#### Collision on Long Island Sound

The Steamer "City of Norwich" Run into by the Schooner "Gen. S. Van Vilet" - The Steamer Burned and the Schooner Sunk-Supposed Loss of Eleven Lives-Names of the Missing-State-ment of One of the Rescued Passengers, Etc. Etc.

Another of those shocking and disastrous colli-Another of those shocking and disastrous collisions, resulting in a serious loss of life, which every now and again start e the community and send the lifeb ood freezing through the verns, occurred on Long Island Sound yesterday morning, at about fitisen minutes before four o'clock, between the large steamer City of Norwich and the schooner Gineral S. Van Piact. The accident occurred during the prevalence of a slight for, while the vessels were standing upon opposite courses and when they were nearly abreast of Luntingdon Light. Eleven lives are supposed to have been lost, and five or six persons were severely injured. The follow in the facts of the dispatch of the opposite course of the property of the opposite course of the property injured. The following hots reading to the dispatch vessels: ose on board of the different vessels:

THE STEAMER UNDERWAY. The steamer : ity of Norwich was one of the large The steamer in grant National Market Norwich and New York Transportation Company, and as a general thing carried but few passengers. She left Norwich, Connecticut, under the command of Capian D. B. Storgess, as I O'clock on Tuesday afternoon, with a small amount of freight, and lair-a-dozen passengers, bound for New London, where she was to receive the balance of her cargo. A pleasant sail of thirty-one miles down the river I hames brought the vessel to her destination, where a large and valuable

freight was awaiting shipment on board of her.

The busy scenes always attendant upon the transference of merchandise to the hold and deck of one of our large Sound steamers was accomplished with the usual and proverbial Kankee dash and energy, and by half-past 9 o'clock the City of Norwick was loaded almost to her guards. At 10 o'clock, after taking a few more passengers on board, which made cleven in all, the lines were cast off, and, under a pressure of twenty-two pounds of steam, the vessel started on her regular voyage, and headed for New York. All on board were in the bost of sprits, little dreamins of the dreadful calamity that was so soon to overtake them. of our large Sound steamers was accomplished with to overtake them.

THE COLLISION.

About 8 o'clock in the morning a light fog or mist settled on the water, but did not prevent objects at a distance being plainly seen. At about fifteen minutes before 4 the lookout on the City of Norwich discovered a schooner about one hundred feet distant, ered a schooner about one hundred feet distant, ered a schooner about one hundred feet distant, standing to the eastward on the wind, which course was heading her directly for the steamer. When first seen the schooner is said to have had no light had been as soon as the alarm whistie was forward, but as soon as the alarm whistie was sounded she showed her lights, but it was then too late; for before the course of either vessel could be altered, so as to run clear of each other, the vessels collided, and the greatest confusion immediately

The schooner proved to be the General S. Van Vitet leaded with oysters, and was going at a good rate of speed, as the wind was blowing a stiff brocze. She struck the City of Norwich just forward of the port gangway with great force, tearing and lipping hes timbers, and cutting a large hole in her port side, through which the water rushed in large quantifies and the vessel commenced filling very rapidly.

THE STEAMER TAKES FIRE. Amid the hurried bustle and excitement conse quest upon the steamer's setting so rapidly into the water the cry of fire was raised, and in a few seconds water the cry of the more the forked tongues or hvid flame were seen darting out of the vessel's hold, and this added greatly to the confusion that already existed among the passengers and crew. The steamer being supplied with upper and lower furnaces, the water soon reached the lower fires and for ed the flames into the fire room, where they communicated with the work ignited the combustible materials with minutes clapsed before the vesse; was enveloped in

As the fire worked its way through the deck a panic seized those on board and a rush was made for the small boats and life preservers, and it was the greatest difficulty that the officers with the greatest difficulty that the officers could make themselves heard, so that their orders and instructions could be obeyed. The prevailing darkness, the crackling flames, the dense volumes of smoke, the precons supprications of the women and children, and the hoarse shouting of the men, lent the direiul confusion that already existed and added greatly to the terrors and fearful consterna-tion of all on board of the ill-fated steamer.

TRYING TO SAVE THE PASSENGERS.

Captain Sturgess, ably assisted by his officers and crew, did ail in his power to allay the fears of the passengers, and shortly after the alarm of fire was first sounded ordered the boats to be lowered for the purpose of saving those on board. At the time of the accident most of the passengers and crew were in their berths soundly asleep, and wer awakened from pleasant dreams of home only t ind themselves threatened with a terrible and dmost instantaneous death. Rushing upon deck, ust as they arose from their beds, they had nothing on but their night-clothes to protect them from the damp, couly a mosphere, and in this condition they ran wild and frantically about the deck, some vamily triving to reach their rooms again to get their gar ner to and save other valuables that they had them, and others thus ing on y of saving their lives.
The first boat, in charge of Mr. James M. Adams one of the firemen, was successfully lowered, and, being soon filled, pulled off to a safe distance from the burning steamer; but when the second boat was nearly fil ed with such of the passengers and crew a could be got into it, it capsized, and all were precipi-tated into the water. Some of the poor wretches immediately grasped the floating oars, while others stung tenaclously to the boat for full twenty min-stes before they were rescued, and some sank to rise no more. As those in the water clutched the gun-

remained in this perilous position until rescued by the boats of the propeller Electra. THE "ELECTRA" TO THE RESCUE.

The propeller Electra, Captain J. W. Nye, left Providence the same evening, and was in company during the entire night with the City of Norwich. The vessels were running down the Sound abrenst of ach other, and about three-quarters of a mile apart when the collision occurred those on board the ectra could plainly distinguish both the steam and the schooner, and could hear the shouting on board of the vessels. Captain Nye instantly altered his course and stood for the scene of the disaster, and it is mainly owing to his indefatigable exertions

wales in their efforts to keep affoat, the boat would turn over and over with them, and they could get no firm hold with which to hang on to life. They

n saving the unfortunates, that all on board did not Arriving within a short but safe distance of the arning steamer, four boats were lowered and aced in command of Mr David Crowley, the first mate, A.r. Charles B. Smith, chief engineer, and other officers of the propeller. The boats sped on their mission of mercy, and propelled by stalwart their mission of mercy, and propelled by stalwart arms nerved in a good and merciful cause, were not long in reaching and saving their fellow beings in distress. Their labor was fraught with extreme canger, but the brave fellows persevered in their laudable endeavors to save the struggling men and wonen, and succeeded nobly in rescuing from a frightful death and watery grave most of those who were on board of the City of Norwich.

vere on board of the City of Norwich,
Two ladles, eisters, named Mrs. Osgood and Mrs.
Rousseau, of Norwich, who were thrown into the water when the hie-boat was capsized, caught hole of an oat, and with the assistance of life preservers which they had with them were enabled to keep their heads above water. They drifted with the tide, and when near the Electra were picked up and the preservers of the preservers and when a pear the Electra were picked up and the preservers. safely placed on board of that vessel.

NAMES OF THE PASSENGERS AND CREW LOST.

The boats made several trips to and from the burning steamer; but it was impossible to save all, as many were floating about the water upon boxes, bales, planks, etc. The following list comprises the names of such of the passengers and crew as are supposed to have periahed:—

— Osgood, a small boy about ten years old, and a son of Mr. C. S. Osgood, of Norwich, Connecticut; a parsenger, name unknown, on his way to Europe; John Sullivan New London; Daniel Driscoil, Norwich; Michael Hogan, New York; John Katon, New York; John Fleming, New York; William Quinlan, New York; Patrick Donovan, New York; James Crocker, a son of the Chief Engineer; a telered boy (porter), name unknown.

AN INCIDENT. The two first of the rescuing poats from the Electron that reached the ii-fased steamer were in charge of Mr. David Crowley and Mr. Charles B. Smith, the

Mr David Crowley and Mr. Charles B. Smith, the same two gentlemen who, upon a similar occasion, rendered e like service together, twenty-six yours ago, near the same place. It was at the time that the scamer Lexington was burned, in 1840 and while both were very young men. Their services were not properly acknowledged then, but they should both receive a double reward now. In their last numane effort they had to pull their way through burning tales of cotton, boxes, etc., and it was only by their ulmost superhuman exertions that so many persons were picked out of the water. Both are now officers on board of the propel or Electra.

THE SCHOONER "GENERAL S. VAN VLIET." The confusion on board of the schooner was almost as g eat as that on the steamer. After striking the as great as that on the steamer. After striking the City of Norwich she receded from the shock, and the crew, believing her to be sinking deserted her; but having more leisure than those on the steamer they did so only after saving their personal effects, and also a invorte cat, which they placed in the boat before shoving off for the Electra. The crew of the General S. Van Vitet, together with all those resound from the steamer, were brought to the cuty rescued from the steamer, were brought to this city early yesterday morning, on board of the Electra, and all speak in the highest terms of Captain Nye and his officers and those under their command, who did everything in their power to make the unfortu-nates as comior able as circumstances would permit.

NAMES OF THE RESCUED. The following is a complete list of those saved, as far as could be ascertaized. The passenger list being lost with the vessel renders it impossible to procure a full list of names:—

a full list of names:—

Passengers—Mrs. Rosseau. Mrs. S. C. Osgood. mr.
H. Turner, Mr. N. P. Douglass, with many others, who went to their homes on arriving in this city.

Captain, D. B. Sturges; Chief Mate, Charles Johnson, New York; Assistant Mate, James M. Adams, New London; Chief Engineer, James Crocker, Norwich; Assistant Engineer, George Hibbard, do.; Chief Pilot, Henry L., Fracey, do.; Assistant Pilot, Joseph O. Reynolds, do.; Clerk, Edward O. Andrews, do.; Steward, W. H. Potter, do.; Assistant Steward, Thomas Spinner (colored), Fortress Monroe.

Monroe.

Deck hands—Michael McMahon, William Burk, Robert Suli van, James Murphy, Timothy Dinscoll, Thomas Lifecoll, Cornelius Ridly, John Weish, David Freser, Patrick Welsh, Cornelius Collins.
Chler—Elijah Bennam, Groton.

Firemen—Charles Beckwith, Groton; —— Smith (two brothers, territon, Libra Adams, New Lorden)

Firemen—Charles Beckwith, Groton; —— Smith (two) brothers, Groton, John Adams, New London. Deck Watchman—D acon L. H. Fracy, Norwick. Lookout Watch—George Crooker, Norwick. Many of these poor fellows are badly cut and bruised about the legs, arms, and face. Mr. Martin, the agent of the New York Transportation Company, upon their arrival here, had their wants attended to, and all those who had lost their clothes were furnished with new ones at the expense of the company.

THE "CITY OF NORWICH." The steamer City of Norwich was built in this city The steamer City of Norwich was built in this city some four years since by Mr. Joan English, and was rated at a out one thousand three nundred tons burden (ne v measurement). The City of Norwich was a side-wheel steamer, and in her earlier career was in the service of the United States Government, running between this city and Fortress Monroe She sank in less than an hour after being run into, and was valued, with her eargo, at over a million of dollars. The vessel was fully insured.

STATEMENT OF ONE OF THE PASSENGERS. Mr. Henry Turner, a merchant of Norwich, who was a passenger on board of the City of Norwich at the time of the disaster, states that when the collision occurred he was asleep in his stateroom, and was awakened by a sudden crash, whereupon he imma-diately rose. When he ran out he discovered that the steamer had been run into, and he thought he the steamer had been run into, and he thought he would return to his stateroom to save his watch and money, he having about a thousand dollars in the stateroom; but on turning back he found that the steamer was on fire, and as the flames were spreading so rapidly it was impossible for him to save his property. He had nothing on but his; overcoat and pants, and in order te avoid being burned to death he had to jump overboard. He then began to swim as fast as possible to reach a small boat, which by this time had appeared in the water; but, as too many persons were clinging to it, the boat was turned over, and all were thrown into the water. Mr. Turner, however, rose again, and made another exertion to reach the boat, but in the attempt was nearly drowned. Mr. Turner, like the other passengers, was very shattered in his mind in consequence of this trightful accident. He mind in consequence of this trightful accident. He states that there were only iliteen passengers on board of the ill-fated boat, two of whom appear to be missing. These are, as stated by Mr. Turner, a little son of Samuel Osgood, of this city, and a son of the Chief Engineer of the boat. STATEMENT OF THE CHIEF ENGINEER OF THE

Charles Smith, the chief engineer of the Electra states that about four o'clock in the morning he was alarmed, and on going out saw a steamer in flames. He immediately went on deck and lowered one of the life boats. He picked up six or seven men. Mr. Crowley, the chief mate, by this time had gone out in the first boat and rescued six or eight men and two women. The fire on the burning vessel spread very rapidly, and in ten minutes from the time it broke out the boat was enveloped in flames from fore to aft. The chief engi neer's boat's crew was composed of Mr. Hal-leck, the expressman of the Neptune Express; Mr. Smith, the steward of the Electra, and a new ar. Smith, the steward of the Electra, and a few others, who all did their best to rescue from drowning those persens who had trusted themselves to the waves to escape from the burning vessel, and rendered efficient service. Mr. Smith is of the opinion that the fire originated during the collision i the City of Norwich with the schooner, from the sing of the water when the vessel passed, lifting the fires, which communicated with the woodwork and at once enveloped the whole vessel in flames. The disaster eccurred near the same spot where, a few weeks ago, the City of New London was run into by the steamer Monitor, and where the steamer Lexington was burned in 1840.—N. Y. Herald.

## MORTALITY AT SEA.

Arrival of the Steamship "Virginia" from Liverpool-Thirty-eight Deaths on the Passage-The Cause of Death Not Specified-The Vessel Sent to the Lower Bay, Etc.

The British steamship Virginia, Captain Prowse commanding, which left Liverpool on the 4th and Queenstown on the 5th instant, ar rived at Quarantine last evening. She sailed with one thousand and forty-three passengers, and merchandise consigned to the National Steam Navigation Company.

On the passage thirty-eight deaths took place -thirty-six of the passengers and two of the crew. The vessel has been detained at Quaran-

The disease of which these persons died does not appear, as no communication has been allowed with the vessel; but this morning it is probable that all particulars will be ascertained the meantime it is not necessary for the public to surmise that every death which takes place on board a ship bound to this port is neessarily cholera; but it is essentially necessary that a thorough investigation be made by th authorities, in order to ascertain all the circum-

stances surrounding those deaths. As soon as the Health Officer ascertained that the vessel was infected, and her unfortunate passengers were suffering from a disease con-tracted on the voyage, he immediately ordered her to the lower quarantine anchorage, which is about twenty miles from the city. No appre-hension need therefore be entertained that the disease, whatever may be its nature, will be

communicated to the city.

The Virginia belongs to the same line of steamers as the England, now detained at Hairfax with cholera on board.

The cabin passengers are Colonel Wilkinson, Miss Wilkinson, Mr. Harding, Mrs. A. Miller, Miss W. Miller, Miss L. Miller, Captain Clang, Mrs. McCord, Mrs. J. Seeley, Mr. Hall, A. Haber-sach, F. Habersach, A. Hedenthal, A. E. Hastings, and 1029 in the steerage.-N. Y. Heraid.

Reported Case of Cholera in Portland. PORTLAND, Me., April 18.—A man died in this city of cholera this morning. He is said to be one of the five who escaped from the steamship

WAGES IN MASSACHUSETTS .- The carpenters in Boston are demanding three dollars a day; the bricklayers four dollars a day.

## MEXICO.

Important Letter from General Early-Lands and Land Titles-Difficulties in the Way of Colorists-Their Dissatisfaction-Advice to Emigrants.

HAVANA, April 16, 1866—Fo the Editor of the New York News:—Sir:—I have just returned from hiexico, after a sojourn of three months in this country. Having received from Virg nia several to test of inquiry in regard to the prospects for emigrants to Mexico, and having learned that many persons in that as well as the other Southern tates of the to emigrate, I will state through your columns the result of my own observation and columns the result of my own observation and the information received from others on whose judgment's could rely. I must state, in the arst place, that my personal observation of the country was confined to what I saw in passing and recassing over the stage route from Vera Cruz to the City of Mexico, the greater part of my time having occur spent in the latter city. The lands in the Cordova obstitute and about Orizaba, through which the stage route passes, are unquestionably rich, and intelligent gentlemen, who had soon other parts of the country, informed me that there were other gent gentiemen, who had seen other parts of the country, informed me that there were other districts in which the lands were very rich, and capable of seing made very productive by the proper use of capital and labor. But colonists with have menty difficulties to encounter in all of them. There has been no systematic city to survey or ascertain the locality of the public lands until that recently made inder the superintendence of teneral Magnuter, Chief of the Land Office. All the and at Cordova which have been surveyed as public lands have been ally acy pa celled out and have supplied but a small air noy pa colled out and have supplied but a small nimber of colonists. Land titles in Mexico are in a yers unsettled condition, and but lew men know the amdaries of their own lands. So uninformed e Government itself in regard to the lands which it has claims, that, in making contract with General Hardeman of Texas for the survey of the public lands in Durango, the whole risk and expense of discovering those lands have been thrown on him and he is to receive compensation only in the event of his being able to find and survey the lands, the Government not even un-dertaking to furnish him protection against gueril-las and robburs, while he is engaged in triffilling his contract. The lands offered by private individuals in alternate sections to colonists, so far as I am in-lormed, are in remote districts, where the Liberals, formed, are in remote districts, where the Liberals, or Dissidents, as they are called, have control, and the Government can afford no protection. The very highly colored accounts of the country and its resources which have been published, and the expectations of a large influx of emigrants which have been excited, have caused proprietors having lands for sale to increase enormously the prices asked for them, and many persons who have recently arrived in the country have teen unable to procure lands, either from the tovernment or from private indivieither from the Government or from private indivi-duals. The legitimate consequence of all this has been, that many are returning in a great state of dissaustaction, while others, who rened on the demay promises of aid from the Government find themselve no: only without the means of obtaining lands but of returning to their former homes. It is exceedingly difficult for those who have succeeded in getting lands to procure labor to put them in a state of cu-tivation, as the native population cannot be relied on for that purpose. All idea of procuring assistance from the Government must be abandoned by those who desire to emigrate to the country. I have no doubt that Mexico has resources which, under a stable Government and with capital and labor sufficlent, are susceptible of a very considerable development; but those who go there expecting to find th beaut ful and funtful land which is described in some of the published accounts, will be doomed to as sad a disappointment as that expe-rienced by the old Spanish conquerors in their search for the labled E. Dorado. On the railroad which is being constructed from Vera Cruz to the City of Mexico practical and experienced engineers, contractors and mechanics may find employments. contractors and mechanics may find employment, but otherwise very few positions are open to those who do not wish to cultivate the soil. Physicians who can peak the language can get permission to practise their prefessions, but beyond this there is no opening whatever for any of the learned pro-

As to the stability of the Government, I will state that I have no information, except what may be obtained by any sojourner in the country who cannot speak the lauguage. Though I remained in the national capital for nearly three months. I did not see, even casually, so far as I know, the Emperor, Empress, or any minister of the Government, nor did I eck to see them. I tuink, however, I am warranted in saying that any one who desires to make Mexico his permanent home, must so so without reference to the auration of the present Government. Information as to the length of time which that Govern ment is to be maintained in the country is not to be obtained in Mexico.

I have not advised any of my personal friends to emigrate to the country, and my knowledge is not sufficient to justify me in now giving any positive advice either way; but, though my own determination to remain in exile is unchanged. I feel a de-interest in the Wellare of all my countrymen of the Son hern States, and the knowledge which I of turned from my own observation, as well as from the information of others, is sufficient not only to au thorize me, but, in my estimation, to make it my dut, to advise all those who are desirous of seeking new homes not to give up their present ones and emigrate to Mexico, until they shall have examined the country in p rson, or ascertained, through some friend on whose judgment and experience they can rely that their situations will be bettered. Above all let no man who has a wife and children carr them to Mexico until he has secured a certain and a fair prospect of support for them. erving this caution much disappointment and suf ering will be avoided.

lering will be avoided.

I send this communication to your paper for publication, as I have no doubt that in that way it will scoper reach the mass of the readers for which it is intended than in any other. Respectfully,

## LEGAL INTELLIGENCE.

COURT OF QUARTER SESSIONS—Allison, P. J. the robbery of a hat, coat, and some money, the property of Thomas Gallagher, was continued from yesterday. Young pleaded his innocence, but failed to bring forward the witnesses he promised yesterday evening. He says that he has been a timekeeper on a railroad in Italy, and was afterwards interpreter in that country. that country.

He produced two witnesses to prove that the hat

and cost he had on when arrested, and caimed by Mr. Gallagher, were swort to him by a man on Delaware avenue; but the witnesses differed in their statements, and railed to produce the desired effect oung made a very flowery and eloquent speech, but there was nothing solid in it.

The jury, after a short deliberation, rendered a

James Hanley was acquitted of a charge of the larceny of \$30, the property of William H. Kane. They were both workmen in the same livery stable. Kane went into the harness-room to change pants, and torgetting his pocket-book, which he laid upon a chest, walked out, and left it. About four hours afterwards he missed his pocket-book, and went to the harness-room to look for it, but it had been

aken away.

He heard that Han'ey was the only one who had been in that room within the four hours. Accordingly he asked Hanley if he had the money, and received a negative answer. Hanley honorably per-mitted himself to be well searched, but the moley was not found. Excellent good character was also

Catharine Sevandt plead guilty to a charge of ss-ault and battery. DISTRICT COURT-Judge Strond,-Abilar vs. Jay

Cooke & Co. An action on the case to recover the sum of \$1000, the amount of a United States bond, which the planniff had purchased from one Charles Brown, and deposited with Jay Cooke & Co., to be by them sent to Washington and transferred to him on the books of the Treasury Department, but which bond the defendants surrendered to the detective police officers on a search-warrant issued at the instance of Mr. Wilgar, the husband of a Mrs. Wilgar, who, the husband alleged, cloped with Bre wa, first stealing

he bond.

The Court entered a nonsult, at the ground that be demand on the defendants to the bond had been DISTRICT COURT President Judge Sharswood.—
Max Friedman vs. Engage Schoening. An action
on four promissory notes. On trial.
The Court of Common Pleas was set in session.

RIVER WATER PRIME THE CHOLERA. The Hous RIVER WATER FIRST THE CHOISE — The Houston (Texas) Telegraph makes this statement:—
"In 1848, 1849, and 1852 choises visited many places in Texas. It was brought to Houston, and wherever bayou water was used it spread, and was fatal, but it did no arrevall where pure water was used. In West the experience was the san

## THIRD EDITION

## WASHINGTON.

Special Despatches to The Evening Telegraph. WASHINGTON, April 19,

The Naval Appropriation Bill. The President has approved the Navy Appropriation bill. The aggregate amount for the Boston Navy Yard is \$277,500; for New York Navy Yard \$640,000, including \$90,000 for the purchase of the Rugales property; for Philadelphia Navy Yard \$148,000; for Portsmouth, N. H., Navy Yard, \$100,000; also for the purchase of Leavy's Island \$105,000 besides.

Suicide of an Officer. Lieutenant Louis Ahrens, Veteran Reserve Corps, and attached to General Grant's staff, committed suicide this morning, by blowing his brains out at a gunmaker's shop on the avenue, with a pistol he had asked to look at. He was a native of Hungary, and was of a noble family

Vallandigham-Stevens. Vallandigham called on Thad. Stevens to-day, and in course of conversation stated if the President did not immediately begin to appoint Democrats to office, he could not retain the adhe rence of a single Democrat three weeks longer

Travel Across the Piatus. Colonel E. W. Wynkoop, Special Indian Agent, stationed at Fort Laramie, Kansas, reports to the Commissioner of the Indian Bureau that mail travelling without an escort, across the Plains, is now attended with no danger, the Indians along the various routes being peaceably disposed. The Agent states that, in his opinion, if the Government will only fulfil its pledges, the Indians hitherto hostile will continue to comply with the provisions of recent Lands Disposed of.

Recent returns received at the General Land Office from Booneville, Mo., show the extraordinary disposal, during the month of March last, of 88,496 acres of the public domain at one branch office of that State.

The Conscience Fund of the Treasury Department was further increased to-day by the contribution of \$10, for-

warded from Wilmington, Del., by an unknown A Boston Transaction.

During the past year a smuggling transaction, by the leading wine merchants of Boston, was settled by the payment of \$125,000. It afterwards became known that the firms paid \$157,000 to settle the affair, and the Government is making legal investigation to see who received the lubricating \$32,000.

Internal Improvements. The Committee on Commerce, after a month's earnest labor, have reported the most important river and harbor improvement bill of many years. The Committee thoroughly discussed the plan of making appropriations simply for continuing the work on the improvements, or of appropriating enough at once for thoroughly completing them, or bringing them as near that condition as possible. The latter was finally agreed upon, and a bill reported which appropriates over three millions of dollars for that purpose. It has this specific provision:-"And the money appropriated by this act shall be so applied as to complete or make the nearest approximation to completing the work for which each specific appropriation is made, The bill also gives the Secretary of War general power to make new surveys or examinations of works in progress, and to change their present plan whenever he deems it advisable: and it specially directs him to cause surveys to be made with a view to the inauguration of new works at some twenty different points, among which are Hell Gate, New York, and Bridgeport, Conn.; and for this purpose it appropriates \$250,000-\$30,000 of which is to be expended on the Atlantic coast. The Secretary is directed to make an annual report of his doings to Congress. The following are the chief appropriations of the bill: -For extending the break water at Portland Harbor, Me., \$105,111; for im provement of navigation of Hudson river, N. Y., \$50,000; for preservation of Provincetown Harbor, Mass., \$43,068'44; for improvement of

Thames river, Conn., \$8,000; for extension and repair of breakwater at Burlington, Vt., \$27,672; for completion and repair of Delaware Breakwater, Delaware Bay, \$107,910; for improving channel of Susquehanua river, below Havre-de Grace, Md., \$26,400; for continuing improvement of Patapaco river, Md., \$5200; for construction of snag-boats and other apparatus for clearing Western rivers, and for the outfit, working, and preservation thereof, \$550,000; for improving the mouth of the Mississippi river, \$75,000; for improvement of the Mississippi, Missouri, Arkansas, and Ohio rivers, \$550,000; for improvement of the Des Moines rapids, Mississippi river, \$200,000; for improvement of the Rock Island rapids, Mississippi river, \$100,000; for improvement of the St. Clair flats, Mich., \$80,000; for improvement of the St. Mary's river, between Lake Superior and Lake Huron, \$50,000; for improvement of Oswego Harbor, N. Y., and preservation of the public works at that point, \$45,000; for improvement at Little Sodus Bay Harbor, N. Y., \$33,840; for improvement at Big Sodus Bay Harbor, N. Y., \$53,181; for improvement at the harbor of Genessee river. \$75,607.30; for improvement of harbor at Buffalo, N. Y., \$100,000; for completing the sea wall at Buffalo Harbor, N. Y., \$31,000; for im provement of harbor and repair of public works at Erie, Pa., \$36,961; for improvement of Conneaut Harbor, Ohio, \$20,513; for improvement of Ashtabula Harbor, Ohio, \$24,708; for improvement of harbor at Grand river, Ohio, \$24,072; for improvement of harbor at Cleveland, Ohio, \$9806; for improvement of harbor at Black River, Ohio, \$10,000; for improvement of harbor at Vermillon, Okto, \$15,315; for improvement of harbor at Haron, Ohio, \$39,000; for improvement of harbur at Sandusky City, Ohio, \$38,580; Hor marrovo ment of the harbor at Toledo, Ohlo, \$ 10,000; for improvement of the harbor at Monroe, the higher. \$31,000; for improvement of harbor at Auxberr

scies, Frankfort, Michigan, \$89, 541; for im-

provement of harbor of Black Lake, Michigan,

\$65,000; for improvement of harbor at St. Joseph, Michigan, \$6000; for' improvement lat the mouth of Saginaw river, \$67,500; for improvement of harbor at Chicago, \$88,504; for improvement of harbor at Kenosha, Wisconsin, \$75,561.41; for improvement of harcor at Racine, Wisconsin, \$23,910; for improvement of harbor at Milwaukee, Wisconsin, \$48, 283; for improvement of harbor at Sheboygan, Wisconsin, \$47,598; for improvement of harbor at Manitowac, Wisconsin, \$52,000; for improvement of the harbor at Green Bay at the mouth of the Fox river, Wisconsin, \$20,000; for constructing works and improving the entrance into the harbor of Michigan City, Indiana, \$10,000; provided that it shall be first shown to the satisfaction of the Secretary of War that a sum equal to double the amount aforesaid has been expended by the Michigan City Harbor Company in the construction of a safe and convenient harbor at that place; and provided that the passage of vessels to and from said harbor shall be free and not subject to toll or charge.

## IMPORTANT FROM MEXICO.

Imperialist Defeat Near Mazatlan.

# 700 KILLED AND WOUNDED.

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

SAN FRANCISCO, April 18 .- Despatches, dated March 23, received to-day from Mazatlan, state that the French army, 1100 strong, reinforced from Tepis, attacked Generals Corona and Rubi three miles from Mazatlan. After a severe battle the French were entirely defeated, with the loss of 700 killed and wounded, 350 captured, and the remainder returned to Mazatlan. All the streets in Mazatlan were barricaded, and there was but little doubt that the Republicans would soon occupy the place.

#### From San Francisco.

San Francisco, April 18 .- An injunction has been issued to prevent the Chief of Police from destroying the nitro glycerine, in pursuance of the order of the Board of Supervisors.

The steamer Sacramento sailed to-day for Panama, carrying \$586,300 in treasure, of which \$562,200 is destined for New York.

#### The Fenian Troubles in Canada.

TORONTO, C. W., April 19 .- The v clunteer which were sent to the Lower Canada frontier, have been recalled, Fenian raids being no longer

The examination of Fenian prisoners, at Cornwall continues with closed doors.

It is understood that the examination will be concluded to-day, when the prisoners will be remanded for a few days, to await the arrival of important witnesses. It is thought that the prirs will be committed for trial at the Fal Assizes, unless special commissions are appointed by the Government for their trial at an earlier date.

## From Austin, Nevada.

The following telegram was received from the Superintendent of the Revenue Extension Silver Mining Company this morning:-

AUSTIN, April 18 .- Have struck gold vein in Revenue Extension. Ore assays six thousand six hundred and ninety-eight dollars (\$6698) per ton. Prospects favorable for a large quantity. Am s few feet below the water line.

## M. D. FAIRCHILD, Superintendent,

The Canadian Contederation Scheme. Tomonto, April 19.—Resolutions in favor of the confederation of the British provinces has passed the Nova Scotia Assembly by a vote of 31 to 19. The question is still pending in the Parliament of New Brunswick, and if rejected there the House will probably be dissolved and a new election held, involving a delay of some weeks before the final result,

#### Steamer Ashore off Absecom Beach. ABSECOM, April 19 .- The steamship Jamaica

Packet is ashore on Absecom Beach, about three miles below the Light-house. She is loaded partly with cotton. No lives have been lost,

## Markets by Telegraph.

New York, April 19 —Cotton is quiet at 87c. Flour is quiet but unsettled; State. 87 15@7; Ohio, 88 85@12; Western, 87 15@9. Southern unchanged, \$5.50.612; Western, \$7.10.63. Southern unchanged, 400 bbis. sold. Canada unchanged, 280 bbis. sold. Wheat dull; sales of 27.000 bush. at \$1.85 for No. 1 Milwankie; \$2.70 for prime white Genessee. Cornquiet at 86.687c. Beer steady. Pork steady at \$26.68. \$27.57; for Mess. Lard buoyant at 16.1.219c. Whisky qu.l at \$2 26/a.2.27.

-There are in the Treasury Department 1555 nale cierks and 464 female cierks,

-The remittent fever, which a year ago com mitted such ravages at St. Petersburg, has broken out again with great violence at Moscow and Orenburg. At Moscow a new hospital has had to be opened for the accommodation of the

-Dr. J. Demogeot, and Dr. H. J. Montucci, Commissioners from the French Government, have arrived in England, with the view of inquiring into the state of education in the universities and schools for the upper and middle classes.

—We learn by the New York papers that houses placarded "For Rent" are visible in all directions. Four hundred houses thus labelled are noted by one newspaper, and a rapid de-cline in rents is going on. For once, a system of extortion is resping its appropriate penalty.

-Among the recent arrivals in Panama was Dr. Berthold Seeman, formerly naturalist on the British ship Herald, on her voyage round the world, in 1845 to 1851. He is on his way to Nicaragua, to make reports in regard to the mines of Lemon and Matagalpa.

- The London Athenœum says that, notwithstanding Baron von der Decken's melancholy can travellers of late years, another traveller is ready to all the gap, and again to expose his ifo in the service of the Rent Gerhard Rohlfs. of science. The new explorer

The Unita Raliana publishes a note from M Mazzini, stating that, thirty-four years back, he cook the cath to Italy, one and republican, and that he has no intention of falsilying the engagement so entered into. In consequence, he gives up all candidateships to the Chamber of Deputies that may be offered him in Italy.

### FINANCE AND COMMERCE

Office of the Evening Telegraph, } Thursday, April 19, 1866. The Stock Market opened dull this morning,

and prices are unsettled. In Government bonds there is very little doing. 7:30s sold at 101; 10-40s at 92f, an advance of 4: 1044 was bid for 5-20s, and 1054 for 6s of 1881. State and City loans continue in fair demand. Pennsylvania 5s sold at 87; new City 6s

at 922; and old do. at 86. Railroad shares are the most active on the list. Reading sold at 511@51\$, a decline of 1; Catawissa preferred at 301@301, an advance of 1; Lehigh Valley at 614, no change; Pennsylvania Railroad at 562, no change; Camden and Amboy at 119, an advance of 1; Little Schuylkill at 30, an advance of &; Minehill at 55, no change; and Philadelphia and Eric at 324, no change. 54 was bid for Norristown; 59 for North Pennsylvania; 30 for Elmira common; 41 for preferred do.; and 45% for Northern Central.

City Passenger Railroad shares are in better demand. Second and Third sold at 71, a slight advance; Thirteenth and Fifteenth at 194; and Hestonville at 42], an advance of 1: 40 was bid for Fifth and Sixth; 51; for Tenth and Eleventh; 50g for Chesnut and Walnut; 25 for Girard College; and 35 for Union.

In Bank shares there is nothing doing. 206 was bid for North America; 140 for Philadelphia; 125 for Farmers' and Mechanics'; 90 for Northern Liberties; 29 | for Mechanics'; 1004 for Kensington; 53 for Penn Township; 54 for Girard; 30 for Manufacturers' and Mechanics'; 62 for City; 621 for Corn Exchange; and 58 for

Oil shares continue very dull. Maple Shade sold at 3, and Ocean at 91@91, the latter rate au advance of 1.

-The New York Tribune this morning says: -'Money continues abundant at a per cent on call, with loans at lower rates in exceptional cases. For a long time the supply of money at call has not been so abundant or cheap, and until the Secretary of the Treasury appears with his funding scheme, this state of things will continuc, as no one is inclined to make long engagements while the policy of the Treasury is in doubt. Best commercial paper sells at 64@7; good at 8@9, and names less well known at 10@15 per cent. Sterling is quoted at 108 for leading names at 60 days; Francs 5.23%

ing names at 60 days; Francs 5-23%"

—The New York Evening Post says:—

"We are informed that the debts on the eastern division (95 miles) of the La Crosse Railroad, prior to the claims for advances made by Philadelphia capitalists to pay back due interest, are officially reported as follows:—First Mortgave Bonds, \$875,000; City Milwaukie Mortgage, \$314,000; Second Mortgage, \$1,000,000; Chamberlain judgments, \$1,000,000; October judgment interest, \$300,000. Total, \$3,489,000."

—The Cincipnati Gazette assessment

-The Cincinnati Gazette says:
"The demand for money on Saturday was quite moderate, and the market had an easier tone. Some of the bankers could have taken more good paper than was offered. Rates of interest between bankers and their depositors ranged from 8 to 19 per cent., and on good paper, in the open market, 9 to 12. The exchange market continued to work close, and rates were firm at 50@75 premium buying, and 1-10 premium selling. There was no currency of consequence when do not consequen of consequence shipped on Saturday,'

-In the United States Circuit Court, at Buftalo. Justice Smalley has rendered a deciaton in relation to the powers of the United States Assessors under the Internal Revenue law. decided, in the case of Thomas Brown, of Buffalo, that the Assessor has no right to renew any assessment made by him and which has been transmitted to the Collector and paid, and that the Assessor has no authority under law to require any man to appear for examination in regard to such returns, nor compel him to submit his books for examination, and that the assessor's proceedings in all such are a nullity and without color of law. PHILADELPHIA STOCK EXCHANGE SALES TO-DAY

Reported by De Haven & Bro., No. 40 S. Third street PHILAD'A GOLD EXCHANGE QUOTATIONS. 10 A. M. 127; 12 M. 128 11 A. M. 127; 1 P. M. 127

HARPER, DURNEY & Co. quote as follows:—

Buying. Selling.,

126 127 -Messrs, DeHaven & Brother, No. 40 South Third street, make the following quotations of the rates of exchange to-day at 1 P. M. :-

... 105 July, 1864. August, 1864. October, 1864. Dec., 1864.

August, 1865. Sept., October, Philadelphia Trade Report. THURSDAY, April 19.-There is a firmer feeling,

with more activity, in the Flour Market, and prices have again advanced fully 25c. P bbl. There is a total absence of any demand for shipment, but the home consumers are purchasing more freely; 4000 bbls, were disposed of at \$10.211 for Pennsylvania extra family : \$9.010 for Northwestern do. ;and \$12.50 @15 for choice and fancy brauds Ohio, according to quality, including small lots of superfine at \$7@7 to.

and extras at 87 75@9. Rye Flour is quiet, but

steady at \$4.75.005 \$7 ton. Prices of Corn Meal are nominat. There is a steady demand for prime Wheat, and there is rather more coming forward, but most of it was previously contracted for. Sales of \$000 cush, at \$2.45, and small lots of choice at \$2.55@2.66; 4500 bush. Michigan amoer sold on private terms. There is little or no white here; we quote at \$2.56@2.00. Corn continues in active demand, but the article is very scarce. Sales of 2000 cush, vellow at \$0.—10me holders ask more. In Cats no new feature to present. About 2000 bush. Punnsylvania sold at 600c., and 2500 bush on private terms. There is no change to notice in either Barley or Barley Mait. The receipts of Cloverseed continue very small. A few small lots have been disposed of at \$4.50 \$6.55. The market is bare of Fimothy. Fiaxseed is selling in a small way at \$2.50.200.

Whisky is unchanged. Pennsylvania is selling at \$2.25.226, and Ohio at \$2.27.22.25. There is a steady demand for prime Wheat, and