

the late decision in the Supreme Court on the test oath.

The Indiana Legislature to-day elected Morton U. S. Senator.

Chicago, 22.

The railroad was finished to Council Bluffs to-day; there is now one unbroken chain of railway from 300 miles west of the Missouri River to the seaboard.

Frelenghuysen was to-day elected Senator from New Jersey.

Five thousand crossed at the Fulton ferry on the ice this morning.

Chicago, 23.

The Senate yesterday rejected a large number of appointments.

New York, 23.

In the House, Boutwell's bill passed, yeas 109, nays 42.

Chicago, 23.

The Kansas Legislature have elected Pomeroy and Ross U. S. Senators.

The Wisconsin Legislature have elected Senator Howe, and demanded Doolittle's return.

The President has approved the bill convening the 40th Congress on the 4th of March.

New York, 23.

The pending impeachment of the President and the continued contraction of the currency tend to depress business.

In the Senate the House bill prescribing a test oath for lawyers practicing was referred to the Judiciary Committee. The bill passed.

In dry goods, little business is doing; no change in prices.

Washington, 23.

A prominent Republican member of the House, in recently writing to a friend says, touching the impeachment, my opinion is and has been that it will amount to nothing. The Committee on Judiciary have been taking no steps bearing on the case, and not a single witness has been examined.

Our Consul, in a letter to the State Department, dated Hayne, Jan. 1st, says in the latter part of November according to custom in the Netherlands, the cattle were housed for winter. Since then the rinderpest has increased, notwithstanding the efforts of the government to arrest its progress. From the 1st to the 16th of December the number of animals attacked was, 37,000. From the 16th the epidemic diminished, the number being 6,000. From the time it made its appearance in the country to the 16th of Dec. 15,000 animals died of the disease, and 2,000 were killed previous to the outbreak of the epidemic. The beef cattle are mainly exported to England; this exportation has since ceased. The Government has confined its attention to the infested districts with no success.

Chicago, 23.

A band of Arrapahoe Indians encamped between Forts Lyon and Dodge, on the Smoky Hill route, are assuming a hostile attitude. They have already driven off several station-keepers.

The mail coach from Denver was robbed on the 15th near Living Springs, by a party of highwaymen, deserters from Fort Morgan or Junction Station, who are completely equipped for life on the road.

Nashville, 23.

In the lower branch of the Legislature to-day a bill passed, on its first reading, to organize full loyal militia companies for a cavalry regiment in each congressional district, composed of white and colored men, subject to the order of the Governor. Another bill passed striking the word white from the franchise law. Both will become law.

Miscellaneous.

AMERICAN RAILWAY WHEELS IN ENGLAND.—The *Engineering* says: We believe that five American chilled railway wheels have arrived in London, and that they will be broken experimentally, and that further wheels of this kind will be sent over for trial under England rolling stock. We have samples of the iron from which these wheels are cast, and it is of magnificent quality. The fracture is a rich dark gray, medium-grained, and shows great toughness; the particles appearing to have been irregularly torn, rather than broken short off. The specific gravity ranges from 7.25 to 7.3185, and the tensile strength from 32,000 to 35,102 lbs., or say 14½ to 16 tons per square inch. The iron is that known as the Salisbury cold-blast charcoal iron, and is worth about £10 per ton in New York.

HOW RAILROADS ARE MANAGED IN RUSSIA.

A correspondent of the *London Times*, writing from Moscow says:

"The distances travelers have to perform in this country are so immense, and the weather is frequently so severe, that the idea of giving a sort of domestic arrangement to the cars naturally occurred to a people laboring under such disadvantages. Russian railway carriages are little houses on wheels. In the first and partly also in the second class, their interior may be described as a saloon, with all the necessities, and elegancies of such an apartment. It is furnished with looking-glasses, heated by porcelain stoves, and lit by lamps and candles. Along the sides soft divans are ranged; the middle is occupied by a mahogany table, and double windows, with red curtains, exclude not only the rude touch of the Russian air, but also the aspect of the wintry sky. The company sits, or lounges about, chatting, reading, or playing cards, chess and dominoes. The day passes pleasantly enough, and as night comes the passengers betake themselves to rest almost as comfortably as at home. By a simple process the divans are made into beds, and supplied with pillows by the officious guard. In the first class the carriages are also provided with second stories, so to say, reached by an elegant staircase, and fitted with complete beds; in the second, if there are too many passengers to be accommodated on the divans, part of them are lodged in berths, which take the place of the rack-provide in England for hats and caps. At length every one is snugly ensconced, the ordinary good wishes are exchanged, and it is night in the car. The guard and the driver only keep awake.

"During the twenty hours a passenger is whirled along between St. Petersburg and Moscow, the train stops twenty times at least. The stations are elegant buildings, painted red, with broad white facings round the windows and along the eaves. Without, the very picture of cleanliness, they are well-stocked receptacles of the good things of this world within. The passenger enters a large vaulted hall, scrupulously white-washed, and paved with flags. On long tables a sumptuous repast awaits him, every plate over a lighted lamp to maintain the warmth equally necessary in this country for taste and wholesomeness. The wines and beers of every clime are represented in numerous bottles, alternating on the neatly-covered tables with steaming plates. The hall is in the bare cold style so often met with in this country when pomp is not intended; but the viands are good, the waiters ready, and their white gloves unexceptionable. I need not say the whole affair is dear. Such luxuries as these are still regarded and paid for as exotic in this distant latitude. The station is an oasis. Round about the aboriginal race of the country lives in wooden cottages, including the whole family and their quadrupeds, too, in a single room."

HOW TO MOUNT A HORSE.—A letter from Peru gives a ludicrous account of the mode of mounting a horse. The woman do all the work, and the men are a good-for-nothing set of gamblers and thieves. The women ride on the hind-quarters of their horses, without a saddle, cross-legged, with the load on the horse in front. They mount the animal by taking hold of his tail, making a loop by doubling it up and clasping with one hand the upper and lower parts of the tail, and then, putting one foot in the loop and the other foot on the joint of the horse's leg, they ascend as if going up stairs. They usually stand erect on the horse before sitting down. The horses never kick or stir.

RAVAGES OF CHOLERA IN THE AUSTRIAN EMPIRE.—According to official returns, more than 200,000 persons have had the cholera in Austria since the beginning of the month of July, and about one half of them have died. In Vienna, 3,242 persons have been carried off by the cholera, which has recently become less violent. Forty-nine thousand persons have been attacked by the cholera in Hungary, and 21,556 of them have died. The malady seems to have been more violent in Moravia than elsewhere, for on the 15th October there had been 67,192 cases, 27,624 of which had proved fatal.

GRAVEYARD PHILOSOPHY.—They have a grave-digger at Spring Grove Cemetery, Cincinnati, who is a fair match for the grave-digger in Hamlet. Here is an account of him: One gets some grim views of living as well as dead humanity by visiting a show graveyard such as this. There is a simple-minded, good-hearted attache by the name of—, I am very fond of talking to. He has given me many lessons not soon forgotten.

"It's a little grief and a good deal of pride that makes 'em do it, sir. I don't mean to say that it ain't natural. It is natural. Nater can be found in a cemetery as well as anywhere. One afflicted family puts a monument, and another afflicted family wants to outdo it. And they generally does, ef it's done at once. Ef it's put off a little, they get more reasonable."

"Time cures all ills." "Well, it does. I've seen a party put in that vault to stay till a lot could be bought and monument put up, and the grief was deep. You'd 'spose there was no end to the grief, and no bottom neither. Well, at the end of three months the company has had trouble to get them to take out the body and give it a Christian burial."

"There are exceptions to that." "In course, any number of them. I can show you graves here ten years old, and ever summer you'll find fresh flowers strewn on 'em."

"More flowers than ornaments." "Can't say that. Real deep, feelin' grief belongs as much to the rich as the poor. Leastwise I find it so. But dyin' is as natural as livin', and in course people get over it. Therefore it is that monuments come with the first burst. Them graves that have flowers over 'em for more than a year isn't healthy graves."

"What do you mean by that?" "I mean that the mourners ain't in their natural health, or they'd find their feelings directed to the care of the livin'."

IRON AND STEEL IN THE CONSTRUCTION OF SHIPS AND BRIDGES.—The writer shows that iron is likely to prove a most deceptive material, and, if all he says is true, we may look forward to some frightful calamity in the sudden breaking down of one or another of the many important iron structures in the shape of bridges and viaducts. We are informed that a constant wearing away is going on to an enormous extent from the effects of corrosion, and that it is impossible to stop this tendency. The professor gives both sides of the question very fairly in a long and elaborate article, in which he says: Iron supplies to the engineer a most excellent material for the construction of bridges. Not only is it cheaper for the purpose than stone or brick, and more durable than wood, but it allows the construction of bridges of immense span. It may be in the form of cast iron, wrought iron, or steel. Cast iron answers well enough within certain spans, but the soundness of the castings can never be entirely depended on. In the form of voussoirs or ribs, engineers have ventured to employ it in spans of 240 feet. Malleable iron is most generally used, and invariably with very large spans—almost always in plates varying from less than a quarter to little more than five-eighths of an inch in thickness. Looking to the rapidity with which iron is corroded, even in the atmosphere, how short is the period during which these plates will retain any amount of strength, without a degree of care which no one thinks of bestowing upon them. The danger from this course is not imaginary. The best constructed and most carefully preserved of our iron bridges are, as it were, melting away perceptibly. Very recently more than forty tons of rust were removed from the Menai tubular bridge, but large as this quantity was, it does not represent anything like the entire corrosion which has taken place in this bridge during the few years it has been in existence, since it consisted only of the rust which had formed on the exterior. How many additional tons would the interior and inaccessible portions have furnished, places where corrosion may be going on with an unsuspected but most dangerous rapidity. A very small extent of surface deeply corroded would suffice to endanger the stability of the largest constructions of iron, and might at any moment give rise to its sudden destruction.—[Professor McGauley.]

WATERLOO.

The village of Waterloo is about 12 miles to the south of Brussels, the battle-field lying some two or three miles beyond. Our coach set us down at the famous Chateau of Hugoumont, where we were taken in charge by an old guide, who was all day near the field, when the great battle was fought, helping to care for the wounded. He has been fighting the battle over nearly every day since, and one would think ought by this time to have become used to it. Everybody who has read, understands the general features of the field and of the fight; how the forces under Wellington were posted along a ridge, and those under Napoleon along another ridge nearly parallel, with a shallow valley between; how, well down the slope, in front of Wellington's centre, was the farm of La Haye Sainte, the houses of which were enclosed by a wall; and how, similarly situated in reference to his right wing was Hugoumont, likewise enclosed by a wall, with a park of trees in front and an orchard on the left. But I never imagined that the whole field was so limited, and those important positions, strongly occupied by Wellington's troops, were separated by such insignificant distances. The commanders-in-chief scarcely needed glasses for inspecting the operations of their armies, but at a glance could take in the whole view; while with their glasses, it seemed as though they might have looked each other in the face. The days of rifled cannon and long ranged muskets had not yet arrived.

We spent a long time in and around Hugoumont, covered with the marks of the fighting and burning; then walked through the orchard and up the ridge, on which the English line was formed, when our old guide fought over the battle again from beginning to end. Heshowed us where the French cavalry, in the afternoon, made their frantic charge on the English battalions, coming far up the slope on whose summit we stood. Along this summit runs a country road—the bed of the road being several feet below the surface. This I thought might be the ravine into which Victor Hugo represents the cavalry as precipitating themselves. I asked the guide about it, and he said the French cavalry never reached the road, but precipitated themselves only on the unyielding squares of the English.

Waterloo is commonly regarded as the greatest battle of modern history. It settled the fate of empires; it turned the stream of history into a new channel. But regarding the battle of Gettysburg as deciding the fate of the rebellion in our country, and with this war's great experiment of self-government, who may say that it was not of even superior importance? On the field of Waterloo I felt ashamed that I had never visited Gettysburg.—[Correspondent Cincinnati Gazette.]

THE COW-TREE.—Baron Humboldt gives the following description of this tree: On the barren flank of a rock grows a tree with dry and leathery leaves; its large woody roots can scarcely penetrate into the stoney soil. For several months in the year not a single shower moistens its foliage. Its branches appear dried and dead; yet as soon as the trunk is pierced, there flows from it a sweet and nourishing milk. It is at sunrise that this vegetable fountain is most abundant. The natives are then seen hastening from all quarters, furnished with large bowls to receive the milk, which grows yellow and thickens at the surface. Some drain the bowls under the tree, while others carry home the juice to their children; and you might fancy as the father returned home with the milk, you saw the family of a shepherd gathering around and receiving from him the production of his kine. The milk obtained by incision made in the trunk is tolerably thick, free from all acidity, of an agreeable and balmy smell.

THE USE OF HORSE BEEF.—"The taste for horse-flesh," says the *France*, "is decidedly on the increase in Paris. There are at present in the capital seven butcheries for the sale of that commodity, and which dispose of about forty thousand pounds weight per week. The annual consumption may therefore be estimated at one thousand tons, or more than ten times the quantity of meat distributed to the poor in the twenty bureaux de bienfaisance. So far horse-flesh has been exempt from the octroi duty, and sells at from five sous to one franc the kilo. of two pounds."