

EUROPEAN NEWS.

THE ROMAN QUESTION.

The Roman question was the all-prevailing topic of the Continental journals, and of course had been the main cause of the panic which had agitated the Paris Bourse for several days preceding the outbreak of the Penna. The panic, however, had materially subsided when the steamer left, and prices had somewhat recovered, but confidence had by no means been re-established.

News, Sept. 23, 1866.—Messrs.—The Government of the kingdom of Italy has adopted great military preparations to prevent any violation of the international obligations. The consideration which has been taken is a severe lesson to all those nations who are inclined to disregard the obligations of international law.

THE NATIONAL ROMAN JUNCTA.

A secret letter from Napoleon. The Globe prints the following letter of Napoleon III, which, says the Globe, has never hitherto been published, and a copy of which we have obtained from an authentic source at Berlin.

"I call your attention to the following facts:—In the midst of the conversation which took place between me and the Emperor of Austria, M. Roussin, Lhuys and the idea to send Berlin a draft of a convention and the idea to send Berlin a draft of a convention and the idea to send Berlin a draft of a convention."

PENNSYLVANIA.

A Voice from the Tomb—Ex-President Buchanan is Disinterred, Jonas Philadelphia Fire Engine, and Makes a Speech—He Acknowledges that He Looks to the Past More Than to the Future.

PHILADELPHIA, Oct. 17.—The Schuylkill Hose and Hook and Ladder Company Philadelphia visited this morning, at half-past 10 o'clock. They were kindly received, and before parting he was presented with one of the badges of the Company, shortly afterwards a delegation of the United States Hose Company of Philadelphia and the Union Fire Company of Lancaster repaired to Wheatland, where Mr. Buchanan was presented with a photographic group of the members of the United States Hose Company.

"Gentlemen, I am very happy to receive you on this bright and beautiful morning, and I shall always be happy to receive the visit of my fellow-citizens. I have just received a company of firemen from the city of Philadelphia, who made me with one of their badges. I do not know whether I can become a member of two fire companies or not."

"I could not help admiring the very fine-looking set of firemen who have just retired, and in beholding you I can see their counterpart— hale, hearty, cheerful men. Gentlemen, may you live long and enjoy yourselves, and may your fire companies flourish and continue to be the pride of Philadelphia."

"I was glad to see that Mrs. Lincoln has, for a year past, been raising money on various articles at a pawnbroker's shop in Chicago. This institution, which has paid her some \$1,000, now has two or three other places, one being, it is asserted, the dress which she wore at the time of the assassination of her husband."

MRS. LINCOLN AGAIN.

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INDIANA.

Price-Fight Between Richard Fitzgerald and Edward Dooney for \$100—Dooney Wins by a Sweeping Blow.

Chicago, Oct. 17.—This morning a prize-fight occurred at Robertdale, about sixteen miles from this city, on the Pittsburg and Fort Wayne Road, between two feather weights, Richard Fitzgerald and Edward Dooney, called by his friends "Young Rooney" or "Doooney the Kid." The fight arose out of a difference occasioned by the appearance of the two in a trial of sparring ability at an exhibition of McCoo and Jones, given recently in this city.

Fitzgerald is twenty-two years of age, and is a native of Liverpool. He has led a roving life, and served in the navy during the war. He had never fought in the ring before, though most of his life has been spent in a school for pugilism. In appearance he is five feet three and a quarter inches in height, and measures thirty-six and a half inches about the chest.

Dooney was born in New York in 1850, and is seventeen years of age. He is the son of a farmer living in this city on the west side. He is five feet six inches in height, and weighs one hundred and fifteen pounds, very active and strong, and a very active boxer. He is also a novice, never having been engaged in a regular fight in the prize ring before.

The ring being pitched, at twenty minutes to ten o'clock Fitzgerald shielded his castor to the scene of the fight. The men and their seconds left their training quarters on the night previous, and were taken on board about a mile and a half north of the place where they arrived at the scene of the fight, which is not less than as that which Donovan and McClade fought in 1861. There were present in all about five hundred persons.

Round 1.—Both sparred cautiously at first, when without exchange they rushed to each other, and Fitzgerald landed a blow which threw Dooney down. Round 2.—Fitzgerald again led off striking on Dooney's face, and the second round was closed by drawing first blood. In the clinch Dooney was thrown.

Round 3.—Fitzgerald got home on the ribs; Dooney counter-punched on the forehead, but again got home on Dooney's ribs, and mutual exchanges followed, ended by Dooney knocking his man fairly to the ground.

Round 4.—Fitzgerald got home on the ribs; Dooney counter-punched on the forehead, but again got home on Dooney's ribs, and mutual exchanges followed, ended by Dooney knocking his man fairly to the ground.

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Round 9.—Fitzgerald got home on the ribs; Dooney counter-punched on the forehead, but again got home on Dooney's ribs, and mutual exchanges followed, ended by Dooney knocking his man fairly to the ground.

Round 10.—Fitzgerald got home on the ribs; Dooney counter-punched on the forehead, but again got home on Dooney's ribs, and mutual exchanges followed, ended by Dooney knocking his man fairly to the ground.

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MASSACHUSETTS.

Race Between a Pedestrian and a Trotting Horse at Lancaster.

Boston, October 17.—A sporting event of unusual interest came off on the Myrtle Park, near this city, this afternoon, consisting of a match between James Griffin, the pedestrian, and the celebrated trotting horse Captain McGowan, the latter having provided for \$100 to bet miles start the Griffin ran five. Samuel Emerson backed the horse and John Stetson, Jr., backed Mr. Griffin. Griffin had run a great many races of various distances, and the horse had been in the country for a long distance.

FIREMEN'S CELEBRATION AT LANCASTER.

The Banquet Last Night.

SPEECH OF GOV. GEARY.

Departure of Companies.

[SPECIAL DISPATCH TO THE EVENING TELEGRAPH.] LANCASTER, Oct. 18.—The firemen's excitement in unabated this morning. Companies are getting ready to leave. The banquet of the Empire Hook and Ladder last night was a complete ovation, and said to be the grandest affair of the kind that ever took place in Lancaster. Over three hundred guests sat down to the table. The hall was beautifully decorated, and a number of ladies occupied the stage. A speech was made by Governor Geary, who said he was proud of being a fireman. The Governor was followed by Mayor Sanderson, Professor Wiedenshaw, Samuel H. Reynolds, Major Howell, William C. Vinyard, William M. Rankel, and others. During the entertainment a splendid gold-headed cane was presented to Governor Geary by the Empire boys. Everything passed off most pleasantly. A number of country companies leave this morning. The Philadelphia companies leave at 4 o'clock this afternoon, and will arrive in the city about 7 o'clock.

THE RIOT LAST NIGHT—Result of the Coroner's Investigation—Colored Troops to be Disbanded, Etc.

[SPECIAL DISPATCH TO EVENING TELEGRAPH.] BALTIMORE, Oct. 18.—The affair about 9 o'clock last night in Howard street, near Mulberry, whilst some fourteen hundred of the colored troops were marching, and the rear platoon of a company alleging they had been fired upon by some one outside with a pistol and also stoned, discharged a dozen of their muskets, killing a boy, named Charles A. Ellmeyer, has caused intense excitement. The deceased was merely a spectator. Investigation before the Coroner leaves it doubtful whether the colored troops had really been first assaulted. The evidence is contradictory.

Explosion of Benzine.

Boston, Oct. 18.—Mrs. Caroline Ware, the housekeeper in a family residing at No. 106 Colyton street, last evening was burned to death, and a German girl named Huts, employed in the same house, was fearfully burned, and it is feared that her injuries will prove fatal. The catastrophe occurred from the ignition of a can of benzine, with which the two women were cleaning furniture.

Loss of Life.

BERLINGTON, Vt., Oct. 18.—Last evening seven men were injured, three of them probably fatally, by the premature explosion of a blast in the shaft of the Wilson & G. Williams, at Fair Haven, Vermont. Two kegs of gunpowder were blown into a crevice, which probably contained fire from a previous blast, causing the explosion.

From Fortress Monroe.

FORTRESS MONROE, Oct. 18.—In Norfolk yesterday the cornerstone of the new hotel on the site of the old Fort Monroe was laid. The ceremony, in which the Masonic fraternity participated, was turned out in great numbers, crowding all the streets adjacent to the site. The new building, of which the corner was laid by the Hon. John A. Andrew, Jr., of the United States receiving ship New Hampshire, is a magnificent structure, and will accommodate the troops and officers of the Army and Navy. The new hotel will be completed in a few days, and will be opened to the public on the 1st day of November.

FINANCE AND COMMERCE.

Money continues in good demand at 7 per cent. for call loans on best securities. First class mercantile paper ranges from 8 to 10 per cent. The stock market was inactive this morning, but prices were rather firm. Government bonds continue very dull. 100 was bid for 10-40s; 104 for June and July 7-30s; 111 for 6s; 114 for 5-20s; 108 for 7-10s; 106 for 7-15s; 105 for 8-15s; 104 for 9-15s; 103 for 10-15s; 102 for 11-15s; 101 for 12-15s; 100 for 13-15s; 99 for 14-15s; 98 for 15-15s; 97 for 16-15s; 96 for 17-15s; 95 for 18-15s; 94 for 19-15s; 93 for 20-15s; 92 for 21-15s; 91 for 22-15s; 90 for 23-15s; 89 for 24-15s; 88 for 25-15s; 87 for 26-15s; 86 for 27-15s; 85 for 28-15s; 84 for 29-15s; 83 for 30-15s; 82 for 31-15s; 81 for 32-15s; 80 for 33-15s; 79 for 34-15s; 78 for 35-15s; 77 for 36-15s; 76 for 37-15s; 75 for 38-15s; 74 for 39-15s; 73 for 40-15s; 72 for 41-15s; 71 for 42-15s; 70 for 43-15s; 69 for 44-15s; 68 for 45-15s; 67 for 46-15s; 66 for 47-15s; 65 for 48-15s; 64 for 49-15s; 63 for 50-15s; 62 for 51-15s; 61 for 52-15s; 60 for 53-15s; 59 for 54-15s; 58 for 55-15s; 57 for 56-15s; 56 for 57-15s; 55 for 58-15s; 54 for 59-15s; 53 for 60-15s; 52 for 61-15s; 51 for 62-15s; 50 for 63-15s; 49 for 64-15s; 48 for 65-15s; 47 for 66-15s; 46 for 67-15s; 45 for 68-15s; 44 for 69-15s; 43 for 70-15s; 42 for 71-15s; 41 for 72-15s; 40 for 73-15s; 39 for 74-15s; 38 for 75-15s; 37 for 76-15s; 36 for 77-15s; 35 for 78-15s; 34 for 79-15s; 33 for 80-15s; 32 for 81-15s; 31 for 82-15s; 30 for 83-15s; 29 for 84-15s; 28 for 85-15s; 27 for 86-15s; 26 for 87-15s; 25 for 88-15s; 24 for 89-15s; 23 for 90-15s; 22 for 91-15s; 21 for 92-15s; 20 for 93-15s; 19 for 94-15s; 18 for 95-15s; 17 for 96-15s; 16 for 97-15s; 15 for 98-15s; 14 for 99-15s; 13 for 100-15s; 12 for 101-15s; 11 for 102-15s; 10 for 103-15s; 9 for 104-15s; 8 for 105-15s; 7 for 106-15s; 6 for 107-15s; 5 for 108-15s; 4 for 109-15s; 3 for 110-15s; 2 for 111-15s; 1 for 112-15s; 0 for 113-15s; -1 for 114-15s; -2 for 115-15s; -3 for 116-15s; -4 for 117-15s; -5 for 118-15s; -6 for 119-15s; -7 for 120-15s; -8 for 121-15s; -9 for 122-15s; -10 for 123-15s; -11 for 124-15s; -12 for 125-15s; -13 for 126-15s; -14 for 127-15s; -15 for 128-15s; -16 for 129-15s; -17 for 130-15s; -18 for 131-15s; -19 for 132-15s; -20 for 133-15s; -21 for 134-15s; -22 for 135-15s; -23 for 136-15s; -24 for 137-15s; -25 for 138-15s; -26 for 139-15s; -27 for 140-15s; -28 for 141-15s; -29 for 142-15s; -30 for 143-15s; -31 for 144-15s; -32 for 145-15s; -33 for 146-15s; -34 for 147-15s; -35 for 148-15s; -36 for 149-15s; -37 for 150-15s; -38 for 151-15s; -39 for 152-15s; -40 for 153-15s; -41 for 154-15s; -42 for 155-15s; -43 for 156-15s; -44 for 157-15s; -45 for 158-15s; -46 for 159-15s; -47 for 160-15s; -48 for 161-15s; -49 for 162-15s; -50 for 163-15s; -51 for 164-15s; -52 for 165-15s; -53 for 166-15s; -54 for 167-15s; -55 for 168-15s; -56 for 169-15s; -57 for 170-15s; -58 for 171-15s; -59 for 172-15s; -60 for 173-15s; -61 for 174-15s; -62 for 175-15s; -63 for 176-15s; -64 for 177-15s; -65 for 178-15s; -66 for 179-15s; -67 for 180-15s; -68 for 181-15s; -69 for 182-15s; -70 for 183-15s; -71 for 184-15s; -72 for 185-15s; -73 for 186-15s; -74 for 187-15s; -75 for 188-15s; -76 for 189-15s; -77 for 190-15s; -78 for 191-15s; -79 for 192-15s; -80 for 193-15s; -81 for 194-15s; -82 for 195-15s; -83 for 196-15s; -84 for 197-15s; -85 for 198-15s; -86 for 199-15s; -87 for 200-15s; -88 for 201-15s; -89 for 202-15s; -90 for 203-15s; -91 for 204-15s; -92 for 205-15s; -93 for 206-15s; -94 for 207-15s; -95 for 208-15s; -96 for 209-15s; -97 for 210-15s; -98 for 211-15s; -99 for 212-15s; -100 for 213-15s; -101 for 214-15s; -102 for 215-15s; -103 for 216-15s; -104 for 217-15s; -105 for 218-15s; -106 for 219-15s; -107 for 220-15s; -108 for 221-15s; -109 for 222-15s; -110 for 223-15s; -111 for 224-15s; -112 for 225-15s; -113 for 226-15s; -114 for 227-15s; -115 for 228-15s; -116 for 229-15s; -117 for 230-15s; -118 for 231-15s; -119 for 232-15s; -120 for 233-15s; -121 for 234-15s; -122 for 235-15s; -123 for 236-15s; -124 for 237-15s; -125 for 238-15s; -126 for 239-15s; -127 for 240-15s; -128 for 241-15s; -129 for 242-15s; -130 for 243-15s; -131 for 244-15s; -132 for 245-15s; -133 for 246-15s; -134 for 247-15s; -135 for 248-15s; -136 for 249-15s; -137 for 250-15s; -138 for 251-15s; -139 for 252-15s; -140 for 253-15s; -141 for 254-15s; -142 for 255-15s; -143 for 256-15s; -144 for 257-15s; -145 for 258-15s; -146 for 259-15s; -147 for 260-15s; -148 for 261-15s; -149 for 262-15s; -150 for 263-15s; -151 for 264-15s; -152 for 265-15s; -153 for 266-15s; -154 for 267-15s; -155 for 268-15s; -156 for 269-15s; -157 for 270-15s; -158 for 271-15s; -159 for 272-15s; -160 for 273-15s; -161 for 274-15s; -162 for 275-15s; -163 for 276-15s; -164 for 277-15s; -165 for 278-15s; -166 for 279-15s; -167 for 280-15s; -168 for 281-15s; -169 for 282-15s; -170 for 283-15s; -171 for 284-15s; -172 for 285-15s; -173 for 286-15s; -174 for 287-15s; -175 for 288-15s; -176 for 289-15s; -177 for 290-15s; -178 for 291-15s; -179 for 292-15s; -180 for 293-15s; -181 for 294-15s; -182 for 295-15s; -183 for 296-15s; -184 for 297-15s; -185 for 298-15s; -186 for 299-15s; -187 for 300-15s; -188 for 301-15s; -189 for 302-15s; -190 for 303-15s; -191 for 304-15s; -192 for 305-15s; -193 for 306-15s; -194 for 307-15s; -195 for 308-15s; -196 for 309-15s; -197 for 310-15s; -198 for 311-15s; -199 for 312-15s; -200 for 313-15s; -201 for 314-15s; -202 for 315-15s; -203 for 316-15s; -204 for 317-15s; -205 for 318-15s; -206 for 319-15s; -207 for 320-15s; -208 for 321-15s; -209 for 322-15s; -210 for 323-15s; -211 for 324-15s; -212 for 325-15s; -213 for 326-15s; -214 for 327-15s; -215 for 328-15s; -216 for 329-15s; -217 for 330-15s; -218 for 331-15s; -219 for 332-15s; -220 for 333-15s; -221 for 334-15s; -222 for 335-15s; -223 for 336-15s; -224 for 337-15s; -225 for 338-15s; -226 for 339-15s; -227 for 340-15s; -228 for 341-15s; -229 for 342-15s; -230 for 343-15s; -231 for 344-15s; -232 for 345-15s; -233 for 346-15s; -234 for 347-15s; -235 for 348-15s; -236 for 349-15s; -237 for 350-15s; -238 for 351-15s; -239 for 352-15s; -240 for 353-15s; -241 for 354-15s; -242 for 355-15s; -243 for 356-15s; -244 for 357-15s; 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-301 for 414-15s; -302 for 415-15s; -303 for 416-15s; -304 for 417-15s; -305 for 418-15s; -306 for 419-15s; -307 for 420-15s; -308 for 421-15s; -309 for 422-15s; -310 for 423-15s; -311 for 424-15s; -312 for 425-15s; -313 for 426-15s; -314 for 427-15s; -315 for 428-15s; -316 for 429-15s; -317 for 430-15s; -318 for 431-15s; -319 for 432-15s; -320 for 433-15s; -321 for 434-15s; -322 for 435-15s; -323 for 436-15s; -324 for 437-15s; -325 for 438-15s; -326 for 439-15s; -327 for 440-15s; -328 for 441-15s; -329 for 442-15s; -330 for 443-15s; -331 for 444-15s; -332 for 445-15s; -333 for 446-15s; -334 for 447-15s; -335 for 448-15s; -336 for 449-15s; -337 for 450-15s; -338 for 451-15s; -339 for 452-15s; -340 for 453-15s; -341 for 454-15s; -342 for 455-15s; -343 for 456-15s; -344 for 457-15s; -345 for 458-15s; -346 for 459-15s; -347 for 460-15s; -348 for 461-15s; -349 for 462-15s; -350 for 463-15s; -351 for 464-15s; -352 for 465-15s; -353 for 466-15s; -354 for 467-15s; -355 for 468-15s; -356 for 469-15s; 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