crew of the Hatteras prisoners of war over to Jamaica, where they were paroled."

A very suggestive question at this point offers itself. Will Congress allow three, two or even one cruising ship for our Navy to be built of that material when they know "entire sheets" can be blown off in so short a space of time that the officers and crew may have to scramble for their lives under similar circum-

Just before the Hatteras came up with he adversary the commanding officer says: - "I med directly for the Alabama; but she was enabled by her great speed and the foulness of the bottom of the Hatteras, and consequently her diminished speed, to thwart my attempt to board when I had gained a distance of thirty

From this we discover another great drawback to the introduction of iron cruising vessels into the navy, and that is the fouling of their bottoms. Ask the agents of any of the lines of steamers that come to this port in reference to the frequency of docking iron steamers, and you will learn that they must be docked at least once in six months, and often at the expiration of each round trip, for the purpose of cleaning their bottoms. Most of these companies own their own docks, and the expense is not much; but until we take possession of the floating dock in the harbor of Havana we are not aware that the United States has a shadow of a claim to any dry dock without its limits.

Let us glance at the expense of one of the Secretary's proposed new iron cruisers in a trip around the world. She is docked in New York, and one month afterwards starts on her voyage. Say two months on the voyage to Rio Janeiro; and here she must be docked to clean and paint her bottom, else she will not sail four knots. Again she sails for China, via the Cape of Good Hope. A month in Chinese waters, and again she must be docked, as it will cost more in time or fuel to drive her through the water with a foul bottom than the cost of docking, and, of course, it must be done. From China to San Francisco, say forty days, and again she needs docking; but It must be put off until she rounds Cape Horn and Rio Janeiro is reached. Here again she is docked, and then-this iron ship that has kissed every dock she could get into-she comes home. This is the least that can be done in the way of dockage in an ordinary three years' cruise; and when these items of se are calculated one could nearly build a new ship for the cost of dockage. Here we have a ship whose whole sheets can be blown off by ordinary' projectiles of thirty-twopounder or eight-inch calibre in a very short space of time, and where the expense of keeping her clean for three years would nearly duplicate her. Compare that with the old oaken bottom, covered with good sheet copper, that comes home after her long cruise with spinning speed and her bottom as clean as a good housewife's best preserve kettle. We venture to assert that had the vessel

been of sound live oak she would be bearing our flag now, with credit to the Navy and the country; besides, we would not have suffered the mortification of defeat by a Confederate cruiser. How different when the Kearsarge, a wooden ship, met the Alabama!

PERSONAL INTELLIGENCE.

Ezra Cornell, of Ithaca, is stopping at the Astor Orville Grant, of Chicago, is at the Sturtevant

Judge A. E. Suffern, of Haverstraw, is at the St. Nicholas Hotel. Our "January thaw" seems to have been worked

by a Norwegian Thor. Ex-Assemblyman Smith M. Weed, of Plattsburg,

Mrs. Ossian E. Dodge sues for a divorce and \$50,000 alimony in a St. Paul Court.

Ex-Congressman James F. Wilson, of Iowa, yes-

Colonel E. J. Loomis, Sergeant-at-Arms of the State Senate, is at the St. Nicholas Hotel. Mr. Gladstone entered his sixty-third year and

Mr. Disraeli his sixty-eighth year on the 31st ult. Ex-Governor Curtin, of Pennsylvania, arrived at the Brevoort House, from Philadelphia, late last

Senator Nye (not William) is named for the mission to China. Ah Sin is not mentioned as an Preparations are being made in Savannah to

give Wade Hampton an ovation on the 20th inst., when he is to deliver an address on Robert E. Lee. The Pope's late allocution, as published, is reported in Rome to have been garbled by the official translators, who cut out or rewrote the bitterest and most trenchant phrases. Judge Pleasant M. Yell, charged with political

fraud and intimidation in Texas, has been acquitted amid a yell of delight among his followers, and a pleasant "smile" all round with the jury.

ince the clergy have held special prayers for the benefit of the press the Chicago Times suggests that editors unite in supplication for the diffusion of intelligence and morality among the clergy.

Down East papers assert that "Boggs" has re ceived the democratic nomination for United States Senator from Missouri. This is literally tak ing a man's name in vain without a "Y or a where

Governor Ogleby's friends aver that he did not say that the "people of Illinois want 'no more loafers' in the United States Senate, but that he said they want 'no loafer' in the Senate." For taste and elegance it would be difficult to decide

which phrase is entitled to the preference. Crown Prince Rudolph, with other names enough for a moderate paragraph, heir-apparent of his titular Prince of Hungary, a lad of fourteen, was examined just before Christmas in Hungarian history, in presence of His Majesty, acquitting him-

self with high credit. José Martins Continho, of Cape Frio, in the province of Rio Janeiro, Brazil, is, according to the census report, almost one hundred and seventynine years, having been born at Soquarema May 20, 1694. His mental faculties are perfect, though he is stiff in the knees. He remembers the notable facts of the reigns. of Dom John V., Dom José and Donna Maria I. He has forty-two children by six wives, and can count 123 grandchildren, eighty-six great-grandchildren, twenty-three great-greatgrandchildren and twenty children of the last.

A NEW RAILROAD ACROSS THE STATE OF

Champion old man!

AUGUSTA, Me., Jan. 15, 1873. At an informal meeting of the Railroad Committee of the Maine Legislature this afternoon it was decided to grant the petition of John D. Hay dens and others for a charter to build a line of railroad from Portland to Bath, Me. The road is to be built by an association of New York and Boston capitalists, represented by Mr. Charles E. Fuller, a prominent banker in the latter city, connecting that road to Rockland, and thence up the northerly coast of the Penobscot River to Bangor; also the castern terminus of the Maine Sentral Railroad.
The new line will form an opposition method of transportation across the State of Maine. Funds have aiready been assured sufficient to build the needed links of the road, and this fact, together with others soon to be made public, solves the vexed question of how to precure speedy and rail conveyance from Haifax to Beston.

THE STEAMSHIP ERIE.

Fire in Board and the Vessel Seen in Flames at Sea.

REPORT OF THE BRIG SUSAN E. VOORHIES.

Five Boats Filled with People Off from the Wreck.

ALL HANDS SAVED.

WHAT REMAINED OF THE WRECK

Bound from Rio Janeiro for New York.

Destination for Trade.

The following special despatch to the HERALD has been received from our corre spondent at St. Thomas: -

> TELEGRAM TO THE NEW YORK HERALD. Sr. THOMAS, Jan. 15, 1873.

The brig Susan E. Voorhies, Captain Fulford, which sailed from Buenos Ayres on the 15th of November, and has just arrived at Barbados, reports having seen the steamship Erie, Captain Tinklepaugh, on fire and burning on the 2d instant, at a spot ninety miles north of Pernambuco.

OFF IN THE BOATS AND AGROUND

Five boats filled with people had put away from the flery ship and were making for shore. The steamship was aground when at a distance of twelve miles off.

REMAINS OF THE WRECK. The funnels of the Erie, with some of the

supporting rods, were remaining. ALL HANDS SAVED.

It is stated that all hands, passengers and

crew, were saved. THE STEAMSHIP-HEB DESTINATION, COMMAND AND DIMENSIONS.

The steamship Erie sailed from New York on the 23d of November, under command of Captain Tinklepaugh. She arrived at Barbados on the 3d of December and sailed on the same day for Rio Janeiro. For the return trip her regular day of departure from Rio Janeiro was the 26th of December, to arrive at St. Thomas on the 14th of January, and due at New York on the 20th of the same

The Erie was owned by the United States and Brazil Mail Steamship Company, and was employed by the management in trading, with other vessels of the same line, between New York, St. Thomas, Para, Pernambuco, Bahia and Rio Janeiro. She was built of iron, 2,900 tons burden, had three decks and was classed Al on the American Marine register. Her woodwork was of oak, fastened with iron and copper. She was built at Newburyport, in 1867, and newly metalled in August, 1871. She belonged to the port of New York and was consigned to W. R. Garrison. The vessel was 325 feet in length, 44 feet in breadth and had a depth of 29 feet

ENGLAND.

Discount in Open Market-Money Rates on 'Change and at the Bank-Sad News from the Sea-A Russian Count at Court.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Jan. 15, 1873. The city financial report, dated at five o'clock in the evening to-day, read as follows:-"The rate of discount for three months' bills in the open market is 3-16 per cent below the Bank of England rate.] "The rate for money at the Stock Exchange on government securities is lower than the Bank of

England rate by & per cent." Information has been received here that the ship Chillingham Castle was wrecked while on a voyage

from Shields for Malta, and twenty-six persons WITSHIAN ARISTOCRACY AT COURT. Count Schouvaloff, who arrived in this city sev

eral days ago from St. Petersburg, was presented to Her Majesty Queen Victoria yesterday. THE WEATHER. The weather throughout England to-day is fair.

RUSSIA.

Conflagration in a Theatre in Odessa.

TELEGRAM TO THE NEW YORK HERALB.

ODESSA, Jan. 15, 1873. The town theatre in this city was destroyed by are last night. No lives were lost.

ITALY.

TELEGRAM TO THE NEW YORK HERALD.

ROME, Jan. 15, 1873. Works, and Signor Giacomo De Falso, Minister o Justice and Ecclesiastical Affairs, have resigned. Their successors have not yet been appointe

BRAZIL.

TELEGRAM TO THE NEW YORK HERALD.

LISBON, Jan. 15, 1873. The mail steamship from Rio Janeiro, with advices to the 24th of December, has arrived here. There had been bloody election riots in the city of Parana, and several persons were killed.

NEW ORLEANS.

Successor to Kellogg in the United States Senate for the Short Term-War-moth Still Ahead in the "People's Leg-

In the Kellogg Legislature to-day Mr. John Ray was unanimously elected United States Senator, to all the term made vacant by the resignation of Mr. Kellogg. It is understood that he left for Washington this afternoon.

The Peeple's Legislature, in joint session, took a bailot for United States Sonator, long term, with the following result:—Warmoth, 27; Moncure, 20; MacDonald, 14; Bussey, 12; blank, 11. Total, 84. There was no election, and the Legislature will ballot again to-morrow.

A FREE STATE IN THE TROPICS.

President Grant's Scheme Carried Out by Private Capital.

Treaty Signed Between the Dominican Government and the Samana Bay Company.

THE PENINSULA OF SAMANA CEDED.

Valuable Land Grants and Other Remarkable Franchises.

The Company to Have a Standing Army and Police.

Description of the Erie and Her May Levy Taxes Upon Personal and Real Estate.

> Its Colonists Exempt from Allegiance to St Domingo-They May Levy Import or Export Dues, Build Vessels, Carry Their Own Flag and Do Other Important and Startling Things.

A cable despatch was yesterday received by Bay Company, from the Commissioners sent out to the Republic of St. Domingo to negotiate a treaty for the acquisition by the company of a large por-tion of the island, announcing the completion of the treaty which the sanguine authors of the move ment claim will virtually establish

A PRES AMERICAN STATE in the tropics and largely increase the trade. The reporter of the HERALD who called upon Mr. Hazard was given the principal points of the treaty which gives the company, with a capital c \$20,000,000, very remarkable franchises and privieges, and is a greater scheme than that of Presi from the press and in Congress.

After the rejection of the treaty of annexation

by the Senate it is known that certain European governments made overtures to the Dominican representative in London with the view of obtaining the same concessions in the Bay of Samana that were offered to the United States, asserting that while they had no desire to interfere with any pending negotiations between the Republic of Do-minica and the United States, if the latter had definitely withdrawn from the question, they were prepared to make proposals. The republican government of St. Domingo, not favoring any move ment looking toward the establishment of a mo-narchical power upon their territory and still clinging to the hope that the almost unanimous of their people for a closer relation to the desize of their people for a closer relation to the United States might in time be realized, through its head. President Baez proposed to Colone Fabens, for many years United States Consul at the capital of the Republic and late inican Minister at Washington, the plan o forming a company in the United States somewhat like the old East India Company, and after sub-mitting to him the terms of the treaty, which the Dominican government was willing to enter into, the plan. He was eminently successful in his efforts, and this treaty is the result.

By it the Republic of St. Domingo agrees that the company, and such persons as it may associate with itself, may organize with its office in New York and have a Board of Directors, composed of persons of all nationalities. The company has power under the treaty to acquire by purchase property of all kinds in St. Domingo, and dispose of it, and to carry on every and all kind of business: may issue bonds, establish banks, including all the rights, privileges, &c., granted in

THE TREATY OF NOVEMBER 29, 1869. to the United States government, to be enjoyed by the company in perpetuity. All the public land of

THE PENINSULA OF SAMANA IS CEDED under the treaty, together with the waters of Saislands and reefs therein, with power to seil and dispose of the same; the right to lect for their own use all port dues, wharfage duties and taxes, whether for import, export, or on the island. In all possessions of the company, in whatever part of the Island it may be situate, the colonists of the company are exempt unde the treaty from military, civil or other duty to the Republic of St. Domingo, the company to have

ITS OWN POLICE AND OTHER FORCES and tribunals to preserve order.

The company is also empowered to build steam or sailing vessels, or to transfer the same, to sail them under its own flag or that of any country it may designate, thus covering the whole question of chartering from other ports of the world. Franchises of all kinds are granted, together with the right of the company to call upon the public of Domingo or the United States for aid.

THE OBJECT OF THE COMPANY seems to be twofold—speculation in real estate a trade. They propose to try the experiment of

BUILDING UP A FREE STATE, whose people will hold no allegiance to the Do minican Republic, and establish free trade. It proposes to form the great central point for the exchange of American and European manufactures and tropical productions in Samana Bay, a business now amounting to many millions per year.

VALUABLE LAND FRANCHISES have been granted to enable the company to build wagon and railroads and carry out other public works, and the Secretary prophesies that the company will eventually

ABSORB THE ENTIRE ISLAND.

President Stockwell, of the Pacific Mail Stee Company; Oliver Ames, Thomas N. Scott, Henry William G. Fargo, Commodore Garris and Paul N. Spofford.

The Commissioners on the part of the company who have concluded the treaty with Oc J. Warren Fabens (who has just assumed his official duties of Governor of Samana), Thomas Scott Stewart, representing the Pennsylvania interest; Captain Samuels, fleet captain of the Pacific Mail Steamship Company, and A. W. Harrison. They left on the steamship Tybee, which is expected to arrive at this port and his wife, Julia Ward Howe, are to reside i Samana and have the direction of the educational interests, charities and correction, as resident

The above are all the details of THIS GIGANTIC SCHEME
of colonization and annexation that the Secretary
can give until the arrival of the Tybee. Mr. Hazard yesterday telegraphed to President Grant the
news of the ratification of the treaty, which, it is
understood, he is deeply interested in.

Conclusion of Mr. Van Ness' Testimony-Statements by Colonel Loney and Mrs. ANNAPOLIS, Md., Jan. 15, 1873.

In the Wharton trial to-day the cross-examina tion of Van Ness was concluded, after which Colonel H. D. Loney was put upon the stand and Colonel H. D. Loney was put upon the stand and testified. The testimony of both these witnesses related chiefly to the symptoms which attended the illness of Van Ness after taking the beverage alleged to have been given him by the prisoner. Other than the symptoms attending the illness of Van Ness the testimony of Colonel Loney brings out no new facts in addition to what he stated at the Ketchum trial.

After the cross-examination of this witness Mrs. Eliza Chubb, of Washington, was put upon the stand. The testimony of this lady related to the purchase of tartar emetic at the request of Mrs. Wharton. She testified to this kt the previous trial of Mrs. Wharton for the murder of General Ketchum. The examination of Mrs. Chubb will be cantinued to-motrow.

SPAIN.

Parliamentary Reassemblage and the Subject of Slavery.

No Official Correspondence with the Washington Cabinet-Secretary Fish's Diplomacy-Is There a Note!

TELEGRAMS TO THE NEW YORK HERALD.

MADRID, Jan. 15, 1873. The Spanish Cortes reassembled in sess

day. In the Congress, or lower branch, Señor Sala inquired of the government whether it was true that notes had passed between the government of Spain and the United States on the subject of

slavery. Señor Zorilla, the President of the Council, in reply to the question of Señor Sala, said he was glad to have the opportunity to make a parliamentary that no communications had been exchanged between the governments of Madrid and Washington

on the subject of slavery.

He further stated that he had instructed the Spanish Ambassadors to the various Powers to deny that the Spanish government had received any notes from Secretary Fish upon this question. The government was unaware of the existence of note from any foreign government on the subject of slavery in Cuba. If Secretary Fish had sent h character to Minister Sickles, the lat ter had not communicated it to the government of conscience, had presented the bill in the Cortes for the emancipation of slaves in Porto Rico, and no oreign pressure whatever had been brought to

MADRID, Jan. 15, 1873. The first execution that has taken place in this city since the revolution of 1868 occurred to-day The crime of the condemned was a triple assassi nation. The customary procession through the

gathered to witness the execution Don Carlos has arrived at Rion, a village of

FRANCE AND ROME.

French Definition of the Diplomatic Relations to the Vatican.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, Jan. 15, 1873. During the session of the National Assembly at Versailles to-day M. Belcastel, in accordance wit his previous notice, moved an interpellation of the government with regard to the resignation of Count Bourgoing, the French Ambassador to the Holy See. He insisted upon the continuation of a Protectorate at the Vatican."

M. Dufaure, the Minister of Justice, explained the circumstance which caused the resignation of Count Bourgoing.

The explanation was regarded by the Right a satisfactory and the matter dropped.

BELGIUM.

Steam Boiler Explosion and Many Persons Killed.

TELEGRAM TO THE NEW YORK HERALD. BRUSSELS, Jan. 15, 1873.

A boiler in a factory at Charleroi exploded thi morning with most fatal results. Eleven persons were instantly killed and a large umber wounded, some of them in a very serious

manner. JAPAN AND CHINA.

The War Attitude Towards Corea and the Supremacy of the Church Maintained in Japan.

Questions of Labor, Amusement and Toilet Discipline-Imperial Chinese Tour-Court Feeling Towards Foreigners-Rumor of an Orsini Plot Against the Youthful Sovereign-Finance and Police Affairs.

TELEGRAM TO THE NEW YORK HERALD.

SAN FRANCISCO, Jan. 15, 1873. The steamship Colorado, which arrived at this port to-day from China and Japan, brings news dated at Hong Kong on the 12th of December, with later advices from the Empire of Japan.

Japan.

The Corean question is assuming a very serious aspect. The Japan Gazette says that war is imminent desnite a statement which was inst lately published in the Japan Herald in the following

Hanabsu's mission to the Coreans on behalf of the Japanese government has proved an entire success. There is not the slightest probability of any hostilities being engaged in. The mercantile accounts between the ex-Daimio of Tsushima and the Coreans, taken over by the government, have been satisfactorily adjusted, and a sum of money being found due to Japan, it has been paid to the Coreans. The Japanese mission was most kindly received in the Corea, and the fleet has returned to Japan. The correspondence published in the Nishin Shinjishi was a forgery, intended by its authors to injure the Japanese government in the estimation of its own people and that offoreigners. The Church suppress in toto that the foreign Hanabsu's mission to the Coreans on behalf of

The Japan Mail denies in toto that the foreign clergy have been invited by the Japanese govern. ment to take part in the discussion of the question of religious toleration.

The Japanese are considering the propriety of importing camels to replace the cattle swept away by the plague.

PIRATES PUNISHED.

Many pirates have been captured and destroyed by the French corvette Bourayne and the Chinese THEATRICAL REPORM AND NATIVIST TOP KNOTS.

All actors and wrestiers in Japan have been notifled that they can pursue their professions three years longer, after which they must follow som more useful and honorable employment. The male Japanese have been informed that they

will no longer be required to shave their heads, but the top knot must be retained. MATERIAL PROGRESS.

Native merchants have petitioned the Japanese government for permission to construct railroad and telegraph lines. The petitions were granted. The work is to be done under the supervision of

the Public Works Department. THE BENCH AND THE BATON.

Reforms in the Judicial and Police departments are being pushed forward rapidly.

Most of the British war vessels at Shanghae were

to take their departure in a few days. ROYALIST ENJOYMENT AND BEGAL CARES. The Chinese Emperor contemplates an interna

journey through the Empire. A report, widely spread, is current, that the

Emperor is greatly incensed against the foreigners. A story is told that on the imperial wedding day a foreigner of Pekin presented the Emperor with two enormous red candles. Suspicion being aroused, the Emperor ordered the candles to be cut open when they were found to be full of powder and bullets. Another version of the story states that the candles were experimented upon in the open air, when one of them exploded and caused the death of many of the bystanders. The correspondent of the Datily News says that the report is absurd and foolish. SPECIE CIRCULATION.

The new Mexican dollar has been officially

adopted at Canton.
PROVINCIAL MUSS.
Riots had occurred at Foo Chow, but no foreigners were melested.

INSURGENT CUBA.

Successful Landing of Arms and Munitions of War.

EXPLOITS OF THE EDGAR STUART.

Messengers Enter the Camps of the Patriots.

The Cargo Landed at Ports Lino and Quao.

ESCAPE FROM A SPANISH GUNBOAT.

Return of the Cruiser and Her "Passengers."

KEY WEST, Fla., Jan. 15, 1873. The steamer Edgar Stuart arrived here on the 13th inst. She is under command of Captain Rudolph Sommers, formerly of the United States navy, which service he left in 1868, since which time he has been in the service of the Cubans, and is pretty well known as having made some seven or eight successful landings of arms, &c., on the Cuban coast. His property on the island of Cuba is said to have been confiscated by the Spanish government in 1870, but the Captain says he has never to his knowledge owned any property on

DEPARTURE PROM ASPINWALL. He left New York for Aspinwall on the 11th of De cember, with part of a crew for the Edgar Stuart, and arrived at Aspinwall on the 19th, expecting to find the Stuart in condition to leave on the 20th. Such not being the case, he left on the 25th of De cember and arrived off the coast of Cuba on the

He touched at a place known to him as Port Lino and sent messengers into the interior to the Cuban chiefs, to inform them that the steamer would be back in three or four days and to have a force there to receive the arms and ammunition also to send a force for the same purpose to a place known as Port Quao.

LANDING THE CARGO.

The steamer then proceeded to the northeast coast, and on the 1st of January arrived at Port Quao, a small Cuban hamlet on the coast, where parties were ready to receive the arms and ammunition. Half the cargo was landed here on the 1st inst., and all moved into the country at once. The same day the steamer proceeded back to Pert Lino, arriving there on the 2d inst. The parties here were also ready to receive the balance of the cargo, and it was discharged the

A SPANISH GUNBOAT IN SIGHT.

Then coasting along the south coast on leaving Port Line a Spanish gunboat was sighted at a dis tance of about ten miles; but as the gunboat did not interfere or give chase, to the Captain's knowledge, he did not trouble himself with her. This is the only war vessel he met from Cape Mercy to Cape San Antonio, although coasting within five or six miles of the land.

He left Port Lino on the 2d instant. At about eleven miles off of San Antonio the machinery of the Stuart broke down. The vessel was put under canvas, and with great difficulty she got of the Cuban coast, as the wind was blowing a gale from the northwest. She reached Key West under sail and is now coaling here.

PASSENGERS EACH WAY.

The Shuart took eleven Cuban passengers from Aspinwall, o'ne of whom is Colonei Aguero, to whom the captain says great credit is due for the arrangements as to the landing and prompt discharge the arms and ammunit, on at the places named.

The eleven passengers redurned with the stewart and are now here. Colones Melchcor Aguero leaves, for New York

within a few hours. A large Cuban meeting is announced, to take

place this evening. CUBA.

Spanish Naval Report of the Inviolability of the Coast-Rebel Property Applied to Government Use-British Mariners

After shipwreck. TELEGRAM TO THE NEW YORK HERALD.

HAVANA, Jan. 14, 1873. The Spanish Navy Department denies the land ing of a flibustering expedition on the coast of the Eastern Department.

tations of Cuban rebels for \$600,000 annually. AN AMERICAN MINISTER EMBARKED. William A. Pile, United States Minister at Vene zuela, sails from here on his way to New York.

SHIPWRECKD SAILORS IN PORT. The British ship Mont Eagle, Captain Scott, from New Orleans, January 4, for Bremen, with a cargo of cotton, was wrecked on Great Andrews, one of

of cotton, was wrecked on Great Andrews, one of the Bahama Banks. Her mate and four sailors ar-rived here in a boat yesterday, and report that the Captain and the rest of the crew were in another boat and are probably saved. HAVANA EXCHANGE. Exchange on United States, sixty days, in gold, 24 a 24% per cent premium; short sight, 26 a 26% per cent premium; on London, 38 a 38% per cent premium; on Paris, 21 a 21% per cent premium.

AMENDMENT TO THE NEW UNITED STATES The Circular Sent Out by Captain Dun can Yesterday-Material Changes-A Petition to Annul the Existing Law.

The new Shipping law of 1872, in section 12, provides that masters of all American vessels persa, and all American vessels, bound from any American ports, shall ship their crews before a United States' shipping Commissioner, on a certain form of agreement. Last week an amendment was made to the feregoing clause as follows:—

Provided further, that section No 12 shall not apply o masters of vessels engaged in trade between the United States and the North American British possessions, in the West Indies or the Republic of Mexico. Yesterday, Captain Duncan, United States Shipping Commissioner of New York, in view of the new state of things, sent out the following circular to all the principal ship owners, ship brokers and commission merchants in the city:—

COMMISSION METCHANTS IN the City:—

OFFICE OF THE UNITED STATES SHIFFING COMMISSIONER, 1

SIR-TOU are hereby notified that under the recent amendment to section If of the Shipping act of 1872, masters of vessels, when engaged in trade between the United States and the British North American possessions, or the West India Islands, or the Republic of Mexico, are not compelled to use the form of agreement prescribed in that section.

All other sections of the law remain unchanged, and the shipping and paying off of seamen employed on board such vessels as are above described will be conducted, as usual, at this office. Very respectfully,

United States Shipping Commissioner for the Port of New York.

New York.

It may here be stated that the Shipowners and Captains' Co-operative Association have appointed a committee to draw up a petition to Congress praying for the repeal of the whole new Shipping act, on the grounds that it is injurious to saipowners and mancial interests in general.

WEATHER REPORT.

WAR DEPARTMENT,
OPPICE OF THE CHIEF SIGNAL OPPICER
WASHINGTON, D. C., Jan. 16—1 A. M.

Probabilities. For New England, easterly to southerly winds, rising temperature, cloudy weather and rain, exthe South Atlantic and Middle States, easterly to southerly winds, cloudy weather and rain, the former shifting to northerly and westerly during, probably, Thursday night, with clearing weather and falling temperature; throughout and west of the Mississippi Valley northerly to westerly winds, clear and clearing weather and falling tempera-ture, these conditions extending eastward and southward over the Upper Lake region, Ohio, Kentucky, Tennessee and the Gulf States.

following record will show the changes is the temperature for the past twenty-four ho

The Weather in This City Yesterday.

Average temperature yesterday.... Average temperature for corresponding date last year.

A RELGIAN STEAMSHIP LINE

The New Line of Steamships Between Antwerp, Southampton and Philadel-

PHILADELPHIA, Jan. 15, 1873. ine of iron steamers to Southampton and Antwerp has at length been formally announced, the 2,800 tons; Nederland, 3,000 tons, and Switzerland, Antwerp on the 19th inst. and from Philadelphia on the 13th of February. These ships were built at Newcastle, England, will sail under the Beigian flag and carry the Beigian mails, but are owned in Philadelphia.

Philadelphia.

The arrangement covers the receipt and delivery of any goods at any city in Belgium, as the railways there are always in the hands of the government, under whose patronage this line is to be run; but the system also covers Holland, Germany and Switzerland in the same way. It also covers all ports of the United States where the Pennsylvania Railroad receives and delivers goods; so it will be Railroad receives and delivers goods; se it will be seen that this is a through freight arrangement on a magnificent scale. Passenger tickets may also be had in the same way to and from all points on the railroads in the countries named. This is the third European line of steamships to and from

Burnett's Miniature Toilets.—Elegant ASSORTED COLORED BOXES, containing a complete Toilet Appendage, admirably adapted to the Toilet Table and traveller's portmanteau. ACCEPTABLE HOLIDAY PRESENTS. Wholesale by druggists' sundry men every-

A.—Herring's Patent
CHAMPION SAFES,
251 and 252 Broadway, corner of Murray street. A.—Herald Branch Office, Brooklyn, corner of Fulton avenue and Boerumstreet. Open from 8 A. M. to 9 P. M. On Sunday from 3 to 9 P. M.

A.—Enu Angelique, for the Teeth and guma; BRISCOTINE, food for infants. DELLIUC & CO., 650 Broadway, are the sole proprietors and manufac-turers. No connection with any other drug store.

A.—St. Vitus' Dance Curable.—Watts' ERVOUS ANTIDOTE cured my daughter, who had fored dreadfully for years. C. W. LAREMAN, 60 Tillary street, Brooklyn. Balls and Parties vs. Snow and Rain,— Boots, Shoes, Gaiters, India Rubbers. MILLER & CO., No. 3 Union square.

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