the facts could be ascertained. It was decided by the President and the cabinet to demand of Spain the amplex of reparation for the capture of the Virginia, provided it was established that she was not chased from the Cuban coast or captured within British waters. If the details show that the capture was made on the high seas, then there is no room for doubt of the course which has been contingently decided on within the purview of the law of nations. Judging from the letters received by the President and other officials, the conduct of the Spaniards meets with the severest condemnation in all parts of the country. Sudden Death in a Dentist's Chair. Tuesday forenoon Mrs. James H. Crie, daughter of Gen. John S. Dimes, (formerly superintendent of the Rutland and Burlington railroad, and resident in Rutland,) and wife of Mr. Crie, freight cashier of the Old Colony railroad, left her father's house, No. 123 West Newton street, Boston, and went down to the dental establishment of Drs. Eastham & Morris, No. 25 Tremont street, where she and her father's family had had dental work performed for a number of years, to have a tooth or two drawn or repaired. She had been accustomed to take gas as an anesthetic agent, but complained that it caused nausea and insisted on taking ether. Finally, a teaspoonful was put in a sponge and she inhaled it. Almost immediately she went into convulsions and very soon expired without speaking, in spite of every exertion that could be made to restore her by Drs. Eastham, Sherwin and Samson who were present. Intelligence was immediately sent to the home she had just left and the body was shortly afterwards removed there. On leaving home Mrs. C. gave no intimation that she was going to the dentist, and as she was in good health and spirits the reason for her inanimate form was a surprise of the most shocking and painful character. She was thirty years of age, and leaves two interesting children. THE AMERICAN HOTEL AT BURLINGTON.—Our readers will have seen that the Burlington, and have had brief seasons of enjoyment in its hotels for many years. At first we vacillated in choosing our hotel, and alternately oscillated between the American, the old Howard Hotel (now the Van Ness Hotel), the now defunct City Hotel and the ancient Stanton House. We have enjoyed many take the hotel, but have discarded several of their discomforts. But we don't do so any more. We have found an abiding place when called to continue, namely, the American Hotel, and we are glad to find that the bill of fare one will crave up will find no doubt be different; we will essay no comparison. —Montpelier Freeman.

(Special Correspondence of the GLOBE.) FOREIGN LETTER. Commercial London. LONDON, Oct. 7. THE BANK OF ENGLAND. Upon reaching the square that surrounds the Wellington statue in the mercantile heart of Great London, the windowless walls of an enormous roman building invite the attention and cause the stranger almost involuntarily to imagine the nature of the mysteries which they shield. All the world is at liberty to visit the public halls and rotunda, but in order to probe the wonderland behind the great doors is required a tallman in the shape of the Lord Deputy's signature upon an official order. The bank of England was founded in 1694 and grew out of a loan of six million dollars for the public service, but it was not until the latter part of the last century that Sir John Soane received the appointment of architect, when a part of the old building was taken down and the bank, such as it exists to-day, covering an irregular area of eight acres, was completed. For the sake of security the walls are without windows, all light being admitted through heavily grated skylights in the roofs of the inner courts. The entire edifice is in the antique style, being at an end a copy of the Temple of Sybil at Tivoli; the arch leading into the bullion yard being an imitation of that of Constantine, while roman Baths contain the stock offices. The various rooms, halls and vaults, are ranged about an open court in the center of which is the plash of fountains and the rustle of foliage keeping cool accompaniment to the tink of gold and the rattle of crisp bank notes. The management of the bank is vested in a Governor with the qualification of twenty-thousand dollars in stock, a Deputy-Governor, and twenty-four directors, eight of whom go out of office each year. The fortunate bearer of "an order" is met in the grand vestibule by an official in chocolate and scarlet broad-cloth, who conducts the way to a live drawing-room hung in purple and nouve tulle, termed the "Bank Parlour," where the directors meet once in every week. In this chamber are the reports examined and the profits adjusted which have accrued from the interest on exchequer-bills and on capital lent to government; from discounts and the allowance made for managing the public debt. Near by are the forges in which the type is cast from which the notes, checks and bills are printed, while a spiral staircase leads to the upper regions where is the crash and din of the presses which turn out the valid bank notes. Although the vigilance in this department of the bank is extreme, yet by a wonderful arrangement, the printing presses themselves are made to register the number of each bill or note as it appears, thus precluding the possibility of fraud. The guide leads on through vistas of rooms and dim passages to an immense hall in which the notes that have been once used are returned to the bank, counted and packed, by hydraulic pressure, into bales which are placed in the library until the expiration of seven years, when they are consigned to the flames of a furnace expressly constructed for destroying this useless paper. Some five hundred clerks are here to be seen engaged in sorting their several piles of notes which, according to report, amount to \$4,000 per day. Out of the rustle of the busy hall and down the dark stone stairway and the visitor is received into the sacred charge of a director who, *semper vigilans*, conducts him into the silent bullion vaults, where piles of coin burn with their own light and send the very air with their sickly, sweet metallic odor. Reminded with the enormous display of wealth one wonders in the glare of gas-lights between the closely ranged cars with their loads of fifty bars, each containing in its golden heart eight hundred sovereign until a massive door reveals the stacked bags of coin lying in regular lines awaiting the touch of a charmed hand to call them into use. "Infinite riches in a little room!" Back again through the pavement of gold, with a guard before and a guard behind, to the dim entrance to the vaults, where with the fresh air returns the consciousness of a contented mind with a light purse which is worth all the joy of the one who "cheereth up riches and knoweth not who shall gather them." The amount of bullion in the possession of the Bank of England constitutes, together with its securities, the assets which it places against its liabilities on account of circulation and deposits; and the difference, about three millions, between the several amounts is called the "real," or "guarantee fund," to provide for the contingency of possible losses. The gold is almost entirely obtained by the bank in the bar-form, is a small brick weighing sixteen pounds Troy, and valued at eight hundred pounds sterling. Separate apartments are devoted to the process of weighing in which a number of admirably constructed balances are brought into requisition. Upon this scale is one which weighs bars of silver from fifty to eighty pounds Troy; on the other, gold coin is balanced in quantities varying from a few ounces to twenty pounds. These instruments are very perfect in their action, easy of regulation and most durable. But the marvel of perfection is attained by a wonderful little scale, which charmed by its precision, the Shah of Persia upon his late visit to England. It consists in a balance furnished with glass weights and weighs at the rate of 33 sovereigns per minute. The machine appears to be a small brass box, within which, secure from currents of air, is the machinery. It is so contrived that upon receiving the sovereign from a long brass tube, one by one, it discriminates so as to throw those of full weight into one box, and to reject those of light weight into another. There are ten of these instruments in constant use which test 70,000 gold pieces daily. The unerring precision with which these delicate machines note the discrepancies in coin, and the infinite amount of trying manual labor which they save, combine to make them one of the sensations of London which foreigners are eager to witness. The value of bank notes in circulation is upwards of ninety millions of dollars, and the number of persons receiving dividends in a single year is about 284,000. The issue of paper on securities is not allowed to exceed \$70,000,000, while the bullion in the vaults during the year 1871 attained the value of \$130,000,000. Between thirteen

and fourteen hundred officers and clerks are employed in the daily sequel of the bank business, whose salaries vary, according to the responsibility and difficulty of their office, from \$250 to \$6,000 per annum. This mere skeleton of statistics illustrates the magnitude of the transactions of the Bank of England, and the importance of its every movement. The institution is apparently beyond the influence, good or evil, of its dependants, yet does it watch every ripple upon the surface of the commercial world, with the anxiety of a mother and the discrimination of a financier. THE ROYAL EXCHANGE. Rearing its grand front near by and in close internal connection with the Bank of England, stands the Royal Exchange, the nursery and focus of all intelligence, commercial and political, domestic and foreign. This quadrangular edifice with its magnificent portico and bass-reliefs was opened by Queen Victoria a few years after her coronation. Externally it is much distinguished by shops which have been erected in opposition to the wishes of its architect, while the interior consists of an open court, surrounded by a colonnade and ornamented with statues of sovereigns and notables. The hour of change is between the hours of 3 and 4 p.m., when the arcade is crowded with speculation. Dense crowds indicate the whereabouts of celebrated financiers, while the centre of attraction is ever in the vicinity of a certain column upon the south side, which is the acknowledged rendezvous of the Rothschilds. Above stairs are the famous Lloyd's subscription rooms, where merchants, shippers and underwriters may obtain the news of both continents and where the business of the Marine Insurance Company is carried on. Since every one who is connected with mercantile transactions of any extent is a member of the Lloyd club, the collective body represents the majority of the wealth of the nation. The affairs are managed by a committee of nine members; the chairman is elected annually and is generally a merchant of prominence and a member of Parliament. He is assisted in his duties by a secretary, clerks, waiters and messengers. The income to most of the expenses of the club is derived from the subscription of some two thousand members by their names and names project the body among the Exchanges of the world. In a word, the great transactions of commerce, from which the world at large quotes, are performed in London within the circuit of a few acres, which, "like an ample shield, can take in all and verge enough for more." J. V. P.

St. Albans Correspondence. ST. ALBANS, Nov. 10, 1873. THE NEW PAPER. The first edition of the "Daily Advertiser," which made its first appearance this morning, was a very large one, and the neatly printed sheets were extensively and thoroughly distributed. Many examinations were passed upon the contents and we heard no criticism save upon the "make-up"—putting the matter outside which is usually found on the inside of country dailies. This however, is generally looked upon as a credit to the management. Perhaps the most startling piece of current news here is the sudden departure of MR. P. M. BRIGHT. So long and so pleasantly familiar to residents and the traveling public as clerk at the Weldon House. It seems that the term of Mr. Bright's engagement expired a few days since, and he concluded to seek "fresh fields and pastures new," but only refreshed his intention to the proprietor, Mr. Laver, so that people went in the morning and found his place vacant, or filled by another, and were astonished by Bright was always at his post, the most faithful, indefatigable and efficient hotel clerk we ever saw, and "Brightman" and "the Weldon" have long been synonymous terms. As well as a model clerk Mr. Bright was a gentleman and a warm friend to those who knew him best, all of whom will wish him success wherever he may go. THE OFFICE OF MR. MILLS, superintendent of traffic of the Central Vermont, has been removed to the fine room on the second floor of the depot building, lately occupied as a library, where, behind a heavy rail, may be seen, but not handled, the efficient and gentlemanly private secretary, Mr. C. A. Converse, and the stenographer, Mr. W. C. Mainwaring, who are busily engaged in the conduct of the immense business of the line. Entirely across one end of the room extends a cabinet, with many a door and armies of drawers, for the convenient storing of the voluminous papers and files of the office; the floor is neatly but plainly carpeted and all the fittings are simple and convenient. Opening from this room is the smaller private office of Mr. Mills, who is the chief and manager, in all his countless responsibilities, with all its lessy responsibilities, of one of the greatest and most extended and far-reaching lines of freight transportation in America. Do you envy the autocrat of the thousands of miles of track, the thousands of cars, the hundreds of engines and thousands of men who give life to the whole? We don't. We would rather be content with our present facilities for sleeping 'nights—that melodious feline on our neighbor's roof, to the contrary notwithstanding. FREDERICK JENKINS.

A Model City. Vineland is situated in Cumberland county, on the Southern New Jersey Railroad, only 34 miles from the latter city. We might say that this flourishing town now covers lands that nine years since, comparatively, was a wilderness of oaks and pines, of the lesser growth, and not only the hunter, but the citizens of larger settlements will be surprised when they come and behold this the flourishing settlement of industrious and intelligent inhabitants of to-day, comprised, mostly of the middle classes of middle age in life, the beautiful roads, streets, avenues, walks, gardens, orchards, and fields, as they are artificially laid out and worked at present. No Macadamized road in Europe or America, that I have ever passed over exceeds the roads of Vineland. This is not only the model—but "practical city" of the world, in the order of its arrangements, and the manner and force of its by-laws, as they are laid and carried out by its people. Embracing several denominations and sects of the Christian Religion, who preach and claim to follow the teachings of the Nazarene, not less than nine churches have been built and occupied where "the word of God" is claimed to be preached on the Sabbath, schools and other appendages superior to many of the older towns—Vineland is a quiet place, where one can find spiritual rest and spiritual food. Alcoholic drinks are not, nor cannot be dealt out here, according to the usages and by-laws of the place, from its organization. You find none here reeling in the streets, as though their hats, which they carry, were out of the sun. The climate is pure and magnetic, and the people, who have settled here, have been quietly moved to come, more by electrical force and attractions than they have by necessity. The machine shops or anything that needs a tariff to protect them—or bank to build them up. The Central avenue is 100 feet in width, and no house can stand within twenty feet of the outside line of any avenue or street. The latter are laid out 75 feet wide. Landis avenue is ten miles in length, dotted with villas and dwellings the whole length, in one direct straight shoot. The same engineering was followed over the whole town. There is already numbered 3000 inhabitants of the American stock. A settlement of the better class of Italians now coming on every train, daily from N. Y., who have selected farm lands in the south westerly part of this township, of ten miles square. Purchasers of a portion of these lands must build and settle them. In some points, about one-fourth acre covered the lot, in other localities, ten acres comprises one farm, where fruits and vegetables are easily grown. Vineyards of grapes are quite common; the vines are quite vigorous and healthy, as well as the larger fruit growth. Cranberries are also grown here, as well as elsewhere in the state, with profit to the cultivation, exceeding many other kinds of crops. The growth of tobacco,—and twin brother of whiskey—is not encouraged, and but few of its inhabitants are using the weed. In my next, I will speak of its social system, &c., briefly. I have given you some general details of the town that has come up, like magic, in the wilderness of New Jersey. Thine as ever, S. W. J.

THE ALLIED ARMIES IN THE SAN FRANCISCO MINT.—The San Francisco Bulletin of November 1, contains the following information about the charges against Gen. C. H. La Grange, superintendent of the Mint. The law directs that all accounts for expenditure on materials used in the Mint shall be signed as correct by the heads of the various departments to which they belong. Of these departments there are three, and the officials who preside over them are appointed directly from Washington. They are those of the assayer, the coiner, and the melder and refiner. In the charges referred to it is alleged that subsequent to the first six months of his administration Gen. La Grange neglected to send in the quarterly reports, and that were of most importance, to the coiner and the melder and refiner for their approval. It is probable that some hitch occurred in getting the reports, but the submission of the official not being equal to his expectations. All

These are matters which directly concern the government. On the assumption that they are true, they are at variance with honest administration. Other charges are made against the general which, there is abundant reason to believe, are in part unfounded. To assist the debauching contest in Nevada, in which Tom Fitch figured, the superintendent assessed the Mint employees to the extent of \$2,000 or \$3,000. Another serious charge against the superintendent is that he placed men on the payroll who were not doing any work, although they were absolute nonentities in regard to performance of work. All the service they rendered was to draw their salary. The charges are all old matters, and also as bills returned for signature in the manner described, cover four counts in the indictment. The charges have not been described, or actually supplied without resolving official notes. Current Notes. Charles Schurz denies that he is going to Chicago to live. Denver (Col.) people get their coal for \$4.75 per ton, instead of \$2.00. Queen Victoria is having her portrait painted for the czar. Indiana's proposed new state house will cost about \$2,000,000. The "old lady of St. Louis" calls it the "old lady of St. Louis." The 129th anniversary of Ely's entrance into England, was celebrated in the venerable edifice, a few days since. Governor Dingley, who was Charles Dick- ens's business partner, left for New York through a lecture tour in England. "Saucy Stradivarius," an ancient Cresson- na fiddle, made in 1713, was sold to an Edinburgh amateur musician, the other day for \$1,750. George Williams (colored) and John Fee have been sentenced to be hung for the murder of William Malbone at Pinkeyville, Illinois, on the 23rd of September last. The expense of running railroads in Italy is enormous. Every ton of coal is bought in England, costing \$10 (gold) per ton, and transported at an enormous cost to Italy. The sheriff of Pensacola, Fla., writes to Quebec papers that all stevedores coming from Quebec will be protected. A large number of stevedores and laborers from there are bound south. An American gentleman of "collegiate and professional education," highly recommended, advertises in the Washington Chronicle that he is ready to obtain any government position at a salary of \$1,000 or over. The international bridge across the Niagara, from Buffalo, N. Y., to Fort Erie in Ontario, which will cost \$1,000,000, after three years' work, is 2951 feet, or about three-quarters of a mile long, and has cost about \$1,000,000. Near the eastern shore of the river, the largest of the kind in the world, which is moved by steam engines and can open two spaces, each 180 feet wide, for the passage of vessels, and is 200 feet high. It has been leased to the Grand Trunk, the Great Western, the Canada Southern, the New York Central, the Erie and the New York, Westchester and Albany railroads. The 68th anniversary of the battle of Trafalgar was celebrated at London, the other day. Still life in the British navy must be a very uninteresting one. There are now some twenty survivors who acted as officers in that remarkable fight. A company has been formed to supply St. Louis with sandstone from the great quarries in the Great Smoky mountains, and in connection with it the question of the proposed railroad from St. Louis to Cairo, Ill., is agitated. It is estimated that this road will carry 300 tons of the stone per day to St. Louis. Sir Robert John McClure, an English naval officer, distinguished as an Arctic explorer, died in London, recently. He was attached to the expedition that went in search of Franklin, and the ship which he commanded had the honor of discovering the north polar region through the famous northwest passage. The people throughout Mexico, Tuesday, celebrated the adoption of the additional articles to the national constitution, among which are the abolition of espionage and the separation of church and state. A military parade took place at Matamoros, and addresses were delivered and the city illuminated in honor of the occasion. The people of St. Louis, Mo., have a great deal of pardonable curiosity to know how the county finances are managed. The bonded debt is \$4,000,000, but how much of it is actually paid, and what great the running expenses, nobody can find out. The officers transact their business in secret sessions, and will give no account of themselves. A gang of eight armed Mexicans entered the store of Mr. Schubert at Conception, Texas, on the 6th inst., carrying away a large amount of money and goods. No attempt was made to arrest the thieves, who are supposed to have fled to Mexico. Several of the band were recognized, among whom were Leonardo Flores and Abraham Garcia, the notorious desperado. The scientific fraternity of San Diego, Cal., are in a great quandary over a queer fish recently seen by a hunting party off the city. It was 30 feet long, shaped like a snake, and had a white, scaly skin, which was wiggled curiously, and its fins were each from three to five feet long. The academy of sciences held a meeting and adjourned to the next day to investigate the matter, but he failed to appear before them. Frederick Rollowagow, of New York, died of a few drops of poison, a few months ago, having been left with a large sum of money or two million dollars in cash, which was that the old servant girl he married can use pretty much all the income on the property, and that the old man's worth of the real estate can be sold until the youngest grandchild is dead. The boys have asked the surrogate court to say that the old man was crazy when made, and that the will was as well as could be expected. OLLA PODRIDA. A slight snow fall this morning has left the grass still whitened in the keen frosty air, and the shadow, whiter mantle is creeping over the horizon. A musical treat is anticipated this evening in the concert at Academy Hall by the Young Quartette of Boston. Our musical association has in active preparation the cantata of "The Haymakers," which they will produce on the evenings of the 20th and 21st of this month. MAX. THE ALLIED ARMIES IN THE SAN FRANCISCO MINT.—The San Francisco Bulletin of November 1, contains the following information about the charges against Gen. C. H. La Grange, superintendent of the Mint. The law directs that all accounts for expenditure on materials used in the Mint shall be signed as correct by the heads of the various departments to which they belong. Of these departments there are three, and the officials who preside over them are appointed directly from Washington. They are those of the assayer, the coiner, and the melder and refiner. In the charges referred to it is alleged that subsequent to the first six months of his administration Gen. La Grange neglected to send in the quarterly reports, and that were of most importance, to the coiner and the melder and refiner for their approval. It is probable that some hitch occurred in getting the reports, but the submission of the official not being equal to his expectations. All

These are matters which directly concern the government. On the assumption that they are true, they are at variance with honest administration. Other charges are made against the general which, there is abundant reason to believe, are in part unfounded. To assist the debauching contest in Nevada, in which Tom Fitch figured, the superintendent assessed the Mint employees to the extent of \$2,000 or \$3,000. Another serious charge against the superintendent is that he placed men on the payroll who were not doing any work, although they were absolute nonentities in regard to performance of work. All the service they rendered was to draw their salary. The charges are all old matters, and also as bills returned for signature in the manner described, cover four counts in the indictment. The charges have not been described, or actually supplied without resolving official notes. Current Notes. Charles Schurz denies that he is going to Chicago to live. Denver (Col.) people get their coal for \$4.75 per ton, instead of \$2.00. Queen Victoria is having her portrait painted for the czar. Indiana's proposed new state house will cost about \$2,000,000. The "old lady of St. Louis" calls it the "old lady of St. Louis." The 129th anniversary of Ely's entrance into England, was celebrated in the venerable edifice, a few days since. Governor Dingley, who was Charles Dick- ens's business partner, left for New York through a lecture tour in England. "Saucy Stradivarius," an ancient Cresson- na fiddle, made in 1713, was sold to an Edinburgh amateur musician, the other day for \$1,750. George Williams (colored) and John Fee have been sentenced to be hung for the murder of William Malbone at Pinkeyville, Illinois, on the 23rd of September last. The expense of running railroads in Italy is enormous. Every ton of coal is bought in England, costing \$10 (gold) per ton, and transported at an enormous cost to Italy. The sheriff of Pensacola, Fla., writes to Quebec papers that all stevedores coming from Quebec will be protected. A large number of stevedores and laborers from there are bound south. An American gentleman of "collegiate and professional education," highly recommended, advertises in the Washington Chronicle that he is ready to obtain any government position at a salary of \$1,000 or over. The international bridge across the Niagara, from Buffalo, N. Y., to Fort Erie in Ontario, which will cost \$1,000,000, after three years' work, is 2951 feet, or about three-quarters of a mile long, and has cost about \$1,000,000. Near the eastern shore of the river, the largest of the kind in the world, which is moved by steam engines and can open two spaces, each 180 feet wide, for the passage of vessels, and is 200 feet high. It has been leased to the Grand Trunk, the Great Western, the Canada Southern, the New York Central, the Erie and the New York, Westchester and Albany railroads. The 68th anniversary of the battle of Trafalgar was celebrated at London, the other day. Still life in the British navy must be a very uninteresting one. There are now some twenty survivors who acted as officers in that remarkable fight. A company has been formed to supply St. Louis with sandstone from the great quarries in the Great Smoky mountains, and in connection with it the question of the proposed railroad from St. Louis to Cairo, Ill., is agitated. It is estimated that this road will carry 300 tons of the stone per day to St. Louis. Sir Robert John McClure, an English naval officer, distinguished as an Arctic explorer, died in London, recently. He was attached to the expedition that went in search of Franklin, and the ship which he commanded had the honor of discovering the north polar region through the famous northwest passage. The people throughout Mexico, Tuesday, celebrated the adoption of the additional articles to the national constitution, among which are the abolition of espionage and the separation of church and state. A military parade took place at Matamoros, and addresses were delivered and the city illuminated in honor of the occasion. The people of St. Louis, Mo., have a great deal of pardonable curiosity to know how the county finances are managed. The bonded debt is \$4,000,000, but how much of it is actually paid, and what great the running expenses, nobody can find out. The officers transact their business in secret sessions, and will give no account of themselves. A gang of eight armed Mexicans entered the store of Mr. Schubert at Conception, Texas, on the 6th inst., carrying away a large amount of money and goods. No attempt was made to arrest the thieves, who are supposed to have fled to Mexico. Several of the band were recognized, among whom were Leonardo Flores and Abraham Garcia, the notorious desperado. The scientific fraternity of San Diego, Cal., are in a great quandary over a queer fish recently seen by a hunting party off the city. It was 30 feet long, shaped like a snake, and had a white, scaly skin, which was wiggled curiously, and its fins were each from three to five feet long. The academy of sciences held a meeting and adjourned to the next day to investigate the matter, but he failed to appear before them. Frederick Rollowagow, of New York, died of a few drops of poison, a few months ago, having been left with a large sum of money or two million dollars in cash, which was that the old man's worth of the real estate can be sold until the youngest grandchild is dead. The boys have asked the surrogate court to say that the old man was crazy when made, and that the will was as well as could be expected. OLLA PODRIDA. A slight snow fall this morning has left the grass still whitened in the keen frosty air, and the shadow, whiter mantle is creeping over the horizon. A musical treat is anticipated this evening in the concert at Academy Hall by the Young Quartette of Boston. Our musical association has in active preparation the cantata of "The Haymakers," which they will produce on the evenings of the 20th and 21st of this month. MAX.

THE ALLIED ARMIES IN THE SAN FRANCISCO MINT.—The San Francisco Bulletin of November 1, contains the following information about the charges against Gen. C. H. La Grange, superintendent of the Mint. The law directs that all accounts for expenditure on materials used in the Mint shall be signed as correct by the heads of the various departments to which they belong. Of these departments there are three, and the officials who preside over them are appointed directly from Washington. They are those of the assayer, the coiner, and the melder and refiner. In the charges referred to it is alleged that subsequent to the first six months of his administration Gen. La Grange neglected to send in the quarterly reports, and that were of most importance, to the coiner and the melder and refiner for their approval. It is probable that some hitch occurred in getting the reports, but the submission of the official not being equal to his expectations. All

These are matters which directly concern the government. On the assumption that they are true, they are at variance with honest administration. Other charges are made against the general which, there is abundant reason to believe, are in part unfounded. To assist the debauching contest in Nevada, in which Tom Fitch figured, the superintendent assessed the Mint employees to the extent of \$2,000 or \$3,000. Another serious charge against the superintendent is that he placed men on the payroll who were not doing any work, although they were absolute nonentities in regard to performance of work. All the service they rendered was to draw their salary. The charges are all old matters, and also as bills returned for signature in the manner described, cover four counts in the indictment. The charges have not been described, or actually supplied without resolving official notes. Current Notes. Charles Schurz denies that he is going to Chicago to live. Denver (Col.) people get their coal for \$4.75 per ton, instead of \$2.00. Queen Victoria is having her portrait painted for the czar. Indiana's proposed new state house will cost about \$2,000,000. The "old lady of St. Louis" calls it the "old lady of St. Louis." The 129th anniversary of Ely's entrance