

Evening Telegraph

PUBLISHED EVERY AFTERNOON (SUNDAYS EXCEPTED), AT THE EVENING TELEGRAPH BUILDING, NO. 108 S. THIRD STREET, PHILADELPHIA.

The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served.

MONDAY, AUGUST 2, 1869.

HOUSEMAN, STOKES, DAVIS, BUNN, ADAIRE, CLOUD, AND HONG.

The Democratic journals are at last rallying to the support of "the ticket, the whole ticket, and nothing but the ticket." The Mercury, after clearly demonstrating that the worst men were nominated in the worst possible way, now announces its determination to support them on the ground that they are not inferior to the Republican nominees.

The bulk of the Democratic ticket is so bad that it is beneath criticism. Every villainous expedient that wicked imaginations could suggest was resorted to by the victors in the Democratic Conventions, and the character of the nominees corresponds with the means they used to win their doubtful honors.

We have received a number of communications from the friends of Mr. Houseman, urging us to refrain from further opposition to his pretensions, and expatiating upon his personal virtues. It will be remembered that we have made no attacks upon his private character, nor is it our intention to do so hereafter.

As to the six renominated Republican members of the last Legislature, Messrs. Stokes, Davis, Bunn, Adaire, Cloud, and Hong, every man of them should be defeated. If your enemy cheats you once it is his fault. If you give him a chance to cheat you a second time the fault is your own.

MODERN IDEAS IN JAPAN.

The account furnished by Lieutenant-Commander Bradford, of the United States steamer Aroostook, of the naval battle near Hakodadi last May, is a curious instance of the progress that has been made by the Japanese in modern ideas. It was but a few years ago that Japan was practically an unknown country.

Government. When the Japanese begin to fight each other after the American fashion, with iron-clad steamers and eleven-inch guns, they have already taken a huge step towards reaching the American ideal of progressive civilization.

But it is not in their warfare alone that the Japanese have shown their willingness to learn something. They are steadily making improvements in their method of government and in their internal affairs generally. Many of their troops are armed and uniformed and drilled after the Western fashion, but so far from being mere imitators, as the Chinese frequently are, they appear to adopt improvements with judgment, and with a discriminating knowledge of their actual requirements.

THE DANGERS OF SEA BATHING.

In recording the first fatal mishap of the season at the seashore, it is our duty to renew the warning so often made against recklessness and foolhardiness while enjoying the pleasures and benefits of our seaside watering-places. Last year the drowning cases were numerous, and they had the effect of exciting an undue prejudice against surf-bathing, even among persons who were not constitutionally timid.

TWO SOUTHERN ELECTIONS.

During the present week elections are held in three of the Southern States, Kentucky, Alabama, and Tennessee. The contest in Kentucky takes place to-day, and is of about as much significance and consequence to the country at large as an election in the State of Vermont.

Table with 4 columns: Senate, House, Total, and Ballot. Rows for Republicans, Democrats, and Democratic majority.

It may be taken for granted that in the next Legislature the two parties will secure about the same comparative numerical strength, and that Kentucky will continue to be for some time in the future, as it has been in the past, the great stronghold of pure and undiluted Democratic doctrine.

To-morrow the State election in Alabama will take place, the officers to be chosen being members of Congress and of the Legislature. In this State the distinct lines of the two great national parties are still preserved, there

being no such anomaly as opposing candidates occupying practically the same platform and equally anxious to secure the colored vote, as was presented by the recent contest in Virginia. As some indication of the result of the legislative contest, we give the status of the last Legislature, which was as follows:

Table with 4 columns: Senate, House, Total, and Ballot. Rows for Republicans, Democrats, and Republican majority.

But the State is not so overwhelmingly Republican as this showing would seem to indicate. The registration made previous to the voting upon the new Constitution, last year, footed up 77,250 whites and 93,434 blacks, a total of 170,684. The old Rebel element stood entirely aloof, as they had done on the question of a convention for framing a constitution, in 1867, and while 80,318 votes were given for the new constitution, there were only about 500 against it, 130 of these being cast by eccentric freedmen.

At the Congressional election of last year there was no opposition whatever to the regular Republican candidates in the first four districts, while in the Fifth district the regular nominee had two opponents, and in the Sixth three, but in neither of these did the opposition vote amount to much.

The survivors being now all adrift, search was made on each beach for anything that might have washed up from the wreck, but nothing was found except a bale of cotton yarn, by means of which the chief officer had floated for a considerable time towards the shore, when he was picked up.

The following is a list of those who are missing: Crew—Captain Hill; Mr. Watt, Second Engineer; two Japanese firemen; one Chinese fireman; two cooks; one carpenter; one steward. Passengers—Messrs. Morrison, Wainwright, Kalle, Muller, Jachimek, a pianist; one Chinaman; six Japanese.

St. Louis is working herself up into a state of very great excitement on the subject of the removal of the national capital. A preliminary meeting has been held, and a monster mass meeting is in contemplation, and ways and means for securing the great object upon which her heart is now fixed are suggested by the score.

GENERAL SICKLES has presented his credentials to Marshal Serrano, the Spanish Regent, and been received in the most flattering manner. It was freely predicted that our new minister's past record would render his appointment to this diplomatic post distasteful to the society of the Spanish capital, and that he would be tendered anything but a cordial reception.

THE CHINESE QUESTION is about receiving a practical solution at Omaha. The men employed in constructing the railroad bridge over the Missouri river at that point are on a strike, and the contractor has despatched an agent to San Francisco to secure the services of a gang of pig-tailed and squint-eyed laborers. The advent of John Chinaman at this comparatively Eastern point will mark an epoch in the history of the country, and the successful introduction of Chinese labor east

of the Rocky Mountain range in this single instance will prove but the beginning of a grand invasion of the flowery coasts. The chances are, however, that the attempt to finish the Omaha bridge with Chinese labor will result in a conflict between the new comers and the strikers.

PERILS OF THE SEA.

Wreck of the Haya-Maro Near Yokohama.—Loss of Life A Heroic Commander.—The Japan Gazette gives the following account of a disastrous occurrence in Japanese waters:—The steamer Haya-maro was wrecked on a rock, some seventy miles from Yokohama, June 17, and went down. She was steaming at a speed of about fourteen knots, and when about two hundred yards to the eastward of the Plymouth rocks she struck violently on a sunken rock.

At the moment she struck nearly all hands were on deck, but perfect coolness and discipline were maintained, there being only a rush to the boats on the part of the Chinese. Captain Hill was calmly giving further orders in the hope of saving his passengers and cargo, when he was accosted by the chief officer, who said:—You look at the rear of the vessel, Captain Hill; it is all over with the vessel, to which the brave man replied:—'Never mind me—look after yourself; and a few moments later was engulfed with his ship. One boat was lowered and got away in safety from the wreck, picking up those of the survivors whom they could find, and then making for the shore, their progress being, however, slow, as they were pulling but two oars.

Some went overboard with the violence of the shock. One of the survivors was seated on the deck with Mr. Wainwright, and went down with the vessel, but fortunately came up unharmed, and managed to swim clear of the wreck; he then endeavored to make for the shore, but the current setting out rendered it impossible. So, reserving his strength he kept himself afloat for some time on an ear that had been given him in the water by one of the officers. At one time he was pulled under the water by some poor soul struggling for life. The other passenger who was saved was also pulled under water in the same manner, and twice nearly drowned. They remained in the water upwards of an hour, and at the moment when exhaustion was overpowering them, were picked up by the boat, which had put off again from the shore to the rescue.

The wreck of the Haya-maro was found to be about six feet below water, and about 300 yards to the eastward of the Plymouth Rocks, with deep soundings all around it; the same account is given of it by the native fishermen, who added that at high tide it is covered by twelve feet of water. It is supposed to be the spot where the Nepal struck two or three years ago. We believe its position is not defined on the charts, there being merely "shoal" marked in the vicinity of the Plymouth Rocks. When examined yesterday, there were marks where the steamer had struck and shattered the rock.

The Japanese Times gives the following additional particulars:—The disaster appears to be due, as in the case of the Nepal in 1867, to a striking vessel known as "Plymouth Rock" too closely. A little after 8 P. M., when dinner was over, and passengers and officers on deck enjoying the hour after their meal, while the vessel was going fourteen knots, her engines making ninety-eight revolutions per minute, she struck upon the same danger as the Nepal. Apparently she went right over the rock, and went down almost immediately—according to the best information we can get, in seven minutes. Had the engines been at once reversed, so that the ship could have been retained in her position on the rock, she might have remained suspended there long enough to have enabled all in her to have got away from her at leisure; but it would seem that Captain Hill hoped to be able to run her ashore, after clearing the point on which she was hanging, and directed his efforts to that end. Slightly built, however (she was originally constructed for a blockade-runner in the American civil war), her bottom was literally torn out of her, and she sank as soon as she got over into deep water, and has left not a rack behind.

One solitary bale of cotton is all that remains of her cargo; this may have come through her side, and was of some service in supporting the first mate, until finding it rolling too much, he abandoned it for a floating spar. The way in which the European passengers met their death was pitiable. All, except M. Jachimek, who would not leave his cabin, were being lowered from the side of the sinking vessel, in one of the boats, and fully content with their position, the sea being smooth and shore within three miles of them, when one of the falls was cut or let go, slipped through the block at the davit, and the boat instantly perpendicular, shot them all out into sea. M. le Comte de Mouton, a strong swimmer, struck out at once for shore, which he reached after being nearly two hours in the water, and Mr. Cream was picked up by the Quartermaster's boat, which, after landing her freight of Chinamen and Japanese, returned to look for survivors from the wreck. Those of the crew who were saved had mostly reached the land in another boat.

SPECIAL NOTICES.

- FOR THE SUMMER.—TO PREVENT sunburn and all discolorations... U. S. OFFICE OF ARTIFICIAL LIMBS... DR. JOSEPH POEY... DR. F. R. THOMAS, THE LATE OPERATOR of the Cotton Denier Association...

- OFFICE PENNSYLVANIA RAILROAD COMPANY... A GRAND REGATTA WILL TAKE place from POINT ARIY ISLAND TO MORROW... AT A MEETING OF THE BOARD OF Directors of the ABBOTT IRON COMPANY...

- DIVIDENDS, ETC. OFFICE OF THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA... PHILADELPHIA AND TRENTON RAILROAD COMPANY... THE DELAWARE AND BAHAMAS CANAL COMPANY...

- CLOTHING. CLEARING OFF THE SPRING AND SUMMER STOCK! EXTRAORDINARY INDUCEMENTS! UNPARALLELED ATTRACTION!

- THE CASSIMERE SUITS ARE GOING! THE DRAP D'ETE SUITS ARE GOING! THE CHEVIOT SUITS ARE GOING! THE TRAVELLING SUITS ARE TRAVELLING! THE DUSTERS ARE MAKING THE DUST FLY! THE DUCKS RUN OFF! THE LINEN PANTS TAKE LEGS TO THEMSELVES AND RUN AWAY! THE SUITS FOR THE SEA-SIDE GO TO THE SHORE! SEE THE PRICES AT WHICH WE CLOSE OUR BIG STOCK.

GREAT BROWN HALL OF ROCKHILL & WILSON, NOS. 603 AND 605 CHESTNUT STREET, PHILADELPHIA. PENNSYLVANIA AND New York Canal and Railroad Co.'s SEVEN PER CENT. BONDS. GUARANTEED BY THE LEHIGH VALLEY RAILROAD COMPANY.

THE BEST CALIFORNIA WINES.

California, Hock, Claret and Sparkling for Table Use. California Port and Brandy, for Medicinal Purposes. California Angelica and Muscatell, the Finest Ladies' Wines. PERKINS, STERN & CO.'S, Nos. 14 and 16 VESSEY Street, New York, No. 108 TREMONT Street, Boston, And Nos. 34 and 36 LA SALLE Street, Chicago.

PHILADELPHIA, July 23, 1869. Messrs. Perkins, Stern & Co.—Your Wines have become a staple article of merchandise with us, and give our customers universal satisfaction.

DARING ATTEMPT TO ROB HERRING'S PATENT FRANKLINITE BANKER'S CHEST.

PHERRYVILLE STATION, PENNSYLVANIA RR., June 12, 1869. Messrs. FARREL, HERRING & Co., No. 622 Chestnut street, Philadelphia. Gents—A persistent but unsuccessful effort was made on the night of May 29, 1869, to drill the Banker's chest received from you a few months ago.

MARVIN'S Patent Alum and Dry Plaster FIRE-PROOF SAFES

ARE THE MOST DESIRABLE FOR QUALITY, FINISH, AND PRICE. MARVIN'S CHROME IRON SPHERICAL BURGLAR SAFES Cannot be Sledged! Cannot be Wedged! Cannot be Drilled

MARVIN & CO., NO. 721 CHESTNUT STREET, (MASONIC HALL), PHILADELPHIA, No. 260 BROADWAY, NEW YORK, No. 108 BANK STREET, CLEVELAND, OHIO. SECOND-HAND SAFES OF ALL MAKES FOR SALE LOW.

DREXEL & CO., NO. 34 SOUTH THIRD STREET, American and Foreign BANKERS, ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe. PENNSYLVANIA AND New York Canal and Railroad Co.'s SEVEN PER CENT. BONDS. DREXEL, WINTHROP & CO., DREXEL, HARRIS & CO., New York. Pa. is. [3 10 4] 906. 906. 906. ARCH STREET, PHILADELPHIA. JOHN MAYER informs the public that he has lately imported an immense lot of "HUMAN HAIR."