

THIRD EDITION

TERRIBLE ACCIDENT ON THE MISSISSIPPI

The Explosion of the Steamer "W. R. Carter."

CINCINNATI, February 5.—The steamer Carter exploded her boilers, when thirty-five miles above Vicksburg, at four o'clock on Friday morning. The boilers passed through the forward part of the cabin. After the explosion the boat took fire and continued to burn till seven o'clock, compelling all who had escaped death by explosion to jump into the river. The boat soon after went down. Captain Hurd had just one of watch when the explosion occurred, and was not afterwards seen.

FROM BALTIMORE TO-DAY.

Navigation Suspended—Rudely Outraging—Indemnity Question—Skating—Fireman, Etc.

BALTIMORE, February 5.—The intensely cold weather has interrupted navigation, and many vessels which left Baltimore this morning, after going out a short distance were obliged to return in consequence of the accumulated ice. Three men went to a hotel, three miles from Baltimore, yesterday, and attacked the landlord, who shot and badly wounded all of them. A policeman was also wounded by one of the burglars. All of them were arrested.

The Naval Boat Race.

NEW YORK, February 5.—The race between the Algonquin and Winoski will begin to-morrow if the weather permits. There is much ice in the bay, and this seems to be the only formidable obstacle; but it is thought the receding tide will leave the bay clear of this.

Movements of Steamships.

NEW YORK, February 5.—The steamers Cello, from London, and Guiding Star, from New Orleans, via Havana January 31st, have arrived here.

Philadelphia Trade Report.

MONDAY, February 5.—The demand for Cloverseed has somewhat fallen off, and the extreme figures noted last week cannot now be realized. Small sales at \$7.00 to \$7.25 for fair and choice lots; but at the close there were very few buyers over \$8. Timothy ranges from \$4.25 to \$4.50. Flaxseed comes forward slowly, and is taken on a trial at \$2.00 per ton. No. 1 Quebrón Bark is steady at \$22.50 per ton; but there is not much doing.

Philadelphia Cattle Market.

MONDAY, February 5.—The Cattle Market is dull this week, and prices unsettled and rather lower. About 1500 head arrived and sold at the Avenue Drove Yard at from 15c. to 16c. for extra Pennsylvania and Western Steers; 14c. to 15c. for fair to good; and 12c. to 13c. for common, as to quality. The following are the particulars of the sales: 100 head P. McMillen, Western, 12c. to 15c. 80 " James McMillen, Pennsylvania, 14c. to 16c. 145 " Ulman & Hochman, Western, 14c. to 16c. 150 " Messrs. Smith & Weston, 12c. to 15c. 60 " Money & Brother, Western, 5c. to 8c. gross. 20 " Jones & Co., Western, 12c. to 15c. 40 " J. J. Frank, Western, 11c. to 14c. 70 " Shontzer & Frank, Western, 12c. to 15c. 20 " Starn & Co., Western, 14c. to 16c. 41 " Dryfoos & Brother, Western, 14c. to 16c. 100 " Messrs. Co. Laid on and Western, 15c. to 16c. 55 " H. Chan, Western, 5c. to 7c. gross. 55 " J. Chan & Brother, Pennsylvania, 13c. to 15c. 145 " Martin Fuller & Co., Western, 12c. to 15c. 81 " S. Kirk, Ches. & Lan. county, 15c. to 16c. 75 " P. Hathaway, Lancaster county, 14c. to 16c. 110 " A. Christy & Bro., Lancaster county, 14c. to 16c. 100 " S. Kirk, Ches. & Lan. county, 15c. to 16c. and sold at from 2c. to 7c. for, fair to good to stock sheep.

Markets by Telegraph.

NEW YORK, February 5.—Cotton quiet at 45 cents for middling Flour is quiet; sales of 7000 bush. of yellow wheat, and 5000 bush. of red wheat. Corn dull. Beef steady. Pork advanced and prices higher; sales at \$22.00 to \$22.25 for mess, Lard firm. Whisk. dull.

FINANCE AND COMMERCE

THE STOCK MARKET opened dull this morning, but prices continue steady. Money is without change; loans on call are freely offered at 6 per cent; prime mercantile paper is scarce, and ranges at from 7 1/2 per cent, per annum. In Government bonds there is very little doing. 100 4/8 sold at 94, an advance of 1/2; and 7 3/8 at 99; 103 was bid for old 5-20s; and 103 1/2 for 6s of 1851. City loans are rather better, the new issue sold at 91, an advance of 1/2. Railroad shares are unsettled. Catawissa preferred sold at 54 1/2; the latter rate a decline of 1/2; common do. at 24, no change; Philadelphia and Erie at 29 1/2, a slight decline; Pennsylvania Railroad at 55, an advance of 1/2; and Lehigh Valley at 61, no change; 120 was bid for Camden and Amboy; 32 1/2 for Little Schuylkill; 54 for Norristown; 49 for Reading; 64 for Minehill; 37 1/2 for North Pennsylvania; 24 for Elmira common; 36 for preferred do.; and 43 1/2 for Northern Central. In Canal shares there is very little doing. Hestonville sold at 38 1/2; a slight decline; 71 was bid for Second and Third; 34 for Spruce and Pine; 12 for Ridge Avenue; and 23 for Union. Bank shares continue in good demand for in-

SPAIN.

The Military Insurrection—Prin's Cause

Madrid January 16, correspondence London Times. A man named Don Juan Prim, who had been banished to himself, unheeded by the slightest notice of the Emperor, had been in the habit of bearing up for any length of time, nor would any prolonged resistance on his part avail either himself or his country. What might have happened had he struck one great blow, and distinguished himself with some brilliant achievement at the outset, it would now be idle to speculate.

From all we can make out of the Government's disposition, however, there is little doubt but "golden bridges" will be thrown everywhere on the way of the fugitives, if these latter will only make themselves scarce. It is believed that Marshal O'Donnell sent "his compliments" to Madame Prim, and assured her that "if we caught her husband, he would, in his great regret, be under the necessity of shooting him;" which was obviously meant as a warning to be content with the rank of chief, so that he should contrive not to be caught.

O'Donnell's Government can certainly have no wish to have such a man as Prim on their hands. Epartero, too, though not without great reluctance, the unfortunate Diego Leon in 1841, and has had cause to regret it as a "blunder since then a crime" at the present day. The execution of Prim for high treason would, under present circumstances, be no less unpopular a measure, unless Prim had been so much as agreed to the report of yesterday, which I feel inclined to believe.

Should Prim take refuge in Portugal, as he is most likely to be allowed to do, if not to-morrow, but at least in a few days, the Government, which has already considerably abated, would cease altogether. The Spaniards, as a nation, have no hope in a revolution, and never their hand at once. This is, perhaps, the most fatal defect in the Spanish character, and to some extent on popular support, and the consequent disappointment has been the result. I have been assured that before Prim set out for his "abating party" at Aranjuez the Progressives in league with him secretly scolded the lowest classes, the proletariat, which are the abode of St. Antonio and St. Martin of Madrid, and they thought they could have as much help in those quarters as they could have in the army, should they be called upon to deal with the men they had to deal with, they became afraid of letting loose a pack of demons which it would not be in their power to restrain, and it was resolved that there should be no popular rising in Madrid; but that the Government should be allowed to do as they pleased in a military pronouncement, like so many others Spain has had before, or that the experiment of a popular demonstration should be made where the population exhibited the most decided hostility to the Government, and that which is plunged in misery, vice and crime in the worst portions of the capital. It is probably to these circumstances that Prim alluded by those words in his proclamation where he appeals to good Spaniards to help him in accomplishing a political revolution, which should preclude the necessity of a social revolution. But whatever truth there may be in these sayings, there remains the undeniable fact that Prim has risen, and I had almost said fallen, without being accounted for by either of the reasons which I have just mentioned.

At that moment those in the boat were piteously called upon by a lady about twenty-three years of age, who, with a face which was, it was said, "with the horror of death," and with a "thousand guineas if you'll take me in." But that solemn hour millions of money would have been accounted valueless, and to return must have resulted in destruction to all. One of the gentlemen had observed that the boat was pushed off, and the Captain had wished those in her "God speed," the men resolved that no danger must be allowed to accrue to them from further crowding, and that some of them would have to leave the boat with a determination of cutting off the hands of the boat, and to leap from the ship and endeavor to cling to the boat's gunwales. It is also stated that long before this, when it was first made known that the vessel must go down, a passenger brought on deck a carpenter, and that he had observed the Captain gave a short, melancholy laugh, and then smiled, as if one of the passengers expressed it, "at the preposterous idea of the man's thinking at such a time of his property."

FRANCE AND MEXICO.

Rumor of an Understanding Between the United States and France—Maximilian a Dead Failure.

LONDON, January 16.—An understanding has been come to between the Government of France and the United States regarding Mexico, which is essentially incomplete and temporary in its character, and which may prove better the convenience of both than any perfect or permanent arrangement that could be devised. Napoleon III. has given strong assurances that he has no wish and no intention to support the Emperor Maximilian in his Austrian puppet throne.

THE ESCAPE OF THE SURVIVORS.

Several revolvers were seen in the hands of passengers, who did not conceal their intention of shooting the Emperor Maximilian, and they were ordered to meet their death, when inevitable, by the bullet rather than by drowning. The steward, indeed, overheard an offer by the owner of a pistol, to a friend, that he would shoot him if he desired. The well-meant offer was at that time refused, but the same intentions were carried into execution in the steamer foundered.

THE EMPEROR'S INTENTIONS.

Paris (Jan. 16) Correspondence of the London News. The Presse says that at a ball at the Tuilleries last night the intention attributed to the Emperor to announce in his speech the evacuation of Mexico for this year was favorably received by all the political company. The belief in this news greatly contributed to the firmness of the Emperor to-day. At the same time there are people standing in a good position to be well informed who maintain that the news is not true, and that the Emperor cannot make up his mind to a step, which, however explained, must make it patent to all the world that the Mexican expedition, the darling pet personal conception of his own brain, was a mistake, and a failure. It is certain that orders yet unrevoked, and which are preparing to be acted upon in Toluca, prescribe the sending out of 2000 or 3000 troops. This does not look like evacuation.

THE ESCAPE OF THE SURVIVORS.

Leaving the sad circumstances connected with those who have perished, there is something to narrate concerning the adventures of the small remnant of the crew and passengers who were saved. A compass had been given them by the Captain, and under the directions of King, the men agreed that whatever might happen they would sit immovable except when pulling at the oars. They worked at each oar, and they ran before the sea. Every nerve was exerted to make the boat withstand the fearful tossing and the strain as she mounted the waves and became surrounded by the surge. Before daylight, and as the moon rose, the men were overjoyed at describing a vessel close alongside. They hailed the ship and were heard, but, as they could present no light, they could not be seen, although they could see the ship tacking about for an hour trying to find them. The search was fruitless, and the ship was lost sight of. The boat had not been rowed during the time the ship was sighted, but simply kept away before the wind until daylight, when a vessel was visible. The men adhered to their course, and at nine o'clock sighted two vessels, but were prevented from making for them by the cross seas. They rowed for one of them, however, for five hours. When at last they came up to her they found her to be an Italian barque, the *Albatross*, Captain Cavasa. Just as they were approaching the vessel they were struck by a heavy squall and shipped a sea, so that all in the boat gave themselves up for lost, but by only one of the men moving in the boat to bale her out, and the other men using their hands to catch and bail her clear, and bring up alongside the barque, a line was thrown to them, and they were drawn up to the deck, where they found themselves completely benumbed by the exposure to which they had been subjected. The Captain Cavasa, who could speak little English, to whom they were grateful to the extreme extent, used more means for their recovery and for their comfort than simple humanity would dictate. He had the men stripped and rubbed, clad in fresh, warm garments, and killed for them a turkey, besides providing tea and soup, and setting apart for them warm beds.

THE ESCAPE OF THE SURVIVORS.

—In the Isle of Wight, on Christmas day, there were growing, in unprotected gardens, geraniums, fuschias, calceolarias, stocks, roses, violents, pansies, mignonettes, fessamine, convolvulus, heliotropes, verbenas, French marigolds, Cape nasties, orange cloander, myrtle, primroses, carnations, and green peas, and apple trees in bloom; a second crop of ripe figs, new potatoes, and green apples were also to be seen.

SCENES OF HORROR.

The Details of the Loss of the Australian Steamship "London"—steering—Incidents of Heroism and Suffering—Two Hundred Drowned—Boys Waiting to Death—Last Moments of G. V. Brooke—The Actor—Noble Conduct of Captain—The Refusal of the Captain to Go Aboard with the Ship—The Passengers Shooting Themselves to Avoid Drowning—Marvellous Escape of the Survivors, Etc.

The wreck of the Australian emigrant ship London, with the loss of over two hundred lives, has already been recorded. The English papers, received by the Africa furnish details of the catastrophe, which excel in horror and interest anything of the kind that has occurred in Europe since the loss of the Royal Charter.

HEROISM OF THE CAPTAIN.

It was not till 4 A. M. on Wednesday, the 10th inst., that Captain Martin resolved to put back to Plymouth, the London being then some two hundred miles southwest of Land's End. But it seems to have been already too late. At midnight on Wednesday night a tremendous sea set in, and the ship was driven back to Plymouth, the London being then some two hundred miles southwest of Land's End. But it seems to have been already too late. At midnight on Wednesday night a tremendous sea set in, and the ship was driven back to Plymouth, the London being then some two hundred miles southwest of Land's End. But it seems to have been already too late.

ROOM FOR ANOTHER.

When the men were all in the boat, one of the seamen cried, "There may still be room; let's a la sea." Mr. Wilson then sprang over a portion of the deck in search of a lady he knew, but not seeing her, and knowing that every instant was precious, he said to a young girl, "Will you go?" She did not refuse; therefore Mr. Wilson seized her and took her to the bulwarks; but when she looked over the rails and saw the distance which she must strike, she said in despair, "Oh, I cannot do that." There was no time for persuasion or parley, and Mr. Wilson was obliged to drop the girl and jump from the steamer to the boat, which he fell into safely. The ship was being washed over to the boat, towards which it lunged heavily.

THE CAPTAIN'S LAST ACT.

The Captain, who was walking calmly up and down the poop, had refused to leave his ship, but just before the boat put off he had the consideration and presence of mind to give those in the boat their "come." He told them that it was the example of Captain Martin before them, all these dying men and women were composed, and all resigned, while the children wondered and asked why their fathers and mothers looked so sad. Captain Martin remained at his station on the poop, once or twice only going forward, and once or twice into the saloon to join in the devotions of the passengers. At two P. M. the few men who were destined to survive to bring the sad story home—sixteen of the crew and the two boys—were determined to trust themselves to the chances of the sea, lowered away the pinnace, and launched her clear of the ship. These men called to the Captain to come with them, but this brave and steadfast Englishman declined, saying, "No, I will go down with the passengers; but with you God speed, and safe to land." The boat then pulled away, and five minutes after the London, with two hundred and seventy souls on board, went down, and all was over. It seems that after the pinnace came away an individual attempt was made to get the other boats out, but it was too late.

DEMONIOR OF THE PASSENGERS.

The agony of suspense had been so long maintained that on the day the London foundered the passengers were perfectly quiet and unexcited, and a surprising degree of resignation was exhibited throughout. Miss Marky, of old Kent road, London, was at first almost frantic; but when the boat left she stood calmly on deck baredheaded, and waved an adieu to Mr. Wilson. Mr. Grant, one of the officers, was lively throughout, and endeavored to rally the pumps—a work rendered by the wind highly dangerous and difficult. Miss Brooker, from Picnic, was heard to say, as she wrung her hands, "Well, I have done all that I could, and can do no more." She then became outwardly calm, saying, "I may as well die with the passengers; but with you God speed, and safe to land." The boat then pulled away, and five minutes after the London, with two hundred and seventy souls on board, went down, and all was over. It seems that after the pinnace came away an individual attempt was made to get the other boats out, but it was too late.

A THOUSAND GUINEAS FOR A LIFE.

At that moment those in the boat were piteously called upon by a lady about twenty-three years of age, who, with a face which was, it was said, "with the horror of death," and with a "thousand guineas if you'll take me in." But that solemn hour millions of money would have been accounted valueless, and to return must have resulted in destruction to all. One of the gentlemen had observed that the boat was pushed off, and the Captain had wished those in her "God speed," the men resolved that no danger must be allowed to accrue to them from further crowding, and that some of them would have to leave the boat with a determination of cutting off the hands of the boat, and to leap from the ship and endeavor to cling to the boat's gunwales. It is also stated that long before this, when it was first made known that the vessel must go down, a passenger brought on deck a carpenter, and that he had observed the Captain gave a short, melancholy laugh, and then smiled, as if one of the passengers expressed it, "at the preposterous idea of the man's thinking at such a time of his property."

THE LAST GLIMPS OF THE DOOMED.

Two passengers were seen with life-belts, but probably were alive when they came to the surface, and were seen to kick the water in the din of the tempest nor cry from the slaking multitude could be heard, and soon not a vestige was visible. As the ship sunk it was seen that all on deck were driven forward, not by water, but by a heavy sea, and an overpowering rush of air from below, which, as it swept through the deck as well as the hatches, impelled all on deck forward with violence, and their dreadful struggle must have been soon ended. It was remarked that the third officer, who was named Angus, stood to the last at his post at the dook engine, which was employed in working the pumps, and that his hands were on the engine even as the vessel disappeared.

THE PASSENGERS SHOOTING THEMSELVES TO AVOID DROWNING.

Several revolvers were seen in the hands of passengers, who did not conceal their intention of shooting the Emperor Maximilian, and they were ordered to meet their death, when inevitable, by the bullet rather than by drowning. The steward, indeed, overheard an offer by the owner of a pistol, to a friend, that he would shoot him if he desired. The well-meant offer was at that time refused, but the same intentions were carried into execution in the steamer foundered.

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THINKING OF HIS FATHER.

Next must be mentioned a circumstance, the publication of which may prove of great importance. Mr. Munro states that a passenger named Eastwood, with whom he had been acquainted prior to the voyage, said to him—"Well, Brooke, I think we are going to go." The answer was—"I think we are, Eastwood." The reply was—"We cannot help it. There's only one thing I regret about it: if a draft for five hundred pounds on the Bank of Victoria, Ballarat, I only received twenty pounds, which I gave to the captain in the office of Money, Wigram & Co. I should have liked my poor father to have got the balance." The speaker was among those who perished; but, fortunately and singularly enough, his consolation was made to one of the three surviving passengers, and it was deceased Mr. Eastwood's father is known to live near Liverpool, the probability is that his son's

THINKING OF HIS FATHER.

wish will be fulfilled—a wish that was so fervent that Mr. Eastwood shed tears as he expressed it.

THINKING OF HIS FATHER.

One of the passengers in the boat—Mr. John Wilson, a native of Montrose—went down into the cabin and endeavored to persuade a friend—Mr. John Hickman, from Ballarat, and brother to Mr. Hickman, solicitor of Southampton—to attempt to save his life by going ashore. This, but being being, he said, "Not! I promised my wife no children to stay by them, and I will do so." The water was then a considerable depth on the lee side of the saloon, indeed over the top of the berths; and he asked Mr. Wilson to step into the rowing boat, which was attached to the windward side, out of the water. This was done; and then he shook hands with Mr. Wilson, with "Good-by, Jack," and parted with his friend forever. When last seen Mr. Hickman was seen standing in a row with his wife and children. This occurred about an hour before the boat put off; but probably they had perished by that time, as the water had before then poured into the steamer through her cabin windows, and when she was seen, the water was on the top of the poop deck, and the corpses of drowned women and children were floating over the deck.