NORTHERN PACIFIC RAILROAD.

Later Advices from the Exploring Party-A Letter from the Chief Engineer. Mesers. Jay Cooke & Co., of this city, have received the following letter from the Chief Engineer of the party engaged in exploring the route of the Northern Pacific Railroad:-CAMP No. 16, JOCKO RIVER, Montana,

August 9. Mesers. Jay Cooke & Co:- In this region, as well as all other regions I have explored during the past years of my engineering life, I meet with wise people who can point out "dead level" routes through the most mountainous country.

They mean well, but the difficulty is, that not having their minds familiarized with railroads, gradients, and curvatures, they do not possess the knowledge that would enable them to judge so as to give value to their opinions, so that nearly all they say on that subject "passes by me as the idle winds," etc.

The most amusing and most candid man I have just encountered is an old stager at Ford Owen. He was relating to us his correspondence with a prominent railroad man, and said "this railroad friend wrote to me to give him information about gradients and curvatures. What in the world do I know about gradients and curvatures? I know about the country and about Indians; but gradients and curvatures be hanged; how can I tell anything about them?"

Mr. Moorhead came in last evening in time to give us a real feast on several dozens of the nicest kind of trout, from six to eight inches long, and one big fellow.

This is the first time I have put myself under a tent on this expedition; in fact, this is only the second time that a tent has been set up. It is now raining gently. Major Owens has a fort named after him, and he now resides at Fort Owens. He confirms the universal report, which we have had everywhere along this part of the Pacific slope, of the remarkable drought and absence of rain on the west side of the Rocky Mountains. Notwithstanding the dryness I find that grain and vegetables thrive in this Jocko valley, even without artificial irrigation; and yet we had no dew either last night or the night before; and much warmer nights than we had two or three hundred miles back.

We are now about 386 miles, by our trail, from Walla Walla, which place we left on July 20. We have rested three Sundays, so that we have travelled seventeen days, one of which, namely, the day we stayed at Pend d'Oreille, should be deducted, leaving sixteen days of actual movement, which divided into 386 gives an average of 24 miles a day. This is very good marching with pack animals. Yesterday, when about three miles out from our camp. I was alone on a prairie, I heard a sound which at first I thought was the noise the grasshoppers of this region make; but something caused me to turn towards it, when I saw a rattlesnake about 2 feet long coiled and rattling away. I had passed him, and my horse, although within less than ten feet, had paid no attention to his snakeship. I then took my horse off about a hundred yards and left him loose, for there was nothing to hitch him to, and returned to the snake. I fired one shot and came so near missing, that I did not hit him. He then began to glide off, when I chased and jumped on him, hitting his head with my heel according to the scriptural injunction, after which I cut off his eight rattles and put them away as the trophy of the first rattlesmake seen on our route from Walla Walla, though we have heard enough concerning them.

Ithough it rained this morning gently for several hours, it resulted in very little; the smoke between us and the sun this afternoon is nearly the same as it has been all along. I needed no smoked glass yesterday to look at the

Camp No. 21, August 14, near mouth of Divide creek, at its entrance into Wisdom or Big Hole river, an important tributary of the Missourl

Yes, I am on the eastern side of the Rocky Mountains at present. We return, however, to-day fifty miles or more to Deer Lodge City, where we will pass to-morrow (Sunday). were escorted yesterday up the Deer Lodge river to its source, and over the Deer Lodge pass "divide" into this valley, at the head of one of the sources of the Missouri river.

The Deer Lodge River valley is charming, and presents highly favorable ground for a railroad all the way to the summit, about forty miles above Dear Lodge city. On our way, when about twenty miles out, we stopped and walked about half a mile over to the Deer Lodge Warm Springs, which are very remarkable-the water boils up in a number of places, and in the midst is a rocky mound, thirty feet in diameter at the top and one hundred and thirty feet in diameter at the bottom, and on the top of the mound there are two springs boiling up freely about five feet apart, one at the temperature of 103 deg. and the other 122 deg., one of the largest that I tested at the bottom was 161 deg., so hot that one could not keep their hand in it; the strange part of the mount is, that it is all formed by the springs. The water contains the material, which, in concentrie layers, gradually becomes rock.

There is some iron in it; the water has a peculiar taste, different from any I ever tasted though not strong. The coolest spring tested by us was 98 degrees. We tried eight of them A man named Belanger, a Frenchman, and Allen, have pre-empted the 160 acres on which the mound stands. They have put up a ranche and a small bath house, but no one lives there yet. At some future day this may become a valuable possession when the railroad shall be running through this part of the world. The approach to the Deer Lodge Pass of the Rocky Mountains, on both sides, is by a very gentle grade, far more smooth and valley-like than

any meuntain divide I have ever seen. In fact, to me it has proved one of the most wonderful objects that I have ever encountered in my long engineering experience. No one macquainted with the fact could by possibility imagine that he was crossing a mountain of any kind, much less the great back bone of the Ame-rican continent. The approach is by gentle slopes, which are treefess and carpeted with the finest bunch-grass to the very summit. It is so flat that it is rather difficult to determine by the eye where precisely it is. But the most re-markable fact connected with this divide is that the miners have cut a ditch across the summit which conveys the water of Divide creek from Its course on the eastern slope of the mountain over to the western slope, where they use it in their mining operations for gold washing. The ditch at the deepest place on the crest of the summit (where without this water level guide i would be hard to find it) is 18 feet, cut through clay. No rock is found in the excavation, no is the smallest rock or boulder found for about two miles either way. I stood astride of the water. passing from the easiern over to the western side of the Rocky Mountains, diverted from its natural outlet, the Gulf of Mexico, to flow into the North Pacific Ocean. Warm Spring creek, is half mile a from the mound and springs, on our return from Wisdom River valley, where we camped last night. Our camp was on the Divide Back, about a mile from Wisdom river. I walked to the river and took notes of it. It is a very picturesque valley. It was 350 feet wide when I saw it, and it is called its very lowest stage, notwithstanding it has now one-third as much water flowing as in the Ohio at low water, It seems wonderful to me to find such a large stream within ten miles of the summit of the Rocky Mountains. You would have looked in vain for anything like a mountain on either side, -Rochester Express.

FIRST EDITION | the approach is so gentle, with grass all the way, and not a rock in view. It is a really extraordinary pass even for merely a rolling country, but when we recollect that it overcomes the great mountain range of a continent, it is marvellous. It is easier far than two, if not three, of the local divides on the Pittsburg and Steu-benville Railroad. All the way from Deer Lodge City there is a fertile, wide, grass-covered gently-rising valley, affording wonderful facili-ties for the cheap construction of a first-class railroad for forty miles, and down Divide creek ten miles to Wisdom (or Big Hole) river, just the same. The road to the summit on either side is as perfect as the gravel-drive in Central Park correspend of fine cravel so com-Central Park, composed of fine gravel, so compact and hard that it never cuts into ruts, never is muddy, needs no repairs, and is, in fact, just as nature made it, with the exception that the grass is worn off, and it has been used ten years. I am sure it will be difficult, if not impossible, to convey to the mind of any one in the East who has not seen the Rocky Mountains a correct idea of the true character of the country. On either side of this pass, about two miles where crossed, the mountains rise up, and back of them some high peaks, snow-covered, ap-

Owing, however, to the all-pervading smoke, we could only see the nearer mountains distinctly, with a dim outline of those further off, etc. To-day, on our return, we examined the "Ditch" more carefully. The water is taken out of Divide creek which flows into Wisdom river, and the summit is cut to the depth of 18 feet in

the deepest part through easy clay. The who e length of the cut on the imme diate divide is only about one-third of a mile: although the ditch is afterwards carried around on the side of hills for ten or twelve miles among the gold diggings on the west side of the Rocky Mountains.

I call this "high larceny" stealing water from the Atlantic to pour it into the Pacific. We boiled some of the water—it boiled at 2012-10 deg.; at our camp, nine miles below the Divide creek, it boiled at 202 deg. full. We judge, therefore, that the fall in the nine miles is not nuch, if any, over 350 feet.

We have traveled about 200 miles in the last our days, and have seen about 150 miles of our of the routes of the Northern Pacific Railroad under very favorable circumstances. Respectfully. W. Milnor Roberts.

COLORADO.

What the Powell Exploring Expedition Has

The St. Louis Democrat publishes the condusion of Jack Summer's narrative of the Powell expedition in Colorado. The character of the country and the animals are described

"As an agricultural valley it does not amoun to much, as it is too dry on the uplands, and there are but few meadows on the river bottom. and they as a general rule are small-from fifty to two hundred acres in extent. The only exception that I know of is one opposite our present camp, lying between Green and White rivers. It is about two thousand five hundred icres in size, and overflows, though very seldom. At present it is clothed with a thick growth of grass, waist high. On the aplands there is the common bunch grass of the West—short but very rich. No part of the country that we have seen can be irrigated, except the river bottoms, as the uplands are rolling and cut up by ditches in almost every direction. But for a stock country it would be hard to excel, as almost all kinds would do well on the bunch grass throughout the entire year. There is pleuty of lumber for building purposes and fuel, end enough farming land to produce all that a large settlement would require for home consumption. But there is one thing in the way. According to the treaty of 1868 between Governor Hunt, of Colorado, and the Ute Indians, most, if not the whole, of this valley belongs to the reservation, selected by the Indians themselves. Whether they will be permitted to keep it or not remains to be seen. Most likely they will, as one band of them have a permanently settled thing of it, and have a winter agency twenty-five miles from this point on Uinta river. What the counbelow I know not. As far as the eye can reach there is a rolling prairie with a dark line through it that marks the course of the Green It is reasonable to suppose it to be the same character of country as that we have bassed through in our last two days' travel. So we have accomplished what we set out for. We were told by the frontiersmen while at Green river that we could not get to the mouth of White river. One man that filled the important office of policeman in Pietmont had the ssurance to tell me that no boat could get as far down as Brown's Hole. We expect main here for a week to meet Colonel Mead, and send off some specimens and all the notes and maps, to make sure of that much.

Total distance run, 356 miles; estimated distance to junction of Green and Grand rivers, 300 miles by river.

LIST OF ANIMALS LIVING IN THE COUNTRY THROUGH WHICH WE HAVE PASSED. "Grizzly bear, cinamon bear, black bear, elk nule deer, mountain sheep or zighorn, prong horned antelope, grey wolf, prairie wolf, cougar, red fox, marten, mink, lynx, wild cat, prairie dog, beaver, otter, muskrat, badger, ground hog, mountain rat, grey prairie squirrel, large striped ground squirrel, small do. do., small shrews and

LIST OF BIRDS SEEN ON THE WAY. "Wild geese, ducks of alwost every kind, loon, stork, bittern, cormorant, rails, woodcock, snipes of many kinds, curlew, osprey, pellcan, sand-nill crane, bald eagle, golden eagle, colored rayen, common crow, Clark's crow, sage grouse, black grouse, short talled grouse, magple, long-crested jay, Canada jay, light blue jay, red-shafted elicker, small blackbirds, red-winged starling, Southern mocking birds, robin, brown eross-beak wren, sparrows, sparrowhawk, sharp-shinned hawk, mouse hawk, pigeon hawk, mourning dove, meadow lark, wood peckers of all kinds and buzzards.

"I write this at the request of Professor Powell, he urging me from the beginning to do o, while I, knowing there were many able pen in the party, as persistently declined, till I could no longer do so with any show of reason. I have written this with many misgivings, being more used to the rifle, lariat, and trap, than to the peu. Receiving no hints from any one, have been compelled to write as I could. to study grammar a little, and sacrifice truth to flights of fancy, I might make a more inte resting report, but I shall let it stand as it is.
If it meets the approval of the public, well and good; if it does not, I will leave the report of the rest of the trip to other and abler hands, and return to my rifle and trap.

"JACK SUMNER, Free Trapper." Canadian Sharpness.

A party of young men left Webster, Monroe county, in this State, on Monday, Aug. 24, on a fishing and hunting excursion among the Thou and Islands. On Tuesday the party encamped on the open shore, twenty miles below Oswego. cooking their supper as best they could. On the evening of the next day they got on board the tug Simon Davis, and started for Kingston. Here the captain of the tug, Mr. Davis, reported to the Custom House officer the arrival of his own tug and the Robert McFarland, the small sloop which the adventurers had left Webster in. Captain McFarland, of the sloop, reported to the Custom House officer that his vessel was a Canadian vessel, but manned by an American crew; and because of this fact the very officious officer of the port deemed it his duty to seize the sloop. At the time of the seizure three of the Webster's crew were in possession of the boat, and were detained four hours. The rest of the party escaped the vigilance of the Cana-dian officials, and went to the Thousand Islands.

SECOND EDITION

LATEST BY TELEGRAPH.

A Great Disaster.

Conflagration at Cape May.

The United States and Atlantic Hotels, the American Row, and Several Cottages and Stores Destroyed-Narow Escape of the Largest Hotels.

GENERAL NEWS.

Panic on the Paris Bourse-Fears for the Life of Napoleon-The Great International Boat Race-The Banquet Last Evening-No Executions on the Sabine as Reported.

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

FROM CAPE MAY.

The Season Winds Up with a Grand Conflagration-Destruction of the United States Atlantic, and American Hotels, and a Number of Stores and Cottages. Special Despatch to The Evening Telegraph.

CAPE ISLAND, N.J., Aug. 31 .- Never since the

destruction, over ten years ago, in mid-winter of the old Mount Vernon Hotel, has Cape May been thrown into such a literal and figurative ferment as to-day. For years past there has been a great deal of talk among the authorities and hotel proprietors about providing means for preventing the recurrence of another such disaster, or of checking its progress in case it should befall the rickety town. The manner in which the closely huddled shantles which comprise the bulk of "the City of the Sea" have heretofore escaped the ravages of the flames falls little short of marvelous. They are all built of wood, and as the season lasts but two months at the outside, they are put together with the prime object of securing as large a financial return as possible while the opportunity lasts. The cottages which have been built during late years, and two or three of the larger and newer hotels are built in a very substantial manner, but they are, nevertheless, entirely constructed of wood, and in constant peril from carelessness and malice. From the middle of July to the middle of August, when the season is usually at its height, every nook and corner of the long rows of shambles, as well as every square foot of the more substantial structures, are made available for stowing away sweltering humanity, the largest proportion of the sojourners being people bent upon pleasure as a matter of business, and therefore but little inclined to take even the ordinary precautions against fire. The season which is now about an end has witnessed, perhaps, the greatest cramming process that has yet been accomplished, and the grand rush has again passed without the occurrence of a disaster which would have the effect of inciting those who are heavily

prudence would seem to dictate. To-day, however, has witnessed a calamity such as any one who is thoroughly familiar with the town has had good cause to anticipate for vears. At three o'clock this morning a fire broke out in the store occupied by P. Boyton, the swimming and diving expert, as a so-called Japanese curiosity shop. All sorts of inflammable contrivances were packed into these narrow quarters, and when the fire was once fairly kindled its communication to the entire building was a contingency scarcely possible of aversion. The curiosity shop was on the first floor of the building formerly known and used as the American Hotel, but which has not been devoted to hotel purposes for several years past, the entire first story being divided into stores and offices, and the upper floors to lodging and other domestic purposes by private families. The building was situated on Washington street, at the corner of Ocean. The entire American row was of course soon enveloped in the flames, and the property immediately adjacent shared its fate, the Post Office and City Surveyor's office being among the establishments which were destroyed.

interested in property here to take the precau-

tions against its destruction which common

The United States Hotel came next in the order of prey, and simultaneously with it, the flames attacked Ferris' Cottage, Huffnall's new drug store, the new Atlantic Hotel, and all the buildings in the vicinity on both sides of Decatur street, including Barrett's Bowling Saloon and McCann's Hotel, as well as all the buildings on the north side of Jackson street. down to the ocean. When the confla gration was at its height, the Columbia and Centre Houses and Congress Hall were in great dauger, more especially the first named, which is very close to the United States Hotel. Every body worked with a will to confine the fire within the narrowest limits, putting the meagre appliances at hand to the best possible use, and the conflagration was finally gotten under such control as practically to insure the safety of the three large establishments named.

The principal building destroyed was the United States Hotel, of which Mr. Aaron Miller is the landlord. It ranked as the fourth hotel on the island in the way of patronage, having accommodated about 2500 different guests during the past season. There was an insurance of \$85,000 on the building, and of \$12,000 on the furniture, but it is impossible to tell at this writing what proportion of the loss sustained

will be covered by these amounts. The new Atlantic Hotel, at the head of which some member of the McMakin family has been for so many years, ranked next after the United States, its patronage during the past summer having approximated two thousand guests. Huffnal's drug store and the adjoining store were new structures, and perhaps the most attractive and substantial on the island devoted to business purposes, having been erected last winter at an expense of about \$10,000.

FROM EUROPE.

Panie on the Paris Bourse-Alarming Reports Regarding Napelcon's Health - Engente to Hasten Rome. By the Anglo-American Cable.

Paris, Aug. 31 .- The city was full of rumors

yesterday regarding the condition of the health of the Emperor Napeleon, and a perfect panic prevails on the Bourse in consequence of the statements which are made on the subject by different parties and individuals while these rumors, which are merely the work of stockjobbers, are being circulated.

There is no doubt that the state of the health of the Emperor is really such as to create anxiety on the part of the public. He suffers from disease of the bladder. The different political parties, in and out of the Legislature, are busily engaged in speculating as to the issue of this physical affection. The imperial family is also alarmed. It is said that the Empress Eugenie will hasten back from Corsica immediately, in consequence of the receipt of news of such lmport from home, and that the idea of her trip to the East will be abandoned.

Prince Napoleon Bonaparte intends, it is said, to make a democratic speech in the Senate some day during the next ensuing week, but his friends are opposed to its delivery just now. They allege that if the present empire should fall his pretended democracy will not save his position in the eyes of the French people.

The Empress condemns his conduct towards such a path and issue as being both unwise and ungrateful.

The International Race-The "London Times" on the Contest-The Scene and the Struggle an Editorial Point of View-Plack and Enrgy of the Harvards. By the Franco-American Cable.

LONDON, Aug. 30,-The London Times of yeserday printed the following leader on the late international boat race;-

The gentle and joyous struggle of Oxford and Har vard on the Thames water on the 27th of August, 1869, will long be remembered on both sides of the Atlantic, and the story of the day will be one of the first things which the youngster still at school whose name has been only just put down for the next vacancy at the Oxford house of his father or his tutor will appropriate to himself. It will be a radiation of the university; another page in that book of many steries in which Oxford appears as the flower of the nation, and the nation has the steek heaving that consummate flower. stock bearing that consummate flower. Nor will Harvard have less reason to commemorate the gal-lantry of her sons. Harvard too is an epitome of na-tional history. The English traveller must be strangely compounded, especially if he acknow-ledges any obligation to a university in his own land, who is not interested in this Cambridge of the Nor who is not interested in this Cambridge of the New

World.

It is nearly two hundred and fifty years since the settlers in New England founded the the banks of Charles river in grateful imitation of that other on the banks of the Cam, where their miritual leaders received their early training. two hundred and thirty years since the pious Har-vard, himself an old Cambridge man, gave it the endowment which has immortalized his name. Ever since Harvard has been the aima mater of New England; its brick pile of living rooms, its substan-tial granite library, its old halls, adorned with the tial granite library, its old halls, adorned with the portraits of successive Presidents and other distinguished members, its chapel oppressive with severe divinity, all encompassed about with umbrageous elms and spreading limes, are veritable refreshments to the European visitor, for they speak of a past wedded to the present in a country where all else seems to have been newly created by the men of to-day. They exercise, too, a corresponding influence over New Englande's themselves. Harvard has educated boston, just as Boston has educated the United States. The baston has educated the United States. selves. Harvard has educated Boston, just as Boston has educated the United States. The best culture of the nation is there. Nor was it other than a natural impulse of the training of this school that it should challenge our own Oxford to an issue, which, though of merely physical training, had the crowning merit of admitting an exact comparison between the conventions. The European company of the conventions of the conventions. between the competitors. The Harvard men are o the best families of Massachusetts, although one of them nominally balls from the Sandwich Islands. It is understood that this is due to an accidental migration of his father but three or four years since, and, like his comrades, his birth, his education, and his descent connect him with Plymouth Rock. Our men appeared in the ordinary Jerseys, with short sleeves reaching about a third of the way from the shoulder to the elbow, and wore the straw hats familiar to us all. The Harvard men had whit scarfs around their foreheads, with no covering for the crown of their heads, and their Jerseys were the crown of their arms, as to allow the freest action of their arms. After a little the freest action of their arms. After a little delay a start is made, the Harvard crew have jumped away and are putting forth wonders of power. The superficial view is entirely in their favor. The Americans in the two steamers are wildly excited and give a peculiar cheer, ah! an

ah! The Oxford boat looks torpid by comparison, but it compels admiration by the perfect evenness of its stroke, the iron and steel like and the almost superhuman regularity of its movement. The energy of the Harvard men was magnificent, but there was a sort of flutter even at the outset. Nevertheless they got ahead and they were doing five or six strokes more to the minute when they cleared their antagonists. If what is were a sure presage of what will be, their victory was certain, but time was the essence of the struggle. Take a young fellow of twenty-five, such as many of us have known and may know, his pulse knows no change, his thews are as of brass, he looks out upon the world with eyes that have no shadows, he might live to be a hundred, but it is a million to one that he does not. Time will beat him. It was so with Harvard at the mement of their greatest hopes. The experts shook their heads. It was still 10 to 1. Not a third of the course had been rowed when Oxford began to over-haul their antagonists, and going under Hammersmith bridge the Oxford bow was in a line with Har

The Harvard stroke oar evidently knew as well as everybody else the conditions of the game, and seeing that everything depended upon keeping his crew in their position of advantage he made a desperate spurt, but the effort, though gallantly seconded, made the essential unsteadiness of his rew only more apparent. Once more, however, "Ab!ah! ah!" burst from American lips, but the freaded enemy crept on, got fairly abreast, and Something has been said of a mistake on the part

of the Harvard coxswain, and had it happened nothing could be more pardonable, seeing that cox-swains are absolute noveties in Harvard experience; swains are absolute novettes in Harvard experience; but we are disposed to reject the suggestion as unfounded. Certain, at all events, it is that there was nothing to compensate any error of this kind, for the little Oxford coxswain was as faultiess as his men. Meanwhile the Oxford boat got two, three, apparently four lengths ahead. The Harvard crew stuck gallant y to their work, although they were "all abroad" as regards time, when an absolute novelty was seen, to the astonishment of those who were following. The Harvard coxswain was seen to drop his right hand into the water and splash it in the faces of his men. This manouvre was rewas seen, to the astonishment of those who were following. The Harvard coxwain was seen to drop his right hand into the water and splash it in the faces of his men. This manosuve was repeated two or three times, and it is not too much to say that something like a spasm of horror thrilled the breasts of the orthodox at the sight. The predominating thought, it must be said, was not so much astonishment at the novelty as at the confession it applied that the race was hopeless. The winning post was in sight, Oxford was three lengths ahead, and, "barring accidents," nothing could save the event. A man rowing a lady in a gig did, indeed, at the last moment, pull across the Oxford boat, and thus deprived Oxford of at least two lengths—but the victory remained unaffected in character and circumstances. The match and its issue afford no inapt flustration of the difference between the two nations. The Englishmen were heavier and the English coxswain was lighter than the Harvard coxswain, but it must remain entirely doubtful on which side the mero balance of strength inclined. As for gallantry, energy, and pluck, Harvard showed an example we may humbly hope to equal, but which we cannot exceed. The victory was a victory of education, and here the advantage was all on our side. We live, not in rowing only, a closer life. The competition is sharper; the lessons of the past are more searching and more exact. The margin of our lives is so narrow that every possible economy of strength has been utilized during successive generations. Rowing is with us a science. It has been developed, bit by bit, by men who have made it their business, and knew that in the contests before them the smallest wrinkle told. Thus it happened on Friday that the Oxford crew knew precisely the limits of continuous effort. They knew where to abstain as well as where to abound. The advantage is, however, perhaps not without its drawbacks, for

it may be that nations, like men, should have some reserve of natural endowment which should be, as it were, not brought into tiliage so as to be better able to meet the days when the progress of others shall have equalized the benefits of training.

Dinner of the London Rowing Club to the Boat Crews of Baryard and Oxford. The London Rowing Club last evening gave a grand dinner to the Oxford and Harvard Univerisities boat crews at the Crystal Palace. The Oxford crew was represented by Willan alone, while the Harvard crew was represented by Simmonds, Fay, Lyman, Bass, Rice, Burnham, and Blackie. The party, though private, numbered more than 100 persons, including Charles Dickens, and Thomas Hughes, ex-member of Parliament.

Charles Dickens, in proposing the principal toast of the evening, said:-That remarkable volume which was published within a short time of his visit to the United States contained blographies of ninety-five young men, well nurtured, well born, and trained in peaceful pursuits, who, when their country called them, sought distinction in the late war. Those great spirits displayed extraordinary aptitude, and were distinguished by their deeds and great heroism. Every one of them had been educated in one school-that school the Harvard University. (Cheers.) They fought against odds-were remarkable for the invincible spirit in which they received defeat. Was not the contest of last Friday an evidence in point of the spirit such as was shown by their predecessors in the late war? (Cheers.) He then paid handsome compliments to the Oxford crew. In referring again to the Harvard crew, Mr. Dickens said that the manner in which they would be received on their return home would find a ready echo in every corner of England.

Mr. Simmonds, of the Harvard crew, briefly responding, said that he considered that it was no disgrace to have been defeated by such a crew as Oxford pitted against them.

Mr. Willan, of the Oxford crew, then rose, and, replying to the compliments of Mr. Dickens and Mr. Simmonds, apologized for the absence of his colleagues. He then stated that of all the races in which he had rowed he had never been so hard pressed as in the race with the

The whole entertainment wound up with a splendid display of fireworks in front of the Crystal Palace, which was given in henor of both crews and which was witnessed by vast numbers of people.

The entertainment altogether was a grand

No Mutiny or Executions on Board the Sabine. LONDON, Aug. 31.—The story of a conspiracy followed by executions on board the United States frigate Sabine at Cherbourg, telegraphed from Paris some days ago, is absolutely con-

This Morning's Quetations. By the Anglo-American Cable.

Ey the Anglo-American Cable,
LONDON, Aug. 31—11 A. M.—Consols, 93%, for both
money and account. U. S. 5-20s, of 1862, 84%; of
1865, old. 85%; of 1867, 83; U. S. 10-40s, 76%; fire
Railroad, 23%; illinois Central, 94%.
LIVERPOOL, Aug. 31—11 A. M.—Cotton dull; midding uplands, 13%d.; middling Orleans, 13%@1a%d.
The sales to-day will not exceed 4000 bales.
Other articles unchanged.
LONDON, Aug. 31—Tailow, 46s, 96.
GLASCOW, Aug. 31.—Arrived, steamer, Moravian.

GLASGOW, Aug. 31 .- Arrived, steamer Moravian,

FRANKFORT, Aug. 31-Noon .- U. S. bonds flat at HAVRE, Aug. 31,-Cotton closed last night quiet on the spot and adoat.

FROM NEW ENGLAND.

The Taliapoosa Party. Despatch to The Evening Telegraph.

PORTSMOUTH, N. H., Aug. 31 .- The U. S. steamer Tallapoosa left to-day for Portland, with Admiral Porter and others on board.

General Sherman and daughter arrived at Portland last night. He goes to Bangor to-day in the steamer City of Richmond.

Accident on an Oil Train. Despatch to The Evening Telegraph.

Boston, Aug. 31 .- Samuel Preston, conductor of an oll train on the Boston and Albany Rail road, was badly burned last evening by falling nto an empty tank which had exploded in consequence of the gas generated therefrom coming in contact with a lantern in the hand of the conductor, who was standing on the tank. A brakeman named Lockwood escaped serious injury. Preston was sent to the hospital. He has a wife in Worcester. Narrow Escape from Death.

On Friday, while W. G. Blanchard, Boston Agent of the Associated Press, and Howes Norris, marine news r eporter, were out fishing in a boat off Holmes' Hole, they were run down by a schooner that was sailing fast under a fresh breeze. At the moment of the collision Norris eized hold of a rope hanging from the schooner's bows, and was carried for over a mile, a part of the time wholly submerged in the water. He managed at last to climb a part of the way up the vessel's side and make his perilons situation known. Mr. Blanchard and the boatman, who remained in the wrecked boat, which continued to float, were taken in tow by the other sail boat and taken to Holmes' Hole, where they found Norris, who had been landed by the schooner's boat.

FROM THE WEST.

A New Railroad Project-Base Ball. St. Louis, Aug. S1.-A large convention was held at Springfield, Mo., on August 28, to consider the propriety of building a railroad from Kansas City to Memphis, Tenn. Most of the counties along the proposed route assented, and much interest was manifested. A resolution was adopted setting forth the importance of the road. A temporary organization was effected, and a board of directors elected, with Colonel J.

M. Richardson as secretary. The Forest City Base Ball Club, of Rockford, Ill., beat the Unions of this city to-day. Score-44 to 11.

Deaths in Boston. Despatch to The Evening Telegraph.

Boston, Aug. 31 .- Conductor Preston, who fell into a burning oil vat last evening, died of his injuries this morning.

Robert Waterston, for many years at the head of a large dry goods importing house, died yesterday, aged 96.

Another International Race. Our special correspondent in Yokohama, Japan, writing on the 28th of July, reports the following interesting international aquatic con-test:—A boat race for \$700 a side was rowed in this harbor on the 10th inst., between the cutters of the United States steamer Iroquois and her Britannic Majesty's frigate Ocean. The latter beat the former in a five mile race four minutes twenty-eight seconds. This result again gives the boast to the Britishers in these waters, which was won from them about a year ago in a con-test between the Ocean and the Onelda.

AT LARGE.

A Gorilla Rampant in Kansas. M. S. Trimble writes to the St. Louis Demoeral from Arcadia, Crawford county, Kansas, August 15:-"We are having a new sensation which may lead to some new disclosures in natural history, if investigated as it should be. It is nothing less than the discovery of a wild man or gorilla. It has at different times been seen by almost every inhabitant of the valley, and it has occassionally been seen in the adjoin-ing counties in Missouri; but it seems to make its home in this vicinity. Several times it has approached the cabins of the settlers, much to the terror of the women and children, and especially if the men happen to be absent working in the fields. In one instance it approached the house of one of our old citizens, William Armsworthy, but was driven away with clubs by one of the men. It has so near a resemblance to the human form that the men are unwilling to shoot it. It is difficult to give a description of this wild man or animal. It has a stooping gait, very long arms, with immense hands or claws; it has a hairy face, and those who have been near it describe it as having a most ferocious expression of countenance; generally walks on its hind legs, but sometimes on all fours. The beast is as cowardly as it is ugly, and it is next thing to impossible to get near enough to obtain a good view of it.

"The settlers, not knowing what to call it, have christened it Old Sheff. Since its appearance our fences are often found down, allowing the stock free range in our corn-fields. I suppose Old Sheff is only following his inclination, as it may be easier to pull them down than to climb over them. However, as it is, curses loud and deep are heaped on its head by the settlers. The settlers are divided in opinion as to whether it belongs to the human family or not. Proba-bly it will be found to be a gorilla or large orang-outang that has escaped from some menagerie in the settlements east of here. At one time over sixty of the citizens turned out to hunt it down, but it escaped; but, probably owing to the fright it received, it kept out of sight for several days; and just as the settlers were con-gratulating themselves that they were rid of an intolerable nuisance, Old Sheff came back again,

seemingly as savage as ever.
"If this meets the eye of any showman who has lost one of his collection of beasts, he may know where to find it. At present it is the ter-ror of all the women and children in the valley. It cannot be caught, and nobody is willing to shoot it.'

AVENGED.

Frightful Death of an Italian Bandit. The Italia of Naples gives an account of the death of the brigand chief De Martino. This man was one of the most feroclous bandits that ever injested the Abraszi, and was always accompanied in his incursious by a woman even more inhuman than himself. For some time past the royal troops had been following his traces, and had at last learned that he frequently quitted the band to indulge in wild orgies in a small valley completely locked in by mountains, on the territory of Pagtletta. Some days back a detachment, while searching that district, discovered in a thicket a sort of hut made of branches. One of the men approached silently on his hands and knees, and believing he heard a noise inside returned and informed his companions, who then surrounded the spot and called on the persons concealed to surrender. The reply was a gun-shot, which struck a carbineer named Caroso in the leg, but the flash had set fire to the dry bushes, and the flames spread with such rapidity that it was impossible to enter

A few minutes later a woman rushed out through the burning branches and fell almost inanimate before the troops, who recognized her as the mistress of De Martino. She made signs that there was another person in the flames, but the soldiers could not approach until the fire had burned itself out, when the charred remains of the bandit were found with the barrel of his gun and the blade of his poiguard by the side of him, the rest of those arms having been consumed. During the conflagration reneated detonations were heard as the cartridges of the brigand exploded. The woman died half an hour later, and the two bodies were buried on the spot where this horrible tragedy had taken place. wounded soldier is in a critical state, and little hopes are entertained of saving his life.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH.? Tuesday, August 31, 186 Currency was in quite active demand in our market to-day, which is distinctly traceable to the improved activity in the stock market and the dis-position manifesting itself to invest in local stocks. The result upon the market is an increased demand for call loans on Government securities and less pressure on the outside market. The usual bank statement is very unsatisfactory, showing a decrease of deposits to the amount of \$705,543, and in loans

It will be noticed that the loans are not falling off in anything like the same ratio as the deposits. This has been the case for several weeks, and is accounted for by increased indebtedness to outside banks. This week tile increase due to banks is over half a million, which is so much additional capital at their disposal. This exhibit is very unfavorable at this period, but there is no remedy for it but to be guided by the usual law of supply and demand. The rates are not changed, but our previous quotations are very firm, and, with an increased demand or stock investments, there may be a further ad-

Gold opened weak at 133%, and closed at noon weak, at lab. 6.
Government loans were rather more active, and prices quite strong.

The tone of the Stock market was decidedly stronger, and there was more activity. In State leans the first series sold at 104. City loans were

teady at 10114 for the new issues, with 97 bid for he old. Reading Railroad was in little demand and advanced, selling at 4°56, b. c., closing, however, at 48½ cash. Pennsylvania Railroad was taken at 57; Lehigh Valley Railroad at 56½; and Northern Central Railroad at 49 . 87% was bid for Catawissa Railroad preferred, and 30% for Philadelphia and Eric Railroad.

Canni shares were less active but firm. Sales of Lehigh Navigation at 37½. 18½ was offered for Schuylkill Navigation preferred. PHILADELPHIA STOCK EXCHANGE SALES.

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do. 1864, 129%@122%; do. 1865, 122%@122%; do. 1865 new, 121%@121%; do. 1867, new do. 121%@121%; do 1868, 121%@121%; do. 58, 10-408, 118%@115%; U. S. 30 Yeard per cent. Cy., 111%@1114; Due Comp. Int. Notes, 19%; Gold, 120%@133%; Silver, 128@130. ... The lakes of Maine have not been without their visitors this summer.