# THE EVENING TELEGRAPH.

## VOL. IX.-NO. 126.

## PHILADELPHIA, WEDNESDAY, MAY 26, 1869.

### DOUBLE SHEET-THREE CENTS

## FIRST EDITION

#### DISASTERS.

Fires, Collisions, and Explosions in New York-Conflagration at Hunter's Point-The Loss. \$1,000,000 - Sinking of a Steamer-Lives Lost.

Yesterday was day of horrors in New York. The exhibit for the twenty-four hours presents the following disasters:-

Terrible Confingration at Hunter's Point An Oll Refinery, Vessels, and Dwellings Burned.

About 3 o'clock yesterday morning a fire broke out in the extensive oil canning establishment of out in the extensive oil canning establishment of Devoe & Co., situated on Newtown creek, at Hunter's Point, The works consisted of two yards, each 200 feet long, and gave employment to more than 200 men and boys. The business of the firm, that of canning refined petroleum for export and domestic use, is said to have been the largest in the world. The upper yard, near the bridge, contained the tin-shops and nine large iron tanks, capable of holding 24,000 gal-lyns of ell. Beside these there were about 4000 lyns of ell. Beside these there were about 4000 lyns of ell. Beside these there were about 4000 barrels of oil and 12,000 cases of oil, each containing 10 gallons, 40 barrels of turpen-tine in tank, and 200 cases turpen-tine packed. Also, a steam pump capa-ble of pumping 4500 barrels in ten hours. The lower yard was used for canning refined naphtha, and contained one of Devoe's natent filling machines supplied from two large patent filling machines, supplied from two large son tanks, of a capacity of 2300 barrels. One of the tanks was nearly filled with refined naphtha. This exploded soon after it caught fire, tearing away the top and doing considerable damage to the glass in the houses in the vicinity. Adjoining this tank was a similar one about one-quarter full of refined petroleum. In addition, there were 7000 cases of refined naphtha of ten gallons each, packed ready for shipment, also 12,000 eans, five gallons each, of naphtha, filled and ready to be packed. There were, moreover, between 200 and 300 tons of coal used by the company's towboat, the greater part of which was burned.

The brig Advance, which had finlshed loading the evening previous, lay at the upper yard with 600 barrels of refined petroleum and 2000 cases of refined oil on board, each case containing ten gallons. The vessel took fire, was towed to the end of the pier and scuttled. She will probably prove a total loss, together with her cargo. The brig Susan Bergen, lying at the same dock, waiting to secure her cargo, was with great difficulty saved. At the same dock were five lighters and a tank boat, all of which were totally destroyed. One of the lighters, the Caroline, had on coard 1200 cases. A tenement house on Flushing street, opposite the yard, was also burned. The dwelling was owned by a Mr. Reed, a keeper on Blackwell's Island, and was occupied

by several families, who lost pretty much all their household properties. Between the yards of Messrs. Devoe was the refinery of the Messrs. Day & Co. This was also totally destroyed. The varnish factory of the Messrs. Mayer & Lowenstine was but slightly injured. J. C. Provost & Co., dealers in coal, lime, and bricks, lose about \$5000, principally on coal. The fire, when first discovered, was burning at both ends of the yard, and is thought to have been the work of an incendiary. The total loss will not fall short of \$1,000,000. The Greenpoint Fire Department were early at the scene of the conflagration, and remained on duty until a late hour yesterday. So rapidly did the flames progress, that nearly two acres of buildings, barrels, coal-yards, etc., were enveloped in a sheet of flame within twenty minutes of the first alarm; and when the Williamsburg firemen reached the Newtown Creek Bridge the scene was truly appalling. For miles around the flames illumined the firmament; thousands of men, women, and children from Greenpoint and adjacent localities flocked to the south side of the creek, many of them in their night clothes, while the inhabitants of Hunter's Point, Dutch Kills, and Ravenswood assembled on the north side. Flames of great volume danced and skipped like meteors above and around them. Sudden explosions, frequent and terrible, evoked loud cries of alarm. AB this continued for hours, the multitude con-stantly increasing, as well as the fire. Meanwhile the firemen, under Chief Engineer John W. Smith, were working with great determination. By 10 o'clock yesterday they achieved a The multitude gradually dispersed. mastery. But, while the fire was confined to certain limits, it was not subdued. Rivulets of oil in flame ran from Newtown Creek Bridge to the East River. tanks containing thousands of gallons of ol burned defiantly until late in the evening When the orig Advance took fire Chief Engi ncer Smith and five of his men took a position on a pile of bricks and directed a stream of water upon her. They had not been so engaged over five minutes when an explosion occurred on board, and a large iron tank was propelled from the brig and fell in the midst of the party, knocking down the pile and burying the fireme in its ruins. None of them, however, were seriously injured. It appears that the tugboat but a little while previous to the sad disaster which overtook her so suddenly had entered the slip between piers Nos. 15 and 16 to wait for a tow, and lay with her bow made fast to a spile on the latter pier. and her stern swung across the slip towards pier No. 15. At the time of the explosion the pilot, steward, and deck hand above alluded to were on the deck near the bow of the vessel and in close proximity to the rear end of the boiler. which particular end was the cause of the It was the lower portion of the rear trouble. end of the boiler that was blown out, and these men were but three or four feet in front and almost immediately over it at the time, they unfortunately received the full force of the shock. The steward was busily engaged in preparing the breakfast, and the pilot and deck hand were also busily employed in some work near him, when they were, without the slightest warning, suddenly sent whirling through the air and into the water. The pilot, Thomas Rainey, was blown into the water, and as he was pretty badly stunned and scalded by the explosion, would doubtless have sank to the botton had not Mr. James Coventry a longshoreman, who witnessed the accident heroically, and at the risk of his own life jumped into the water after him, and after some difficulty succeeded in resculing him from a watery grave. Captain Raincy, who is rather severely scalded about the upper portion of the body, was taken to his home in this city. said that he had been in command of the boat but a few days. Charles Powell, the deck hand, was thrown from the boat on to Pier 16, a distance of about twenty feet, and is badly scalded and bruised about the chest and arms. He was taken to Bellevue Hospital, where his injuries were promptly attended to. He was evidently suffering severe pain-so much so, indeed, that the doctor who attended to him was unable to find out whether or not he had received any internal injury, which, if he has not, will permit him to recover in a very short time. James Johnson, the steward, escaped with comparatively slight injury. He is burned about the arms and the upper portion of the body, but not dangerously. Johnson was also taken but not dangerously. Johnson was also taken to Bellevue Hospital, where he received medica attendance. The wounded men were conveyed to Bellevne by Officers Ryan and Weich. James Harrigan, the engineer of the tugboat,

had been away from the boiler about two minutes, and when the explosion occurred was standing on the dock. Another deck hand, whose name we could not ascertain, was near the stern of the boat, and likewise escaped un-injuged

injured. The engineer states that when he last ex-The engineer states that when he last ex-amined the boiler, two minutes previous to the explosion, it had a pressure of fifty-five pounds of steam. He further states that they were allowed by the inspector's certificate to carry sixt-pounds, and that the boiler was provided with a 'lock valve' which blew off at sixty-two pounds. He attributes the cause of the accident to passe and off area. The heat and beller ware to usage and olfi age. The boat and boiler were both built in Philadelphia and were about five years old. The pilot house of the tug was blown into the water, but in other respects the boat sustained but very little damage. One thousand dollars will probably put her again in good repair. She is a trifle over sixty-one tons burden, and is owned by Mr. Washington Duckett, of Philadelphia, which city she left about two weeks ago and came to this city she left about two weeks ago and came to this city to be fitted with new tanks. On Monday she made her first trip down the bay, and yesterday morn-ing had come up from Sandy Hook with a barque in tow, which she had left safely along-side of an adjoining wharf but a little time pre-tions to believe in which she had left accelered vious to being incapacitated by the explosio from doing further service. -N. Y. Herald.

#### The Insurance on Property Destroyed.

The insurances of the sufferers by this terrible

The Devoe Manufacturing Company, in the

annexed companies;	
United States, Bal- timore	Williamsburg City \$2,500
	500 North American,
	500 Hartford 2,500
	500 Franklin, Baltimore,
Mechanics' and Tra-	Md 1,750
	500 Narragansett, Provi-
	500 dence 2,000
Ætna	000 Norwich 2,000
	500 Hope, Providence., 2,000
	500 Royal 5,000
	500 Lamar 3,000
Lumberman's, Chi-	Providence, Wash-
	500 ington 1,000
Qucens	000 Adriatic 2,000
	500 Corn Exchange 2,500
	000 Republic 2,550
	000 Liverpool, London. 20,000
	000 Etna, Hartford 2,500
Phœnix, Phila 1,3	500 International 2,000
Imperial 5,0	000 Cleveland 2,500
	500 Lumberman's 2,500
City of Hartford 2,1	500 Mechanics'& Trad's, 2,500
Washington, Balt 1,	750 Liverpool 10,000
TOOLS A	ND FIXTURES.
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'ommonwealth Interprise amar Imerican Ubany City Ubany City Utantic dechanics'&Trad donumental, Bal	2500 2300 1500 250 2000 ers' 1000	Lumbermans', Chic'o Hope Ceveland. Hide and Leather Home.	2500 2500 2500 2500 2000
	BUILDIN	OS. ETC.	
Internet and a Store	10121	Alarma March anno	A

 Commercial Mutan	COLD EXCHANGE	6120
[Cleveland\$1250		
Equitable, Provid'ce 818	People's, Worcester.	250
American, Provid'ce 818		
Humboldt, New York 4365	Excelsior	250
Excelsior 1250	Adriatic	250
Etna 2250	Charter Oak	270
Buffalo City 1000	Albany City	250
Western, Buffalo 1990	Home, N. H.	200
Mutual, Buffalo 1000	Columbia	100
Springfield Fire and	Albany City	225
Marine 1000	Commonwealth	150
Home, New Haven. 1000		
STAR	18	

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Comm	onwealt	B			an a se		21
The vost's:	followi	ng is tl	int ef	fected	on Jo	hn C.	Pr
United	States,						
Etna .	*******		1000	Securit	Freezes	****	23

Messrs. Day & Co. are not at all insured. Mr. Reed is only particuly. The loss by the Devoc Manufacturin

#### NEW-YORKISMS. From Our Own Correspondent.

NEW YORK, May 26, 1869. The Hansom cab question has not been dropped et, and that is a good sign. The incorporators have held a meeting at their rooms, adopted the articles of incorporation, and appointed a committee to open subscription books. The Board of Directors then met, elected a president, vice-presidents, and secretary, and everything promises that the company will proceed to business as sufficient funds can be raised. The subscription books are to be opened immediitely at the offices of Mr. Brandon, No. 133 Water street, and of Duncan, Sherman & Co., Nassau street. I think the Hansom cab system will succeed here. The people who ride in passenger cars will ride in them none the less, and the quantity of onforced pedestrians who in vain seek entrance to the Broadway stages will stand a greater chance of accommodation than ever before, now that the upply is about to be considerably lessened by the withdrawal of that large class of gentlemen who bustle down-town at 19 o'clock in the morning and up again between 3 and 4 in the afternoon. The rule which excludes a thirteenth person from a sent in a Broadway stage is very rigorously observed, and there are but few cases in which an infringement o t is sought. It is a tacitly understood one. No printed regulation is posted up; no rule to that effect has ever been recognized by any stage company. But the passengers themselves have found it convenient to maintain it, and the only ones who seek to break it are the Doras and Floras, who rush in where masculines fear to tread. The male creature would no more think of attempting to occupy a seat in a Broadway stage which already accommodates a full dozen than the most superstitious of old maids would dream of making the thirteenth at a Christmas dinner. That thirteenth seat is most positively not for Joe, though Josephine, who travels on her cheek, may occupy it. Therefore I think that the Hansom cabs will be grateful acquisitions to gentle men who don't care for a few shillings one way or the other, and who smilingly occupy the footboard of an omnibus, when conventionality ordains it, in all sorts of weather.

I have never yet read a sensation novel in which the heroine was a charming kleptomaniae, though, I should imagine, a perfectly irresistible creature might be manufactured out of such material. Such a one was Miss Rebecca Fitch, belonging to a wealthy New York family-young, pretty, and apparently sursounded by everything to make her happy and to keep her innocent. These privileges and restraints however, could not prevent her from taking what did not belong to her, and though still quite youngnot more than twenty, I should think-she has al ready served out two terms of imprisonment, one in the State Prison and one in the penitentiary. She was up yesterday for the third time, charged with stealing clothing and jewelry from a residence in Fourteenth street. Since she was young and pretty, it is a wonder she did not "go down" with "Gunny Bedford, who, as judge, pronounced a sentence of three years against her in the State Prison. The judge has a luscious taste in youth and beauty, and therefore deserves all the more credit for restraining himself.

F The religious and the quiet-loving citizens are much disturbed at the prospect of having their rest and their religion broken in upon next Sabbath by the grand procession which has been talked of in connection with the decoration of soldiers' graves. In Brooklyn the celebration will take place on Saturday, and if cupidity can find the heart to grant the people an unwonted holiday, the propriety of making next Saturday that holiday in this city also would be very deeply felt. As at present contemplated, a great procession is to march to Cyprees Hills Cemetery, and organize an impromptu pre-Fourth-of-July affair, in which the blatant mouthings of self-seeking lemagogues shall contrast with the voiceless ele quence of the patriot dead. Although, at its last session, Congress passed a iaw locating the site of the new Post Office, nothing whatever towards building that Post Office has been done by the commission in whose hands the matter was placed. Nor does the commission so much as youchsafe a reason for its lethargy, preferring to behave with that gentlemanly reticence and disdain which characterize health inspectors, building in spectors, and creatures of that kind. The only surmise affoat is that Mr. A. T. Stewart does not approve of the site designated by Congress, and thinks his store, some hundred feet above the spot selected in City Hall Park, a much preferable place. In other words, Mr. A. T. Stewart is in want of a job, and thinks he scents one in the new Post Office. He smells a rat, and no wonder, when it is considered that the old Post Office, at the intersection of Nassau and Liberty streets, is nothing more than an immense rat-hole. No market shambles were ever more afflicted with a rush of rats than the old Post Offlee shanties are. The smell of carrion is round the place, and how the clerks manage to carry on their ousiness is more than the new Postmaster can tell, Some portions of the roof keep out the rain no better than an old pent-house would. Fulton Market would answer quite as well for the post official business of New York as this scandalous old building does, and even Mr. Stewart's hankering after ; tob might be forgiven, and his wholesale store bought up, if only a new Post Office would be the immediate result. Rather warm weather for murder, but it has come all in a lump this week, greatly to the gratification of local editors to whom it is so much "meat." We have had a murder in Morrisania, in which a man was literally clubbed to death by his neighbor; another murder on Monday night, in the Eleventh ward, in which one buily shot another one through the head, the sequel to a long-cherished enmity; and almost a triple murder on Sunday by a frenzied wretch, who strove first to hammer out the brains of his wife and daughter, and then to shoot himself. It seems as though murder and mercury rise together, and that when the thermometer is at its highest the passions are far above blood-heat too. There is not o much affinity between cool weather and criminality; and is it not true that temptation will always leave you to your own reflections if you give her the cold shoulder? The readers of the New York Herald, if they perused the advertisements of that sheet, will per haps recollect a small notice which appeared at in ervals among the theatrical advertisements to the ffect that a "Ladies' Museum of Anatomy" was shortly to be opened. That institution is at last opened. It is situated over the Male Museum of Anatomy, at once a monstrous and a moral exhibition, and is under the proprietors and a moral exhibi-back. If I should mention all the wonders it contains, it night with some reason be arged that this letter was not precisely the sort of things the reason be urged that this letter was not precisely the sort of thing to be read aloud in the family circle. The new museum, however, rejoices in a Venus de Medici and an Apolo Belvidere, and is supplied, like a dol-lar store, with "females only in attendance." The doors are opened from 9 A. M. until 6 P. M., and the institution only needs to be taken in charge by a "Sorosis" or a "Workingwomen's Association" to be-come the great lever it was intended to be in the elevation of the sex! Whether gentlemen are ad-mitted the handhills do not state, the wording being carefully framed so as to remain ambiguous upon that point. Mretury function as the Tammany enacting the that point. Mr. Leffingwell is at the Tammany enacting the "gushing" Clorindar in *Cinderella*, but he does not belong to the "Only Leon" order of actors, and his "wench-business" does not take. The Clodoche trou pe of French dancers has arrived, four in num-ber and their grotesome salistorings being something troupe of French dancers has arrived, four in hum-ber, and their grotesque saltatoriness being something altogether new in this country, they will be extremely attractive for a while. Must Thompson will brook no rival near the throne where she has so long queened it at Nible's, and consequently Lisa Weber, the best notress and singer in the troupe, will retire with the last performance of the Forty Thieses. Victorien Sardiou's new play of Patrie was produced on Monday night at Fisk's Opera House, after the usual number of postponements. Mr. George H. Clark, one of the pleasantest young actors whom Philadelphia remem-bers, was the success of the evening. He is what is called an intuitive actor, without culture, and only successful through his inherent aptitude at Imping at the meaning of a part. ALI BABA. at the meaning of a part.

# SECOND EDITION

## LATEST BY TELEGRAPH.

The Government Indian Commission-How Best to Give the Savages Two Millions-Clerical Changes in the Washington Departments.

Disasters in the South and West-Loss of Life in Mobile-Tragedy in Chicago.

#### FROM WASHINGTON.

Assembling of the Indian Commission. espatch to the Associated Press. WASHINGTON, May 26.—The Indian Commis ion assembled this morning at the Indian Bureau, in company with Commissioner Parker. It is expected they will remain in session several days, and before they adjourn agree upon the mode of operation, in connection with the Secretary of the Interior, for the better government and prosperity of the various Indian tribes. W. F. M. Arny, formerly acting Governer and Indian agent in New Mexico, will appear before the commission to urge the plan peretofore recommended by him, namely, to place all Indian children between the ages of ten and sixteen years in industrial schools on all the reservations.

Clerks Discharged. Despatch to The Evening Telegraph. About thirty clerks were to-day discharged

rom the Pension Office. New appointments vill be made to fill the vacancies.

#### FROM ENGLAND.

The Royal Yacht Club Race-The Start, the Course, and the Sailing-The Winner. By Atlantic Cable,

LONDON, May 26 .- The annual match race of the Royal Yacht Club, which is open, by rule of the members, to vessels of every class of rig, was contested on the 21st instant, attracting much interest among our yachtmen and the lovers of aquatic sports and out-door recreation generally. After the morning preliminaries had been arranged and the contestants brought into line, it was found that the starters were:-The Julia, yawl, of one hundred and nine tons burden; the Cambria, schooner of one hundred and eighty-six tons, with the Fiona, Volante, Muriel, and Sphinx, cutters, ranging from thirty-nine to seventy tons respectively. The course was from Erith to and around the Nore lightship and return to the point of starting after rounding. At the moment of starting the yachts were handled thus:—The Cambria set her balloon jibs and balloon topsails; the Sphinx her balloon foresall, with a large working topsail, the others using their working jibs. The caavas of the Cam-bria was worked in hauling smartly, yet, the was slow in compary mond. When off When of Wils Gravesend Reach the Muriel had the lead, being followed by the Sphinx and Volante, with the Cambria last. At the Lower Hope the Sphinx and Volante had the lead, running in close company. The Muriei had fallen off in cossequence of having experienced a head wind, and the Cambria was nut of the race. The yachts rounded the flagship with the Fiona first and the Cambria last. On the return the Volante maintained the lead for some time, the Sphins drawing to the front. The vessels reached the starting point in the following time and order, Volante The in seven hours viz:and fifty minutes, and the Sphynx in seven hours and forty-eight minutes; the Sphinx, of forty-eight tons, taking the first prize, and the Volante, fifty-nine tons, the second. The Sphinx has thus been victorious on three occasions during the season-in the contests of the Royal London Yacht Club, the new Thames Yacht Club, and the Royal Thames Yacht Club. She s, therefore, considered a daugerous antagonist in any condition of weather. The yachts Guin-Pantomime, and Witchcraft have been evre. undergoing a series of trials. Despatch to The Evening Telegraph.

FROM THE WEST. Aceldent to a Steamer-Trial of a River Captain

Despatch to Evening Telegraph. ST. LOUIS, Mo., May 26.—On Tuesday night the steamer Stonewall, Captain Shaw, en route to St. Louis from Omaha, encountered a gale which damaged the vessel to the extent of several thousand dollars.

Judge Lockland and Colonel Stayland have been engaged as counsel for Captain Donaldson, whose trial will take place next month. The trial of Robert A. Watt for embezzling \$8000 has been postponed till October. Captain Sanford, the deposed supervising in-

spector of steamboats, leaves here to-day for Washington to lay his case before General Grant, A large number of citizens left here last night for a pleasure-trip to California.

Fire in Chicago-A Boy Beaten to Death.

Despatch to The Evening Telegraph. " CHICAGO, IU., May 26.—A disastrous fire occurred in the West Division yesterday, by which several dwellings were destroyed, involving a loss of \$12,000. The fire originated in a barn in the rear of No. 93 Aberdeen street, and rapidly communicated to the adjoining buildings. It was caused by boys playing with matches and gunpowder.

A colored boy named James Bates was beaten to death by his father last night. He had committed some chilldish offenses. The father was arrested.

The Murder of General Murray McConnell. Despatch to The Evening Telegraph. JACKSONVILLE, III., May 26.—The case of

William A. Robinson, indicted for the murder of General Murray McConnell, excites deep interest, A panel of 72 jurors was called yesterday and only five persons obtained. A special venire for

## 16 jurors was issued for to-day. Sinking of a Memphis Steamer. Despatch to The Evening Telegraph.

MEMPHIS, May 26 .- The steamer Cora S., from Cincinnati to Arkansas river, with a valuable cargo, sunk yesterday morning at Fletcher's landing, 50 miles above the mouth of the Arkansas river. The boat is a total loss. A portion of the cargo will probably be saved. Both are insured in Cincinnati offices. As far as known no lives were lost.

#### THE QUAKER CITY.

She is Seized by the United States Anthorities for Alleged Violation of the Neutrality Laws. On information lodged with District-Attorney Pierpont a monition was issued yesterday by Judge Blatchford, of the United States District Court for the Southern District of New York, commanding United States Marshal Barlow to seize forthwith the Steamship Quaker City, now known as the Columbia, which had been lying under strict surveillance for about three weeks at the foot of East Tweifth street, E. R. for an alleged violation of the neu-trality laws of the United States, and to hold her in custody to await the further orders of the court. The science was made by Denuty United States Marshale custody to await the hirther orders of the court. The seizure was made by Deputy United States Marshals Turney and Penniman about 4 o'clock yesterday afternoon. The Government officials decline for the present to give in detail the specific grounds for seizure; but there is little doubt that it has been caused by representations made by the Spanish offi-cials in this country, and that these representations have been of such a nature as to show probable have been of such a nature as to show probable cause that the Columbia was about to depart on a mission in violation of the letter and spirit of our neutrality laws.

The object of the persons who have given the in-The object of the persons who have given the in-formation which has caused the monition to issue for the vessel's scizure is not only to prevent her saling, but also to procure her condermation, as a penalty for violating the neutrality laws, the moni-tion being issued in a regular admiralty suit, in which the vessel is duly ibelied, and her condemnation sought for the cause mentioned. The step on the part of the owners of the vessel will probably be an application to have her released on bonds being filed for the full value of the vessel, her equipments and cargo, but this will doubtless be strenuously resisted by the parties libelling the ves-This case, so far, has many features in common with the celebrated Meteor case. The Meteor, it may be remembered, was seized during the war between Spain and Chili and Peru, having been libelled in this port as she was about to depart, as alleged, to aid these South American republics. After a long litigation, she was condemed by Judge Betts, but this decree was subsequently reversed by Mr. Justice Nelson.-N, Y. Tribune of to-day.

#### FINANCE AND COMMERCE

OFFICE OF THE EVENING TELEGRAPH, Wednesday, May 25, 1869.

Wednesday, May 25, 1098, 1 There is a moderate business doing to-day in the local loan market at bose per cent. on Government bonds and at 667 per cent. on miscellaneous securi-ties. There is very little really good business paper offering either at the banks or on the street, and

ties. There is very little really good business paper offering either at the banks or on the street, and makers, in consequence, are readily accommodated on very favorable terms. The banks are free discounters to regular deposi-tors at 6 per cent, and as they absorb most of the first-class paper at these terms, the outside market is unusually quiet. The effect on the gold and bond markets of the change of policy in relation to the weekly gold rates is, so far, not so marked as was anticipated, gold remaining quite firm, and bonds advancing but slowly. This result is no doubt owing to the efforts of the Wall street speculators, who are interested in a firm gold market. Today Governments are quite weak, and below hast night's closing quotations. Gold is firm and less excited. The quotations at the opening were 140%, and at 1435 A. M., 1405. The spirit for speculation in stocks continues un-abated, but prices generally were not so strong. State loans were quiet, with sales of the third series at 108%. City 6s were without material change; sales of the new issues at 102%; and the old at 97%. The Lehigh Gold Loan closed at 99%. Reading Railroad was active but not so firm, open-ing at 50%, and closing at 50% (50%; Pennsylvania Hairoad was steady at 58% (50%; Pennsylvania Hairoad was steady at 58% (50%; S) ennsylvania Hairoad was steady at 58% (50%); S) for Mine-hird Hairoad; and 30% for North Pennsylvania Rall-ro

road. In Canal stocks there was more firmness. Lehigh Navigation sold at 35½ 635½, b. c.; and Schuylkill Navigation preferred at 19, an advance of 32. Nothing was done in Coal shares. 4% was bid for New York and Middle; 5¼ for Shamokin; 6 for Big Mountain and 4/ for Feeder Diam. Bank shares were without essential change. Com-mercial sold at 58. 235 was offered for North Ame-rica; 65% for Corn Exchange; and 32 for Mechanics'. In Passanger Railways there were sales of Heston-ville at 12%; and Second and Third at 53.

PHILADELPHIA STOCK EXCHANGE SALES. Reported by De Haven & Bro., No. 40 S. Third Street. FIRST BOARD.

The second se	WARARE?
\$13000 Shamokin Bs. 71361	20 sh Reading RR., 50M
\$5000 Phil & E 7s.b5, 90	100 do 5036
\$11000 do 89%	800 do.60d.baf.30.18 50 36
\$5000 Leh gold 1.1s. 993	100 dob10, 5036
\$1500 Pa 68, 3 se 108 5	100 do 50%
\$4500 City 68, New, 18, 102 5	200 do. 1s.b30, 50 5
\$10000 do Mon 1091/	200 dob30. 50%
\$3900 do. Old.1s. 97%	100 do
\$1000 Pa R 2 m 97	100 do
\$5000 N Pa 78 b5. 88 M	100 dob30.50*44
\$3000 Read 6s. '48-S0	100 do
lots 90	400 do
\$1000 Phila & E 68.C. 88	100 do
\$294.50 Mor Cl Sc 6736	109 do
200 sh Penna R. 1s. 581	100 do
100 do	200 00
1 do aliotm's. 57%	100 do860. 50
100 do	100 do 60%
24 do	200 do 18. 530. 503
1 do	35 sh N Central 48
2 do	20 sh Com'h Bk 68
100 do	100 sh Leh Nav 35%
100 dob3wn, 585	900 do 18, 35%
150 do.allotm's.1s 58	100 do 60d. 3536
200 do.allotm's.1s 58	
100 sh Phil & E R.c. 314	200 sh Sch N Pf. b60 19
100 dob30, 81 %	500 dols.b30, 19
100 do 31 34	
	ers, report this morning's
Gold quotations as follows	-
10:00 A. M 1403/1	11-40 A M 14052
10.10 "	11*48 **
10:55 11	11 53 "
11:00 "	11 48 "
Messrs DE HATEN &	BROTHER, No. 40 S. Third
street Philadelphia renor	t the following quotations:
and only a manuelpung, report	eneronowing quotations:

Access. DE HAVES & DROTHER, NO. 40 S. 1017 street, Philadelphia, report the following quotations: -U. S. 68 of 1881, 121@121%; do. 1862, 122@123%; do. 1864, 116%@110%; do. 1865, 118@118%; do. 1865, new, 119%@119%; do. 1867, new, 119%@119%; do. 1868, 119%@119%; do. 58, 10-408, 109@109%; U. S. 30 Year 6 per cent. Cy., 100%@106%; Due Comp. Int. Notes, 19%; Gold, 140%@140%; Sliver, 132@134. Messrs. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:--U. S. 68 of 1881, 120%@119%; 55, 50 f 1862, 122%@122%; do. 1864, 16@116%; do. 1865, 117%@118%; do. July, 1865, 119%@019%; do. July, 1867, 119%@119%; do. July, 1868, 119%109%; 55, 10-40, 108%@109%; Gold, 140% @140%.

pany will reach a very large sum, not ascertainable for some days.

#### Explosion of a Philadelphia Tug-Bont, the William Parks, in New York Harbor-Men Blown into the Air-The Injured.

The immediate vicinity of Wall street ferry, about half-past 10 o'clock yesterday morning, was suddenly thrown out of the quiet groove of its peaceful everyday life by the loud report of an explosion, and a moment afterwards the myriad of splinters that were seen flying through the air, and a heavy column of steam that as cended from the tug-boat William Parks, lying at pier No. 15 East river, pointed out the whereabouts of the accident, and told but too plainly that destruction, and perhaps death, were again on the wing. The shock was exceedingly heavy, and caused considerable citement among those who chanced to be in the neighborhood. There was a great hurry towards the scene of the catastrophe, and in a very few moments a vast growd had collected, but the noise of escaping steam for a time seemed but to increase the confusion. The accident occurred near the head of pier No. 15, and by it three persons—the pilot, Thomas Rainey; the steward, ames Johnson, and deck hand, named Charles Powell-were severely, if not seriously, injured.

#### Sinking of the Steamship Norwalk.

At about 10 o'clock yesterday morning the old and well-known steamboat Norwalk, which has so long plied between this city and Coney Island. frequently conveying from 500 to 1000 passengers, was sunk in the East river, near Fulton ferry slip, Brooklyn. Providentially the Nor-walk had no passengers on board. She was on her way to the wharf to take passengers to the Prospect Park races at the time of the collision When she which sent her to the bottom. was in the middle of the stream a tug, having in charge a low, flat barge, struck her jus forward of the wheel-house. The barge went under her guards, and striking the hull, CHIL through a hole several feet in length. The Norwalk filled rapidly. Her pilot headed her to-wards the bulkhead, south of Fulton ferry, but when she arrived within about three lengths of it she settled down rapidly and sank. Only three men, the pilot, the engineer, and the fire man, appeared to be on board at the time, and when her fate was seen to be inevitable, they coolly took refuge in one of very small boats, and escaped, one of them going back, with great sang froid, for his overcoat, when she was only a foot or two above water. Tugs and row boats without number put out to her assistance, but there was no occasion for their services. The Norwalk was very old, and probably rotten. How might have been the consequences had this accident occurred when hundreds of passengers were on board, we need not say. The sunken cessel was towed to a point near the bulkhead at Fulton ferry, Brooklyn, where she still lies. She understood to be owned by Messrs, Smith, Lewis & Wilson, and to be uninsured.

#### An Austrian Ship Run Down-\$200,000 Lost.

Between 10 and 11 o'clock yesterday morning, the Liverpool steamer Russia was coming up New York bay under a full head of stea About five hundred yards ahead of her, and a little to her left, near the Jersey flats, lay anchored the Austrian ship Figlia Maggiore, which arrived from Marseilles on the 24th, with a argo valued at \$200,000, for the flam of Funch, Meincke & Wendt, of this city. When the two ships had come into this relative position, the Russia slipped into an eddy that swept herfrom her ourse and made the situation exceedingly criti-The engines were instantly backed, and all ead. was done that could be done under the circumstances to prevent a collision; but their attempts were useless, and the steamer swung around towards the Figlia, moved rapidly down upon her, and struck her on the port side, abaft the forward rigging, with a fearful shock, nearly cutting her in two. The crew of the ship had prepared for the collision, and sprang into their boats, but had barely time to push off before she went down, in eight fathoms of water, submerged to her lower yards. The loss is covered by insurance.

#### This Morning's Quotations.

LONDON, May 26-11 A. M.-The Epsom Races, of yesterday, still continue, and all commercial and financial business at the Stock Exchange is almost entirely suspended.

almost entirely suspended. The following quotations are mostly nominal and unchanged:--Consols for money, 93%; for account, 93%; United States 5-20s opened at 79%. The market for stocks is steady; Illinois Central, 95%; Erie, 19; Allowing 95% tiantic, 25%. FRANKFORT, May 26-11 A. M.-United States 5-208,

steady.

55% steady. LivenrooL, May 26-11 A. M.—The cotton market opens quict, with a prospective day's sale of 8000 bales; middling uplands, 113% [113%]. Orleans, 113% The shipments of cotton from Bombay to the 22d nstant, according to private telegram, are 56,000

There are no changes in the quotations of the

Breadstuffs and Provision markets, and business is ery light in consequence of the Epsom Races.

#### FROM THE SOUTH.

Destructive Fire and Loss of Lite. MOBILE, May 26,-A fire occurred on Com nercial street, between St. Michael and St. Louis, last night, by which Childress & Davis, grocery dealers; Foster & Gardner, and F. E Stallewerck & Bro., commission merchants; Ober & Anderson, feed store: and Baker & Co. forwarding merchants, were burned out. Colonel L. S. Woodruff, one of the most prominent business men, and President of the Board of Trade. lost his life, and two others were seriously injured by the falling walls. The loss is estimated at between \$40,000 and \$50,000.

#### FROM NEW YORK.

#### Military Parade.

Despatch to The Evening Telegraph. NEW YORK, May 26 .- The Fourth Brigade of the N. G. S. N. Y., General Aspinwall, commander, will parade this afternoon and pass in review before the Mayor and city authorities in the City Hall Park about 4 P. M.

#### Markets by Telegraph.

Markets by Telegraph. New York, May 26.—Stocks strong. Gold, 140%. Exchange, 109%. 5-20s, 1592, 120%; do. 1864, 116%; 100; 1865, 118; new, 1194; do. 1864, 116%; 109; Virginia 6s, 62; Missouri 6s, 89%; Canton Co., 44%; Cumberland preferred, 30%; New York Central, 198%; Reading, 100%; Hudson River, 160%; Michi-gan Central, 128; Michigan Southern, 10%; Illinois Central, 146; Cleveland and Pittsburg, 99%; Clove iand and Toledo, 169%; Chicago and Rock Island, 121%; Pittsburg and Fort Wayne, 188%. Bairmance, May 36.—Cotion dull and unchanged, Wheat dull and weak; sales of prime Valley red, white, 866,692; yellow, 886,890c. Oats dull at 68 for ight. Rye firm at \$1406,2145. Mess Pork firm at \$195,00, Bacon firm; rib sides, 17c.; clear do., 17%c. shoulders, 14%c. Hams, 1963ftc. Lard quiet at 1968 19%c. Whisky unchanged.

19% C.

#### LEGAL INTELLIGENCE.

#### Court of Common Pleas. THE REGISTRY LAW.

The decision of the Court as to the construction to e placed upon the 27th section of this law is to be announced to-morrow (Thursday) morning, at ten o'clock.

#### Court of Quarter Sessions-Judge Ludlow.

In the case of Silas Fuller, charged with Keeping for sale burning oil with 110 degrees Fahrenheit, before reported, the jury rendered a verdict of not Charles D. Bird was put upon trial charged with

larceny. The defendant was employed by Etting & Co., No. 148 North Broad street, as book-keeper, and a few months ago his services were dispensed with The weigh-book and lading-book were missed, and could nowhere be found; but subsequently he called upon the Messrs. Etting and told them he had those books, and unless they would pay him the whole year's salary, which he claimed to be justly due him, he would keep them and by them expose to their nsurance company fraud in their insurance account. They refused to pay him, but demanded the return of the books. He failed to send them back, and

was therefore arrested upon this charge. The defense, proving the good character of the de-fendant, argued that no felonlous intent whatever had been shown. The jury rendered a verdict of not guilty,

#### Supreme Court in Banc.

ounty.

Per curiam-The decision made in this mandamus case two years ago, upon the act of Assembly in question, in this case requires us to affirm this judg-ment. Judgment affirmed. The Court rises at Harrisburg to-day, and will re-

ume its sittings in Philadelphia on the 1st of July lext. District Court, No. 1-Judge Thayer.

James II. Graham vs. Peter M. Hendel and Amos Kennedy. An action to recover damages alleged to have been sustained by plaintlif by an overflow of water into his cellar from a pipe laid by defendants for building purposes. Jury out.

#### District Court, No. 2-Judge Hare.

Ellis vs. Brown. Before reported. Jury out. A. J. Gallagher vs. B. Wharton Illins. An action n. a. promissory note. No defense. Verdict for on a promissor plaintiff, \$918.43.

Maag & Stingel vs. The City of Philadelphia. An action to recover damages against the city for negli-gence in leaving a large hole open on Front street, near Arch, which resulted in flooding plaintiff's pre-mises with water. On trial mises with water. On trial.

Court of Common Pleas-Judges Peirce and Brewster, The list of exceptions to auditor's reports was

taken up. U. S. District Court-Judge Cadwalader.

# U. S. District Court of Magnetic and Wagon, claimed by Charles Donelly. Information for forfeiture on the ground that the property was engaged in the re-moval of contraband whisky at night. Verdict for the Government.

Bankruptcy cases were then taken up.

-The lady "Postmaster" of Centreville, Indiana, is commended as "both obliging and gentlemanly.

-Nearly 200 babies have entered for the jubilec how in Boston. Only a cat-harmonicum is now lacking. -Savannah is having a bicycle war. The police

drive them from the streets and the Council from the parks.

-A smart Indiana couple, both still under age, have found time to be married, divorced and married

-A Norwich clergyman preached an hour and twenty minutes, but kindly had the Doxology sung in the middle,

-An Ohio coroner's jury has been sitting on a suit of old clothes stuffed with straw. The verdict was "pet guilty."

Messrs. JAY COOKE & CO. quote Government secu-Messis, JAY COOKE & CO. quote Government secti-rities, etc., as follows:-U. S. 68, 381, 1216;1215; C-208 of 1862, 121% @122%; do., 1864, 116% @116%; do., Nov., 1865, 118@11814; do., July, 1865, 1194 @1195; do., 1867, 1193 @11916; do., 1868, 1191 @1195; 10-408, 100@10934. Pacifics, 106% @1065%, Gold, 1405.

The senior member of a job printing firm in Nashville is only twelve years of age. Undoubtedly a growing firm.

The silver hammer from Promontory Point is exhibition in only seventeen citiesorted on which is moderate.

-The blacks are rising in Kansas for a war of extermination-that is, the blackbirds are clearing out the grasshoppers.

#### Philadelphia Trade Report.

WEDNESDAY, May 26 .- The depression in the Flour market is almost beyond precedent, and in some instances holders were compelled to accept low prices. There is great anxiety to realize, and some holders are forcing off their stocks. 600 barrels spring wheat and 600 barrels choice Ohio winter wheat were taken for shipment on secret terms, The sales for home consumption foot up 1000 barrels, including superfine, at \$5@5 50; extras at \$5.75@6.25; Iowa, Wisconsin, and Minnesota extra family at \$6@7: Pennsylvania do. do. at \$6 25@7.25; Ohio do. do. at \$7.50@875; and fancy brands at \$9@1150, according to quality. Rye Flour ranges from \$6.75 to 7 % bbl. Nothing doing in Corn Meal.

There is not much activity in the Wheat market, and prices favor buyers. Sales of red at \$1 50@1 55; amber at \$1 50@1 55; and 8000 bushels California on private terms. Rye ranges from \$140 to \$143, Corn is active, and 2c. ₹ bushel higher. Sales of 1200 bushels yellow at 92c.; 2000 bushels Western Io. on secret terms; 2500 bushels Western mixed at 44686c.; and 10,000 bushels damaged do. at 45665c. Oats 2c. & bushel lower; 3000 bushels Western sold at 80 cents

Whisky sells in a small way at \$1 98@1.10 @ gallon, .biaq zat

#### LATESTSHIPPING INTELLIGENCE. For additional Marine News see Inside Pages.

(By Atlantic Cuble.) LONDONDERRY, May 25.—Arrived, steamship Prussian.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH

OLEARED THIS MORNING. Barque Queen Victoria, Saunders, Liverpool, L. Wester-gaard & Co. Brig Thos. Walter, Robinson, Nevis, Isaao Hough& Morris, Sohr A. E. Valentine, Bayles, Savannah, Lennos & Burdo.

con Sarah Cullen, Avis, Charleston,

ARRIVED THIS MORNING. Steamship Prometheus, Gray, 70 hours from Charlesten, eith cotton, etc., to E. A. Souder & Co. Steamer R. Willing, Cundiff, 13 hours from Baltimore, rith mdse, to A. Grives, Jr. Br. barque Margaretta, Hammond, 61 days from London, with chalk to C. F. & G. G. Lennig-vessel to E. A. Sonder

with stone to Lennax A Bargess. Schr A. M. Flanagan, Collins, 12 days from Messina, with fruit to S. S. Scattergood & Co. Schr Teazer, Henloy, 4 days from Newport, R. L. with mdss. to Lennax & Burgess. Schr H. G. Ely, McAllister, 4 days from Leitz Point, with stone to Lennax & Bargess. Schr A. M. Flanagan, Collins, 12 days from St. John, N. B., with wood to captain. Schr Pauline, Freeman, from Newport.

Correspondence of the Philadelphia Exchange. LEWES, Del., May 25.—At Breakwater yesterday P. M.: Barques Rothiemay, for Picton, N. S.; Gyds, for Stettin : schre Thoreas Bordon, for Fall River; and Baltimore, for Boston, all from Philadelphia ; and pilot boat A. Liggett, of New York ; also brig John Aviles, from Raltimore for Boston, ieaking 1000 strokes per hour. L. L. LYONS.

MEMORANDA. Steamship Volunteer, Jones, for Wilmington, N. C., cleared at New York yesterday, at Kingston, Ja., before re-ported ashore, has been compelled to discharge her carge. The vessel remained on shore on the 6th inst. Brig Nellie Mitchell, Nelson, hence, at Aspinwall 11th internet.

Brig J. W. Woodroff, Haskell, for Philadelphia, sailed

from Providence 22d inst. Schr American Eagle, Shaw, for Philadelphia, sailed from Salem 21st inst. Schr T. T. Tasker, Allen, at Alexandria 22d inst., from

Salom. Schr Transit, Endicott, for Philadelphia, sailed from Bristol 22d inst. Schr S. L. Russell, which went ashore at Quagne, L. I., on the 6th inst. was stripped by Capt. L. P. Brown, scent of the Atlantic Submarine Wrecking Co. The vessel has gone to pieces, and was sold on the beach for \$50.