

NEWS SUMMARY.

A fatal accident occurred yesterday at a factory in the Fifteenth ward. James Hibby, one of the operatives, while leaning against a bar across a doorway, on the third floor, fell, in consequence of the bar slipping out of the staples, and came down upon the body of a wagon with such force as to injure him so badly that he died at the Hospital a few hours after his admission. He resided at No. 2303 Wood street.

Joseph McAdams, twelve years old, residing at Phoenixville, was run over yesterday on the Reading Railroad, and had one of his feet cut off.

David Hunter, ten years old, residing at Seventeenth and Chestnut streets, was run over yesterday by a passenger car and had one of his feet badly lacerated. Both sufferers were admitted into the Pennsylvania Hospital.

About half past 12 o'clock yesterday afternoon, John Lawrence, aged eleven years, fell out of a wagon at Second and German streets, and dislocated his arm. He was taken to his home, No. 503 South Front street.

Travel, except to cars, was stopped over Market Street Bridge yesterday, to allow of necessary repairs. The throng of carriages and other vehicles passing over Chesnut Street Bridge was very great.

James Atwell's distillery was yesterday seized by Deputy Collector A. Mackey on complaint of James J. Brooks, now of the revenue service.

Domestic Affairs.

Gold closed yesterday at 134 1/2.

Yesterday, Memphis, Tenn., was visited by rain for the first time in two weeks.

Since Sunday last St. Louis has been enjoying from 90 to 100 degrees of heat, in the shade, at midday.

The Methodist camp-meeting at McElhattan, Pa., opened yesterday. Four hundred house-tents have been erected.

The steamer San Jacinto, beached on Body's Island on the 9th inst., was got off on Tuesday, and has been towed to Norfolk for repairs.

The taking of evidence in the Erie-Susquehanna Railroad war has commenced at Albany, but nothing of importance has yet transpired.

On August 14th a wagon train was captured by the Indians on the Gila river, Arizona.

Thirteen whites belonging to the train were killed.

Mrs. George Wilson, alias Louisa Davis, has been arrested in St. Louis, charged with robbing a jewelry store of that city of diamonds valued at \$8000.

Police Captain Callahan, who it was alleged, killed Joseph Smith during the registration at Richmond, Va., has been discharged from custody, by order of General Canby.

A conspiracy of disappointed employes has been discovered, having for its object the burning of all the bridges and stock on the Central Pacific Railroad, east of the Sierra Nevada.

General Canby is making ducks and drakes of the Virginia Legislature. His last decision is that no person can take his seat in either House of the Legislature unless he has been for twelve months a resident of the State.

Foreign Affairs.

Mazzini, the inexplicable, is in Switzerland again.

Prince Napoleon will be present at the opening of the Suez Canal.

Island Pines has sent a conciliatory letter to the Sublime Porte.

The Spanish Cortes have been summoned to meet on September 16.

The health of the Emperor of the French is improved, and yesterday he attended and presided at the Council of Ministers.

Dr. Cummings has asked the Pope's leave to attend the Ecumenical Council and explain the causes of separation of Protestants and Roman Catholics.

The Bishop of Jaen denies the right of the Spanish Regency to control his actions, and has appealed to the Pope. He had failed to warn his clergy of the dangers of insurrection.

The Empress emp. rae, from Chorbony to Portsmouth and return, was sailed yesterday. The Guinevere won in 6 hours 45 minutes, the Danubius coming in third, in 9 hours 39 minutes.

General Jordan's army is daily receiving large reinforcements.

Nuevitas is closely invested, and is expected to capitulate or be taken by assault within ten days.

The slaves in Cuba have become very rebellious, and demand freedom from their Spanish masters.

De Rodas order of general conscription pleases the patriot leaders. It drives hesitating Cubans into the rebel ranks.

In lights between the insurrectionary slaves and the Spanish troops, lately, the former have several times held their own against superior numbers of the latter.

THE LABOR UNION.

Proceeding in the Congress Yesterday Afternoon.

After the closing of our report yesterday afternoon the following proceedings took place in the Congress of the National Labor Union, in session at the Assembly Buildings.

Mr. M. H. Walsh read the following additional telegram:

New York, Aug. 18, 1869.—To Mr. Walsh:—At a meeting of Typographical Union, No. 6, held last evening, the following was unanimously adopted:—Whereas, the President of Women's Typographical Union, Mrs. M. H. Walsh, waited upon Miss Anthony in April last and requested her to pay the scale of prices to female compositors, which she agreed to do, but has not done, and whereas, the statement made by her in the Labor Congress that the Typographical Union and other offices in New York city were not paying as high prices as the Revolution is false, as there are females receiving ten per cent. higher prices than are paid in the Revolution, and whereas, the statement made by her in said Labor Congress that she did not know that the President of Women's Typographical Union, No. 1, is false, that lady having had a long interview with her on the subject; therefore be it resolved, that we consider it an insult to our entire organization to admit her as a delegate to the National Labor Congress.

President of the New York Typographical Union, No. 6, on behalf of 2000 members.

He then continued, and said that if Miss Anthony was of more use than the delegates of the Typographical Union then admitted here, but they would not be with the convention. If she is deemed to be of more use to the movement than the Typographical Union, then keep her here, but they should withdraw.

Mr. Cameron, of Ill., defended the admission of Miss Anthony on the ground of her admission to the previous Congress and the justice of her claims, and deprecated the proposed withdrawal of the delegates of the Typographical Union of New York as an indication of the existence of a split in the organization.

O. B. Daley, of Ohio, in reply, stated that the gentleman from Massachusetts yesterday said that it would be far better for one-half of the convention to secede than to deny admission to Miss Anthony.

Mr. J. F. Walsh, of New York, said that the object of Miss Anthony was not to elevate

women to the standard of men, but to degrade men to the level of women.

Miss Anthony took the floor amid cries of "Question," but was finally given an opportunity to speak. She then said she would put a few plain questions to the men present who had the inside track. There must be an antagonism between men and women occupy an equal platform, civil and political. Why have you admitted these blacks to your Congress? Would you have done so four, eight, or ten years ago? The only thing that made equality was the ballot, and woman is entitled to it. This is the reason why the black man this day stands here triumphant. This is the reason why my presence here is questioned, and why any man present dared to open his mouth is because her constituency was a dumb constituency, and does not possess the ballot.

The motion to allow the delegates to withdraw was voted down.

Mr. Cogswell, of Ill., felt it his duty, solely as a delegate of the convention, and through no prejudice against the lady, to move that the vote admitting Miss Anthony be reconsidered.

The resolution was called, and being seconded by the regular number, the motion to reconsider was agreed to. Yeas, 73; nays, 28.

This opened the question, and Mr. O. B. Daley moved that the credentials of Miss Anthony do not be received.

Mr. West, of Mississippi, moved as a substitute that the whole subject be referred to a special committee of five, who shall proceed to New York and investigate the matter. He did this for the sake of justice and the maintenance of principle.

The motion to refer was not agreed to—Yeas, 43; nays, 77.

The previous question was then called for, on the motion not to receive the credentials of Miss Anthony and being seconded, the yeas and nays were called, with the following result:—Yeas, 63; nays, 28.

Miss Anthony still retains a seat on the floor as an ex-delegate, but has no right to vote.

A motion was made to reconsider the vote, which was laid on the table.

Mr. Sylvius, of Pa., moved that a recess be taken until 2 o'clock this afternoon, to allow the various committees time to transact their business. It was withdrawn for the present.

On motion, a committee of five was created to consider a document relating to finances.

The Committee on Credentials made an additional report, admitting two more delegates, one from California and the other from Grand Rapids.

Mr. Sylvius then renewed his motion, and it passed, and the Congress adjourned until this afternoon at 2 o'clock.

THE PASSENGER RAILWAYS.

The Question of a Reduction of the Fare and the Number of Passengers, and an Increase in the Salaries of Employees.

Proprietors contending that the passenger railway companies should reduce their fares to five cents, carry no more passengers than they can seat, and pay higher wages to their conductors and drivers. Mr. William H. Kemble writes as follows:

Let us see whether we are able to comply with the first, for if we cannot, of course the two latter will be impossible.

In order to test the business, I have taken thirteen of the best roads, and left out the poor and unprofitable ones.

In estimating their capital stock I have stated the amount actually paid in.

Year ending November 1, 1868—

Table with 3 columns: Road Name, Capital Stock, and Earnings. Includes roads like Atlantic and Eastern, New York and New Jersey, etc.

Total, \$28,647,779.10 \$3,100,711.12 \$2,555,027.18

From this statement it will be seen that the net earnings were \$465,088.44 on a capital stock of \$23,561,574.41, or a profit of 13 per cent. per annum on the actual investment.

Now, let us see where the five-cent fare would lead us. The average price now received is as high as possible to 6 1/2 cents; the Union road averaged 6 1/2, others not quite so much; so I think it fair to take 6 1/2 cents as the average price received for all passengers. This would indicate that the above roads carried 47,602,000 passengers at 6 1/2 cents.

A reduction to five cents would make a difference of.....\$714,383.00

Deduct from this the profits for the year.....\$465,088.44

.....\$249,294.56

And we have an actual loss of two hundred and forty-nine thousand two hundred and ninety-one dollars and fifty-six cents for the year's business, or, in other words, it costs a fraction over five and a half cents for each passenger carried.

It is probably not necessary for me to call your attention to the fact that six and a quarter cents of the present currency is only equal to four and sixty-nine one-hundredths cents of the currency received before the war, counting gold at 35 1/2 cents.

Can you ask me if it that all other articles coming down, car fares do not come down too. I answer, first, that they never were advanced in the same proportion with other articles, hence they cannot so soon commence falling. Again, passenger railway rates seem to have been treated as a contractual article, and every species of tax to have been placed on them, whilst nothing has been taken off. You probably remember that you once kept us company in a tax of 2 1/2 per cent. on our gross receipts, but you managed to get it off.

In addition to the increase in prices which every other business has been subject to, we have had added since the beginning of the war the following taxes:

By the United States tax on our profits..... 2 per cent.

By the State 5 per cent. on the interest on our bonded debt, equal to a tax on our profits of..... 1 "

By the State tax on profits..... 3 "

By the United States tax on our interest, equal to a tax on profits of..... 1 "

By the United States tax on our profits..... 2 1/2 "

By the United States tax on our gross receipts of 2 1/2 per cent., equal to a tax on our profits of..... 10 1/2 "

Making a total increase of taxation of..... 22 1/2 "

By the United States tax on our profits, or more than one-fourth of our entire profits. Now I do not call your attention to this in any spirit of complaint, but simply to remind you that it is unreasonable to expect us to bear so heavy a share of the nation's tax as we have to bear.

Now I do not believe there is a city in the world with equal accommodations at as low prices. London has just risen from her sleep, and is now chartering companies to lay rails in her streets, and has the most proper property to limit the fare to one penny per mile, with the understanding that a morning and evening train should be run for laborers at half price. Let us compare this with our present fares. It is, of course, difficult to average the distance at which passengers are carried as possible:—

Union Railway, half trip..... 500 miles.

Green and Coates..... 4.75 "

Chestnut and Walnut..... 3.75 "

Market Street..... 1.75 "

..... 16.75 "

or an average of 4-187-1000 of a mile.

Estimating that passengers ride an average of two-thirds of this distance, we have 3-187-1000, or a penny per mile, 2-187-1000 equal to 5-6-10 cents in specie, or in greenbacks 7 1/2 cents, or 1 1/2 cents more than is charged here.

You ask when will you be able to run at old prices? I answer, when gold and currency are on a par, but I fear not sooner.

Respectfully, W. H. KEMBLE.

TENNESSEE.

Johnson Ahead in the Race for the Senatorship.

The Nashville correspondent of the Cincinnati Commercial writes:

Such a victory in the United States has something to say in regard to the probabilities of A. J. turning up in the Senate as a successor of Fowler and colleague of Brownlow. In my opinion, judging altogether by the tone of the people of this State, and the political complexion of the Legislature just elected, he is as certain to be elected to that desirable position as the sun is to rise on the morrow. No one is named as his competitor who can stand against him in the race, and, what is more, no one can be named who has any chance of being elected when the ballot is taken. I see that your Washington correspondent has much to say about Hon. Bullie Peyton in connection with the position. He may be talked of in Washington, but he is hardly thought of here, that is, in connection with the Senate. Mr. Peyton is a high-toned gentleman, an Old Line Whig, and more than all, he was one of the staunchest Union men Tennessee or any other State ever produced.

But I can't stand against Johnson, nor can Etheridge, Cooper, Stokes, or Senter. The latter gentleman will perhaps come the nearest to it, as many of the newly-elected Senators and Representatives will feel under obligations to him for his past services for Johnson, and now that the magic name of Andy Johnson will knock Senter and all the balance into "back seats." The election for Senator will take place soon after the Legislature meets, but the chosen man will be unable to take his seat for two years, as Fowler's time will not expire until 1871. If Johnson is elected, or even before the election comes off, no one need be surprised to hear of Fowler's resignation. Fowler knows, and everybody else knows, that he would never have been there had he not been for Johnson, and now that A. J. is in a condition to assume the mantle himself, it would be base ingratitude in Fowler to stand in the way. Let the thirty-five who voted to send A. J. up Salt River prepare for the arrival of their man and brother, for it is tolerably certain that he is coming.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES..... 5:14 MOON SETS..... 2:43

SUN SETS..... 6:33 HIGH WATER..... 11:34

PHILADELPHIA BOARD OF TRADE.

JOHN O. JAMES, Chairman. COMMITTEE OF THE MONTH.

C. B. DETHMERS, Secretary. THOMAS L. GILLESPIE.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Atlantic..... Liverpool..... July 29

London..... New York..... July 31

London..... New York..... Aug. 1

London..... New York..... Aug. 2

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WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO. DIAMOND DEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARE. WATCHES AND JEWELRY REPAIRED. 802 Chestnut St., Phila.

Ladies' and Gents' Watches, AMERICAN AND IMPORTED. Of the most celebrated makers.

FINE VEST CHAINS AND LEONTINES, In 14 and 18 karat.

DIAMOND and other Jewelry of the latest designs. Engagement and Wedding Rings, in 18-karat and gold.

Solid Silver-Ware for Bridal Presents, Table Cutlery, Plated Ware, etc.

ESTABLISHED 1828.

WATCHES, JEWELRY, CLOCKS, SILVERWARE, AND FANCY GOODS.

G. W. RUSSELL, No. 29 N. SIXTH STREET, PHILADELPHIA.

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY.

No. 21 Second Street, and late of No. 35, THIRD ST.

GENT'S FURNISHING GOODS.

H. S. K. G. Harris' Seamless Kid Gloves. EVERY PAIR WARRANTED.

EXCLUSIVE AGENTS FOR GENTS' GLOVES.

J. W. SCOTT & CO., 57 1/2 N. No. 514 CHESTNUT STREET.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY.

AND GENTLEMEN'S FURNISHING STORE.

PERFECTLY FITTING SHIRTS AND DRESSERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO., 11 1/2 No. 706 CHESTNUT STREET.

LOOKING GLASSES, ETC.

ESTABLISHED 1795.

A. S. ROBINSON, FRENCH PLATE LOOKING-GLASSES, ENGRAVINGS, BEAUTIFUL CHROMOS, PAINTINGS, Manufacturer of all kinds of

LOOKING-GLASS, PORTRAIT, AND PICTURE FRAMES.

NO. 910 CHESTNUT STREET,

31 1/2 Fifth door above the Continental, Phila.

ICE CREAM AND WATER ICE.

THE NEAPOLITAN ICE CREAM AND WATER ICES.

THE PUREST AND BEST IN THE WORLD.

This celebrated Brick Ice Cream and Water Ice can be carried in a paper to any part of the city, as you would constantly on hand, and ICE CREAM FLAVORS can be made to order for those who desire to have something new before them in the United States, and superior to any Ice Cream made in Europe.

Principal Depot, No. 121 N. 3rd Street, Philadelphia. Branch Office, No. 121 N. 3rd Street, Philadelphia.

CARRIAGES.

GARDNER & FLEMING, CARRIAGE BUILDERS, No. 214 South Fifth Street, BELOW WALNUT.

A Large Assortment of New and Second-hand CARRIAGES,

INCLUDING Rockaways, Phaetons, Jenny Linds, Buggies, Depot Wagons, Etc. Etc., (323 tubes

For Sale at Reduced Prices.

PAPER HANGINGS, ETC.

BEAN & BARD, PLAIN AND DECORATIVE PAPER HANGINGS,

NO. 251 SOUTH THIRD STREET, BETWEEN WALNUT AND SPRUCE, PHILADELPHIA.

COUNTRY WORK PROMPTLY ATTENDED TO.

LOOK! LOOK! LOOK!!—WALL PAPERS

and Lined Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S DEP