# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, OCTOBER 29, 1869.

# NEWS SUMMARY. City Affairs.

-Sherifi W. C. Craig, of Steuben county, N. Y., reached this city yesterday with a requisition for Charlemagne Fisk, an alleged fugi-tive from justice from that place, where he is said to have broken jail at Bath six weeks ago. Fisk was found at Manayunk working in a fac-tory. Three years ago he was arrested on the charge of arson and forgery at Woodhall, in the county named. He was indicted for the forgery, pleaded guilty, and served two years' imprisonment. After his liberation he was rearrected on the charge of arson, and was in jail awaiting trial when he cut his way through the roof and escaped.

-Yesterday afternoon Cafharine Callahan, aged 102 years, fell while in the act of stepping upon a curbstone at Nineteenth and Coares streets. She was carried into a neighboring store, where she died in a few minutes. This old lady had reached a remarkable age to be active and able to walk about. Her residence was in the vicinity of Twentleth and Costes streets. The Coroner was notified.

Patrick Sweeney, driver, fell from his coal cart last evening about 6 o'clock, and was killed. The deceased resided in Orris court, running off from Rodman street, below Broad. The Coroner was notified.

-The alarm of fire last evening, at quarter past 10 o'clock, was caused by the "xplosion of a gas pipe in the dwelling No. 1551 North Twelfth street. The damage was trifling. —An employe at the Pascal Works, named

Kelly, had one of his arms severely injured yes-terday by the machinery. He was removed to his residence, near Spruce and Sixth streets -President Grant was screnaded last night at the residence of ex-Secretary Borie.

### Domestic Affairs.

-Gold closed yesterday at 129. -The Richmond (Va.) Theatre was sold yes-

terday for \$34,000. -President Grant leaves this city to-day for

Washington. -The Maryland State Agricultural Fair at

Baltimore is well attended. -The Washingtonians are to have a new

opera house, costing \$350,000. —The new Secretary of War, Belknap, ar-rived in Washington yesterday.

-The dealers of Boston have advanced the

price of coal to \$10.50 per ton.

-Counterfeit legal revenue stamps are in cir-culation la San Francisco. -James M. Williams, of the Pacific Railroad

Commissioners, has resigned. -Minister McMahon advises that our diplo-

matic relations be restored with Paraguay. —Assistant United States Treasurers may re-

deem nickel five cent pieces, in sums of \$100. -It is proposed to establish an immense bank note engraving concern in Washington.

-Nearly all the heads of departments at Washington attended the Maryland Fair yester-

day. -The case of the privateer Cuba will be argued at Wilmington, N. C., to-day, by counsel

engaged. --One hundred bakers and dealers in bread in New Orleans have been arrested for selling short weight.

-No appointment has yet been made to fill the vacancy occasioned by the resignation of General Butterfield.

-United States seamen are hereafter to be allowed to draw one-fifth of the pay due them at the end of each month.

-The dispersing of the crew of the Hornet, and her disarming, is said to be in accordance with the policy of the Government. —Secretary Robeson has just issued an im-

portant circular to the officers of the navy, re-Commending enlarged liberties to seamen. —The Franklin Telegraph line operators at

Raltimore return to work to-day at an advance of twenty per cent, on their former salaries. -The Surveyor-General of Colorado has sent

to the Land Office at Washington, specimens of rich gold and silver ores from that Territory. -The steamboat Stonewall was burned near

Cairo, Illinois, yesterday, and of two hundred and fifty-two persons on board only thirty escaped.

ere is a revolution in progress in the

were delivered to me for consideration, formally notified by the counsel for the parties appealing. as also of the fact that the writs issued by the Supreme Court acted as a supersedeas to further proceedings under the Common Pleas decree, and prevented those who had been declared to b elected from taking possession of the offices until the Supreme Court should finally decide the ease.

In the case of the contested election of sheriff of this county in 1861 (Ewing vs. Thompson), Mr. Fox cites a case parallel to that upon which ie now renders decision.

There cusued a course of parliamentary sparring. It terminated in the reference of the en-tire business to the Committee or Police, with instructions to inquire whether Patrick Carrigan and Messrs. Biley and Gerard had not been dis-

charged for indulging in excessive drams. Mr. Shallcross, on behalf of the Committee on Police, offered an ordinance to regulate the goverament of hackney vehicles.

its first section provides that every backdriver shall furnish to each customer a card, when that customer requires it, upon which is printed the number of the vehicle, with the chedule of prices affixed for transportation from point to point.

This section was adopted.

By the second section the high constables of the city are authorized to visit the back stands, and order away from them every vehicle not drawn by properly fed horses, or in charge of jehus who are drunken.

Mr. Plumly submitted that this section con tained provisions that were not equitable. If did not want to see high constables clothed wit the arbitrary authority to go and order from carriage stand a pair of horses, simply becaus of the prominence of their ribs. Mr. Plumly explained that a lean horse may be in better con dition than a fat one, and that the section let open to the high constables an opportunity fo

the exercise of personal ends. The bill finally passed this Chamber. The vote was 17 yeas to but 6 negatives.

Mr. Smith, from the Committee on City Preperty, reported an ordinance excepting from the ordinance which consolidates the Departments of City Property, Wharves and Landings, the police stations in Spring Garden, West Philadelphia and Germantown.

A resolution permitting the Vulcanized Pave ment Company to lay specimen pavement in Ninth street, and also in Vine street, was recommitted.

The Chamber then adjourned to hold a special session next Monday afternoon. A delegation of Councilmen from Cinclunati

were in the city. The gentlemen from Porko-polis declined to accept municipal hospitality. What they wanted was a little piloting among the Thursday evening lectures in the various churches of the city. To accommodate them

the members concluded to adjourn. COMMON BRANCH .- President Louis Wagner in the chair.

The following communications were received -One from the City Treasurer, referred to Com-mittee on Finance. One from Mr. Hanna, to transway Evans street; referred. One from Mr. H. Huhn, asking for permission to allow Harrison Brothers to use certain telegraph poles; referred

Mr. Huhn offered a resolution, instructing the City Solicitor to proceed against Cornelius Ken-nedy, contractor, and Francis Willey, surety on the bond of Kennedy, for the construction of a sewer on the north side of Spring Garlen street, between Twenty-fourth and Twenty-fifth streets. Referred to the Committee on Survey. A communication was received from the

Mayor, declining to approve the surveiles of Thomas J. Worrell, City Solicitor elect, Receiver of Taxes, and City Controller. The first bill vetoed was read, and the ques-

tion, shall the bill pass notwithstanding the Mayor's veto? was put. The yeas and nays being called, the result was, yeas 35, nays 0. Mr. Hetzell moved to reconsider the vote. Mr. Evans moved to lay the motion on the

The yeas and nays were called-yeas 34 table. nays 2-and the motion to lay on the table was carried. Mr. Dillon moved to reconsider the vote,

which the Chair decided could not be done. Mr. Hetzell appealed from the decision of the were 24 nava

The salaries paid to the judges and arbitrators under the provisions of the treaty with Great Bri-tain of April 7, 1862, aggregate for the same period \$7375, with an expenditure for contingencies at New York of \$400. The grand total for all expenses of missions abroad for that time is \$319,537 76.

abroad for that time is \$319,637 76. The statement of consular returns shows an ex-cess of feces over salaries and loss by exchange of \$65,971 93, for the fiscal year ending June 30. A statement showing the amount expended by consular officers of the United States for the relief of American segmen at the consulates. The amount received by them as extra wages of discharged scamen, and the amount of loss in ex-change incurred in drawing for balances due, give an exc so of disbursements over receipts amounting to \$33,557.

The report also shows that during the year 1000

camen were sent to the United States from foreign orts; the amount of money paid for their passage being \$11 654.

Amount expended by United States consuls on

Amount expended by United States consuls on account of oriminal seamen, \$1305 85. Amount retunded to offizens, seamen or their representatives, directly from the United States Trossury, during the year, the several seams having been previously received at the consulates, \$4047 95. Department accounts, &c., received and allowed during the year: State, \$332,308 34. Galeb Cushing, Commissioner of the joint com-mission of the Hadeon's Bay and Paget Sound Companies, claims \$4750.

Companies, claims \$1750. Archibald Campbell, Commissioner of the north-west boundary survey, for running the northwest boundary line, claims \$2533 57. Interior Department, \$25,017 20; Patent-office, \$127,057 45; Post-office, \$191,102 52.

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six months c				e same, for 30, in eacl
the years 1868	and 18	369:		
Receipts, 1869,		1.75	-	\$108,477,42
Receipts, 1868,	*			85,059,22
Increase of receipts,		14	1	\$21,420,10
Expenditures, 1868, Expenditures, 1869,		141	-	\$5,149.62
		2961	-	4,359,24

Thussuny DEPARTMENT, October 28, 1869.-By virtue of the authority contained in the lifth sec-ion of the act of Congress entitled "An act to autherize the coinage of five cent pieces, approved May 16, 1866," the Treasurer or general assistant Treasurer of the United States will hereafter redeem. In national currency, the five cent pieces coined under the provisions of said act, when pre-sented in sums of not less than \$100 at their respec-tive offices. GEONGE S. BOUTWILL, Secretary of the Treasury.

#### EORRIBLE.

Terrible Catastrophe on the Mississippi River -The Stramship Stonewall Barned to the Water's Edge When Off Neeley's Landing-Over Two Hundred Persons Drowned-Only Forty-three Passengers Saved-Henri-rending Scenes.

ST. Louis, Oct. 28 .- A private dispatch to the Memphis Packet Company says the steamer Stonewall was burned this morning near Neely's landing, on the Mississippi about forty-five miles above Cairo, and that forty-three of the passengers and crew out of one hundred and sixty were saved. The Stonewall sailed hence on Tuesday for New Orleans. From the tenor of dispatches received it is inferred that all above the number mentioned, forty-three, were lost.

Evening .- Mr. Phelps, a planter of Shreveport, La., has arrived from the wreck of the Stonewall, and furnishes the following particulars of the disaster:

The boat caught fire at 6.80 on Wednesday evening, at a point a little below Neely's landing, 125 miles below St. Louis, from a candle, which the deck passengers had near some hay while playing cards. The steamer was run on a gravel bar, the pilot supposing that the passengers could wade ashore on the bar. Unfortunately, at the end of the bar was a slough, and here it was that the larger number were drowned.

The boat only ran on the bar two feet, and

prevailed. There were about 200 cabin and deck passengers aboard, a large number of whom were women and children. The flames spread with great rapidity, and scores of men jumped into the water and attempted to reach the shore by swimming, but nearly all these were lost. The pilot, engineer, stoker, carpenter and

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forty-four passengers are known to be saved. The captain, clerks, and other officers, and many passengers, were lost. All the books and papers of the boat were lost, as were all

the cattle and other freight. Many persons died after reaching the shore

from exposure. All of the women and children were lost,

nearly, if not all, being burned to death. The conduct of the passengers and officers

is said to have been heroic. Such an appalling scene has not been witnessed on the Mississippi for many years. The saved were kindly cared for by the officers of the Belle Memphis, and were carried to St. Louis. An interview with the assistant engineer elicits from him the following statement:

The alarm was given at 1.30, and in ten minutes the boat was in a sheet of flame, and every person had deserted her. All that were lost were drowned, and none were burned. Of eleven women on board but three were saved. But one yawl was seen, and that was taken possession of by some deck passengers. No other life-boat or life-preservers were seen. The boat grounded two hundred yards from the shore, in about six feet of water. There were 40 cabin and 150 deck passengers and a crew of 60-in all about 250 souls, about 50 only of whom were saved.

CAIRO, III., Oct. 28 .- The following named pas-CAIRO, HL, Oct. 28.—The following named pas-sengers are known to have been saved from the Stonewall, turnished by W. A. Cook, of Texas, who was a passenger, on the boat: M. M. Mosherer, L. T. Joan, M. Märx, M. B. Breny, J. Swain, Dr. Jones, of New Orleans, V. Cook, M. C. Sweeners, P. Harren, J. N. Stewart, J. Conway, Mike Kinley and brother, George Helmer, of St. Louis, George and Nick Perit, B. Pere and wife, N. H. Moshery, I. Swan, James Schward, Harmon M. Phillips, of Shrevepert, La., J. Connars, James Griffin, John Shreveport, La., J. Connars, James Griffin, John Pierce, Dennis Moriarty, Dr. A. W. Washburn, Dr. S. B. Innes, T. H. Carroll, J. H. Lyon, second en-There were 258 persons on the Stonewall, includ-ing the crew, and only 38 are known to have been

MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAO FOR PHILADELPHIA-THIS DAY.

PHILADELPHIA BOARD OF TRADE.

WILLIAM W. PAUL H. C. BUTCHER, S. E. STOKES, COMMUTTER OF THE MONTH. COMMITTEE ON ABBITRATIONS.

J. O. James, George L. Buzhy, E. A. Souler, William W. Paul, Thos. L. Gillespie,

 William W. Fadi,
 Thos. L. Gillespie.

 FOR AMERICA.

 Donau,
 Southampton,
 New York
 Oct. 19

 Aleppo,
 Liverpool,
 New York
 Oct. 19

 Aleppo,
 Liverpool,
 New York
 Oct. 19

 Colerado
 Liverpool,
 New York
 Oct. 20

 Colerado
 Liverpool,
 New York
 Oct. 21

 Pennsylvania
 Liverpool,
 New York
 Oct. 22

 Cambria.
 Glasgow,
 New York
 Oct. 23

 Cuba.
 Liverpool,
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 Cuba.
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 Cuba.
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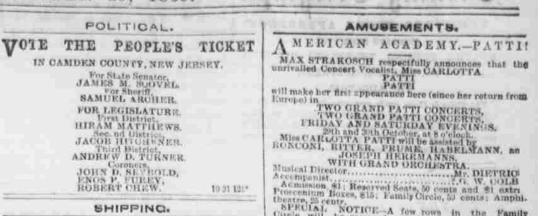
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 London,
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 Con Brussels, New York
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 Con Baltimore, New York
 Liverpool,
 Nov. 24

 Allemanniia
 New York
 Liverpool,< MOVEMENTS OF OCEAN STEAMSHIPS.



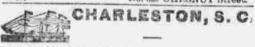
SHIPPING.

FOR LIVER POOLAND OURENSTOWN-Imman Line of Mass freemers are appointed to sail as failows-City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. City of Battimore, via Halifax Tuesday, Nov. 2, at 1 P. M. And each succeeding Saturday and alternates Tuesday from Pley 40, North River. RATES OF PASSAGE. Matter Cold. Store STRERAGE. Statistic Cold. Store Strengthan Courteners, Fifther Cold. Store Strengthan Courteners, To London. 105 To London. 40 Deparis. 115 To Paris. 40 Passade BY THE TUESDAY STEAMER, VIA HALIPAX, ETERAGE. Pasable in Cold. Payable in Currener, Mathing. 20 Halifax. 16 Dy Branch Slessmer. 40 D

ONLY DIRECT LINE TO FRANCE THE CENERAL TRANSATIANTIO COMPANYS MAIL STEAMSHIPS BEAWEEN NEW YORK AND HAVRE, CALLING AT The splendid new vessels on this favorite routs for the Continent will sail from Fier No. 50, North river, ever Saturday.

Saturday.

### PRICE OF PASSAGE in gold (including wine), TO BREST OR HAVRE.



# THE SOUTH AND SOUTHWEST. FAST FREIGHT LINE.

EVERY THURSDAY.

The Steamships PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Hinckley, WILL FORM A REGULAR WEEKLY LINE, The steamship J. W. EVERMAN, will sail on THURSDAY, October 28, at 1 P. M.

Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest, Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to E. A. SOUDER & CO., 2 2211 DOUK STREET WHARF.

Sailing on Tuesdays, Thursdays, and Saturdays.

Freight by this fine taken at 12 cents per 100 pounds,

cents per foot, or 1 cent per gallon, ship's option. Ad-

vance charges cashed at office on Pier. Freight received

B. N. Fxtra rates on small packages iron, metal. etc.

REDUCTION OF RATES.

LORILLARD'S STEAMSHIP

JOHN F, OHL,

Pier 19 North Wharves.

LINE FOR

NEW YORK.

Mormon Church, the Mormons only walting for Brigham to die to carry out their concerted measures.

-If Captain Higgins, of the Hornet, attempt to ship a new crew or to rearm his vessel, he will render himself liable to the action of the Neutrality laws.

-The Government holds that no armed and equipped war vessel, sailing under the flag of an unrecognized nation, has a right to remain in our ports.

-The Secretary of the Navy gives good rea-sons why the pay of seamen should not be stopped by courts-martial. He says it punishes their innocent families.

-Captain Higgins, lately commanding the Cuban privateer Hornet, telegraphs to the Government that his vessel is being dismantled and his crew dispersed.

-Our new Minister to China, F. F. Low, of California, has arrived in Washington, and will have an interview on the subject of his mission with the Secretary of State to-day.

#### Foreign Affairs.

-The press prosecution in Paris is suspended. -Metternich has been censured by the Austrian Government for the indulgence of his propensity for dueiting.

-The London Post says of General Grant that his habits and mode of life preclude the possi-bility of his being connected with the gold ring. -English holders in stock in the Atlantic and

Great Western Railroad are about to bring suit in an American court for the value of their shares.

CITY COUNCILS.

Meeting of Select and Common Branches Yesterday Afternoon. SELECT BRANCH.—President Stokley was in

the chair. A -very full attendance was present. From the Controllers of Public Schools came a note, replying to an official inquiry of Coun-cils that the balance of \$4073 remains unexpended of the appropriation for the erection of a certain new school-house in the Twenty-first School Section.

A resolution was offered by Mr. Hookey ask ing the Mayor to reinstate as pollcemen Patrick Carrigan, John Riley, and John Gerard. These gentlemen were discharged from the police orce by Mayor Fox. In the opinion of Mr Hookey, their discharge was the result of impulse. rather than of even-handed justice.

Ritchie professed inability to see this matter as it appeared through the perifocals of Mr. Hookey. While stickling for even-handed justice he pronounced his inability to discern adequate reason why, when Mr. Fox dismissed a man for dereliction of duty, he should be reinstated without investigation as to the circumstances of the case

Mr. Ritchie moved to amend by also asking the Mayor to report for what reason he removed from office Police Licutenant John Spear. This was agreed to.

Another member moved to include also an in quiry as to the reason why his Honor kicked out of office Lieutenant Jacoby. This was carried without dissent.

Mr. Franciscus now arose. He referred to the summary dismissal from the force of Lieutenant William Leighton, and wished to know also why this useful officer was decapitated. Agreed to

Common Council passed and sent to the Select Council an ordinance approving the securities of the gentlemen elected to city and county offices, from the holding of which they have so long been deprived. The Mayor's veto says:stant decided that those whose sureties you have by these resolutions approved were elected to the several offices claimed by them, and your action on the 18th in reference to the matter was eminently proper as the necessary preliminary to their entering upon the daties of their offices

"Afterward, however, the present incumbents appealed from that decision to the Supreme Court, and writs of certiorari have been fissued removing the whole records for the decision of the Supreme Court. Of this I was, on the same day, the 19th instant, on which the resolutions

On a motion to lay the appeal on the table the yeas were 35 and the mays 6. The appeal was laid on the table and the bill passed. The second bill, approving the securities of S.

Haucock, City Controller, Richard Peltz Receiver of Taxes, and Alexander McCuen, City Commissioner, was taken up. Mr. Hetzell moved to refer to the Committee

on Law. Mr. Evans called the main question: Shall the bill pass notwithstanding the objections of his Honor the Mayor?

The vote stood yeas 34, nays 7-more than two-thirds having yoted in favor of the passage of the bill. Passed.

Mr. Huhn offered a resolution of request to the Department of Surveys. Referred. Mr. Ray, of the Committee of Finance, pre-

sented an ordinance making an appropriation for expenses in the department of the City Treasurer. Postponed.

Also an ordinance making an appropriation of \$700,000 to the commissioners of Fairmount Park, to pay for ground taken and improvements made. Agreed to. Also an ordinance to make a special appropria-

tion of \$53,400 to the department for supplying

the city with water, Mr. Hetzell moved to postpone. Mr. Hanna moved to indefinitely postpone. A engthy discussion ensued, after which the motion to indefinitely postpone was withdrawn.

The motion to postpone was called, and the yeas stood 14, nays 17. A motion was made to adjourn-yeas 10, nays

Mr. Heizell moved the bill be indefinitely

No quorum voting, the Chamber adjourned.

## WASHINGTON.

The Report of the Fifth Auditor-Cost of Our Diplomatic Service-General Spinner's Annuni Report-The Nickel Coinage.

THE FORTHCOMING report of the Fifth Auditor of the Treasury contains the following statement of expenses of missions abroad for salaries, contingencies and loss by exchange, from July 1, 1868, to June 30, 1869, as shown by accounts adjusted in that office:

Austria-Salaries, \$17,365 57; contingencies,

Belgium-Salaries, \$8118 17; contingencies, \$1164 75. Bolivia-Salaries, \$1359 87; contingencies, \$56 25.

Brazil-Salaries, \$4000. Chill-Salaries, \$4000. Chill-Salaries, \$413 76; contingencies, \$469 15. China-Salaries, \$1506; loss by exchanges, \$1411. Costa Rica-Salary, \$7316 57; contingencies, 950 54

280 54.

280 54. Denmark-Salary, \$5625; contingencies, \$198 47. Ecuador-Salary, \$400. France-Salary, \$26,487 42; contingencies, \$3934 94. Great Britain-Salary, \$21,021 53; contingencies,

Guatemala-Salary, \$8118 13; contingencies, \$615 12; loss by exchange, \$346 79. Hawaiian Islands-Salary, \$6096; contingencies,

183. Honduras-Salary, \$618. Italy-Salary, \$10,867; contingencies, \$410. Japan-Salary, \$10,000; contingencies, \$351; loss y exchange, \$573.94. Liberia-Salary, \$2850.64; contingencies, \$137. Mexico-Salary, \$11,932.59; contingencies, \$1787.

Netherlands-Salary, \$7500; contingencies, \$350

86. Nicaragua-Salary, \$7953; contingencies, \$397. Paraguay-Salary, \$11,414; contingencies, \$176; oss by exchange, \$570. Peru-Salary, \$10,755 50; contingencies, \$571; or by exchange \$251

Peru-Salary, \$10,00 55, contingencies, \$135 56; Portugal-Salary, \$870 85; contingencies, \$135 56; loss by exchange, \$21 30. Prussia-Salary, \$12,000; contingencies, 1003.

Prussia-Salary, \$12,000; contingencies, 1003. Russia-Salary, \$12,080; contingencies, \$532,96. Salvador-Salary, \$7500; contingencies, \$168,81; loss by exchange, \$212. Spain-Salary, \$12,000; contingencies, \$3712; loss by exchange, \$116. Sweden-Salary, \$620; contingencies, \$3712; loss by exchange, \$116. Sweden-Salary, \$12,000; contingencies, \$3712; loss by exchange, \$116. Sweden-Salary, \$12,000; contingencies, \$30, 70; loss by exchange, \$250. United Studen of Colombia-Salary, \$1590; contin-gencies, \$1361.

gencies, \$1361. Venezuela-Salary, \$5324 80; contingencies, \$479

73; loss by exchange, \$51 08.

the shallowest water about her was five or six feet. The boat being loaded with hay, burned very quickly, and all efforts to put out the fire were unavailing. The Belle of Memphis came up at 9.30, three hours after the accident, and rendered all the assistance possible. Out of two hundred and fifty-two passengers and

crew, only thirty are known to be saved. The last seen of Captain Scott he was float-

ing down stream on a log. The people at Neely's saw the light, and hastened to assist. One man rescued sixteen persons with a skiff and had it not been for this help all would have been lost. A gentleman from Paducah, Ky., swam ashore with a lady, and at her entreaty returned to save her child. In swimming ashore he was grasped by a drowning man, and was compelled to shake him off.

One man was taken from the wreck so badly burned that he died on reaching shore. Captain Dondy, of Shreveport, La., was saved. There were thirty nine cabin passengers and crew. All the ladies on board were lost but one. Fulkerson, the pilot, and the carpenter were the only ones of the crew saved.

The boat was owned by Captain John Shaw and Dennis Long, the latter in Louisville, and was valued at \$45,000; insured for \$30,000. She had on board 800 tons of freight, including 270 head of horses and mules, which were insured. Captain Shaw had stopped off this trip, and Captain Thomas Scott was in command.

ST. LOUIS, Oct. 28 .- George W. Fulton, chief engineer of the Stonewall, arrived here on the Belle Memphis, and gives some further particulars. Sixteen persons were saved by clinging to a plank, and sixteen more swam ashore, and these are all, out of the 250 to 260 on board, of whose positive

out of the 250 to 260 on hoard, of whose positive safety there is any certainty. A man named Bennett was picked up, but died soon afterward. The only officers of the boat known to be saved are George W. Fulton, chief engineer; Edward Fulktod, pilot, and E. P. Wat-son, carpenter. Monroe Vandervoort, the stoker, and Charles Williams and John Churchman, deck hands, were also saved. Of three ladies on board only one, Mrs. Gregg, was saved. The scene on board was heartrending in the ex-treme. The fiames spread with wonderful rapidity under the action of a high wind, and the passen-gers, in wild terror, crowded the forecastle until forced overboard in a mass, and drowned each other in desperate struggles to free themselves.

other in desperate struggles to free themselves. Others would spring overboard, whirl round in the strong current for an instant, and disappear forver

Mr. Fulton jumped overboard and attempted to swim ashore, but coming in contact with a number of mules, swam to and clambered upon the wheel

of the boat. While he was there the steampipe burst, and the wheel revolved three times. He clung to it, how-ever, and was finally taken ashore in a skiff. Charles Williams, deck hand, says he tried to smother the fire when it was first discovered with blankets, but the wind blew so strongly that he failed. An effort was made to bring the hose into play on the tire, but the crowd of frenzied deck passengers rushed with such irresistible force upon the men having it in charge that they were obliged the men having it in charge that they were obliged

to give it up. Williams then threw overboard a bale of hay, and getting on it drifted to the storn of the boat, where getting on it drifted to the stern of the boat, where he found the yawl, containing six men and a woman. He was taken in, but, having no oars, they could not stem the current, and Williams and the woman were put ashore, and the remaining men made an-other attempt to reach the steamer, using the seats of the yawl for paddles; but the tide was too strong, and they were carried down stream and seen no more. Williams thinks that not more than thirty persons were saved; but as many were able to reach the shore at different points down the river, farther information may show the loss of life to have been less terrible and appalling than present advices in-dicate. There is no telegraph office within several miles of the scone of the disaster, and no informa-tion later than eleven o'clock last night has been received.

received. Cuncago, Oct. 28.—A special dispatch from Carbondale, Illinois, says that when the tire broke out every effort was under to land, but the boat was so heardly ladon inat size could not be brought nearer than one hundred yards of the shore, and great confusion and terror

ARRIVED YESTERDAY.

Schr R. Law, York, from Stonington. Correspondence of The Evening Telegraph. EASTON & MOMAHON'S BULLETIN. New York OFFICE, Oct. 22.-Eleven barges leave in tow to-night for Baltimore, light. Louis Roger, with hay and straw, for Philadelphia. BALTIMORE BRANCH OFFICE, Oct. 28.-The following barges leave in tow to-night eastward :-Mary Loughney: Osprey: E. C. Potter; W. S. Burton; M. Hennensey; Minnie Repplier, all with coal for New York.

Mary Morrow, leaves to day with coal, for New York. L. S. C.

rleans 23d inst. Ship Trro, Baker, at Boston 27th inst. from Shields. Steamship Hunter, Harding, hence, at Providence 26th

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DUTTON'S PIANO ROOMS, NOS. 1126-1128 Chesnut street. First-class Pianos at fixed prices. Chickering & Sons, Marschall & Mittauer, line & Son. Finest new Pianos to rent. 10 20 124 W. H. DUTTON.

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NEW PUBLICATIONS.

DHILOSOPHY OF MARRIAGE

CLEARED YESTERDAY. Steamer W. Whilldin, Riggans, Baltimore, A. Groves, Jr. Brig J. B. Kirby, Bernard, Sagua, S. & W. Welsh, Brig J. B. Brown, Bain, Boston, Warren & Gregg, Schr Abbott Devereaux, Rich, Nevnssa, J.E. Bazley&Co, Schr R. L. Tay, Baker, Lynn, J. J. Crout & Co.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE THOUGH FREIGHT AIR LINE TO THOUGH FREIGHT AIR LINE TO THE SOUTH AND WEST, EVERY SATURDAY, At neon, from FIRST WHARF above MARKET Street.

at all times on covered wharf.

At neon, from FIRST WHARF above MARKET Street. THROUGH RATES to all points in North and Soutz Carolina, via Scaboard Air Line Railroad, connecting al Portamouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Preight HANDLKD BUT ONCE, and taken at LOWER PATES THAN ANY OTHER LINE. The regularity, safot, and cheapness of this ronte com mend is to the public as the most desirable medium carrying every description of freight. No charge for commission, drayage, or any expense transfer. Breight received at the lowest rates. Freight received at the lowest rates. WHILIAM P. CLYDE & OO, No. 12 S. WHARVES and Pier 1 N. WHARVES. W. P. PORTER, Agent at Richmond and Oily Point. T. P. CROWELL & CO., Agents at Norfolk. NOTICE.-FOR NEW YORK, VIA

Steamer Fannie, Fenlon, 24 hours from New York, with ndse to W. M. Baird & Co. Steamer Sarah, Jones, 24 hours from New York, with ndse, to W. M. Baird & Co. midse, to W. M. Baird & Co.
Niceamer Contipuede, Beckett, 36 hours from Salem, in ballast to captain.
Schr Ariadne, Thomäs, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr Garnet, Marshall, I day from Lewes, Del., with grain to Jas. L. Bewley & Co.
Schr Clayton & Lowber, Jackson, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr G. R. Murney, Murney, from Bridgeport.
Schr G. R. Murney, Murney, from Bridgeport.
Schr G. R. Murney, Murney, from New Havea.
Schr K. K. Ooyne, Facemyer, from New Havea.
Schr K. L. Tay, Baker, from Fortmouth.
Schr H. L. Tay, Baker, from Fortmouth.
Schr J. M. Wainwright, Adams, from Boston.
Schr R. M. Tull, Robbins, from Boston.
Schr G. Kienzie, Studams, from Boston.
Schr G. Kienzie, Studams, from Boston.
Schr G. K. Kurang, from New Boston.
Schr B. J. Heraty, Heraty, from Boston.
Schr M. Price, Ferguson, from Boston.
Schr M. Price, Ferguson, from Boston.
Schr M. Price, Ferguson, from New York.
Schr M. R. Carlisle, Potter, from Providence.
Schr M. R. Carlisle, Potter, from Providence.
Schr A. Trusdell, Hayse, from Providence.
Schr A. Trusdell, Hayse, from Providence.
Schr A. Tusdell, Hayse, from Providence.
Schr B. Law, York, from Stoington. Steamer Centipede, Beckett, 35 hours from Salem, in

T. P. CROWELL & CO., Agents at Nerfolk. 613 NOTICE. — FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL EXPRESS STEAMBOAT COMPANY. The CHEAPEST AND QUICKEST water communica-tion between Philadelphia and New York. Steamers leave daily from first wharf below Market street, Philadelphia, and foot of Wall street, New York. Goods forwarded by all the lines running out of New York, North, East, and West, free of commission. Freight received and forwarded on accommodating terms. WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE Avenue, Philadelphia. 5-33 No. 119 WALL Street, New York.

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NEW EXPRESS LINE TO Alexandria, Georgetowa, and Washington, D. C. via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for I nonhurg, Bristol, Knoxville, Nashville, Datton, and the Bouthwest.

Southwest. Steamers leave regularly every Saturday at noon from the first wharf above Market street. Freight received daily WILLIAM P. CLYDE & CO., No. 14 North and South wharves. HYDE & TYLER, Agents, at Georgetewn: M. ELDRIDGE & CO., Agents at Alexandria. 615

NOTICE.—FOR NEW YORK, VIA Delaware and Raritan Cacal, SWIFTSURE TRANSPORTATION COMPANY.—DES-FATCH AND SWIFTSURE LINE. The business of these lines will be resumed on and after the sta of March. For freights, which will be taken on accommodating terms, apply to accommodating terms, apply to 3.22 W. M. BAIRD & CO., No. 132 South Wharves.

In S. C. (INY TELEGRAPH.] LEWES, Del., Oct. S. - Spoken by pilot boat M. H. Grin-neil to-day, ship British Princess, Brown, from Galcutta ish July for New York. Also, boarded the barque Kingdom of Belgium, Rogers, from Singapore lith July: she came into Delaware Bay to-day, stood up, and went ashore to the westward of the Brown, the captain being in irons: a pilot got her off and took her out to see tor New York. At the Breakwater, schres Anged. Jennings, from New York for Virginia: R. H. Nelson, from Indian Biver for New York; Pedro A. Grau, from Philadelphia for George-town, D. C. Adelaide, from Philadelphia for New Haven: also, stesniship Ann Kennedy, Twind New. with her walking beam broken. Wind SW. OARRIAGES. GARDNER & FLEMING, **大学** CARRIAGE BUILDERS, MEMORANDA. Ship Wm. Wilcox, Johnson, at Alicante 7th inst. to load for Philadelphia Ship Wm. Cummings, Miller, from Liverpool, at New Orleans 22d inst. No. 214 South FIFTH Street. BELOW WALNUT. A Large Assortment of New and Second-hand CARRIAGES instant. Steamship Aries, Wiley, for Philadelphia, cleared at Boston 27th inst. Barque M. Cameron, Graham, for Philadelphia, cleared at Boston 27th inst. INCLUDING

Rockaways, Phietons, Jenny Linds, Buggies

Depot Wagons, Etc., Etc., 13 23 tutha For Sale at Reduced Prices.

# LEGAL NOTICES.

ESTATE OF JOHN H. HUBBS, DECEASED THE P E STATE OF JOHN R. HUBDS, DEDEASED, -Letters of Administration upon the Estate of JOHN H. HUBBS, deceased, having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims against the same to present them without dolay to SARAH M. HUBBS, Administratrix, No. 1563 N. TWELF TH Street, On to her Attorney.

Or to her Attorney, JOHN ROBERTS, No. 128 S. SIXTH Street. 10 26 54

A CARD.—I HAVE DURING THE A CARD.—I HAVE DURING THE Inat year been selling my elegant Stock & Go.'a and Haines Bro's. Pianes nearly as low as at any former time, asking less than three-fourths of the regular factory-marked retail prices, but do not bind myself to any plan of "fixed prices" not to take even loss than these reduced old-time figures. A call and examination of the most com-plete stock of Pianes and Mason & Hamila organs ever seen in Philadelphia will satisfy all as to who has reduced prices. 7 Statuthim No. 223 CHEBNUT Street. A LEXANDER G. CATTELL& CO. PRODUCE COMMISSION MERCHANTS. No. 12 AORTH WHARVES No. 27 NORTH WATER STREET, 5 225 PHILADELPHIA. ALEXANDER G CATTELL FLUAR CATTELL DAVID FLEMMING.

CIGAR BOX MANUFACTURER, No. 625 COMMERCE Street, above Market Orders filled at the abovtest notice. 10 10 14 1m DR. M. KLINE CAN CURE CUTANEOUS

month and nose, sore less and sores of every conceivable character. Office, No. 38 South ELEVENTH, between Obernut and Market Streets.

AMUSEMENTS.

A MERICAN ACADEMY .- PATTI

bestre, 25 centr. SPRCIAL NOTICE A few rows in the Family incle will be reserved at \$1 (including reserved

hicle will be reserved at \$1 (including reserved exts.) Steinway's Pianes used at all the Patti Goncerts. The Sale of Sonts will commence this morning, at C. W. A. Trumpler's, No 925 Unsanut street; also at he Academy of Music. [10:29:26]

ACADEMY OF MUSIC.

A HEREMANN, PRESI IDIGITATEUR, REFINED ILLUSION DELIGHTVUL MYSTERY, VEATS OF MODERN MAGIC.

FEATS OF MODERN MAGIC. Will make his reappearance on MONDAY EVENING, November 1st, And every evening during the week, with a programme FNTIRELY NEW, NEVER BEFORE ATTEMPTED. Invented by himself, expressly to signalize his return to this hemisphere. NO APPLIANCE OF MECHANISM Or assistance of paraphernalis of any kind are used in these actomaking performances. Teckets One Bollar, without extra charge for reserved. Seats of tickets commence Security imputing at

Sales of tickets commence Saturday morning at TRUMPLER'S Music Store, No. 225 OHESNUT Street.

LAST NIGHTS' AGAES SIGH, NA. 25 CHRSNUT Street. LAST NIGHTS' CHESNUT STREET THEATRE. LAST NIGHTS' LAST NIGHTS' OF the great Dramatic triumpt. MUNTFU DOWN: OR. THE TWO LIVES OF MARY LEIGH. Mary Leigh. Assisted by her splendid Company. To conclude with A SIMTO DY ALL AN OF MARY LEIGH. In preparation, two new plays. DON Mosday-AN UNFQU AL MATCH. In preparation, two new plays. CR. 7 HE WHITE WOMAN OF WICKLOW. Seats secured from \$A. M. to 3P. M. Doors open at 7; commences at 75. DUTAINUT ST. THEATWARE

WALNUT ST. THEATRE. BEGINS AT 7% THIS (Friday) EVENING, Oct. 29, LAST NIGHT AND BENEFIT OF MR. EDWIN BOOTH. HAMLET

HAMLET. HAMLET. EDWIN BOOTH MATINEE AND FAREWELL FEFFORMANCE ON SATURDAY. Decre open at 1%. When will be enacted Shakspeare's Historical Tragedy of HAMLET. HAMLET. HAMLET.

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And the entire Company, MONDAY, Nov. 1, Boucicault and Byron's LOST AT SEA.

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