

ASSASSINATION.

Particulars of the Murder of Colonel Crane by the Hon. Ed. Yergers.

From a correspondent who was sent to ascertain all the details of this tragedy, which occurred on the 9th inst. in Jackson, Miss., we receive the following account:—

Yesterday Colonel Joseph C. Crane, U. S. A., recently appointed Mayor of this city by General Ames, was assassinated on the street by the Hon. Ed. Yergers.

The circumstance which led to the perpetration of this most atrocious deed was the refusal on the part of Mr. Yergers to pay his taxes. He had been notified several times, and on each occasion denied the authority of the Mayor to collect, so Mayor Crane issued a warrant of distress and levied on his piano, which was to be sold at public auction on the 16th to satisfy the amount of said taxes.

Mr. Yergers was in Memphis when the property was seized, and being informed immediately came to Jackson, and meeting Colonel Crane on the street, said, "I want a settlement of that tax business."

The Mayor replied, "This is no place to talk of that matter; come to my office." Mr. Yergers took no notice of this, but annoyed the Mayor considerably by forcibly arresting himself in front of him.

Mayor Crane stepped and said to Mr. Yergers, "I respect you as a gentleman, and do not desire to have an altercation on the street; I am unarmed, and desire to pass on."

Whereupon Yergers pushed Colonel Crane in the back, and said, "You Yankee—, you shall die me." Colonel Crane turned to Yergers and said, "Enough of this," when Yergers immediately drew his bowie knife and plunged into the breast of the Mayor, repeating the blow five times.

Colonel Crane tried at first to ward off the blows, but soon fell to the ground without uttering a word, and expired. Yergers made no attempt to escape, for did the citizens use any means to arrest him, although the street was filled with people at the time.

He walked to his residence, followed by a crowd of excited negroes, who would have lynched him had he not fled to the city. A squad of infantry succeeded in arresting him, and conveyed him to the camp, where he was placed in irons.

On his way to the camp he desired to hire a hack, but General Granger informed him that the soldiers were walking, and he must walk with them. He also objected to being placed in the guard-house, and General Granger was inexorable, and the unhappy Southerner was compelled to yield.

The coroner held an inquest over the body, and, after examining a large number of witnesses, gave a verdict of murder. Yergers will probably be tried by a military commission.

CURIOUS INTELLIGENCE.

What is Enamelling? The New York Sunday Mercury says:—

The enamelling of female faces and busts is now a branch of masculine business, and is quite lucrative. A chiropodist on Broadway collects a good deal of time and attention to this line of trade, while a man called Sanson imitates his example.

The process of this enamelling is somewhat curious. The belle who would enamelling goes is first examined with a microscope, and any rough hairs or fuzz which exists upon the cheeks or bust is at once removed with liniment, or plaster, medicated soap, or scissors, or tweezers even.

Being thus prepared, the cheeks or bust are coated with a fine enamel, which is composed of arsenic, or white lead, or other ingredients made into a semi-paste and pleasantly scented. An ordinary coating of enamel will endure for a day or two; but to render the operation of any permanent effect, the coating process has to be repeated twice a week for varying periods, according to circumstances, and the circumstances of its owner.

The pencilling of the eyebrows, so as to render the contrast between them and the whitened face more striking, is sometimes included in the enamelling process; while the eyebrow is also trimmed or shaven, just as the moustache is in a man.

It costs a good deal of money to be well enamelled. The prices of enamelling vary, but the average price list of the various stages is about as follows:—For enamelling the face to last once or twice, from \$10 to \$15; for enamelling face and bust temporarily, from \$15 to \$25; for enamelling the face to endure one or two weeks, from \$15 to \$25; for enamelling the face and bust to last about the same period, from \$25 to \$35; for permanently (this is for six months) keeping the face in a well-enamelled condition, from \$200 to \$350; and for keeping the face and bust both in the same pleasing state, from \$400 to \$600.

So that from its very cost alone, enamelling should become fashionable. A married belle of the Fifth Avenue Hotel, two married belles of the Metropolitan Hotel, a well-known actress, and three or four prominent young ladies of Madison avenue, are, at the present date, the most enamelled of the darlings of society; but the fashion is extending. In due time enamelling will be cheapened, and at last doubtless there will be enamellers not only on Broadway, but on the Bowery.

What they are Made of. The same journal also says:—Regular false calves are manufactured and sold in extensive demand; the said false calves being composed of lamb's and other wool woven into the material of merino leggings, just like a pair of masculine drawers, sometimes bran is used, and in all cases the imitation is very artistic and perfect.

In Merrie England good false calves can be procured for about thirty shillings—one pound and a half; and in New York a good article can be procured for from seven to eight dollars, warranted to look in all respects like a natural hair, and oftentimes much better. At one theatre in this city, twenty-three pairs of false calves are used; in another, about twenty-seven; and in another, eighteen.

Uses of Marrow. The French Academy of Sciences has received an interesting communication from Dr. Neumann, on the physiological action of marrow in the animal economy. In his opinion, this substance contained in bones plays an important part in the production of blood, and red cells are constantly being formed in it.

He remarks that when the elements of the red marrow of bones are examined in the human frame and in that of the rabbit, one always finds red blood cells, each containing a nucleus, clearly distinguishable by their yellowish hue, and by a more homogeneous consistency, from the other numerous cells resembling corpuscles of lymph, which he considers to be partly colorless blood cells and partly others of the medullary tissue.

Some of the former have a simple nucleus; others contain one divided in several parts, not so clearly defined; and in some the nucleus seems to have disappeared altogether. The latter constitute a transition between the embryonic and the blood cells. In order to ascertain whether this transition from the lymphatic to the red cells is effected in the vessels or otherwise, the author of the paper has endeavored to separate these vessels from their ordinary contents, and has thus found that the transition forms described originate in the vessels.

Excursion Tickets to principal stations, good for Saturday, Sunday, and reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Excursion Tickets to principal stations, good for Saturday, Sunday, and reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Excursion Tickets to principal stations, good for Saturday, Sunday, and reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Excursion Tickets to principal stations, good for Saturday, Sunday, and reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Excursion Tickets to principal stations, good for Saturday, Sunday, and reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Excursion Tickets to principal stations, good for Saturday, Sunday, and reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Excursion Tickets to principal stations, good for Saturday, Sunday, and reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

Excursion Tickets to principal stations, good for Saturday, Sunday, and reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—FIVE TRAINS.—COMMENCING MONDAY, MAY 10, 1869.

AUCTION SALES.

M. THOMAS & SONS, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

SALE at the Auction Rooms, Nos. 139 and 141 S. PHILADELPHIA.

BEST AVAILABLE COPY. THE PRINCIPAL DEPOT FOR THE SALE OF REVENUE STAMPS. ESTABLISHED 1852. THE STOCK OF REVENUE STAMPS IS STILL CONTINUED AT THE OLD ESTABLISHED AGENCY.