

NEWS SUMMARY.

City Affairs. —The corner stone of the Lyce Monument was laid yesterday afternoon. —Samuel Pennington, who was bound over by Judge Ludlow, a few weeks ago, on the charge of perjury, was held yesterday by United States Commissioner Hiller on a similar charge. —United States Commissioner Charles P. Clarke yesterday bound over Arthur O'Brien on the charge of obstructing Revenue Assessor Gheghan in the performance of his duty. —Last evening Joseph Weber, a child eight years of age, had his leg broken by being run over by an express wagon in Girard avenue, above Ninth street. He was removed to his home, No. 1818 Mervine street. William McLaughlin, was injured by a horse falling on him at the Fountain House, Main street, below Penn, Manayunk. The timbers struck him on the back.

—Hon. George S. Boutwell, Secretary of the Treasury, was announced to speak last night at Horticultural Hall. He left Washington in the morning, but when reaching Wilmington it was discovered that a portion of the track towards Philadelphia was submerged in consequence of the freshet and the train could not proceed. Arrangements were at once made to procure a horse to bring Mr. Boutwell and the other passengers by way of the river. He did not arrive in time, however, to appear at the meeting in front of the Union League this evening.

—Revenue Officers Gheghan and Herr entered the premises Nos. 128 and 130 Dock street on Saturday and discovered in the second-story a large copper still, complete, which communicated with the river from the top, and which had evidently been recently in operation. In the same story were discovered six hogheads of mace, a barrel of peach brandy and press for mashing peaches. Having ascertained that no license had been issued for distillation on the premises, steps were taken to have the still and the other personal property libeled.

—Gold closed yesterday at 132. —General Butler is in Washington. —Another batch of Post Office changes in this State is announced.

—General Canby has had a warrant issued for the arrest of Dougherty. —A. M. Clapp, Congressional Printer, has gone to Erie, Pa., to stump the county.

—The wages of some of the employees of the Washington Navy Yard have been reduced. —William Hunter, of Spring Mill, Pa., was drowned in the flood at that place yesterday.

—Leave of absence has been granted to all voters in the Washington Navy Yard from Pennsylvania to go home to vote. —A prize fight between Sam Colyer, of Baltimore, and Charles Dougherty, of Richmond, is expected to take place to-day.

—Thomas Dowling is in jail at Quincy, Ill., charged with fraudulently obtaining \$3000 from persons in Kansas City, Mo. —William H. Romil, of Central City, Colorado, is missing, and a reward is offered for his discovery, and play being started.

—James Brown and Co., of New York, have brought suit against Elk and Gould for \$2,500,000, the amount lost by a sale of \$7,000,000 of gold to the latter parties.

Foreign Affairs. —Napoleon was at the races at Boulogne on Sunday. —Father Hyacinth is threatened with major excommunication. —Ex-King Ferdinand, of Portugal, is, it is said, a candidate for the Spanish throne more likely than any others to succeed.

—It is asserted in Madrid that the United States Government has resolved to desist from any intervention in Cuban affairs. —The Cortes has reassembled, and propose to suspend the bill of Individual Rights until the new Republican insurrection is subdued.

THE FLOOD.

The Torrent in New York, Pennsylvania, Delaware, and Maryland—Vast Damage to Milling Properties, Farms, and Cities—Latest Telegraphic Particulars.

PENNSYLVANIA. —SPRING MILL, five miles below Norrisstown, Oct. 4.—The river at this point has receded two feet from the highest point, which was sixteen feet above its regular water-mark, or two feet higher than the great freshet of 1852. The destruction of life and property is immense. A woman at Norrisstown, in endeavoring to secure floating timber, fell in the river, and two persons, a man and a woman, in trying to rescue here were drawn in the current and the three were drowned. The property of the Navigation Company is completely ruined, as no dams or locks were torn away from the upper end of the line down as far as Conshohocken, with the exception of one stop-gate.

Four loaded boats at Norrisstown will lay high and dry when the water recedes. The Norrisstown Railroad is badly under water, as is also the Reading Railroad some three miles, but J. S. Hillis, assistant superintendent, is on hand with a heavy force of laborers, sufficient to repair any damage in a very few hours after the water recedes. The coal trade will not remain idle over two days under water, as it is drawn up above. At three o'clock the river was rising rapidly at Pottstown, which is supposed to be the water from the upper end just coming down.

HARRISBURG, Oct. 4.—The rain ceased last night. There is no great freshet in this immediate vicinity, but there is great damage east and south of here. Several bridges between Harrisburg and Philadelphia on the Pennsylvania Central and Philadelphia and Reading Railroads are reported to be washed away. Also, between Harrisburg and Baltimore the damage was severe. The Susquehanna is rising rapidly, but no fears are entertained of a disastrous flood. —NEW HOPE, Oct. 4.—The Delaware division of the canal is badly damaged in three places, the embankment torn out in one place, and two sluiceways washed away. It will take several weeks to repair the damages. —SCRANTON, Oct. 4.—Heavy rains have fallen for the past forty-eight hours. No trains arrived on the Lehigh and Susquehanna Railroad. The Delaware, Lackawanna and Western road has also suspended running. An embankment 1200 feet long, at Bell's bridge, was washed out. Several minor breaks are reported between Scranton and Stroudsburg. Heavy gangs of men are at work all along the line. There was a great freshet at Manch Chunk. Twenty boats went over the dam. The Lackawanna Iron and Coal Company's rolling mills suspended work on account of the high water.

READING, Oct. 4.—The freshet in the Schuylkill valley to-day was the most disastrous since that of 1850, doing but little less damage to property. The rain continued heavily at about 3 o'clock on Sunday morning, and fell without intermission until the same time this morning, when six and three-quarter inches had descended. Two-thirds of this quantity fell on Sunday night, the rain pouring in torrents from about 10 o'clock. At 12 o'clock the rising of the fall was the heaviest for years, producing a perfect roar upon the roofs of houses. The effect was immediately apparent upon the Schuylkill, which rose rapidly on Sunday night and this morning. At 11 o'clock it reached twenty-two feet above its ordinary level, some three feet less than in 1850. The rise from 6 to 11 was at the rate of about a foot an hour. Fortunately the great rise occurred in the daytime, or loss of life might have been the result. No person was drowned at any point here, so far as is known. It is thought many were rescued at considerable peril. The lower part of the city was completely submerged, and some seven dwelling houses were carried away.

The span of the Lancaster Bridge was swept away by a hoisting canal boat, and lodged upon Frit's Island, about a mile below the city. One

THE WATER TROUBLE.

The water this evening was over the docks and still rising. WHITE HALL, Oct. 4.—The streams have overflowed their banks, greatly damaging the corn and potato crops. Breaks are reported in the canal at various places. At Fort Ann the water overflowed the marsh east of the village, and Julius Lesor, while endeavoring to cross the road, was drowned with his team. Several bridges on the Rensselaer and Saratoga Railroad were swept away, and the track also washed out in several places. The bridges are gone on the Hudson and Washington Railroad, the main leading into the city were filled with water, owing to the wrenching-off of the lamp posts by passing timbers.

For the first time since the freshet of 1850 the city was without gas, and the streets presented a ghastly appearance, the streets nearly all closing at dark. It is believed that the gas supply will be resumed to-morrow evening. Many families have lost heavily in furniture, and some are entirely homeless. The Mayor has called a town meeting on Wednesday night for their relief.

There are two breaks on the four-mile level. Five miles west of the city, and also a portion of the aqueduct is gone on the seven-mile level. The country in that neighborhood is inundated, and will take two weeks to repair damages. The trains on the New York Central go west are water-bound here. The track for six miles west of this city is under water, and a portion of the culvert is gone.

WASHINGTON. —WASHINGTON, Oct. 5.—The heavy rain of Sunday damaged property to a considerable extent in this city and the surrounding country, particularly near Washington. The Northern railroad train that at daylight arrived at 9 A. M. The rain was unprecedented for its violence. The canal banks were overtopped, and the lower stories of houses adjacent flooded. The footbridges over the canal and elsewhere in the city were washed away, and several new houses damaged, owing to the overflowing of water. The sewers were also injured, and in several cases the ground caved in. The effects of the storm are seen in all directions. About midnight the whole reservoir of the Seventh precinct was cut off, and the assistance of families in Ford's corner, near Penn's Landing, was required, and to rescue some of the women and children the officers were obliged to wade up to their necks. The families were carried to places of safety, and in one or two instances the removal was extremely hazardous.

None of the houses were floated off, but some few articles of furniture were carried away in the flood. The shanties bordering on the Tiber, lack of the railroad station, were overflowed, out of doors, and the property there, got away with their furniture. Three coffins were washed down the Tiber, and lodged near Adams Express office, opposite the station, which some burial places.

A storm in Georgetown was heavy, and the damage to property considerable. The bridges over Rock creek were swept away, also fences, frame shanties, and everything of a floating nature on its banks. The limekilns were entirely submerged. The proprietors lost large quantities of property. The shanties on one of the kilns caught fire from the stacked lime.

The canal company's mud machine, and the machine belonging to the Government, were swept down the creek and over the dam into the river. A large iron boiler which was on the screw below the dam was washed some distance down, and passing under the lower end of K street bridge, struck the iron stringer on the north side, and bent it inward some inches. It took away about fifteen feet of the bricks and railing on the wharf used by the Maryland Mining Company. This morning a colored man, sexton at Christ Church, Georgetown, while engaged in catching drift-wood at the paper mill bridge, accidentally fell in and was swept down the current. There was much damage in Georgetown, and the water is rising in the Potomac.

Merchants on Water street to-day removed their goods out of the reach of the water in case the flood from the upper Potomac should be heavy. The Chesapeake and Ohio Canal broke, just above the culvert of John Calvert, and the steam packet that started up this morning was obliged to return to Georgetown.

The steamer Pioneer, Captain Cathcart, ran ashore above the aqueduct bridge and is leaning overboard. The canal boat running on the Philadelphia line. Bladensburg was again inundated last night, the Eastern branch rising higher than ever before known, and in some parts of the burg the upper stories of houses were flooded and bridges injured. The New York and Potomac Railroad, in consequence of a few feet of the track of the road near the Gunpowder bridge having been washed away, and a detention in Baltimore, because of the Pratt street bridge being thought necessary to be repaired. The engine disconnected near Gunpowder just in time to prevent a serious accident, and the damage was soon repaired.

THE NEW ALABAMA.

Her Arrival at Fernandina. —SAVANNAH, Oct. 4.—The Morning News has a report from Florida of the arrival of the steamship Alabama at Fernandina, on Friday night, from New York, with four hundred men, including sixty officers, for the Cuban expedition, now rendezvousing at Fernandina. The men were immediately put aboard the car, and taken to Cedar Keys, where steamers await them. Two hundred men arrived at Baldwin, Florida, from Savannah, on Saturday night, supposed to be a portion of the command now organizing in Middle Georgia.

HER SEIZURE.

WILMINGTON, Oct. 4.—The privateer Hornet, alias Cuba, appeared off Smithville, on Saturday evening, flying the Cuban colors. It has been definitely ascertained that she has 300 men and 30 officers aboard, the majority of the latter being ex-commanders. Her armament consists of eight heavy guns. Yesterday she anchored inside the bar, and sent the engineer and purser to the city to secure a supply of coal, that taken aboard off New York, not being adapted to quick movements. Supplies being soon rounded, the officers, after engaging a supply of coal, returned to the vessel without making arrangements to get the coal aboard. They left this city last night, about twelve o'clock, for Smithville, thirty-five miles below the city, in small row boats.

Collector of Customs Reemly chartered the steam-tug Alpha, this morning, at 4 o'clock, and having placed in the hands of the Deputy United States Marshal a warrant issued by the United States Commissioner, placed him on board with part of the customs force, with orders to detain the privateer until further orders. Colonel Frank, commanding the United States troops at Smithville, was expected to co-operate with the Deputy Marshal, and with force, if necessary. The Alpha has not yet returned. Further intelligence will be telegraphed immediately on her arrival. The officers who visited the city were very bold and confident, insisting that there is no process by which the privateer can be legally detained. The event creates much excitement and comment.

Later. —The Cuba was seized by the Deputy United States Marshal at Smithville, at 12 o'clock, a low tide, brought up to this city, and anchored a mile below. The officers are now in the city, and are positive in their declarations that there is no pretext under which she can be detained by the authorities any longer than necessary to have investigation of the armament and crew. The Cuba is a formidable vessel, and represented to have great speed. She is short of coal and provisions now, and her machinery is considerably damaged.

A bad break has occurred on the four-mile level on the Erie Canal, and part of the aqueduct has been carried away.

At the foot of the city the river commenced rising at an early hour and continued all day.

MARINE TELEGRAPH.

FOR additional Marine News see First Page. ALMANAC FOR PHILADELPHIA—THIS DAY. SUN RISES.....5:40 MOON SETS.....11:34 SUN SETS.....6:50 FIRST WATER.....11:15 PHILADELPHIA BOARD OF TRADE. T. S. HOON, Chairman. J. O. HOFFMAN, Secretary. COMMITTEE OF THE MONTH. J. C. Jones, George L. Busby, E. A. Souder, William W. Paul, Thos. L. Gillespie.

MOVEMENTS OF OCEAN STEAMSHIPS. FOR AMERICA. Bellona.....London.....New York.....Sept. 17. Westphalia.....New York.....Sept. 18. Havre.....New York.....Sept. 18. Tertia.....Liverpool.....New York.....Sept. 21. England.....Liverpool.....New York.....Sept. 22. Manhattan.....New York.....Sept. 23. Lafayette.....New York.....Sept. 24. Philadelphia.....New York.....Sept. 25. For Europe. City of N. York.....New York.....Oct. 5. Westphalia.....New York.....Oct. 6. Nebraska.....New York.....Oct. 6. Cuba.....Baltimore.....Oct. 6. City of N. York.....New York.....Oct. 6. City of N. York.....New York.....Oct. 6. City of N. York.....New York.....Oct. 6. City of N. York.....New York.....Oct. 6.

COASTWISE, DOMESTIC, ETC. Alaska.....New York.....Sept. 10. Pioneer.....New York.....Sept. 11. Pioneer.....New York.....Sept. 11. Pioneer.....New York.....Sept. 11. Pioneer.....New York.....Sept. 11. Pioneer.....New York.....Sept. 11.

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AMUSEMENTS.

BURLINGTON COUNTY AGRICULTURAL FAIR AT MOUNT HOLLY, N. J. ON TUESDAY AND WEDNESDAY, OCTOBER 5 and 6, 1869. Trains will leave Philadelphia from Market Street Ferry, upper side, at 7, 8, and 10 A. M., and 2 1/2, 3, 5, and 7 1/2 P. M. Excursion Tickets, 50 cents. W. H. GATZMER, Agent. 1042th HOOP SKIRTS, ETC.

1115 - HOPKINS' HOOP-SKIRT AND CORSET MANUFACTORY AND SALESROOMS, No. 1115 CHESTNUT STREET. Our CHAMPION SKIRTS better and cheaper than all others. 10 to 50 springs, 10c. to \$2.00. New York made Skirts, 20 to 40 springs, 10c. to \$1.00; New York made Skirts, from 20 to 40 springs, 10c. to 75c. R. Wesley Corsets, \$2.50, \$3.50, \$4.50. Becket Corsets, from \$1 to \$7. Thomas's "Glossing" Corsets, from \$2 1/2 to \$5. Mrs. Moody's patent self-adjusting abdominal supporting Corsets, from \$3 to \$7—highly recommended by physicians, and should be examined by every lady. Over 40 other varieties of Corsets, from 75c. to \$9.50. Skirts and Corsets made to order, altered and repaired. WHOLESALE AND RETAIL 735th WILIAM T. HOPKINS. WINDOW GLASS.

"WINDOW GLASS." EVANS, SHARP & CO., NO. 613 MARKET STREET. Are daily receiving shipments of Glass from Works, where they are now making 10,000 feet day. They are also receiving shipments of FRENCH WINDOW GLASS. Rough Plate and Ribbed Glass, Enamelled Stained, Engraved, and Ground Glass, which they offer at 9 3/4 cent LUMBER.

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AMUSEMENTS.

TRIUMPHAL RETURN OF THE GREAT EUROPEAN CIRQUE. THE LATEST AND MOST ENTHUSIASTIC! FOUR SHORT SEASONS ONLY. ON THE ILLUMINATED GROUNDS, EIGHTH STREET, BETWEEN RACE AND VINE. TWO GRAND PERFORMANCES EACH DAY. DOORS OPEN AT 7 AND 7 O'CLOCK. The Performances are truly equal to the splendour of the street displays of the celebrated ARTISTS from the principal arenas and hippodromes of Europe.

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