VOL. V .-- No. 28.

PHILADELPHIA, THURSDAY, FEBRUARY 1, 1866.

DOUBLE SHEET-THREE CENTS.

SHIPWRECKS.

Kearly Pour Hundred Vessels and Several Hundred Lives Lost by the Late Gale on the British toast.

The ships supposed to have been lost during the late gales on the Br tish coast number between three and four hundred. A letter from Torbay states that thirty one fine

vessels, and eleven fishing stoops were dashed to pleces on the shore. It is tested that one hundred an i fitty men have perished.

The Gus hannering, 11 tons, from New York to Liverpool, has been totally lost on the rock of

Ionia, Scotland Seventeen of her crew drowned. Cargo very valuable: 1600 bales of cotton, 5360 bbis. of flour, 59,986 bushels of corn, and 40 cases of merchandise. Estimated loss of ship and

cargo, £40,600. The Albion, 1245 tons, from New York to Liverool, totally wrecked off Stromness, Eleven lives lost. Estimated loss of ship and cargo,

The Pailmurus, 1052 tons, from Liverpool to New York, wrecked. One life lost, Estimated loss of ship and cargo of coals, £10,000,

The ship and carge of coals, £16,000.

The ship Christiana (American), which salled December 1, from London to New York, became a wreck about December 26, about midway be tween London and New York. The officers crew, and passengers were saved by the Varina term Calculate.

Foundering of the Steam thip "London" -Over Two Hundred Lives Lost-Morotem of the Captain.

From the London Times, January 18.

A presented seasation was created among at classes yesterday morning, upon receipt of the sad intempence that Messrs. Money Wigram & Sons auxiliary screw steamship, the London, had foundered in the Bay of Biscar with upwards of two hindred sonis on board. The fame this fine vessel had acquired as a passencer ship—party owing to the fact of her lass outward passage having been made in fifty days—was in itself calculated to dispet at anxie y on her bonalf, even during the late tempestions weather, and it is believed that her own realist the underwriters conceined were least of all prepared for the terrible disaster that has nappened to be. From the Landon Times, January 18.

London, which has been commanded ever rce she was launched from Black we I yard, in 1864 Captain Marcin, an Australian navigator of steat specience, left the East India Docks on Tuarsday, e 28th of December, as d dropping down to Gravesnd, sailed thence on caturday atternoon under harge of Mr. Thompson, a river rilot. As the might has wild and the wind dear shead the ship was rought up at the Nore and lay there during the mole of he following day. At daybreak on Monreaght up at the Nove and lay there during the hole of he following day. At daybreak on Monay, the lay of January, he suchor was weighed, and he thip steamed down Channel, still against a headyind, but making lay way. While passing upside the lac of Wight the wind increased habit a gale and Ca tain Ma tin deemed it present to put back, and lay to for the night in St. He en's Roads. On the morning of the 2d inst the London proceeded through the Needes into the open Channel, the wind being still ahead, but light, as the ship ran down Channel the wind rose and the see increased, and a coude of hours after passing the Needes the wind bew a gale right ahead, with in heavy sea rolling, which continued an the way to Prymou h, where the ship arrived about poors on intraday, the 4th inst. A sad casually occurred here. A pilot cut er put off a small book, having on Loaid the pilot and his assistant to bring the London inside the breakwater. When she was about a hundred yards from the London a sea carsiazed her and both the pilot and his assistant. the London a sea carsized her and both the pilos and his assistant were thrown into the water. Captain Mariin instantiv ordered one of his life-boat to be lowered, and with great difficulty the assistant phot was rescued, but the pilot was drowned. The L noon came to an anchorage inside the reakwater at 1 P M, on the 4 h instant, and during the afternon took on heard those of her first and second-class passengers who had arranged to join the ship at Flymouth At midment on Friday she pro-ceeded on her voyage, the weather being at this time calm, with a light wind ahead. She had full

steam on during the whole of Salurday

rning, when the wind increased, and a head see radually rose.

During the day the London passed several ships. and not ing occurred to create the smallest uneas ness in the minds of any of the officers of the snip.
During Sunday night the wind increased to a gale, and the sea rose considerably. On the morning of Monday, the 8th instant, the ship was well clear of the land, and Captain Mar-tin, having order a the sugines to be stopped, his topsails, and so endeavored to keep the ship moving slowly ahead. A tols da the wind having somewhat engines were aga n set in motion, and kept steam ing slowly ahead through the night. At 8 A. M. on Tuesday, the 9th inst., while the captain was still endeavoring to keep the saip in her course by means of the screw, the violence of the gale carried away at one sweep the jibboom the foretopmast, the topgaliantmast, and the rounts. These large spars vere not wholly detached from the shap, but, hanging last to the stays, swung to and iro with such violence that the crew were wholly unable to secure them. them. At out two hours later the mainrovalment was blown completely out of its socket, and edded to the general wreck. Captain Martin, who had no been in ted since the previous Sunday night, was not at all dishear ened up to this moment; but, as the en e continued to increase during the morning, with a sea aire, dy running mountains high, the posi tion of the slip was undoubted y left to be one a some peral. Still, as the wind had some that veered round, the engin siwere kept steaming easy shead, and it is to seved that at this moment no person on board felt any anxiety for the ultimate satety of the mend us sea struck the ship and carried the port likeboat clean away from the davits. All that even-ing and through the succeeding night, the wind blew a very beavy ga'e and the sea ran very high,

but the screw was still kept steaming easy ahead.

At 8 A. M., on Wednesday, the 11th instant, Captain Martin sent for Mr. Greenhill, the chief engineer, and informed him of his intention to put the ship about and run for Plymouth, and he desired that full speed should be got up directly. This was immediately done. In haif an nour after the ship's ourse had been altered she was agoin struck by emendous sea, which carried away the starboar fe-boat, and the same sen stove in the starboard cutter At neon on this day the ship's position was lat 46 8 N. 8.7 W. A very heavy cross sea was running, with the wind now dead astern of the ship, which caused her to roll heavily. But no danter even now was anticipated, and all through the vening of Wednesday, and long after midnight, the ship continued to steam slowly ahead, the Caphe ship continued to steam slowly ahead, the Cap-nin and his officers remaining stoadily at their posts, and the passengers appearing to have in I reliance upon the skill of Captain Martin to bring

men rafely to port.

At 10 30 P. M. on Wednesday, the ship still rolling captly in a heavy cross sea, and the wind blowing a whole gale from the southwest, a mountain of water fell heavily over the waist of the ship, and spent its destructive force upon the main hatchway, over the entitie grown, completely demolshing this massive engine room, completely demolishing this massive tructure, measuring twelve feet by eight feet, and looding with tons of water this portion of the ship Instant endeavors to repair the hatchway were made with a promptitude and vigor commensurate with

the imm nent cries

Every spare sail that could be got at, and even
bis nixets and mattreeses from all parts of the ship,
were thrown over the aperture, but each succeeding
sea shipped by the vessel tore away the trail resource noment, and not more than ten minutes afte. the hatchway had been destroyed the water had risen above the furnaces, and up to the wasts of the sugmeers and firemen employed in this part of the ship. The lower decks were also now flooded with the rush of waters the ship was continually taking in. The chief engineer remained at his post until the water had risen above his waist when he went on deck and reported that his fires were out, and his eng ne rendered useles. Captain Martin, with cam conviction remarked that he was not surprised; on the centrary, he had expected such a result.

Finding his none ship at length little more than a log on the water, Captain Martin ordered his maintenant.

topsall to be see, in hope of accomplished when the force of the wind. This had scarcely been accomplished when the force of the wind to e the sail into ribands, with the exception of one corver, under which the ship lay to throughout the remainder of the night. The denkey engine was supplied with steam by a boiler spon deck, and all the deck pumps were kept going throughout the night, and the passeogers of all clarses, now aroused to a sense of their imminent danger, shared with the crew their arduous labors. Notwiths anding every effort the water still gained pon the pumps, and the gale continuing at its eight, cross seas with tremendous force were constantly breaking over the vessel. The motion of the hip became low and heavy, and she retused to rise

to the action of the waves. At 4, o'clock on Thurs cay morning the was a ruck by a stern sol, which carried away four of her see n ports, and admitted a flood of water through the breach. From this time all efforts were useless, and at daybreak Captain Martin, whose cool intrepidity had never for a moment formaken him, entered the cuddy waters at

responding to an universal appeal, calmiy announced the cessation of all human hope.

It is a remarkable fact that this solemn admission was as solemn by received a resigned silence prevailing throughout the assembly, croken only at brief intervals by the well timed and appropriate exhortations of the Rev Mr. Draper, whose sprittual services had been incessant during the previous twenty-four hours. At 10 o'clock, the ship's ill roll-

clusses of the passon ers had now taken refuge and responding to an universal appeal, calmiy announced

services had been ince-sant during the previous twenty-four hours. At 10 o'clock, the ship s iii rolling deeply, an attempt was made to launch the starboard pinnace, but a sea struck her jut as she reacted the water, and she runk, leaving a crow of five men struggling for their lives.

As the ship was lying to three of them managed to some ble up the sides of the ship, and the other two were rescued by ropes being throws to them. After this the exhausted crew appeared indifferent to their fate, and no further effort at launching the remaining boats was made until 1 o'clock, when the water having reached the main claims and the ship evidently seifling down, the port onnace was sot over the ship's side. Even at this moment the sea was so heavy that those of the passengers who were within reach of the boat appeared to prefer the frail shelter of the sinking vessel to the obvious dangers of a small boat in a raging sea. At this crisis! at tain Marim, always at hand, a dressing Mr Greenhill, an cheef engineer, under whose command his particular boat was rated, said:—"There is not much chalce for the boat; there is none for the ship, Your duty is done; mine is to remain here. thip, Your duty is done; mine is to remain here. Get in and take command of the few it will hold."
Thus prompted, Mr. Greenhill with his follow-enginesis and some lew others, number ng only nine-tern souls, among whom were only three second-class passengers, quitted the ship, with only a few biscutta in the shape of provisions, and not a drop of

The pinnee had scarcely cleared the wake of the The pinnee had scarcely cleared the wake of the vessel, mon the poop of which upwards of fifty of the passengers were seen grouped, when a fremendous sea was seen to break over the doomed circle, who, when the ship rose slowly again were discovered to have been swept into the surging waters. Another mome that the vessel herself, setting down stern foremost, threw up her bows into the air, and sank beneath the waves.

The phnance having no sails on board, could only keep affoat before the wind, and was repeated y in danger of awamping. They had not been affoat two hours before they saw a null-rigged ship sail past them, but at too great a distance to hail At A M. on Friday they signed the sails of a brig, the crew of which overheard their shouts and bore towards il em, but failing to get mto the track of the boat, after making several truitiess tacks, she core

at daybreak a tull-rigged cutter was observed at some distance, and hoisting a shirt upon an oar, they endeavored, but in vain, to attract a tention. Shortly afterwards the Italian barque Adrianopte, Captain Cavassa, bound with a cargo or wheat from Constantinople for Cors, hove in eight and the Captain laving observed the pinnace immediately shortened sail and lay to, preparing to take them on

On reaching the ship, notwithstanding the stress of weather and straightened means for the support of so large an increase to his crew, Captain Cavassa received the Eng ishmen with unbounded kindness and hospitality, supplying them with all that was necessary in their destitute condition. The extraordies of the gale had obliged Captain Cavassa to sacrifice more than half his carge, and during the four days. more than half his cargo and during the four days' run into Fa mouth, the weather carried away his rudder, and brought into useful requisition the services of his English passengers.

WASHINGTON

Special Despatches to the Evening Telegraph. WASHINGTON, February 1. Pardoned.

Among those pardoned by the President yesterday was General J. S. Preston, of South Caro-

The impression is quite authentically stated that a majority of the Ways and Means Comloch's funding theory.

mittee are not favorable to Secretary McCul-The Georgia Senators.

The election of A. H. Stephens and Herschel V. Johnson as Senators from Georgia is received here with regret by the best friends of the South connected with the Government. That two men should have been selected chiefly because of their prominence in the Rebellion, and who cannot take the oath, simply embarasses the work of restoration, and the Southern people in the end become the chief sufferers. The election of Provisional Governor James Johnson and Joshua Hill would have been a very encouraging sien of the moral effect of which the South is

very much in need.

The Army Bill. Lieutenant-General Grant and Major-Generals Sherman, Thomas, and Meade are in regular ses sion at the headquarters of the former, over the Army Bill. They meet earlier than Congress, and sit about as long; and the result of their deliberations will soon be laid before the Military Committee of the Senate, Senator Wilson, Chair man of that Committee, confers with them, and it is probable that a bill will be framed by them, embodying their joint conclusions. General Grant desired the views of his able lieutenants on this important subject and he therefore, summoned them. General Sheridan would also have been called but for the exigencies of the service in the Southwest, He has not been sent for, and is not expected, all reports to the contrary notwithstanding.

Finance Bill.

The Ways and Means Committee have agreed to a bill, which is a substitute for the bill sent in from Secretary McCulloch. It is, in most respects, like that bill, and contains a clause au-

thorizing a foreign loan. Cessation of Smnggling.

A highly encouraging report from a Collector of Revenue for a district on the Canada frontier. formerly netorious for smuggling, was to-day received by the Commissioner of Customs. The officer reports that since the issuance of strict orders by the Commissioner for the suppression of smuggling, and their enforcement in several instances, there has been a great diminution in this contraband traffic.

The late dry weather laid bare the bottom of the Saone at Lyons as it did that of the Seine at Paris, and brought to light some interesting objects of antiquity; among the rest a number or figurines, or small figures, in terra-cotts, and various fragments of the Roman period, some urious golden ornaments, a golden sou of Marciarus, an aureus of Germanicus, several rare Gallic coins in silver and bronze, and a number of leaden medals, coins, and badges, of which some are very remarkable.

-The excessive rage for the possession of diamonds which has extended to every class of female society in Paris has given increased occupation to all connected with that trade. Paris frer London, is the great centre for the sale of Brazilian dismonds, and not only for diamonds but for emeralds, topazes, and other precious stones. Diamonds were formerly sent in the raw state to Amsterdam to be cut, but the opera ion is equally well performed at present in Paris. Diamonds generally lose half their weight in cut-ting. The price of choice diamonds in Paris in the raw state, but of small size, is from 30s. to £4 the carat.

LATEST FROM MEXICO.

Reported Defeat of the Liberals.

New York, February 1 .- The steamer Atlantic has arrived, bringing late Havana advices. The Herald's correspondent reports the defeat by the Imperial General Prieto, in the State of Tehuantepec, of a Republican force of 2000 men under General Figueroa, with a loss to the latter of 100 killed. The Imperialists claim to have had only 7 killed and 30 wounded.

The state of siege at Tampico is declared removed by Marshal Bazaine.

Reports prevail of anticipated changes in Maximilian's Cabinet. Porfirio Diaz remained

Defeat of a Liberal Force nuder Figueroa with Heavy Loss-Tampico Relieved from a State of Siege-Portirio Diaz Still in Gajaca-Expected Changes in Maximilian's Cabinet, Etc.

By the arrival of the steamship Vera Cruz, from the city of the same name, at Havana on the 27th plt., we are in receipt of a brief summary of the latest Mexican news,

HAVANA, January 27.—General Pricto writes from Tehuantepec that he has defeated the republicans under Figueroa, numbering two thousand men, cavairy and infantry, with a loss of about one hundred killed. The Imperialists lost seven killed and thirty wounded. The state of stege of Tampico has been removed by order of Marshal Bazaine, the causes which produced it having disappeared. There are rumors of changes in the Cabinet. The Imperial Court will wear mourning for three months for the death of King Leopold. I find nothing in regard to affairs at Matamoras, and nothing from Chi huahua. Portrio Diaz is still in Oalaca.

General Ortega Protests Against the Decrees of Junez.

NEW ORLEANS, January 30 .- Galveston paper state that General Ortera, at San Antonio, publishes a protest, as President of the Supreme Court of the Republic of Mexico, against the decrees of Juarez.

RUMORED WILLINGNESS OF NAPOLEON TO WITH DRAW THE PRENCH TROOPS FROM MEXICO-TERRIBLE DILEMMA.

From the London Star, January 17. We have heard on authority which we regard as reliable, that the Emperor Napoleon has posi-tively intimated to the Cabinet of Washington willingness to withdraw his troops from Mexico at any moment, on condition that the Government of the United States recognizes the

empire of Mexico. LOUIS NAPOLEON'S MISTAKE,

From the London Times, January 17. The in ervention in Mexico was a mistake, though we are precluded from condemning i too loudly. Our own Government was ill-advised enough to concur in the moderate attempt at first suggested, and we can only congratulate ourselves that it had the discretion to retire as soon as it could with decency. It ought to have been seen from the first that it would be impossible to restrict the movement to its proposed ment would be still impolitic. The practical question is, however-What shall the Emperor Napoleon do? Luckily, it is not our function to determine his future policy. There are some situations in which it seems impossible to advance or retreat. The Emperor, may, however, persuade himself that he must either advance or retreat; it is impossible to do both, as so many people would willingly do, and it is equally impossible to stand still. If he rehe exposes himself to the imputation of failure, and must run the risk of the distavor which the French are very apt to feel towards anything like a want of military success; but he would be relieved from considerable expense, would mitigate some domestic opposition, and would appease the American people. If he persist, he must be prepared for growing embarrassments and must brave American resentment. We are not inclined to reckon this last danger so threatening as it is sometimes assumed to be. American officials must, of course, resent the establishment of an empire in Mexico. It is opposed to every tradi-tion of American policy, and it is a simple duty to protest against it. American politicians and writers must and will declaim against it, were it only because a little bluster against Maximilian is such an easy escape from the discussions of delicate domestic problems. But were he to withdraw his support, it is most probable that the Emperor Maximilian would soon return to Europe, and the Emperor Napoleon would have to acknowledge that a scheme upon which he had lavished thousands of French lives and millions of French money had ignominiously failed, and that the French army had been compelled to recoil from before a contemptible enemy. It s a most painful dilemma.

Another Great Fire in the Oil Region. FRANKLIN, Penna., February 1 .- A fire, which broke out here at 4 A. M. to-day, destroyed twenty-four buildings in the centre of the town, including the Post Office, Lambertson House, Stanford's Theatre, and the Masonic building, which was just completed. The loss is estimated at \$500,000, about one-half of which is issured, principally in eastern companies. When the fire broke out a strong west wind prevailed, which fortunately ceased about 6 A. M., and the firemen were enabled to get control of the flames. But for this nearly the whole business part of the town would have been destroyed. All the mail matter was saved. The fire originated in a

From Nashville.

NASHVILLE, January 31,-The river is falling, and there is now eighteen feet of water on the shoals. Cotton is firmer and active at 40@41c. 40 being the ruling rate.

The Republican Conservative paper published here has been sued for \$25,000 for an article said to be libellous, relating to concert saloons, several of which are in operation here. The suit is brought by Shreeve & Simmons, proprietors of the Academy of Music, formerly the New Theatre. A decision is looked for with much interest by the public,

Internal Revenue Affairs in Louisville. LOUISVILLE, January 31 .- Collector Speed, in accordance with instructions from Washington, is requiring coal and dray tickets to be stamped. The coal merchants have, almost without exception, made report of the number of tickets taken by them for the delivery of coal since the 1st of November, and in presence of the Collector destroyed stamps equivalent to the number of tickets not stamped, since which settlement they hold themselves hable for all such

BURNING OF AN EXPRESS CAR.

Loss of Half a Million Dollars.

NEW YORK, February 1 .- The United States Express Company met with a heavy loss on Sunday morning by the burning of their car on the Eric Express train going west, between Laxawaxen and Shohols. The car was entirely destroyed, with its contents, valued, including a large amount of money, at nearly half a million. The Company will make good all losses to cus-

DETAILED ACCOUNT. The United States Express Company met with a very heavy loss on Tuesday night on the Eric Railroad. The company's express freight car attached to the night express train on the Erie Railroad took fire when the train was between Lackawaxen and Shololo, and was entirely consumed. Two safes which were in the car, and which contained a large amount of money, were also destroyed, with their contents. The total loss will amount to about five hundred thousand dollars. The origin of the fire is unknown, but is supposed to have been from combustible natter among the freight.

We are informed by Mr. Thaver, general manager of the company, that the Express Company are prepared to make good the losses of those to whom the freight was consigned, on the presentation of the claims at their office in this

ANOTHER ACCOUNT.

On Tuesday night, as the 6 o'clock night express train from Jersey City, on the New York and Eric Railway, was near Lackawaxen, on the Delaware division, a fire was discovered in the baggage car of the Atlantic and Great Western Railroad. The train was stopped as soon as possible, and every effort was made to extinguish the flames, but they had gained such headway that the exertions to subdue them were unsuccessful. The car and contents, consisting of seventy-five pieces of valuable baggage, and two iron sales belonging to the United States Express Company, were destroyed. The contents of the sales consisted of money and papers, reported to have been valued at about \$200,000 and as the safes were not fire-proof, the contents are supposed to have been entirely destroyed. The origin of the fire is not known, but it is thought must have been caused by a spark from the locomotive,—N. Y. Times.

STEAMER "MISSOURI" DISASTER

Loss Much Smaller Than First Reported.

Louisville, February 1 .- The steamer Dictator has arrived from New Orleans. The ill-fated steamer Missouri left New Orleans last Tuesday week, with a light freight, but full of passengers, most of whom were landed at Cairo. On arriving at Evansville, she received about a dozen passengers, all of whom are reported among the

The story of a race between the two boats is denied. The officers of the Dictator brought off one hundred and twenty persons from the wreck. It is thought by the officers of the Missouri that the total list of casualties will not exceed seventy, and probably be less than sixty. Among the saved is a passenger from Lowell, Massachusetts, connected with the Freedmen's Bureau, and his family. Also, Captain Stewart, and Engineer Shroeder, and Mr. Cox, of New Albany. The cabin register being lost, the names of the passengers could not be ascertained. Several survivors left on the mail boat for Cincinnati and the East, to-day.

THE ISTHMUS, CHILI, AND PERU.

Arrival of \$953,000 in Gold-Terrific Gale in Salvador - Destruction of the Cotton Crop-Trade in Chili-Taxation in Peru, Etc.

NEW YORK, February 1 .- The steamer Atlantic brings Panama dates to the 22d ultimo. There was no local news.

A terrific norther had destroyed almost the entire cotton crop throughout Salvador. The Costa Rica coffee crop is being gathered, and brings higher prices than usual.

The republics of Central America are quiet, though an attempt at revolution in Guatemala had been discovered and speedily suppressed.

The successor of Admiral Pareja had raised the blockade of Coquimbo by concentrating the Spanish squadron at Valparaiso and Caldera. These ports are the only ones blockaded.

An attempt made by Spanish launches to capture the Chilian steamer Corbulon, at Calders, had failed, as after getting possession the Spaniards were driven off by Chilian soldiers on shore, and several of the former were shot. Two subsequent attempts were also unsuccessful.

The trade of Chili was brisk; there were 22 vessels loading and discharging at the unblockaded ports. Copper has risen considerate bly, and is quoted at \$17 \$9 100 lbs. Nitrate nominal at \$1.70. Freights are higher. A fall in copper was expected, as the blockade causes little restriction to shipments. Wheat and flour were in great demand for Australia, and eleven charters had been effected to carry the freight; other vessels are coming over for the same articles. The general market is little changed, but is generally improving. Exchange on London,

The Peruvian Dictator Prado is pushing reforms in all departments. Taxes are to be levied on all exports of produce of the country; 3 per cent, ad valorem on silver, cotton, sugar, rice, tobacco, and saltpetre; 40 cents per arroba on brandy; and 50 cents per gallon on rum. It is reported that a 3 per cent. income tax will also be proposed.

47@48 pence.

The old Bolivian money is to be abotished on the 1st of April, and a new currency of sous and cents established. The Dictator had, at the reception of the Chilian Ambassador, stated that Peru considered the Chilian conflict with Spain essentially a Peruvian question.

The Atlantic brought \$953,000 in specie. Among her passengers is Mr. Hassanreck, United States Minister to Equador, on a leave of absence, and ex-Governor Bigler, of California.

EUROPE.

STEAMER "AFRICA" AT HALIFAX.

Napoleon Sends a Messenger to Mexico.

The French Troops to be Withdrawn at Once.

HUNT FOR STEPHENS, THE FENIAN.

LATEST COMMERCIAL NEWS.

Etc., Etc., Etc., Etc., Etc., Etc., Etc.

HALIPAX, N. S., February 1.-The steamship Africa has arrived here with Liverpool advices of January 20, via Queenstown, January 21. The steamship Saxonia arrived out on the 19th. The steamship Australian arrived at Queenstown on the 20th. The steamship Narath arrived at Laverpool on the 21st.

The Paris Presse asserts that Napoleon has sent a messenger to Mexico to arrange for the speedy return of the French troops.

An active search is still being made in Ireland

The Latest via Queenstown.

The Australian, it seems, did not call at Queenstown, owing to a strong gale and heavy sea, and reached Livergool after 2 o'clock on Saturday. Her news did not transpire till after business hours.
The London Observer says Gladstone will dis-

pose of the surplus revenue by removing a num-ber of small articles from the tariff, and by a modification of the sugar duties. Advices from Spain say that General Prim remains between Andalusia and the Portuguese

frontier.
The Globe says it is doubtful whether the interest of the Mexican debt can be paid. funds in Europe are totally exhausted, and it is impossible to raise a new loan. The Paris bourse is firm. Rentes, 68f. 62c. Commercial Intelligence.

Livempool. January 20.—Cotton opened heavy, at a decline of id, but sub equently railied, and recovered the occine on the middlings. Sales of the week 67,000 and on Friday 10,000 bales, the market closing firm.

Breadstuffs quiet but steady, except for corn, which has a declining tendency.

Provisions quiet and seculy.

London, January 20.—Consols closed on Friday at 87.2871.

t 87@874. Five-Twenties, 86@664. Eric Railroad, 571@574. Illinois Central, 761@763 The bullion in the Bank has increased £144 000.

Liverpool, Saturday,—Cotton unchanged. Sa'es of 10 000 bales to-day. Breadstuffs quiet, but steady. Provisions a'eady. London, Saturday,—Conso's, 87@87‡; Five-twenties, 57.066, Provisions of the control of the contro tie- 651@66; Erie shares, 57@57;; Illinois Central,

LOUISIANA AND TEXAS.

No Stay Law in Louisiana-New National Bank in New Orleans-Good Accounts from the Interior of Texas, Etc. NEW ORLEANS, January 31.—Cotton is lively

Sales of 5000 bales at 48c. Gold, 1401. A national bank, with \$100,000 capital, will be started here shortly. The Senate bill ordering an election of paro-

chial officers in all parishes on the second Monday in March, passed the House to-day, The House Judiciary Committee has reported

adversely to all bills and plans looking to a stay The Ouchita river is rising again, but no cot-

ton is coming into Monroe from the back country. The steamer Colonel Chandler, Captain R. Wade, which left here for Galveston via the Atchafalaya river, met a gale off Sabine Pass and

but the crew escaped to land. Governor Hamilton has appointed Mr. Alex-

broke in two. The captain and pilot were lost,

inder Attorney-General of Texas. There are good accounts from Central Texas of

the prospect of the crops. The agent of the Kansas and Arkansas Railroad Company is traversing Texas, stirring up the people about the completion of that road to connect Galveston and St. Louis, via Fort Gib-

DESPERATE ATTEMPT OF NEGRO PRISONERS TO ESCAPE FROM JAIL.

son and Kansas City.

The Galveston Bulletin of the 12th ult. gives an account of a desperate attempt by negro prisoners in the county jail to escape. The sheriff attempted to put some of them in irons, when they attacked him with brickbats. A guard of the 48th Ohio Volunteer Infantry was then calle put the negroes down, and the latter attacked them violently with bricks and other missiles. The ringleader of the negroes seized sergeant's gun and attempted to knock his brains out with a stone, when the sergeant shot him dead. Two other negroes were wounded. After a severe struggle all the prisoners were secured and order was once more restored.

PENNSYLVANIA LEGISLATURE.

HARRISBURG, February 1.-Mr. Nichols pre sented a remonstrance against Sunday travel. Mr. Hoge read a bill authorizing a railroad from the Ohio State line to Pittsburg and the Erie Railroad.

Mr. Shoemaker read one relative to the Phila delphia and North Branch Railroad. Mr. White offered the joint resolutions endorsing the action of Congress yesterday on the amendment to the Constitution. Discussion on Landon's negro suffrage resolutions was again indulged in, and speeches

were delivered by Messrs. Latta and Browne. House of Representatives. The House was engaged in the consideration

The act extending bounties to officers was defeated, as, also, was an act extending the time of payment of money on graduated lands. Fenian Gathering at Cincinnati.

CINCINNATI, February 1 .- A large and enthusiastic meeting of Fenians assembled at Mozart Hall last night. Speeches were made by Gene ral Sweeney and Colonel Roberts.

-The comic Pasquino of Florence lately briefly announced the fall of the ministry, under the form of a sanitary bulletin, in the following manner:— 'Palazzo Vecchio, cases, 9; deaths, 9; none of those previously attacked,"

FINANCE AND COMMERCE

OFFICE OF THE EVENING THUBBRAPH, ? Thursday, February 1, 1868,

There was less activity in the Stock Market this morning, but prices are firm, with an upward tendency.

Government bonds are in better demand at an advance. Old 5-20s sold at 103; 6s of 18;1 a: 104; and 7:30s at 981@99. 921 was bid for 10-40s. State and City Joans are unchanged. Pennsyl-

vania 5s sold at 86, and new City 6s at 911@911. In Railroad shares there is less doing, but prices are well maintained. Reading sold at 50@50f, an advance of f; North Pennsylvania at 37@37h, a decline of 1; Lehigh Valley at 61@611. no change; and Catawissa pref. at 351@351, an advance of 14; 107 was bid for Camden and Amboy; 314 for Little Schuylkill; 534 for Norristown; 544 for Minenill; 23) for Catawissa common; 294 for Philadelphia and Erie; and 44 for Northern

City Passenger Railroad shares are dull, Restouville sold at 34@351, an advance of 1.

Bank shares are firmly held at full prices, but we hear of no sales. 205 was bid for North America; 140 for Philadelphia; 121 for Farmers' and Mechanics'; 50# for Commercial; 61# for City; 39 for Consolidation; 62 for Corn Exchange; and

Oil shares are rather dull, with the exception of Ocean and McElrath; the former sold at 151 @16t, an advance of t, and the latter at 24; Sugar Creek Development sold at 1 31-100; Maple Shade at 41; and Eldorado at 1; 2 was bid for Curtin: 17 for Dalzell; 1 1-16 for Junetion; 11 for McClintock; and 2 for Mingo.

HILADELPHIA STOCK EXCHANGE SALES TO-DAY Reperted by De Haven & Bro., No. 40 S. Phird street.

HARPER, DURNEY & Co. quote as follows: American Silver, js and js. 183 194

American Silver of mes and Ha f Dimes 1281 130

Pennsylvanja Currency 40 30

-The New York Tribune this morning says:Money on call is 6 per cent., and stock houses borrow the small amounts taey require with great facility. The ease with which money can e had does not stimulate speculation, and the demand among members of the Stock Exchange is less than when 7 per cent, and a commission were paid. In commercial paper no change, There is a close scrutiny of names, and safety rather than high interest is the rule with buy ers. Best names are quoted 7 per cent., good, 869, and a long list of fair at 10@15 per cent. The deposits at the Sub-Treasury on temporary loan to-day were \$3,138,270.

"Great efforts continue to be made by speculators and "financial letter-writers" to thwart the Secretary of the Treasury in his attempt to fund the currency debt of the Government, and to work back to specie payments Their alarm is great lest somebody should be hurt in getting back to specie, wholly forgetting how all legiti-mate business is damaged by continuing the present financial policy.

"Exchange is weak, and leading Sterling is quoted at 1081 for sixty days. Franca, 5-221@ The Commissioner of Internal Revenue has

decided in a certain case, arising in Colorado Territory, that the term "real estate," contained in Section 126 of the act of 1864, amended by the Act of March 30, 1865, to provide Internal Revenue, etc., shall not be construed to include only the things that are included as such in the "laws of the several States," but such things as are included in the term "at common law." This is to insure uniformity of taxation throughont the country upon incomes derived from the sales of such property, which, differing in character, according to the laws of many of the States, would make the taxation on such income unequal over the country, if the State law meaning of the term was to control in the matter

-The receipts from Internal Revenue yesterday were \$1,091,335. It may not be generally known that the receipts from this source are not received at the office of the Commissioner, but deposited by Collectors with those National Banks designated as depositories of public money, and certificates of deposit forwarded to

the Commissioner of Internal Revenue. -Several cases involving the right of States to tax the shareholders of national banks are on argument in the Supreme Court. They arise on writs of error to the Court of Appeals of New York, by the Second National Bank of Utica and two Albany banks. Mr. Evarts, of New York; Mr. Reynolds and Mr. Tremain, of Albany, and Mr. Sedgwick, of Syracuse, appear for the banks: Mr. Sedgwick, of Syracuse, appear for the banks; and Mr. Parker, of Albany, and Mr. Kernan, of Utica, defend the right of the State to impose the tax. The argument against the tax was opened by Mr. Reynolds. The question involved is a very important one, and the case excites much interest among the persons interested in national banks. They are test cases, brought up under the direction of the Executive Com-

Philadelphia Trade Report.

THURSDAY, February 1 .- There is very little dewand for Lotton, but prices are nominally un-The receipts of Cloverseed have somewhat fallen

off, but the demand continues active, with sales of 800 bush, at \$7.25@8.25 P bush, for fair and good lots, and at higher rates for strictly prime. In Timothy nothing doing, and prices are nominal. Flaxseed is taken on arrival at \$3.15.

A repetition of the remarks made from day to day in regard to the torpid condition of the Flour Market is equally applicable to-day, and the only sales reported for exportation were 500 barrels Northwestern extra family on private terms. The home consumers buy sparingly at prices rancing from \$7:00 to \$7:50 for superine; \$8:00 to \$8:50 or extra; \$8:50 to \$9:00 or Northwestern extra family. 88 50 to 89 00 for Northwestern extra family; \$9 50 @10 50 for Pennsylvania and Ohio do do; and \$11 00@18 00 for fancy brands according to quality. Bye Four is dull at \$5 50 and Corn Medi at \$4 25. Rye Four is dull at \$5.50 and Corn Meal at \$4.25. I here is very little Wheat coming forward, and no inquiry except for prime lots Sales of 1000 bussels choice Pennsylvania red at \$2.22, and a small lot of hir at \$2.10. White ranges from \$2.25 to \$2.60. Rve is unchanged. We quote at 90c @\$1 for Southern and Pennsylvania. Corn is moderately active, with sales of 2200 busbels yellow at 73c., in the cars. Oats are dull, with small sales at 45c. No sales of Barley Mart.

Barley Mart.
In Whisky very little doing. Small sales at \$2.25 @2.27 for Pennsylvania and Ohio,