THE EVENING TELEGRAPH.

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FIRST EDITION

THE SCAFFOLD.

The Execution of Orme, the Murderer of Brodhead—The Crime and the Trial—The Escape from Jail.

Etc., Etc., Etc., Etc., Etc.

The execution of Charles Orme, one of the murderers of Theodore Brodhead, of the Delaware Water Gap, takes place to-day at Stroudsburg.

The deceased was a brother of Thomas Brodhead, the proprietor of the Brainerd House, at Dutotsville, Monroe county. He was about forty-five years of age, and had been formerly engaged in the lumber business. His assailants were William Brooks, aged twenty-two years, a Scotchman by birth, who had been a railroad laborer since his arrival in the country, eighteen months before, and Charles Orme, an Irishman twenty years old. On Thursday morning, September 24, 1868, these two men left Scranton on a freight train, but were put off at Stroudsburg that afternoon. They wandered about Stroudsburg, and took drinks at the principal hotels. During that night they robbed a hardware store at Stroudsburg, and stole a lot of tools and a coat, and placed the proceeds of the robbery in a carpet-bag, and proceeded towards the Water Gap. They stopped at the Brainerd House, got intimate with two or three laborers on Saturday morning about 10 o'clock, and took drinks with them, when they were left in the bar-room alone. They waited until Thomas Brodhead went out, and then quietly robbed the drawer of eight dollars. They then went to Luke Brodhead's tavern, near the Brainerd House, and took a drink, after which they walked a short distance along the road, when they were overtaken by Thomas Brodhead, followed by Theodore. They were counting and sharing the money when the Brodheads came up. Thomas accused them of the robbery, when they threw the money down and said, "Take the money." Thomas then told them they must go back with him, when Brooks appeared willing at first, and then refused. Thomas Brodhead laid hands upon Orme, saying that he must go with them. Orme attempted to throw some money over an orchard wall, but a two dollar note fell to the ground, and as Thomas Brodhead stooped to pick it up, Brooks levelled a pistol at his head. Theodore warned him not to fire, and he turned and shot him (Theodore), through the heart. A scuffle ensued between Thomas and the men, in which several pistol shots were fired, and the former was so badly beaten that he sank to the ground exhausted, whereupon they fled.

They went down in the Gap and up in the mountains, and after wandering around found they were headed off, the whole neighborhood by this time being in arms and scouring the country for them. Without knowing it they took a cut and came out near the scene of the murder, there being nobody about, the citizens being in the mountains hunting them. They were soon seen, however, crossing the road and wading through Cherry creek, when the alarm was given and the spot was soon surrounded. They hid in some underbrush, but, when summoned, came forth and surrendered. One of them pointed a pistol at the crowd just before the surrender, but did not fire, and both captives threw away their weapons before being caught. There was great trouble to prevent them being lynched by the incensed citizens; the Sheriff and his men saved their lives with great difficulty. After a period of great excitement both men were lodged in the Stroudsburg Jail, and the prison was guarded day and night. This is the only murder which has occurred in that section of the country for many years.

The prisoners were arraigned for trial on the 29th of December, and several days were taken up by the cause. They were represented by able counsel, but a verdict of "guilty of murder in the first degree" was returned. An appeal was then taken to the Supreme Court, upon the ground that the Brodheads, being private citizens, and having no warrant, their death, resulting from resistance to the attempted arrest, was not murder, but manslaughter. This the Court below refused to affirm, and this formed the principal assignment of error. The point was argued at length, but was overruled by the Supreme Court, the opinion stating:—

"It is an answer to this point to say that it required the Court to take the question entirely from the jury, and to say that the crime was only manslaughter. Though the arrest be illegal, the killing would not necessarily be manslaughter, for the question of malice still remained. The illegal assault will not reduce the offense to manslaughter where the revenge is disproportionate and barbarous."

On Saturday morning, April 3, the citizens of Stroudsburg were startled by the ringing of the alarm bell at 3 A. M. It soon became known that the prisoners had escaped, and speedily there was gathered at the jail an excited multitude, armed and unarmed, on horseback and on foot, ready to scour the country. It seems one of the prisoners feigned sickness, and at length tumbled down on the floor of the cell as if in a fit or spasm. The other one called to the old jailor, who was watching in the hall, and asked him if he would come in and help him lift his companion on the bed. The old man unsuspectingly unlocked the door of the cell, leaving the keys sticking in the lock. The prisoners at once sprang to their feet, commanding the jailor to keep still at the peril of his life. Their hopples and handcuffs they had previously removed without keys by hammering them open, and they now sprang out, closing the cell door on the old jailor; and were soon at liberty outside the jail. They had failed to lock the jailor in, so in a few minutes after their escape the bells rang out the alarm, and at an early hour the chase began. Couriers on horseback were sent out in every direction, whilst those on foot took to the fields and woods. A bloodhound brought from Jersey for the purpose seemed to indicate that the fellows had made for the Pocono Mountains.

Throughout Saturday the excitement was very great in Stroudsburg and vicinity, and business came to a halt equal to the day of the murder. The Sheriff had offered a thousand dollars reward, private individuals had added other hundreds to the offer, and the pursuit was vigorous and earnest. Up to Sunday morning nothing had been heard from the criminals. Many of the pursuers had returned, declaring the chase in vain. At length, at about 3 o'clock in the afternoon, Orme was captured a few miles from Stroudsburg. A farmer, at whose barn they stopped, gave the alarm, and although they attempted to escape on stolen horses, Orme was taken.

Nothing further was known of Brooks' whereabouts until May 12, when Mr. Lalvrent encountered him five miles west of Fort Jervis, N. Y., and seized him. While walking with his captor Brooks suddenly plunged down an embankment of thirty feet, effected his escape, and from that time to the present he has been at large.

Efforts have been made to secure a pardon from the Executive in the case of Orme; but as the latter attempted a second time to escape from his confinement, all hopes of unmerited clemency had to be abandoned.

DISSIPATION AND DEATH.

The End of a Depraved Life—A New Orleans Youth Shoots His Mistress and Immolates Himself.

From the N. O. Picayune of Saturday last.

About 2 o'clock yesterday afternoon another fearful tragedy was perpetrated in the Second district of this city. Scarcely has the public mind recovered from the horror excited by the City Park tragedy before it is presented with another scene of blood and violence, more harrowing in its recital than the former, fearful as that certainly was. The scene now changes to a low frame tenement-house on Rampart street, between Customhouse and Bienville. It is known as No. 31, and is occupied by a woman named Mrs. Forte, who keeps furnished rooms to rent. One of these was tenanted by a young girl named Maggie Walker. It seems that she sustained intimate relations with a clerk in a commission house on this side of Canal street; but it appears she had other lovers, since the victim and perpetrator of the fearful tragedy was one of them. His name is Gaston Ferret, a Creole, about thirty-two years of age. How long he has known the girl no one seems to know but he has been visiting her for more than six months past. Yesterday he called at the house, and inquired of Mrs. Forte for Maggie, and was directed to seek her in the back yard. His appearance exhibited no signs of excitement, and he commenced a conversation with the girl, seemingly in the best humor. He left her for a few moments, and again returned. This time he accused her of having lovers besides himself. She replied:—

"You know I have!"

"Well," said he, "I'm tired of life; but before I die I mean to kill you."

Still she apprehended no danger, and laughed in its face. But almost at the same instant he drew a large sized Colt's revolver and fired at her. The ball took effect in her left cheek and ranged towards her throat. The landlady heard the report of the pistol, and rushed out in time to see Ferret put the muzzle under his chin and fire. The ball ranged towards the centre of the head, and inflicted what must be a mortal wound. The woman, as soon as she was shot, rushed into the house and out on the banquette, where she fell insensible. Here she was picked up by Officer Smith, and carried back into the house. The alarm spread rapidly, and in a few moments the house was filled with frightened citizens. At this time Special Officer Bellousa reached the scene. He at once ordered the girl to be taken to the Charity Hospital, and the Coroner to be sent for, for it was then believed the man could survive but a few moments. Contrary to expectations, he is still alive, but there is scarcely any likelihood that he can live but a few hours longer.

In the pocket of Ferret was found the subjoined letter:—

I have so much endured that I am tired of living any more; after a long struggle between life and death, my fate is to finish my life with this bloody tragedy.

No man can imagine what I have suffered in the last ten years. Ten years ago I swore to kill myself at thirty years of age, if my constitution in life had not changed before that time. Instead of getting better, I have sunk from bad to worse. I have passed through all the passions that can torture a human heart; the last of all love—accursed love—had to give the last stroke to my existence. But I cannot leave this cursed world alone. I am bound to take before I die the life of the woman I love madly, and by whom I have been (made) so much unhappy for the last six months.

For my part I see death a sweet thing before my eyes, because I am positively sure that—

Post mortem nihil est, ipsaque mors nihil.

GASTON FERRET.

This letter, together with a sealed one, were taken from his pocket by Captain Cain, the Chief of Police. The sealed letter was addressed to Mons. Arthur Malssague, and has not been broken open. It is not known, therefore, what it contains. The scene now had become almost frightful. The man lay upon his back, breathing heavily, and a sanguine tide issuing from his mouth. The ball in its course through his head had bulged out his eyes, rendering hideous his face, blackened by the congealing blood, while over the pale lips had settled a bloody, frothy foam. The stoutest men turned away from the scene, sick at heart. He was evidently an educated man, and was employed as clerk in a confectionery on the corner of Bayou road and Esplanade street.

The young girl, Maggie Walker, has only been in the city about two years, and came from Franklin parish, where her parents now reside. The girl is about twenty-five years of age, is rather fleshy and is somewhat pretty, with black eyes and dark brown curling hair.

THE HARVARDS.

How the Boys Worked During their Voyage.

Correspondence of the Hartford Courant.

Strong hopes were entertained that, as the men were in such excellent condition, in fact being almost in training force, they would not be affected by the voyage; but we were disappointed, for one after another they succumbed to the power of the sea, and Neptune received his tribute till only number two and the jolly little coxswain remained untouched by *mal-du-mer*. The stroke, Mr. Simmons, was most severely affected, and it was not till almost the end of the trip that we had the pleasure of seeing him do justice to the well-spread tables of the steamer. Under the circumstances, the plans for regular exercise formed before the start had to be in a great measure abandoned. A rowing weight had been set up amidships on the main deck, but even those who were well could scarcely abide the smells which filled the "fidely," and the steamer rolled so much that they could not keep their seats so as to pull properly. The upper deck, however, furnished pretty fair accommodations for walking, and every day the crew did their three and four miles, while the lighter exercise of the "fall," the "spider," the long reach, the backward and forward leap, joined with exercise on a horizontal bar (and some of the more venturesome even found the rigging no bad substitute for gymnastic apparatus), served to keep the men in fair condition. Their accommodations on shipboard were very good, and the officers spared no attention which could make the trip more agreeable, and generously refused to take any pay for the transportation of the boats, though they were a source of considerable trouble, as they had to be constantly watched to prevent the passengers from sitting or leaning on them, despite the warning "Keep off," printed in large letters on their canvas jackets. The evenings of the voyage were most glorious, and many were the hours spent in promenading by the light of the moon with the ladies, of whom there were many on board, or leaning over the rail, in watching the brilliant flashes from the phosphorescent waves or the softer light of beauteous eyes. And the sons of Harvard proved themselves as well versed in the more gentle arts as they have already shown they are in the more arduous duties at the oar. Many and warm were the friendships formed, and who shall say that when our little household was broken up at the termination of the voyage, that the partings were less full of regret than those from friends of longer standing across the wide Atlantic?

—Governor Hoffman will deliver the address before the Saratoga Agricultural Society on September 9.

—Mrs. Stowe intends publishing, it is said, what Lady Byron committed to her of the separation between the poet and his wife.

—Miss Lizzie Negus, of Jersey City, and Miss Ida Fay, of Washington Heights, are the belles, in popular opinion, of Richfield Springs this season.

—Major N. A. Sturdivant, a prominent lawyer of Richmond, Va., who was elected Mayor of the city in 1866, but was rejected by the military authorities, died yesterday.

SECOND EDITION

LATEST BY TELEGRAPH.

Tennessee Politics—Governor Senter's Speech in Nashville—He Declares that there shall be no More Proscription on Account of Race or Color—Blackfeet Indians Attack Overland Trains—A Shocking Affair in Cincinnati.

DOINGS IN WASHINGTON.

FROM THE WEST.

Horrible Affair in a Cincinnati Court Room—A Man Stamped to Death.

Despatch to The Evening Telegraph.

CINCINNATI, Aug. 11.—In the police court yesterday, a man named Frank Hartling was fined $15 and costs on a charge of assault and battery. He had been arrested for chasing from his saloon and severely punishing a young son of Andrew Witsenberger, a painter. In his attempts to justify his course, Hartling asserts positively that the boy was very bad, and that he suspected him of an attempt to steal from the saloon till.

The father of the lad, not satisfied with the fine in the Police Court, swore out a warrant, and caused Hartling to be arrested again. In the course of the afternoon they met, when Hartling remonstrated with Witsenberger about the second arrest. Angry words were exchanged. They then clinched and came to blows.

Their struggle was a desperate one for a moment, until Witsenberger managed to throw the other. Before the interference of the crowd could avail anything, Witsenberger jumped upon his prostrate foe and literally stamped the life out of him, crushing in his ribs and leaving him a dying man. Witsenberger was immediately arrested. Hartling's death occurred in the course of a couple of hours.

The Governor of Tennessee is Received in Nashville—He Declares that there Shall Be No Further Proscription on Account of Race, Color, or Participation in the Rebellion—The New Legislature.

Despatch to The Evening Telegraph.

NASHVILLE, Tenn., Aug. 11.—Governor Senter arrived in the city last evening, and met with a brilliant reception. He was escorted from the railroad depot to the City Hotel, where he made a feeling and felicitous speech in response to the welcoming address of ex-Governor Neil S. Brown.

In the course of his remarks Governor Senter emphasized one point, and that was that in Tennessee there must be no proscription on account of rebellion, race or color. Suffrage, and the fullest political and civil rights, must, he said be free to all.

He continued by saying that the wounds of the past must heal up and that brotherly and fraternal feeling was now to be cultivated all around in Tennessee.

He thought the surroundings were ripe for a new party which would discard dead issues and act up to the living present. Bourbonism on the one hand, and proscriptive radicalism on the other, should be ignored and set aside, and a new departure taken which would lead to liberal and progressive ideas and measures.

The young men of the State, he said, carried the recent election with such an impetus that the judges were almost unable to decide how far they had gone ahead. He urged that the wisdom of age should temper young America, but it is striding along like an Arab courser. His remarks were received with shouts of applause.

Enough legislative returns have now been received to show that in that body, containing one hundred and nine members, there will not be over twenty Republicans.

Colonel Vandyke, on the part of the United States Government, is here to sue the Nashville and Chattanooga Railroad for $1,600,000 for rolling stock sold by the Government to the road.

The road offsets the claim by a bill of over three million dollars for the use of the road during the war. This will serve as a test case for a number of other Southern roads.

FROM THE PLAINS.

Blackfeet and Pegan Indians Attack a Train—Removal of the Montana Capital—The Crops.

Despatch to The Evening Telegraph.

HELENA, Montana, Aug. 11.—Intelligence has been received here of an attack on an ox-train on Sunday by a large body of Blackfeet and Pegan Indians, on Eagle creek, twenty miles from Camp Cook. The men rolled out the goods, formed a barricade, and fought the Indians till another train came to their assistance. Two Indians are reported killed and a number wounded. The Indians shot twenty head of cattle, wounded one man, and afterwards killed a man named Sam Paxton.

Governor Ashley will in a few days issue a proclamation removing the capital to Helena. In the vote last week there was six hundred majority for removal.

The crops in Gallatin valley are very fine.

FROM NEW YORK.

Counterfeiting a Trade-mark.

ALBANY, Aug. 11.—Charles F. Bouton and Dewitt H. Phillips have been arrested here, charged with counterfeiting the trade-mark of the Mokena flouring mills.

Robbery of an Express Car.

The Pacific express car on the Central Railway was robbed at an early hour this morning, between Fonda and this city. Three men entered the car, seized the messenger and baggage agent, gagged and bound them hand and foot, took the key of the safe from the messenger, and robbed it of its contents. It is supposed that they left the car at West Albany.

FROM THE STATE.

The Luzerne Democratic County Convention.

Special Despatch to The Evening Telegraph.

WILKESBARRE, Pa., Aug. 11.—The annual Democratic Convention of Luzerne assembled in the Court House yesterday and placed the following ticket in nomination:—Assembly, D. L. O'Neill, S. W. Keene, and N. S. Westter; County Treasurer, James Campbell; Recorder, Thomas Hutchins; Register, Charles C. Platz; Commissioner, S. W. Bailey; Auditor, A. M. Renshaw; Coroner, Dr. J. W. O'Malley. The convention was one of the largest that ever was held in Luzerne county, and the Democrats are confident of a large increase over the usual majority.

FROM WASHINGTON.

Callers on the President.

Special Despatch to The Evening Telegraph.

WASHINGTON, Aug. 11.—The White House was thronged this morning with people anxious to see the President. The pressure of public business upon him is so great that he was able to see very few persons.

The Mexican Claims

Commission adjourned to-day until the first Monday in December. They have adopted certain rules and regulations which will be made public for the information of claimants. The members of the commission, together with Caleb Cushing, counsel for Mexico, called on the President this morning.

The Mexican Minister.

At noon to-day Don Ignacio Mariscal, the new Minister from Mexico, was presented to the President by Secretary Fish. No formal speech-making took place.

Government Expenditures.

The Secretary of the Treasury is making arrangements to have a quarterly statement of all the receipts and expenditures of the Government made public, in accordance with the act of Congress. The first statement will probably be issued on the 1st of October.

The Weather at the Sea-shore.

At 9 o'clock this morning the weather at the sea-shore was reported as follows:—

Cape May, S. W., clear, 68.
Long Branch, S. W., clear.
Atlantic City, W., clear, 67.

FROM EUROPE.

This Morning's Quotations.

By Atlantic Cable.

LONDON, Aug. 11—A. M.—Consols, for money 92⅞, for account, 93; U. S. 5-20s quiet and steady at 83¾; Stocks steady; Erie, 19½; Illinois Central, 94½.

LIVERPOOL, Aug. 11—A. M.—Cotton is a shade firmer. Middling uplands, 12¾d.; middling Orleans, 13@13¼d. The sales will probably reach 12,000 bales. Breadstuffs firmer. Corn, 30s. for European. Other articles unchanged.

LONDON, Aug. 11—A. M.—Turpentine, 26s. 6d.@ 28s. 9d.

This Afternoon's Quotations.

LONDON, Aug. 11—P. M.—U. S. 5-20s quiet and unchanged. Illinois Central, 94½; Atlantic and Great Western, 24½.

LIVERPOOL, Aug. 11—P. M.—Cotton unchanged. Breadstuffs quiet. Lard, 72s.

RAILROAD WAR.

Belligerent Fisk, Jr., Makes a Statement—The Mystery of the Trouble Partly Cleared Up—Opposing Forces Meet at a Tunnel—"When Greek Meets Greek."

The following is a letter from Mr. Fisk, addressed to Mr. Edmund Savage, in response to a communication from that gentleman, giving his statement of the causes which brought about the pending contest between the rival holders of stock in the Albany and Susquehanna Railroad:—

Edmund Savage, Esq.—Dear Sir:—Your enclosure to me of the article on the Albany and Susquehanna Railroad is at hand. An answer cannot be prejudicial to the interests of those I represent. Quick, sharp work, and so much to be done on a stamping ground new to me, left me only to feel that the great majority of the good people of Albany were running away with a wrong idea of our side of the question, and overlooked the great benefits and advantages we were bringing to their doors. Look at the facts. At the western terminus of the Albany and Susquehanna Road, at Binghamton, it meets the Erie Railroad, stretching out through itself and its branches westward thousands of miles. Look at the map and observe the geographical position, and you will see how near and dear the arm which runs to Albany—not dear to us that we should control it. God forbid that we should do so unless right. If the controllers of this arm would work in harmony with us all would be well; but there was the bone of contention. The idea of localizing the Albany and Susquehanna road and fixing arbitrary rules, thinking it could or would be made to pay the stockholders, regardless of the interests of those who travel on it and who send freight over it, and also have done more than all others to advance the prosperity of the road, is wrong in theory and would be absurd in practice. Your city gave its million, not as an investment, but for the benefit of its citizens in the business it brings to them.

After eight months the almost steady perseverance on the part of the president of the Erie road, Mr. Gould, he has been unable to reach Albany with business except at local rates, which has been greatly to the disadvantage of both roads and of the public. What we wanted was *pro rata*, offensive and defensive, by the way of the Albany and Susquehanna. We are say fifty miles further to Buffalo, and we could not induce business to go that way except at a lower price. That we could not get, and therefore the Central road held its power and fixed its own price on its traffic.

Do you suppose, if we had held the power on the Albany and Susquehanna road, we would not have entered as a competitor for the business between this city and Buffalo? Most assuredly we would, could we have done so at the same price the Central charged. If we had been forced to have made less price, they would have been forced to do the same thing. All this would have been greatly to the advantage of the city of Albany. No better result for the benefit of your citizens could have been accomplished.

I should suppose the people of this good city would welcome us with open arms. Look at the past. Has not everything been done by the Central line to make you a mere local station—to ruin your shipping and wipe out your instruments of business, and leave you with nothing on hand but pleasure all the time, which is very tiresome, or rather to leave you to a Rip Van Winkle sleep?

Can any one suppose that we want the Albany and Susquehanna Road for its business between here and Binghamton? No; we are not so foolish. We want it as a contributing branch—an ally of the Erie Railway. We want it as a means of communicating with every city and town and hamlet of New England that to-day we are isolated from. We wish to pour out the wealth brought over the Erie Road, in your city and on your docks, for transportation eastward. We would make Albany the great terminus of one long line of road—the distributing point for the North and East.

We have not come here like thieves or irresponsible parties, or even uninvited. But we have united with us a majority of all the directors of the Albany and Susquehanna road. We do not seek to gobble up, without right or title, as has been charged. Almost a million of dollars of our money has come in here for an investment, which the other day could have been had for less than a quarter of that amount. Of course, we have done this expecting that it will be some time one of the arms of the Erie Railway, and its right arm too. It cannot be of service to us except by yielding equal advantages to you. The interests of all demand that this line should work in harmony with the millions and millions of capital that stretch west from your city and the Albany and Susquehanna line. The directors of this road saw the value of this policy, but they were powerless, and to-day I find our people and our capital fighting your battle against those who are prejudiced against us, for no other reason except that they do not understand the matter as it is.

We have not come to attack maliciously, as some of your presses have said, the president of the Albany and Susquehanna road. Mr. Ramsey and myself have long been friends, and nothing but the welfare of the great interests involved would have brought me in collision with him. I have the highest regard for him, barring my opinion of him as a railroad manager. I am sorry that he stands to-day between the interests of the people and our corporation. There can be but one result, and that will be free admittance to us in Albany. For all we ask we give you fourfold in value. The star of the Albany and Susquehanna road as a mere local road has set. It must now be part of the great thoroughfare from the Atlantic to the Pacific, and Albany must be the distributing point, for here we change the gauge, and this must be the place of delivery. Albany must be where the tolls are taken. All the business pays tribute to you, and in that will be your wealth.

It is evident the hostility to our interests is stimulated by those in the interests of the Central. If the Central gets control of this road, as it hopes to do, it is plain that it would take off the trains and cease to run it, as it has done with the road to Athens. The interest of the Erie is to run it; the interest of the Central is to discontinue it.

In this case we shall fight on in this contest. If we win, you will reap the benefits; if we fail, you will be the sufferer. It is not a question of to-day, but of the future, and I think my holding-out powers will last with those who are opposed to me. I ask no advantage to which my case does not entitle me. Give Mr. Ramsey the advantages of all doubt, and what is left will waft us on to victory.

Yours, very respectfully, JAMES FISK, JR.

Albany, Aug. 9, 1869.

Active Hostilities—The Contending Forces Meet in a Tunnel and a Battle Ensues.

An Albany despatch, last evening, contained these particulars:—

The following is a summary of the operations along the line of the Susquehanna Railroad and in this city for the day:—Master Mechanic Blackhall, in command of one hundred and fifty men, under direction of Superintendent Van Valkenburg, of the Ramsey section, at dawn this morning resumed his forward movement from Bainbridge. The enemy, becoming alarmed, had left the line clear to the tunnel, and consequently the deposed Ramsey officials were placed in occupation again. At 10 o'clock this morning each party stood watching the other all the time, each fearing to begin hostile demonstrations, but at the same time evidently prepared for the worst. At 11 o'clock today the Erie force at the tunnel had been greatly augmented, occupying the entire ground. Governor Hoffman is at West Point. Comptroller Allen telegraphed to him to-day representing the necessity for the interference of the strong arm of the State to repress disorder and prevent riotous demonstrations. The Erie locomotive Roswell McNeil, which was captured at Bainbridge, arrived at the depot at 11·20 this morning, and was received with great applause. The Sheriff of Otsego county came down to Colliers this morning in pursuance of the writ of assistance. He, with all the other sheriffs along the line of the road, have doubtless been enjoined to-day. The situation at the tunnel at 2 o'clock to-day was very interesting. The hostile forces are on the south side of the tunnel. The Susquehanna train lays before the station. The men are all there patiently waiting for the next move. Despatches have been sent to all the stations between Oneonta and the tunnel to victual the army of occupation. The Erie raiders are encamped in a strip of woods on the curve below the station. The men are mainly mechanics. They say they have no disposition to fight, and prefer the quietude of the cool retreat they have found. Admiral Fisk is directing their movements from this city. The raiders brought a telegraph instrument with them, but the wires having been cut on each side of them, communication was interrupted. The Erie locomotive was thrown from the track by means of a new patent frog. At the same time, the Susquehanna train which was laying off on a side track, ran down behind the raiders, thus cutting off their return. By this manœuvre not only the locomotive but the men with it were captured. The prisoners are at Bainbridge under parole.

Throwing a Train Off the Track.

The *Tribune* published the following from Albany:—

Blackall was in readiness for them at Bainbridge. The Erie car came cautiously along the road, but not with sufficient caution to avoid the trap which had been set for them. Just as they were rejoicing at their arrival in the yard at Bainbridge, they found the front wheels of their locomotive in the mud! The Erie locomotive was thrown from the track by means of a new patent frog. At the same time, the Susquehanna train, which was lying on a side track, ran down behind the raiders, thus cutting off their retreat. By this manœuvre, not only the locomotive, but the men with it, were captured. The prisoners are at Bainbridge, under parole. The Sheriff at Broome county was with the party, and was immediately served with an injunction order.

By this time morning had dawned, and Blackall resumed his forward movement. The enemy becoming alarmed, had left the line clear to the tunnel, and consequently the dispossed Ramsey officials were placed in occupation again. At 10 o'clock this morning the hostile parties stood watching each other at the tunnel, each fearing to begin hostile demonstrations, but at the same time evidently prepared for the worst.

The Ramsey party say they will not precipitate hostilities, but if assaulted they will defend themselves to the last. Instead of attempting to drive back the raiders they propose rather to tear up the track, and prevent any further advance on their part until such time as the law shall place them again in possession. The towns will now see the blunder they have committed in selling their stock. The raiders could not wait for the determination of the courts in the matter, but chose to disturb the business of the road by violent measures. Their cause is a desperate one, and calls for desperate means.

THE FRENCH CABLE.

An Incident of the Voyage—The Cable Breaks in a Storm—It is Buoyed and Picked Up.

From the diary of the correspondent of the London *News*, we quote a part of the account of the parting of the cable on the 1st of July. He says:—

The wind had increased in the night, and now it was blowing a gale, and in order to keep the stern of the ship directly over the line of the cable, it was necessary to back her almost at full speed directly against both wind and waves. This, of course, made her kick and heave now and again tremendously, and three or four times she shipped green seas over her stern, fairly drenching those on duty there, and breaking the little gallery around the stern V wheel, which certainly is not less than thirty feet above the level of the water. Orders were given to be in readiness to buoy the cable if necessary; but, as the fault was pronounced to be close at hand, the process of picking up was continued—and most successfully and uninterruptedly continued—till about five knots had come on board, when a heavier sea than usual striking the ship, she gave a kick so sudden and severe that the cable was unable to bear the extra strain thrown upon it, and it parted on board, some two hundred feet beyond the drum. All check being thus suddenly removed from the cable, the drum began to revolve with great rapidity, and the broken end to make frightfully rapid progress towards the stern of the ship, over which it would have disappeared in a very few seconds had not the stout fellows on duty with the stoppers put forth their utmost strength, and so managed to save the French Atlantic Cable literally by a few inches. The buoy was in readiness, and in an incredibly short space of time the buoy-rope was made fast to the end of the cable, and the buoy itself cast adrift. Two other buoys were then let go—one by the Great Eastern and another by the Scandinavia—to serve as mark-buoys should any accident befall the buoy which held the end of the cable and grappling become necessary.

July 2.—By 6 o'clock this morning "the tempest had dwindled to a calm," and all being prepared, a boat was lowered with a few experienced "hands" in her, who soon managed to attach the chain of the buoy to a stout rope conveyed from the ship. The latter was then cast adrift, and once more the cable, banished for a time, was hanging from the Great Eastern. Picking up then commenced, and by half-past seven the end of the cable had come over the stern of the ship, and an hour later the electricians pronounced the fault to be on board. Splicing commenced forthwith, and by half-past 10, to the unspeakable delight of every one, we were again "paying out" and making our way westward. This was the first time in the history of submarine telegraphy that a cable had been cut, buoyed, and picked up again in such deep water during the process of laying. Although, as an engineering feat, it is not to be named with the famous grappling of 1866, still as an accomplished fact it is scarcely less important. We had already seen that in calm weather, with the necessary machinery, there was no real difficulty in picking up a cable of 2500 fathoms, and now Sir Samuel Canning had shown us that, should the weather be unfavorable for immediate recovery, it was comparatively easy, in skillful hands, to buoy the cable in a gale of wind, and then, when the storm abated, to pick up the buoy and resume operations. The fault has been cut out and examined. It differs in no essential matter from the two previously described. Their mode of occurrence puzzles everybody, and, although many ingenious theories have been broached, none of them will "hold water."

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Wednesday, August 11, 1869.

The Money market is not quite so easy to-day, though there is no absolute want of money either at the banks or outside. The stockbrokers are again comparatively quiet, which affords more facilities to business borrowers to obtain aid at the banks, but as the latter are not gaining much headway, they are prudent and cautious in their transactions, and discount only to good customers, except by favor. They are in all cases choice in their selection of collaterals.

Call loans are rather stiff at 5@6 per cent. on choice securities, the latter figure prevailing. Discounts range between 7@9 per cent. according to the character of the securities offered.

Gold opened very weak this morning at 135¼, and sales at 11·30 A. M. were made on Third street at 135⅛.

There was a dull market in Government loans today, and prices show another slight decline from closing prices of yesterday.

The Stock market is exceedingly quiet at about yesterday's quotations. Pennsylvania 6s, third series, sold at 113. City loans were steady at 102½ for the new issues. Lehigh Gold loan may be quoted at 99.

Reading Railroad presents no new feature worthy of special note, and closed at 48·56; Pennsylvania Railroad advanced ½, selling at 57½. Catawissa Railroad preferred sold at 37¾, an advance of ¾, closing strong at 38 bid; Lehigh Valley Railroad was taken at 57; Camden and Amboy Railroad at 121¾; and Oil Creek and Allegheny Railroad at 41, b. o.

Canal shares were dull. 36½ was bid for Lehigh Navigation; and 19¾ for Schuylkill Navigation preferred.

Coal shares were without change. 5 was bid for New York and Middle; 6 for Fulton; and 6 for Big Mountain.

In Bank stocks the only transaction was in Farmers' and Mechanics' at 120¼.

Passenger Railway shares were neglected.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$1000 Pa 6s,3 se	113	100 sh Penna	Mon. 57½
$17000 City 6s,New	18.102¾	31	do 18. 57½
200 sh Read R	18.48·56	20	do 57½
27 sh C & Am R	20.121¾	100	do b30. 57½
1 do	121¾	100	do b60. 57¼
10 sh Cam & A.Se	66	100	do b60. 57¼
1 sh Leh Val R	57	100	do b60. 57½
200 sh Cata Pf	b5. 37¾	100	do s60wn. 57½
50 sh O C & A R	b60 41	300	do s60wn. 57¼
5 sh Far & M Bk	120¼		

—NARR & LADNER, Bankers, report this morning's Gold quotations as follows:—

10·00 A. M.	135½	10·56 A. M.	135¼
10·06 "	135½	11·00 "	135¼
10·15 "	135½	11.22 "	135½
10·35 "	135¼	11·23 "	135¼
10·42 "	135¼	12 M "	135½

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 124⅜@124¾; do. 1862, 124⅛@124½; do. 1864, 123⅛@123¾; do. 1865, 123⅛@123½; do. 1865, new, 121⅞@122⅛; do. 1867, new, 122⅛@122½; do. 1868, 121⅞@122⅛; do. 5s, 10-40s, 115⅛@115¾; U. S. 30 Year 6 per cent. Cy., 110@110¼; Due Comp. Int. Notes, 19⅜; Gold, 135@135⅛; Silver, 129⅛@131.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 124⅛@124¼; 5-20s of 1862, 124⅛@124¾; do., 1864, 123⅛@123½; do., Nov., 1865, 123⅛@123½; do., July, 1865, 122@122¼; do., 1867, 122⅛@122½; do., 1868, 122@122⅛; 10-40s, 115⅛@115½; Pacifics, 110@111. Gold, 135⅛.

PENNSYLVANIA CANAL COMPANY.—The following are the receipts for the week ending August 11, 1869.....$25,492·96
Previous in 1869.....299,588·19

Total in 1869.....$325,081·15
To same period in 1868.....271,288·65

Increase in 1869.....$53,792·50

—They have now at Saratoga a young lady possessing eight trunks of Parisian toilettes, several boxes of *lingerie*, and $10,000 in rings, ear-rings, brooches, necklaces, and other ornaments. Five years ago this demoiselle resided over her father's dramshop in Sixth avenue, New York.

Philadelphia Trade Report.

WEDNESDAY, Aug. 11.—There is less activity in the Flour market, but prices are unchanged. There is some demand for shipment, but the bulk of the sales are to supply the wants of the home consumers. 2000 barrels were taken, including superfine at $5@5·50; extras at $5·50@5·75; Iowa, Wisconsin, and Minnesota extra family at $6·50@7·75; Pennsylvania do. do. at $6·50@7·25; Ohio do. do. at $6·50@8; and fancy brands at $8·50@10, according to quality. Rye Flour is steady at $6·25 ⅌ bbl.

There is a firm feeling in the Wheat market, and for prime a fair inquiry prevails, but inferior sorts are neglected. Sales of 2000 bushels new Pennsylvania and Southern red at $1·68@1·65, and 3000 bushels Indiana white at $1·75. Rye is unchanged; 1000 bushels Western sold at $1·20@1·25. Corn is quiet, but the recent advance is well sustained; sales of 2000 bushels at $1·20 for yellow, and $1·18@1·20 for Western mixed. Oats are steady, with sales of Western at 74c., and new Pennsylvania and Southern at 60@65c. Nothing doing in Barley or Malt.

Whisky is steady at $1·14@1·17 ⅌ gallon, tax paid, for wood and iron-bound barrels.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

[BY TELEGRAPH.]

FORTRESS MONROE, August 11.—Passed in for Baltimore—Brig George Lattimer, from St. Johns, Porto Rico.

PORT OF PHILADELPHIA.....AUGUST 11.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....68 | 11 A. M.....81 | 2 P. M.....86

CLEARED THIS MORNING.

Steamer Ann Eliza, Richards, New York, W. P. Clyde&Co.
Barque William Fisher, Burney, Havre, Workman & Co.
Schr S. A. Boirt, Yates, Boston, Caldwell, Gordon & Co.
Schr Francis Edwards, West, Boston, Knight & Sons.
Schr Wm. Slater, Watts, Boston, do.
Schr Alaska, Trout, Gloucester, Weld, Nagle & Co.
Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Fairy Queen, Perkins, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Pioneer, Barrett, 50 hours from Wilmington, N. C., with naval stores to Philadelphia and Southern Mail Steamship Co.
Steamer Mayflower, Fultz, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Barque R. G. W. Dodge, Munroe, 6 days from Boston, with ice to Knickerbocker Ice Co.—vessel to S. Lathbury Ice Co.
Br. barque Ada, Murphy, 3 days from New York, in ballast to E. A. Souder & Co.
Brig Charles Miller, Gilkey, from Richmond, Me., with ice to Knickerbocker Ice Co.
Schr Nellie F. Burgess, McKenney, from Gardiner, Me., with ice to Knickerbocker Ice Co.
Schr L. B. Knight, Smith, from Boston, with ice to Penn Ice Co.
Schr Chattanooga, Black, from Bangor, with lumber to T. P. Galvin & Co.
Schr Lizzie Watson, Watson, from Providence, in ballast to S. L. Merchant & Co.
Schr Henry, Merritt, from New York, in ballast to S