# THE EVENING TELEGRAPH.

VOL. X.—NO. 27.

#### ADDRESS

200 2252

## NERVOUS AND DEBILITATED

WHOSE SUFFERINGS HAVE BEEN

#### dashed almost to splinters, and afterward, with the exception of the sleeping car, entirely de-Protracted from Hidden Causes.

AND

Whose Cases Require Prompt Treatment

RENDER EXISTENCE DESIRABLE.

awful in the extreme. In conversation with the above-named gentlemen, now at St. Joseph's In-Do you feel weak, debilitated, easily tired? Does a little extra exertion produce palpitation of the heart? Does your liver, or your kidneys, frequently get out of order? Do you have spells of short breathing, or dyspepsia? Are your bowels constipated? Do you have spells of fainting, or rushes of blood to the head? Is your memory imnoticed by the passengers, and it operated to make many of them wakeful. Mr. McColl, one paired? Is your mind constantly dwelling upon this subject? Do you feel dull, listless, moping, tired of company, of life? Do you wish to be left alone, to get away from everybody? Does any little thing make you start or jump? Is your sleep broken or restless? Is the lustre of your eye as brilliant? The bloom on your cheek as bright? Do you enjoy yourself in society as well? Do you pursue your business with the same energy? Do you feel as much confidence in yourself? Are your spirits dull and flagging, given to fits of melansholy? If so, do not lay I to your liver or dyspepsia. Have you restless nights? Your back weak, your knees weak, and have but little appetite, and you attribute this to dyspepsia or liver complaint?

Did you ever think that those bold, defiant, energetic, persevering, successful business men are always those who are in perfect health? You never hear such men complain of being melancholy, of nervousness, of palpitation of the heart. They are never afraid they cannot succeed in business; they don't become sad train under the track on the other side of the and discouraged; they are always polite and pleacreek. The train fell in a zigzag or letter S poin the company of ladies, and look you and them right in the face-none of your downcast looks or any other meanness about them.

### PHILADELPHIA, SATURDAY, JULY 31, 1869.

sisting of the mail car, baggage car, and four passenger cars. After tearing along for two hundred feet, the locomotive jumped over to the southern track, where it was brought to a sud-den stop by some of the iron rails which had pierced it and doubled up under the fire-box. The index headed one can its idea and the FIRST EDITION DISASTERS. The tender keeled over on its side, and the mail car breaking loose, smashed down a tele-graph pole and shot off at nearly a right angle, demolished a high board fence, and brought up on its side in a much damaged condition at the Particulars of the Railroad Accident

on its side in a much damaged condition at the rear of a citizen's dwelling. The baggage car followed in the same direc-tion, but the forward trucks being broken to pieces, it plunged head foremost into the sand, and left the rear truck across the track.

The passenger cars were also thrown from the rails at the first shock, and had a rough passage over the ties, but were not much damagedowing, it was said, to being provided with some body's patent bumpers. Those who witnessed the collision say that if

the men having the hand-car in charge had not become panie stricken and fied, they could have speet the car off of the track. The accident appears to have resulted from not having sent the signal flag further around the curve, and also in allowing the hand-car on the track at all when the express train was over due.

#### A Millstone Hurled Down n. Hill-side-Horses and Cattle Killed, and the Death of Several Children Caused.

The Louisville, Ky., Express gives the following particulars of a strange and fatal mishap which occurred near Princeton, in that State:-A man by the name of Boot Crow was hauling upon his wagon two immense millstones, one of which weighed 2850 pounds. While passing along the side of a high hill the heaviest stone rolled from the wagon and sped down the deelivity with fearful velocity, crushing small trees and shrubbery in its course. The house of a farmer, named Darnell, was situated at the foot of the hill. The millstone went crushing through a fence, and into the yard of the farm-er's house, where were a number of beehives. In the yard were playing a bevy of children. The beehives were all upset. The bees, in con-fusion, lighted upon the children, stanging everyone of them in a frightful manner.

The progress of the great stone was not im-peded in the least by its collision with the hives and went bounding into a stock pasture beyond the house. It dashed through a herd of calves and horses, killing two of the former and one of the latter almost instantly. The children in the yard had been completely covered with bees, and each one was stung by them until their persons were entirely covered with white swellings. One of them died a short time after the terrible occurrence, and the others are entirely speech less and blind. They can hardly recover.

The bounding millstone finally struck against a large limestone cliff near the house, and was broken into atoms by the concussion. Losses by the Great Flood in Texas.

The Galveston, Texas, News says that a gen tleman well acquainted with the whole Colorade valley, from Austin down, and who examined the most of that valley immediately after the overflow in 1852, gives the following as a near approximate estimate of the loss of cotton by the present overflow in four of the river counties :--

In Colorado county	bales,
In Fayette county	
In Bastrop county4,000	- 44
In Travis county	

gratulated themselves that all was right again. Just at that instant, they say, the train was on a poise ready to fall over the trestle height. In another second the whole line of cars had pitched downward, and lay a crushed and ghastly heap in the basin of the creek. Notwithstanding the turning and shattering of the cars, and the ledge of the extent of bottom lands cultivated, and on letters recently received showing the elevation of the water. Very little information has been received of the condition of the coun-try below Columbus. The same gentleman has indiscriminate wreck of human beings, hardly a voice was heard. The stillness was as profound as death. Two spans of the bridge, about fifty received, however, a letter from one planter stating that almost one third of his crop has been feet each in length, and four bents of the trestle destroyed. fell. The speed was so high that it carried the

BRAZIL.	

# LATEST BY TELEGRAPH

Enthusiastic Reception of General Sheridan in Vermont-The Trial of Surgeon Green, of the Navy-The Washing-

ton Monument to be Completed.

#### FROM WASHINGTON.

Court-martial of Surgeon Green, of the Navy. Special Despatch to The Evening Telegraph.

WASHINGTON, July 31 .- The following are the facts which will be elicited by the court-martial now sitting here for the trial of Passed Assistant Surgeon Charles L Green, of the navy, on the

charge of disobedience of orders and treating his superior with contempt, preferred against him by Lieutenant-Commander Selfridge:-

In February last, while the United States steamer Nipsie was lying at Aspinwall, an ordinary seaman named John Simmons was under medical treatment for a severe wound in the head inflicted by a cutlass. The commander of the vessel, Lieut.-Com. Thos. O. Selfridge, ordered the name of the man off the sick list, and that he be placed on working duty. This order Sur geon Green refused to obey, thinking that a re turn to duty and exposure to the sun might produce a dangerous inflammation of the wound. For this offense Licut.-Com. Selfridge preferred the charge.

A third charge, of "conduct unbecoming an officer," is added. Surgeon Green was appointed from Connecticut, and is a son of Commodore Joseph F. Green. This case attracts much attention, as its decision will determine whether the commander of a vessel or its surgeon has the right to decide when a sick man is able to do duty. The trial, which commenced on Thursday, will occupy about four days altogether.

Purchases for the Navy. A general order issued from the Navy Department declares that in all cases where contractors provide articles of an inferior quality to those called for by the contract, and at a time when expedition is required, or fail to provide the articles at the time stated in the contract, the commandant will order the purchasing paymaster to go into the market and purchase the articles on the best terms for the Government, the difference in price to be charged to the contractor; or, in the absence of order from the comman-

dant, the purchasing paymaster will do the same. The Army Service. Secretary Rawlins and General Sherman have

had a long interview in reference to various matters of army administration connected with the efficiency and economy of the service and the duties of the military in the South. Investigation of Indian Outrages.

The Indian Bureau has ordered an investigation into the recently reported outrages by the Apache Indians in New Mexico.

A Fraudulent Claim Agent. J. Woodruff Lewis, claim agent, of New York, has been arrested and held for trial, by direction

#### FROM NEW ENGLAND. Sherinan in Vermont.

BUBLINGTON, VL, July 31 .- General Sheridan arrived yesterday afternoon, and was received by the Mayor, Common Council and numerous citizens. His reception was one of the most cordial ever extended to any person, either civil or military, in this place. On Monday evening he will hold a public reception at the City Hall. Senator Edmunds will deliver the address of welcome.

In firing a salute in honor of the General's arrival, Peter Lander Jr., a member of the First Vermont Battery, had his arm blown off below the elbow.

General Sheridan will remain here for several days.

#### Ship News,

FORTRESS MONROE, July 31 .- Arrived-Prusdan frigate Victoria, from Santiago de Cuba. ound for Norfolk. All well on board. Sailed-Brig Frances Jane, for Rio de Janeiro.

FROM EUROPE.

#### This Morning's Quotations. Bu Atlantio Cable.

LONDON, July 31-A. M .- Consols, 93% for money 93% for account; Five twenties, 83%; Eric, ; Illinois Central, 94; Atlantic and Great West-PARIS, July 31 .- The Bourse is steady. Rentes,

12 257. Liveriool., July 31-A. M.-Cotton active: up-lands, 12 4. Orleans, 12 (G13d. The sales to-day will reach 15,000 bales. Breadstuffs quiet. Cotton at Havre opened quiet and steady at 151 (f. afloat

LONDON, July 31-A. M.-Linseed oil, £31 78.

This Afternoon's Quotations. LONDON, July 31-1 P. M.-Consols, 93% for both money and account. U. S. Five-twenties, 83%. American stocks steady, Erie Railroad, 19%. Illi-nois Central 94 LIVERPOOL, July 31-1 P. M.-Cotton active. The sales will reach 20,000 bales. Middling uplands, 12% d.; middling Orleans, 13% d. Breadstudy

HAVRE, July 31.—Cotton active; sales on the spot at 152f. and adoat at 152f. 50c.

#### POISONED.

#### The Crew of the Ship Southern Cross Poisoned En Musse.

The Boston Traveller says:

It will be remembered that a telegraphic despatch received from San Francisco reported that the crew of the ship Southern Cross, of Boston, had been poisoned at Manilla, May 18, but whether they had died was not stated. A letter received here from the captain, dated May 19, says that twenty-four men of his crew, out of twenty-seven, had been poisoned on the 18th by drinking coffee, but fortunately medical aid had saved their lives up to the hoar of writing, and he was in hopes that they would soon recover. How the poison was put in the coffee was a mystery. It could not have been the cook, for he was among the sickest of the men, and at one time it was thought doubtful whether he could recover.

The event caused much excitement on shore. and the police were immediately put in requisi-tion to find a clue to the perpetrator of such a diabolical act. The coffee was taken ashore and subjected to analysis by the chemists and mili-tary surgeons. As later dates have been received from other sources, and as no mention is made of any of the men having died, we infer that they all recovered. About the 8th of June the ship was reported nearly ready to sail for Boston.

Advices since received state that the ship Southern Cross had sailed from Manila May 23, for Boston, and hence we infer that her crew had recovered.

LEGAL INTELLIGENCE

do. 1864, 123 & d123 & do. 1865, 123 & d123 & do. 1865, new, 191 & d123 & do. 1865, new, 123 & d123 & do. 1868, 122 & d123 & do. 1867, new, 123 & d123 & do. 1868, 122 & d123 & do. 58, 10-408, 114 & d124 & U. S. 30 Year 6 per cent. Cy., 109 & d10 & 114 & d14 & U. S. 30 Year 6 per cent. Cy., 109 & d10 & 114 & d124 & U. S. PHILADELPHIA STOCK EXCHANGE SALES. Reported by De Haven & Bro., No. 40 S. Third street.

DOUBLE SHEET-THREE CENTS.

FIRST	BOARD.
\$1500 N Penna 7s 88	187 sh Leh Val R.Is. 56%
\$4000 W Chester R	180 sh Ph & E b60. 30%
88. 85 90	100 sh O C & A R, b60 39
\$2000 City 68, New 101	17 sh Reading c. 48%
\$200 do	
\$3000 dols.101	200 dols. 49
2 sh Bk N Am 2833	
35 sh Mech Bank	200 do 1s. 49
Tuesday 32M	
2 sh Penna R. c. 5636	100 do Tuesday 49
5 do 56?»	100 do2d. 49
10 do	
25 sh Mmehill R.18, 64	
Cold succession of follows	kers, report this morning
Gold quotations as follows	
10.00 A. W	11-20 A. M
	11.30 "
10.10 10.20 10.20 10.38 10.38 10.38	12.30 P. M
10.38 "	

#### NEW YORK MONEY MARKET.

The following extracts show the state of the New York money market yesterday :--From the Herald.

From the Herald. "The markets were dull to-day, perhaps most so since the summer season set in. Even the Vander-bilt stocks were comparatively inactive and ne-glected. The money market was without new fea-ture, except that there was a shade less inquiry for funds. The rate on call was 6 and 7 per cent., with the usual exceptions at 5 on prime collaterals. The chief attraction of the day was the Government market, where considerable excitement prevailed over a remarkable rise in all the issues, based upon direct speculative purchases of stock houses, who still boldly assert that Secretary Boutwell intends to continue his extra purchases of bonds during the month of August.

continue his extra purchases of bonds during the month of August. "Nothing is known officially from Washington with reference to the matter, but the operators referred to announce that they have positive information of his plans. The termination of the July purchases last Wednesday induced a great many 'bear' sales, and several prominent Government dealers are re-ported 'short' of the market. Perhaps the stock operators saw an opportunity thus presented of making a 'corner,' the scarcity of some of the issues being such as to enable them successfully to manage one, and the less hold Government operators have been caught in their own trap. It is an interesting oattle between the two classes of Wall street ope-rators. rators.

rators. "The stock operators are shrewd and have long been watching an opportunity to 'twist' the Govern-ment men, whose professions of 'more legitimate' business have rendered them somewhat unpopular. Napoleon, it is well known, goes to war for an idea. Napoleon, it is well known, goes to war for an loca. Here are two sets of business men in desperate con-test, arising out of a like unsubstantial origin. The rise of five-twenties in London to \$33% materially alded the 'buils,' for the German bankers came in as added the 'buils,' for the German bankers came in as buyers. At the top of the market in the afternoon the 62's sold at 125% and the 67's at 122%. The speculative interest was again strong on the ten-forties, the coupons selling at 114%, and upon the currency sixes, which rose to 116%. "Towards the end of street business there was a re-action from the highest prices and the market closed

"Towards the end of street business there was a re-action from the highest prices, and the market closed at 5 o'clock this evening with the following quota-tions:--United States 6s, 1881, registered, 1233(a) 1253(do. do., coupon, 1253(a)124; do. 5-20s, regis-tered, 1923(a)123; do. do., coupon, 1862, 1256 1253(do. do., coupon, 1864, 1233(a)1234; do. do., cou-pon, 1865, 1233(a)1233(do. do., coupon, 1865, 1223(a)1234; do. do., cou-pon, 1865, 1233(a)1233(do. do., coupon, new, 1865, 1223(a)1233(do. do., coupon, 1867, 1223(a)1234(do. do., do., coupon, 1868, 1233(a)1234(do. 10 40s, registered, 1143(a)1143(a)1143(a)1143(a)1143(a)1143(a)1143(a)1143(a) 1143(a)110(a).

bonds, 110a 110<sup>1</sup>s. "At the close of the homicide trial yesterday, in the Court of Oyer and Terminer, Judge Cardozo told the District Attorney to give notice to the persons who had pleaded guilty to the indictments for usury to attend on the 10th of August, at eleven A. M., when sentence would be pronounced.

when sentence would be pronounced. "Foreign exchange was barely steady, the offer-ings of second cass bill being quite abundant. The range of quotations was as follows:-Sterling, 60 days' commercial, 1094(ac1094; good to prime bankers', 1094(ac110); short sight, 5134(ac104); Paris, 60 days', 5184(ac54134; short sight, 5134(ac 54134; Antwerp, 5484(ac5434; switzerland, 5484) ac5434; Hamburg, 354(ac543; Mrsterdam, 404(ac 404); Frankfort, 404(ac40); Bremen, 7834(ac7434; Prussian thalers, 70)(ac714).

How many men, from badly cured diseases, have prought about that state of weakness that has reduced the general system so much as to induce almost every other disease-idiocy, lunacy, paralysis, spinal affections, suicide, and almost every other form of disease which humanity is heir to, and the real cause of the trouble scarcely ever suspected, and have doctored for all but the right one. These diseases require the use of a Diuretic.

Helmbold's Fluid Extract Buchu

ta the great Diuretic, and a certain cure for discases of the Bladder, Kidneys, Gravel, Dropsy, Organic Weakness, Female Complaints, General Debility, and all diseases, whether existing in Male or Female, from whatever cause originating, and no natter of how long standing.

If no treatment is submitted to, Consumption or Insanity may ensue. Our flesh and blood are supported from these sources, and the health and happiness, and that of posterity, depend upon prompt ase of a reliable remedy.

N. Y. S. VOL. INSTITUTE, CORNER FIFTH AVENUE AND TOTH STREET, CENTRAL PARK. A Home and School for the Sons of Deceased Sol-

diers.)

DR. H. T. HELMBOLD :--Two bottles only of the package of your valuable hu presented to the Institute have been used by the children, and with perfect success. I feel that a knowledge of the result of our use of your Buchn with the children under our charge may save many a Superintendent and Matron of Boarding-Schools and Assjums a great amount of annoyance. Thanking yos on behalf of the children, and hoping others ros on behall of the sense of t

COLONEL YOUNG, General Superintendent and Director. June 16, 1866,

> GREAT SALT LAKE CITY, UTAH.) January 28, 1868,

Dear Sir:-Your communication requesting our erms for advertising was duly received, but from a prejudice I had formed against advertising "cures or secret diseases," it was left unanswered. During for secret diseases, "It was felt unanswered. During in accidental conversation in a drug store the other evening, my mind was changed on the character of our Buchu. It was then highly commended for other diseases by two physicians present. Inclosed issee find our rates of advertising. Yours, etc., T. H. B. STENHOUSE, Editor and Proprietor of Daily and Semi-Weekly "Telegraph."

HELMBOLD'S EXTRACT BUCHU, established pwards of eighteen years, prepared by H. T. HELM-BOLD, Druggist, No. 594 BROADWAY, New York, nd No. 104 South TENTH Street, Philadelphia, Pa. rice, \$1.25 per bottle, or 6 bottles for \$6.50, delivered o any address. Sold by all Druggists everywhere, None are genuine unless done up in steel-engraved erspper, with fac-simile of my Chemical Ware-

E. T. HELMBOLD.

sition, and so lay upon the ground. THE WRECK ON FIRE.

While the unburt passengers were humanely engaged in releasing and caring for those inca-pable of helping themselves, the *debris* of the train took fire from the engine furnace. This occurrence, dire as it might have appeared, created no undue excitement, owing to the precautions adopted by the cool-headed men performing the work of extrication. The fire burned slowly, beginning at the engine and gradually approaching the rear sleeping-coach. The entire train and contents, as we have stated, were consumed, except the New Orleans sleeping car, which was badly damaged. Nearly all of the bridge and trestle-work also fell a prey to the conflagration.

Near Clarksville, Tennessee-

A Scene of Horror.

The Louisville *Courier-Journal* of Thursday gives the following account of the recent acci-dent on the Memphis and Louisville Railroad,

eight miles from Clarksville, Tenn.:--The accident occurred to passenger train No. 2, from Memphis to Louisville. In crossing the

bridge and trestle over Rudd's creek, eight miles below Clarksville, at 1 o'clock yesterday morn-

ing, the greater part of the structure gave way and precipitated the whole train into the valley or bed of the creek, from an altitude of about

thirty feet. The train consisted of locomotive.

caboose, express and baggage car, two passenger coaches, and one sleeping car, all of which were

PROPERTY DESTROYED.

The fire made nearly a complete ruin of the train and its contents. Only three passengers saved their baggage. All the remaining private

property, save the garments, money and jewels

upon the persons of the passengers, was con-The express books and papers were

saved, and from them it is ascertained that there was about \$100,000 in the safe. At last account from the wreck the safe had not been recovered

The destruction of the cars, express and mail matter and baggage, involves a loss little if any

WHAT THE PASSENGERS SAY.

As described by those who were aboard the ill-

fated train when it went down, the situation was

firmary, we have gleaned many interesting par-

tleulars concerning the disaster. Most of the through passengers from New Orleans disem-

barked at Memphis for Chattanooga, and the

cars were partially filled up to the time of the

accident. Soon after leaving Paris, where the

train men are changed, the passengers retired

for the night. An increased rate of speed was

of the killed, was even alarmed at the rapid

motion of the train, and expressed his conviction

that there was danger ahead. Other gentlemen

in the same sleeping car shared this feeling of insecurity, and two of them, Mr. Doll and Mr.

White, rose and dressed themselves a little while

before the terrible crash. This idea may have

been imaginary, but there was a fatal connec

THE MIDNIGHT SMASH-UP.

About 1 o'clock the sleeping travellers were

awakened by a sudden rough movement of the

train, as if it were off the track. After this jolt-

ing motion the train appeared to come to a standstill, and those who had been aroused con-

tion between it and the fallen trestle.

stroyed by fire.

short of \$300,000.

sumed.

#### A LONELY SPECTACLE.

On the side of the trestle upon which the train fell is a dense thicket, and the place has generally a dismal appearance. The wounded men and women, being thinly clad and mostly barefooted, suffered greatly from exposure to the night air, which was sharp and chilly. Their situation was forlorn indeed. No one knew whence to look for assistance. It was finally suggested that some one reconnoitre the ground and find means for succor. In about two hours after the catastrophe-two hours of inconceivable affliction of mind and body-the South-going train arrived upon the scene. The living and dead were tenderly transferred to this train and taken to Clarksville. Here, it is almost needless to mention, the victims of the deplorable and fatal break-down received the most devoted attentions at the hands of the citizens and the

officers of the railroad. THE PATAL STRUCTURE.

This consisted of four spans of short wooden girder bridges joined to a trestle, and were but three years old, while the trestle was but two years old. It was thought to be a perfectly safe ortion of the road. The remnants of timber eft standing show perfectly sound.

All endeavors on the part of the railroad company to discover the cause of the accident have been fruitless so far, as the bridging is nearly all burnt. Some of the surviving passengers, however, attribute the casualty to either or both the reckless speed the train was making or the insecurity of the bridge and trestle-work. It is not believed to have resulted from any defect in the machinery of the locomotive, as the engineer, whose life was sacrificed, was known to be exceedingly careful in that matter. The travelling public should be informed of the true origin of this fearful disaster with the least possible delay, and no doubt the railroad authorities will act upon it promptly and rigidly.

The Sminsh-up on the New Jersey Railroad-Miraculous Escape of the Passengers, The New York Sun of this morning gives the following particulars of the railroad accident near Newark, N. J., yesterday:--The Washington train, due in Jersey City at

4.55 P. M. yesterday, met with a serious acci-dent on the southern outskirts of Newark, at 12 P. M., by which the locomotive was detroyed beyond redemption, the track torn up for some distance, and the whole train thrown off, but miraculously without loss of life.

The train which met with the accident was about an hour behind time, in consequence of an accident in the early part of the day near Washington. After leaving Elizabeth, they ran across the meadows at about forty miles an hour, and when turning the curve near Broad street, about three-fourths of a mile south of Chesnut street station, the engineer, Edward Paige, saw a signal flag of danger a short dis tance ahead, and blew down brakes sharp. Before the speed of the train had been very materially diminished, the locomotive struck a hand-cart loaded down with iron rails, which half-a-dozen laborers were pushing along on the same track.

The concussion was a very severe one, sending the heavy iron rails flying in all directions, and throwing the locomotive off of the track to the right. At the same time the track was torn up, and consequently the entire train, con-

Immigration from Europe and the United States A correspondent of the New York Tribune,

writing from Rio Janeiro, June 27, says:-From tabular statements of the immigration movement in Brazil for the year 1868, furnished to the Rio Janeiro press by the Official Agency of Colonization, we gather some very interesting statistics. The number of immigrants landed at kio Janeiro during the year was 8355, to which must be added about 3500 landed in the southern provinces, making the total immigration for the year throughout the empire not more than 12,000 at the outside. More than half of the immigrants were Portuguese; the Germans rank second in point of numbers; and the English (with whom are included the Scotch and the Irish) come next. Spaniards are few, but there is a respectable number of French and Italians.

Of the French, there were several families from Algiers, hardy, robust farmers who left their homes on account of a terrible drouth which reigned in that country. They settled in the province of Parana, where they have since been joined by nearly a hundred of their countrymen, who sailed directly from Marseilles for Brazil. The number of North Americans is put down at 405. About 250 of these were from the Southern States, of whom more than half went to Brazil at their own expense, and nearly all had friends or relatives already settled in the empire. Including the Tartar expedition with 117 per-sons from New Orleans, 132 North Americans received "assisted passages" from the Brazilian Government The German immigration has augmented rapidly in the last few years, owing to the good management of the Brazilian Immi-

gration Agent in Germany. A table is given showing the emigration from the port of Rio Janeiro, from which it appears that the immigration exceeded the outgoings by 4196. No fewer than 338 North Americans left the country during the year-convincing proof of the failure of the scheme for establishing an American colony in Brazil. With 405 arrivals and 538 departures, the residuum is seen to be very small. Of the 338 who left, about 100 were immigrants from the Southern States.

The Brazilian Government, in its anxiety to promote immigration to its shores, has made liberal arrangements to assist in paying the pasages of immigrants to Brazil. During the year 1868 the aggregate number of those who received "assisted passages" was 1236. More than half this number were British subjects; 385 were Germans; 132 North Americans; and only two Portuguese. This is remarkable, considering that more than one-half of the total of lumigrants of the year were Portuguese. During the year 55 vessels, of various nationalities, arrived at Rio Janeiro with immigrants.

Brazil has a Passengers' act intended to protect immigrants on board the ships which take them to its shores. This law applies to all ships carrying four passengers in the steerage to every hundred tons of burden. Its execution is con-fided to the Official Agent of Colonization, who visits the ship immediately on its arrival into port, makes minute inquiries with regard to the treatment which the immigrants received on their voyage, proceeds at snce to an investiga tion, if the complaints are sufficient to warrant it, and imposes such a fine on the vessel as he may deem just if those complaints prove to be well founded. It is claimed that, owing to these excellent regulations, which are rigidly carried out, emigrants to Rio Janeiro are better protected than even those to New York. The great majority of the emigrants going to Brazil are laborers and agriculturists.

-Democratic papers in Illinois are insisting that in the framing of the new State Constitu-tion special attention shall be paid to the temperance and Bunday questions. In this respect, they say, the present Constitution should be altered in the sense of more liberal reforms, and to this end, in all those counties where the Germans have influence they should use that influence to secure the nomination and election of candidates who possess liberal ideas, and who are advocates of modern progress.

of the Second Auditor, charged with fraud in obtaining bounties.

The Spanish Gunboats. The fifteen gunboats in course of construction at the Mystic shipyards for the Spanish Government, to cruise in the Cuban waters, are to be completed in six weeks and will each carry a single gun carrying 100-pound shot.

#### The Foreign Legations.

The Prussian Government is the only European power which owns a house in Washington for the permanent use of its legation. It is believed that this example will be speedily followed by the Russian and English Governments, and that stately palaces will be built by them in the American capital, similar to those they own in European capitals, for the accommodation of their legations.

#### FROM THE WEST.

St. Louis Wants the National Capital. Sr. Louis, July 30 .- Quite an enthusiastic meeting of citizens was held at the Southern Hotel to-night, to consider and discuss the question of moving the capital to St. Louis. A number of speeches were made, and various propositions discussed, but no definite action was taken. other than instructing the Chairman to request the City Council, County Court, Merchants' Exchange, and Board of Trade to call a mass meeting of citizens generally, to devise the best

means of carrying out the project.

FROM NEW YORK.

William B. Astor to Complete the Washington Monument. Despatch to The Evening Telegraph.

NEW YORK, July 31 .- There is authority for stating that at a meeting of prominent New Yorkers at Saratogy recently, William B. Astor expressed his intention to complete the Washington National Monument at his own expense. Fire in a Lager-beer Saloon.

Early this morning a fire occurred at No. 52 Stanton street, occupied as a lager-beer saloon. The loss is \$6000.

#### FROM BALTIMORE.

Another Poisoning Case. Special Despatch to The Evening Telegraph.

BALTIMORE, July 31 .- A child five years old, named Bannshea, was killed by polson last night, put up in mistake by a clerk in a drug store in this city.

#### Claiming Doubtful Honors.

patch to The Evening Telegraph. Bosron, July 31 .- Alvin Blake, the Boston detective, arrested in Portland on Thursday, charged with robbing Adams Express Company of \$750, seven or eight months since, now claims to be one of the Ocean Bank robbers.

#### The Weather at the Sea-side,

The following was the state of the weather at the sea-side at 9 o'clock this morning:-

Cape May, wind east, hazy, thermometer 68. Atlantic City, wind northwest, clear, 68. Long Branch, wind east, clear,

Stock Quotations by Telegraph-1 P. M. Market dull. Court of Quarter Sessions-Judge Pierce.

To-day the Court was in session at the old court room, to complete the business of the July term, During the first two weeks of the term a petit jury was in attendance, and by the commendable indus-try of the Judge, District Attorneys, and all engaged in the conduct of the business, the heavy prison calendar was so disposed as to justify a vacation of two weeks, during which time the new court-room has been undergoing a thorough cleansing and air-ing, of which it stood in need, and those persons whose calling keeps them confined in the covided whose calling keeps them confined in the crowdeforum all the year have been seeking recreation in more genial quaters. The next term is to be held by his Honor Judge

The next term is to be held by his Honor Judge Brewster, who, it is understood, intends to dispose not only of the prison cases that have been accumu-lating since the middle of July, but also the ball cases of the term and those remaining over from April and May, to effect which he will no doubt require double daily sessions, and most probably night iessions.

sessions. To despatch public business speedily is a most laudable object, but during the long hot days of Au-gust the jurors, witnesses, lawyers, and perhaps the Court itself, will find it an ungracious task. Lunney Case.

Before Judge Peirce this morning application was made, upon habeas corpus, for the discharge of Mr. James Barret from the Pennsylvania Asylum for the Insane. The proof was that last spring the peti-tioner became troubled in mind over family difficul-

tioner became troubled in mind over family difficul-ties, and took to excessive drinking, which aggra-vated his already impaired understanding and made him undit to be at liberty. He was, therefore, placed in the asylum by his relatives, under office found by a commission, and warrant issued by Judge Hare, in pursuance to the recent statute upon the subject, and was confined there from May 29 until a few days ago. At first excitable and violent, he had since become calin and reasonable, and by his attendant is considered same and harmiess, though the physician says his mind is and harmless, though the physician says his mind is still deranged. The managers of the asylum ex-pressed no desire to detain him, and his Honor, viewing the whole case, thought it proper to grant his discharge, and so ordered.

#### FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Saturday, July 31, 1889. } Our local money market to-day, though very irregular, as usual of late, is rather easier in conse-quence of improved supply. The disbursements on account of the Treasury in the purchase of United State bonds are mostly absorbed in New York; but a portion finds its way to our market slowly, and if the present Treasury policy continues during the month present Treasury policy continues during the month of August as in the present month, an improvement in our money market is inevitable. In New York money is reported very easy at 5006 per cent., which is fully 1 per cent below the rates current here. This condition is very exceptional, and it is difficult to account for it on any plausible hypothesis.

account for it on any plausible hypothesis. We quote call loans at 6@7 per cent, on Govern-ment pledges, and street loans at s@12 per cent, nominally for good paper. There is some pressure on the outside market, which accounts for the irre-gularity in the rates. The bulk of the offerings are generally taken at 9@10 per cent, beyond which business borrowers of good standing are unwilling to pay unless unless and a source of decumatances.

business borrowers of good standing are unwitting to pay unless under a pressure of circumstances. Gold opened at  $156_{16}^{\circ}$ , and sold up to noon at  $136_{16}^{\circ}$ . The Stock market was somewhat unsettled, but the aggregate business was fair in amount. State loans were neglected. City sixes were steady at  $95_{26}^{\circ}$  for the old and  $1007_{16}^{\circ}$  (101 for the new certificates

In Government loans there was no activity, but prices were steady at closing quotations of yester

prices were steady at closing quotations of yester-day. Reading Rallroad fell off 36, closing at 49; Penn-sylvania Railroad was taken at 56%; Lehigh Valley Railroad at 56%; Minehill Railroad at 54; and Phila-delphia and Erie Railroad at 395, b. o. Canal stocks were but little sought after 20% was bid for Schuylkull Navigation preferred. 36% for Lehigh Navigation and 60 for Morris perferred. Nothing was done in Coal shares. In Bank stocks there were sales of North America at 233% and Mechanics at 323% 66 33. Passenger Railway shares were nominal. 47 was offered for Second and Third, and 17 for Thirteenth and Fifteenth.

up. Tug Thomas Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co. Tug Fairy Queen, Perkins, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

and Fifteenth.

and Fifteenth. JAY COOKE & CO. quote Government securities as follows:--U. S. 6s of 1881, 120% @128%; 5-208 of 1862, 125%@125%; do., 1864, 122%@129%; do., Nov., 1865, 125%@122%; do., July, 1805, 122%@122%; do., 1867, 122%@122%; do., 1868, 122%@122%; 10-408, 114% 114%; Pacfiles, 109%@110%; Gold, 136%. MESSES DE HAVEN & BROTHER, No, 40 S. Third street, Philadelphia, report the following quotations: --U. S. 6s of 1881, 123%@124; do. 1869, 125%@125%;

"The gold market was dull and the early transac-tions the result of sales on the bear side. The feel-ing for a decline was stimulated by the light engagements of specie for the City of Brooklyn, which sails to-morrow, and the price broke to 136%. From this point there was a sharp rally to 136%, just before the closing of the Cold Peers closing of the Gold Room.

#### Philadelphia Trade Report.

SATURDAY, July 31 .- The Flour market continues ulet, and in the absence of any demand for shipment, only a few hundred barrels were taken by the home consumers, in lots, at \$5:35:50 for superfine; \$5:50(a5.87); for extras; \$6:50(a7.75 for Iowa, Wisconsin, and Minnesota extra family; \$6-25(6)7-25 for old and new Pennsylvania do. do. ; \$6.75@7.75 for Ohio, do. do. ; and fancy brands at \$\$ 500010, accord ing to quality. Rye Flour sells at \$612360625 W bbl.

The demand for Wheat is limited to prime lots, which are in small supply. Sales of old and new which are in small supply. Sales of old and new red at \$150@160. Rye is steady at \$135 @ bush. for Western. Corn is quiet at the recent decline. Sales of yellow at \$114 and Western mixed \$512 @113. Oats are unchanged. Sales of Western at 74@76c.; and new Delaware at 55@60c. Nothing doing in Barley or Malt. Bark—In the absence of sales, we quote No. 1 Concrition at \$12 m.

Quercitron at \$45 ? ton. Whisky may be quoted at \$1 15@1 20 % gallon, tax paid.

#### LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA ......JULY 31.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH

CI.EARED THIS MORNING. Steamship Jas. S. Green, Pace, Richmond via Norfolk, W. P. Clyde & Co. Steamship Brunette, Howe, New York, John F. Ohl. Steamer New York, Jones, Georgetown and Alexandria, W. P. Clyde & Co. Steamer Bristol, Wallace, New York, W. P. Clyde & Co. Steamer Bristol, Wallace, New York, W. P. Clyde & Co. Br. barque Mary Russell Metford, Berry, Stettin, L. Wes-tergaard & Co. Br. barque Melbourne, Horton, Antwerp, Peter Wright & Sons

N. G. brig Nicolaus, Berg, Gibraltar for orders, do. Brig E. A. Bernard, Reed, Gibraltar for orders, F. A. Sou-der & Co.

Brig L. A. Bornard, Reco, Orbattar for Orders, E. A. Bou-der & Co.
Brig James Davis, Clough, Salem, Caldwell, Gordon & Co.
Schr R. T. Alten, Risley, Boston, Borda, Keller & Nutting.
Schr J. G. Babcock, Smith, Boston, do.
Schr M. A. Midrige, Fiboer, Boston, do.
Schr M. L. Vankirk, Walker, Hingham, do.
Schr M. L. Vankirk, Walker, Hingham, do.
Sloop Mary, Carll, Bridgeton, Beitmore, W. P. Clyde & Co.

#### ARRIVED THIS MORNING.

Steamship Sazon, Sears, 45 hours from Boston, with mdse. o Henry Winsor & Co. Passed outside the Capes, a arque from Boston, bound up, and lumber laden schooner b Henry Winsor & Co. Passed outside the Capes, a baroue from Boston, bound up, and lumber laden schooner in the bay.
Steamer Rattlesnake, Gallagher, 60 hours from Portsmenth, N. H., in ballast to W. D. Crans & Co.
Steamer George H. Stout, Ford, from Georgetown via Alexandria, with melse, to W. P. Clyde & Co.
Steamer E. C. Biddle, McCue, 24 hours from Baltimore, with melse, to W. P. Clyde & Co.
Steamer E. C. Biddle, McCue, 24 hours from Baltimore, with melse, to W. P. Clyde & Co.
Steamer E. C. Biddle, McCue, 17 days from Baltimore, with melse, to A. Groves, Jr.
Brig Dohn Chrystal, Rarnes, 17 days from Ponce, P. R., with molasses to John Mason & Co.
Brig Doctor, Jones, et days from Port Deposit, with grain to Jas. L. Bewley & Co.
Schr S. C. Fithian, Tuft, 1 day from Port Deposit, with grain to Jas. L. Bewley & Co.
Schr P. Merwin, Carver, 4 days from Nowbern, N. C., with limber to T. P. Galvin & Co.
Schr D. S. Siner, Huntley, from Boston, Schr Flora, Smith, from New Bodford, Schr Flora, Smith, from New Bedford, Schr Flora, Smith, from New Bedford, Schr Flora, Casver, from Newport, Schr E. M. For, Caso, from Newport, Schr B. M. For, Caso, from Newport, Schr Hora, Smith, from New Bedford, Schr Flora, Smith, from New Port, Schr B. M. For, Caso, from Newport, Schr Hora, Stath, from Beston, Schr Flora, Shuith, from Newport, Schr E. M. For, Caso, from Newport, Schr Harte, Caso, from Newport, Schr B. M. For, Caso, from Newport, Schr Hora, Schr Breakwater brigg John Chrystal and Bootor, Fassed a light brig in the bay, from Boston, bound up.

Correspondence of the Philadelphia Exchange. LEWES, Del., duly 28.—At the Breakwater-Steamship Anajaz, from Wilmington, Del., for Rio de Janeiro; sobra Joseph Maxield, for Boston; W. Walton, for Madford; Clara, for Danversport; and H. W. Godfroy, for George-town, D. C., all from Philadelphia. LABAN I., LYONS.

MEMORANDA. Sehrs War Eagle, Crowell, and Lyndon, Ranpach, for Philadelphia, cleared at New York yesterday.

LABAN L. LYONS.

AT QUARANTINE. Brig Auna, from Matanzas.