NEWS SUMMARY.

City Affairs.

—About 12 o'clock yesterday an insurance agent named Potts fell dead at Second and Market streets. The Coroner was notified.

—Ann Gallagher, aged 60 years, residing in Baker street, was run over by a wagon at Front and Arch streets, and sustained a fracture of the leg.

Thomas McConnell, aged 19 years, residing at No. 2050 Lombard street, had his foot crushed by being caught between two cars, at Thirty-second and Walnut streets.

John Forway, aged twenty-three years, residing at No. 514 Powell street, had his foot badly injured by a bar of iron falling upon it at Washington street wharf.

—The Democratic citizens of the Nineteenth ward have made arrangements to open a new headquarters at Frankford road and Dauphin street, under the name of the McClintock Reading Room of the Nineteenth ward.

—The flag at the Cuban headquarters in this city has been kept at half-mast for several days past in respect to the memory of Colonel Eduardo Montejo, a distinguished young Cuban, who fell at Las Tunas, in the thirtieth year of his age.

—The death of Mr. Wm. Kirkham occurred yesterday. For twenty-five years the deceased was a Director of the Pennsylvania Company for Insurances on Lives, and for many years Director of the Franklin Fire Insurance Company; for forty years he was a stockholder of the Philadelphia Bank, and during the whole of that period of time was selected by the Directors of the bank to take the votes at the annual elections. He served as trustee and executor for a number of large estates in this city.

—The Centenary Committee of the Universalist Church, acting under instructions from the General Convention, have published their plan, and recommend that money be raised for the promotion of the following objects:—

First. The payment of every church debt in the denomination.

Second. The liberal endowment of all the denominational schools and colleges.

Third. Generous contributions for general missionary purposes.

Fourth. To duplicate the present publication fund.

Fifth. Two hundred thousand dollars ($200,000), to be known as the "Murray Centenary Fund," the interest to be used for church extension and the distribution of Universalist literature.

During the spring of 1870 special mass meetings are to be held in the cities of New York, Philadelphia, Boston, Chicago, and Cincinnati.

—The last will and testament of the late Rev. Thomas A. Kyle, O. S. A., of St. Augustine's Church, in this city, was admitted to probate yesterday. He has made therein, among others, the following bequests:—To the Archbishop of Dublin, Ireland, for the education for the priesthood of young men without means, $1000. To the Sisters of Mercy at Castlebar, county of Mayo, Ireland, $1000. Sisters of Mercy at Westport, County Galway, Ireland, $500. Sisters of Mercy at Ballinrobe, Hendford, and Claremorris, Ireland, each $500. St. Augustine's Church, Huxton Square, London, $500. To the religious order of "Oblates," to aid in the support of their Mission in the city of London, $500. To the churches of St. Patrick and St. Ann, Albany; St. Augustine's, Lansingburg, N. Y.; St. Augustine's, Lawrence, Mass.; St. Patrick's and St. Bridget's, West Troy, N. Y.; St. Augustine's, Philadelphia; and to the chapel at Villa Nova, Delaware county, Pennsylvania, $100 each for the purchase of a chalice. The other bequests are private in character, and Rev. Mark Crane, O. S. A., is appointed as executor of the last will and testament.

Domestic Affairs.

—Gold closed yesterday at 128¼.

—The Virginia State Fair opens to-day.

—Santanta, late Chief of the Kiowas, is dead.

—McCoole, who is to fight Allen again, has gone into training.

—There was another great diamond robbery in New York yesterday.

—Postmaster-General Creswell left Washington for Elkton yesterday.

—Governor Geary will issue Judge Williams' commission to-morrow.

—The Good Will Fire Company are going to Harrisburg in January.

—The manager at Reverdy Johnson's farm committed suicide yesterday.

—The receipts of the Union Pacific road for October reached over $800,000.

—Governor Walker has appointed the 18th inst. as Thanksgiving day in Virginia.

—An entire square of buildings was destroyed by fire yesterday at Napoleon, Ohio.

—A fatal shooting affray occurred yesterday at Yates Creek, near Lexington, Ky.

—A two-hundred mile race at San Francisco, for $1000, was won yesterday by Neil Maury.

—Hon. Richard Vaux assisted in the dedication of a new Masonic Hall at Phœnixville yesterday.

—John B. Hoeman, veteran editor of the New Albany, Indiana, *Ledger*, died of apoplexy yesterday.

—A policeman charged with killing a soldier in Norfolk, Virginia, has been turned over to the military authorities for trial.

—The organization of the American Academy of Literature, Science, and Art was completed at Washington yesterday.

—The friends of Andrew Johnson are attempting to render invalid the election of Henry Cooper to the United States Senate.

—The safe of the American Express Company, on board the steamer Andrew Johnson, was robbed near St. Louis of $2500.

—Solicitor Banfield has made a verbal report to the President in General Butterfield's case, very damaging to that gentleman and Mr. Corbin.

—The Mississippi, in the vicinity of the Stone wall disaster, has been dragged, and sixty-five bodies, ten of which have been identified, recovered.

—Messrs. Fisk and Gould have prosecuted for perjury a party in New York who swore that they had ordered him to purchase gold on their account.

—The Hudson River Railroad and the New York Central have consolidated. The new title of the company is "New York Central and Hudson River Railroad."

—Hugh Riddle, late Superintendent of the New York and Erie Railroad, has been appointed to a similar position on the Rock Island and Pacific Road, vice John F. Tracy, resigned.

—The Secretary of State of Pennsylvania has decided that the aldermen and justices of the peace elected last month are not entitled to assume office until the usual time, that is, six months hence.

—Indian Commissioner Parker and the Indian Commission are at loggerheads. They charge him with denying them a voice in the expenditures, and with being in the hands of the old Indian "Rings." The President sustains Mr. Parker, so the Commission intend appealing to Congress.

Foreign Affairs.

—The ministerial crisis in Spain is still pending.

—Paris is quiet, all symptoms of agitation having disappeared.

—Sir Richard Grosvenor, said to be the wealthiest man in England, died yesterday.

—An agreement in the Spanish Cortes relative to the choice of a king looks more likely. The Duke of Genoa is the coming man.

—Two meetings were held in Ireland on Sunday to discuss the land tenure question. One of them, which took place at Limerick, was interrupted by clamoring for amnesty to the Fenians, and broke up amid great disorder.

SELECT COUNCIL.

Special Meeting Yesterday.

A special meeting of Select Council was held yesterday afternoon.

The following bills from Common Council were considered:—One for the construction of sewers on Walnut and other streets. Agreed to. One appropriating $1333·33 to the City Treasurer. Agreed to.

The resolutions vetoed by the Mayor on the preceding Thursday, approving the sureties of the City Controller, City Solicitor, City Commissioner, and Receiver of Taxes elect, were then taken up.

Mr. King stated that he had a telegram from Pittsburg, announcing that the Supreme Court had refused to entertain the motion to quash the writ of certiorari and had fixed a time in January next for a hearing of the case. He thought Councils would act wrongly if they passed these resolutions at this time, and moved to postpone for the present. The motion was agreed to.

The consideration of Common Council bills was resumed: one appropriating $625 for the extension of the Fire and Police telegraph to Fairmount Park. Agreed to. One for a sewer on Master street. Agreed to. One for the grading of Sansom street, between Thirty-fourth and Thirty-sixth streets. Agreed to.

Mr. Hodgdon, Chairman of the Highway Committee of this Chamber, reported a resolution for the laying of an improved wooden pavement on Spring Garden street from Twelfth street to Broad. Agreed to.

Also, one authorizing the Vulcanite Pavement Company to lay their pavement on the west side of Ninth street, from Chesnut to Sansom, and on portions of Vine street, from Second to Third street, and on such other streets as Councils may designate to test it, the city to be at no expense therefor, and provided that the company shall give security to replace the present pavement, if desired by the city.

Mr. Jones moved to strike out Ninth street, and insert Main street, Manayunk. Agreed to.

After considerable debate and minor amendments, the resolution was agreed to.

On motion of Mr. Marcus the ordinance accepting the tract of land of 446 acres and 130 perches on Long Hope and Tinicum Islands, in Delaware county, as a site for a House of Correction, was taken up. Mr. Marcus stated that the Delaware river would break and had broken down the banks surrounding this land, and moved to indefinitely postpone. Agreed to.

Mr. Franciscus, chairman of the Railroad Committee of this chamber, presented a resolution authorizing the laying of a railroad turnout by the Philadelphia Bark Company on Swanson street, above Queen. Agreed to.

Mr. Duffy presented a resolution for the removal of the concrete pavement on Vine street, east of Third, and the paving of the street. Agreed to. Adjourned.

Sheriff's Sales.

Last evening the following described properties were sold, among others, by Sheriff Lyle, for the prices named:—

Two-story stone brewery, frame engine house and shed, and other buildings, Twenty-fifth ward, beginning at a stake in the middle of Second street, thence to Wingohocking creek, thence up said creek to Second street, thence south, and containing 6 acres and 30½ perches—$30,000.

Lot S. E. corner Twenty-first and Race streets, 141 feet 6 inches front, 288 feet deep to Cherry street—$28,000.

Three-story brick house, back buildings and lot, west side of Fifteenth street, 49 feet south of Master street, Twentieth ward, 24 feet front, 100 feet deep—$11,050.

Yearly ground rent of $150, out of lot west side of Franklin street, 258 feet north of Poplar street, Twentieth ward, 25 feet front, 113 feet deep—$2100

Lot southeast side of Ireland street, Eighteenth ward, 250 feet northeast of Hanover street, 32 feet front, 80 feet deep to a five feet alley. Sold for a claim for water-pipe—$600.

Four single three-story brick houses and lot, east side of Savery street, 219 feet 4 inches south of Duke street, 18 feet front, 80 feet deep—$2900.

Brick house and lot north side Kimball street, 193 feet east of Twentieth street, First ward, 14 feet front, 48 feet deep to a 4 feet alley—$425.

Lot southeast side Indian Queen lane, 100 feet southwest of Thirty-sixth street, together with stone mansion and stone barn—$5000.

Brick and stone houses and lot, north side Margaretta street, between Front and New Market streets, 40 feet front, 128 feet deep on east side, 107 feet deep on west side; also, strip of ground on south side Willow street, between Front and New Market, 4½ inches front, 35 feet 1 inch deep—$8300.

Three-story brick house and lot west side Randolph street, 230 feet north of Girard avenue, Seventeenth ward, 16 feet front, 56 feet 6 inches deep to an alley—$600.

Frame house and lot southwest side of Ash street, 108 feet east of Thompson street, 18 feet front, 100 feet deep to a 15 foot alley—$410.

Two-story frame house and lot southeast side Queen street, 72 feet northeast of Hanover street, 18 feet front, 87 feet deep on northeast line, and 86 feet deep on southwest line—$111.

Two-story brick house and lot south side Hazel street, 287 feet west of Front street, 18 feet front, and in depth to Mary Randolph's land—$1450.

Lot with coal oil manufactory and refinery and buildings, vats, tanks, etc., northwest side Passyunk road, Twenty-sixth ward, 35 feet east of Twenty-fifth street—$500.

Three story brick house and lot west side Tenth street, 82 feet 1 inch south of Vine street, Tenth ward, 18 feet 5 inches front, 80 feet deep—$6000.

Three-story brick house with back kitchen and lot, northwest side of Woodland street, Twenty-seventh ward, 305 feet 2 inches northeast of Thirty-fourth street. The house is 16 feet 8 inches by 40 feet. The lot is 16 feet 8 inches by 120 feet—$1700.

Three story brick house with back kitchen and lot, northwest side of Woodland street, Twenty-seventh ward, 321 feet 10 inches northeast of Thirty-fourth street. The house is 16 feet 8 inches by 40 feet. The lot is 16 feet 8 inches by 120 feet—$1600.

Lot in Frankford, northwest side of Frankford and Bristol Turnpike road, containing 2 acres and 81 perches—$1950.

Brick house and lot east side of Second street, 22 feet north of Germantown avenue, Sixteenth ward, 30 feet front, 59 feet deep on northwest line, and 78 feet deep on southeast line to a 15 feet alley—$1200.

Brick brewery and lot Sixteenth ward, beginning at a point 44 feet 10½ inches southwest of Sophia street, and 53 feet 8 inches southeast of Edward street—$1000.

Two-story frame house and lot, Sixteenth ward, east side Second street, 24 feet south of Edward street, thence east 47 feet to a 15-feet court, thence by said court 8 feet—$1150.

Two-story frame house and lot east side of Second street, Sixteenth ward, 39 feet south of Edward street—$1200.

Two-story frame house and lot west side Aurora street, 218 feet south of Indiana street, Twenty-fifth ward, 32 feet front, 97 feet deep to a 15 feet alley—$450.

Three-story brick house and lot, south side Brandywine street, 285 feet east of Twenty-second street, Fifteenth ward, 16 feet front, 77 feet deep to an 8 feet alley—$2000.

Frame house and lot, west side Crease street, 75 feet south of Bedford street, Kensington, 25 feet front, 121 feet deep on north line, 120 feet on south line—$700.

Lot southwest corner Master and Marshall streets, Twentieth ward, 18 feet front, 49 feet deep on east line, 48 feet deep on west line to a 3 feet alley, 19 feet wide in rear—$2600.

Three-story brick house and two-story back buildings and lot, north side Brown street (No. 1021)—$2600.

FROM WASHINGTON

WASHINGTON, Nov. 1.—The Commission for the examination of the Union and Central Pacific Railroads report that they met at Sacramento on September 8. The inspection was completed September 23, when the Commission adjourned to Washington. The Commission says that, in its opinion, while some expenditures will need to be made, the two roads are substantially first-class railroads. In the opinion of the Commission, the general location of the Central Pacific is good, although they saw several places where it appeared to them it might be improved. There are no errors the immediate correction of which should be required by the government. It is not thought that they exceed reasonable limits, considering the haste with which the latter part of the road was built, nor that either bonds or land grants should be withheld for the small distance by which they increase the length of the road.

There are fifteen tunnels on the road through solid rock, conglomerate or soft granite; a part of these are arched [illegible] which will last for many years. Those not through solid rock and not arched have stood without giving trouble for two or three years, and show no signs of falling. No estimate is made for arching any of the tunnels.

The bridges are of good material and workmanship; several are, however, lighter, and especially in their suspension rods, than is advisable. An estimate has been made for strengthening such as are deemed too weak to carry the maximum load with safety. The high trestles in the Sierra Nevada are generally of good character. The masonry, especially on the mountain divisions, is well constructed and of good materials.

At the summit of the Sierra Nevada the track has been covered by strongly-built sheds, boarded in at the sides, thus thoroughly protecting it from snows. There are in these mountains frequent snow slides or snow avalanches, and in many places the road crosses their track. Whenever this occurs in excavation a heavy roof is built over the road, and extended up to the side of the mountain, to which its upper edge is fitted, and the whole securely fastened to the rock, its slope being such that the avalanche will pass readily over it. In a distance of forty miles there is an aggregate length of thirty-two miles of snow-sheds and galleries.

The iron in the track varies from fifty-six to sixty-six pounds per lineal yard. The whole is as well adapted to high rates of speed as average first-class railroads in the United States.

The sidings are ample, and are judiciously located. A large portion of the road is well ballasted with good material.

The station-houses west of Sierra Nevada are not deemed sufficient, and an estimate is made for additional ones further east.

The machine shops are considered sufficient, except at the proposed junction of the two roads. There is a sufficient supply of machinery and tools on hand for all the shops, except at this junction.

The company have on the line of their road one hundred and sixty-six locomotives, engines, and passenger and freight cars in excess of the number required for the business of the road.

The telegraph line is well constructed and is supplied with a sufficient number of stations.

The estimate for supplying deficiencies on the Central Pacific amounts to $576,659. The company have more than a million dollars' worth of rolling stock, material, &c.

The report of the Union Pacific Railroad commends the location of the accepted line; has no errors that the government should require to be corrected. The road bed is a large part of the way of proper width, both in cuts and embankments. Several of the high trestles ought to be filled up at once. They were evidently intended as temporary expedients to gain time in opening the road. Some of the Howe-truss bridges, like several of those on the Central road, are light in their suspension rods for the maximum load of a train of locomotives. Several should be strengthened, for which estimates are made. Many of the trestles are safe and reliable for four or five years. Some protection against snow has already been provided. It will be expedient to erect snow sheds at some of the exposed points, but experience only can locate them properly. The saving in expense of operating and repairs will be so large that no railroad similarly situated can afford to be without them. It will be safe to leave all this part of the work in the hands of the company, to be done as fast as their experience shall point out the right places and the character of the structures to be built.

The track is generally very good. But a few miles were observed where the heavy traffic, near Omaha, had worn the rails considerably. About 450 miles of track is laid with rails weighing fifty pounds per lineal yard, and with wrought-iron chairs; the remainder is of fifty-six pounds, and laid with fish joints. A part of the cost of replacement belongs to the repairs of the road, but a portion should be borne by the construction account, as the cross-ties were originally inferior. One hundred thousand dollars above the ordinary repairs is estimated for their replacement.

A considerable portion of the road is well ballasted, but quite a large amount is still needed.

The station-houses are of good character, properly located, and sufficient in number to accommodate the business of the road.

The discovery of good coal, in large quantities, easily accessible, at several points on the line of road, is of great value in reducing the cost of operating.

At several places there are permanent machine shops, well constructed and fully supplied with machinery and tools.

There are upon the line of the road 149 locomotive engines. The freight cars are considerably in excess of the present and immediate future wants of the road. The company have ample facilities for the construction of passenger cars.

The telegraph lines and stations are sufficient for present purposes.

The total amount required for supplying deficiencies of the Union Pacific Railroad from Promontory to Omaha is $1,586,100.

After examining the lists of rolling stock, material, and supplies on hand, submitted by the company, and making liberal allowance for immediate future wants of the road, we find they have a surplus amounting to about $1,800,000 in value.

In concluding this report the Commission desire to state that both companies are doing a large amount of work on their respective roads, and are day by day bringing them nearer to the standard required by law. This great line, the value of which to the country is inestimable, and in which every citizen should feel a pride, has been built in about half the time allowed by Congress, and is now a good and reliable means of communication between Omaha and Sacramento; well equipped, and fully prepared to carry passengers and freight with safety and dispatch, comparing in this respect favorably with a majority of the first-class roads in the United States. Respectfully submitted.

Hiram Walbridge, C. B. Comstock,
S. M. Felton, E. F. Winslow,
J. F. Boyd,
Commissioners.

THE FOLLOWING is a statement of the public debt of the United States on the 1st of November, 1869:

Debt bearing coin interest:

Character of issue and rate of interest.	Amount outstanding.	Accrued interest.
Bonds, 5 per cent.,	$20,000,000 00	$333 333 33
Bonds, 5 per cent.,	7,022,000 00	117 033 33
Bonds, 1881, 6 per cent.,	18,415,000 00	368,300 00
Bonds, Oregon war, 1881, 6 per cent.,	945,000 00	18,900 00
Bonds, 1881, 6 per cent.,	189,317,600 00	3,785,352 00
Bonds, 5-20s, 6 per cent.,	514,771,600 00	15,443,148 00
Bonds, 1881, 6 per cent.,	75,000,000 00	1,500,000 00
Bonds, 10 40s, 5 per cent.,	194,567,300 00	1,621,394 17
Bonds, 5-20s, 6 per cent.,	3,882,500 00	116,475 00
Bonds, 5-20s, 6 per cent.,	125,561,300 00	3,766,839 00
Bonds, 5-20s, 6 per cent.,	203,327,250 00	6,099,817 50
Bonds, 5-20s, 6 per cent.,	332,998,950 00	6,659,979 00
Bonds, 5-20s, 6 per cent.,	379,588,950 00	7,591,779 00
Bonds, 5-20s, 6 per cent.,	42,539,350 00	850,787 00
	$2,107,936,800 00	$48,274,137 33
Coupons due not presented for payment,		3,750,706 25
Total,		$52,024,843 58
Debt bearing interest in lawful money:		
Certificates, 3 per cent.	$47,640,000 00	$1,071,900 00
Navy pension fund, 3 per cent.,	14,000,000 00	140,000 00
	$61,640,000 00	$1,211,900 00

Debt on which interest has ceased since maturity:

Character of issue and rate of interest.	Amount outstanding.	Accrued interest.
Bonds, 6 per cent.,	$6,000 00	$360 00
Bonds, 6 per cent.,	14,150 00	849 00
Bonds, 6 per cent.,	58,700 00	2,641 50
Bonds, Texas indemnity, 5 per cent.,	242,000 00	12,100 00
Treasury notes, 1 mill to 6 per cent.,	103,614 64	3,072 35
Treasury notes, 5 & 5½ per cent.,	2,400 00	120 00
Treasury notes, 6 per cent.,	3,250 00	195 00
Treasury notes, 3-year 7 3 10 per cent.,	31,000 00	1,131 50
Treasury notes, 1 and 2-year 5 per cent.,	200,552 00	15,042 60
Certificates of indebtedness, 6 per cent.,	12,000 00	720 00
Compound interest notes, 6 per cent.,	2,576,210 00	495,901 46
Temporary loan, 4, 5 and 6 per cent.,	182,410 00	7,564 05
Treasury notes, 3 years, 7 3-10 per cent.,	857,400 00	31,295 10
	$4,389,986 64	$570,996 14
Debt bearing no interest:		
Demand notes,	$113,288 50	
U. S. legal tenders,	356,000,000 00	
Postal currency,	37,035,442 38	
Fractional currency,		
Gold certificates of deposit,	28,731,520 00	
	$421,880,220 88	

RECAPITULATION.

Debt bearing coin interest:		
Bonds at 5 per cent.,		221,589,300 00
Bonds at 6 per cent.,		1,886,347,500 00
Amount outstanding,		$2,107,936,800 00
Accrued interest,		$52,024,843 58
Debt bearing interest in lawful money:		
Certificates, 3 per cent.		$47,640,000 00
Navy pension fund, 3 per cent. interest,		14,000,000 00
Amount outstanding,		$61,640,000 00
Interest,		1,211,900 00
Debt on which interest has ceased since maturity,		4,389,986 64
Interest,		570,996 14
Debt bearing no interest:		
Demand and legal tender notes,		$356,113,238 50
Postal and fractional currency,		37,035,442 38
Certificates of gold deposited,		28,731,520 00
Total,		421,880,220 88
Total amount outstanding,		2,595,847,007 52
Interest,		53,807,736 74
Total debt, principal and interest, including coupons due and not presented for payment,		$2,649,654,744 26
Amount in Treasury:		
Coin,		$116,994,711 69
Currency,		7,248,295 24
Sinking fund in United States coin interest bonds, and accrued interest,		18,269,091 47
Coin [illegible] bonds purchased, and accrued interest thereon,		40,020,546 50
Total amount in Treasury,		$186,523,554 90
Debt less amount in Treasury,		$2,463,131,189 36
Debt less amount in Treasury, October 1, 1869,		2,468,406,072 11
Decrease of public debt during the past month,		7,361,882 75
Decrease since March 1, 1869,		$61,332,070 65

Bonds issued to the Pacific Railroad Companies, interest payable in lawful money:

Character of issue and rate of interest.	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific 6 per cent. bonds,	$26,628,000	$531,738 97
Kansas Pacific Railroad, late Union Pacific Railroad, Eastern division,	6,303,000	12,606 00
Sioux City and Pacific Railroad,	1,598,320	87,555 40
Central Pacific Railroad,	2,562,000	41,254 27
Do. do.	22,000,000	449,549 84
Central Branch Union Pacific Railroad, assignees of Atchison and Pike's Peak Railroad,	1,600,000	31,000 00
Western Pacific Railroad,	1,618,000	19,125 64
Totals,	$62,188,320	$1,215,350 09
Interest paid by the United States,		$49,454,824 54
Interest repaid by transportation of mails, etc.,		1,836,730 04
Balance of interest paid by United States,		3,148,092 50

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department, at the close of business on the last day of October, 1869.

GEORGE S. BOUTWELL,
Secretary of the Treasury.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES....6 31 | MOON RISES.... 4 35
SUN SETS....4 56 | HIGH WATER.... 1 14

PHILADELPHIA BOARD OF TRADE.

WILLIAM W. PAUL, H. C. BUTCHER, S. E. STOKES, } COMMITTEE OF THE MONTH.

COMMITTEE ON ARBITRATIONS.

J. O. James, George L. Buzby, E. A. Souder, William W. Paul, Thos. L. Gillespie.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Aleppo	Liverpool	New York via Bos.	Oct. 19
Siberia	Liverpool	New York via Bos.	Oct. 19
Erin	Liverpool	New York	Oct. 20
Pennsylvania	Liverpool	New York	Oct. 23
Cambria	Glasgow	New York	Oct. 23
Cuba	Liverpool	New York	Oct. 23
Ville de Paris	Brest	New York	Oct. 23
Umbria	Havre	New York	Oct. 23
Paraguay	London	New York	Oct. 23
Leipzig	Southampton	Baltimore	Oct. 23
C. of Boston	Liverpool	New York, via Hal.	Oct. 23
Malta	Liverpool	New York	Oct. 26
Donau	Southampton	New York	Oct. 26
Nebraska	Liverpool	New York	Oct. 27
Nemesis	London	New York	Oct. 30

FOR EUROPE.

C. of Baltimore	New York	Liverpool, via Hal.	Nov. 2
Allemannia	New York	Hamburg	Nov. 2
Scotia	New York	Liverpool	Nov. 3
Berlin	Baltimore	Bremen	Nov. 3
Nevada	New York	Liverpool	Nov. 3
Palmyra	New York	Liverpool	Nov. 4
Rhein	New York	Bremen	Nov. 4
City of Paris	New York	Liverpool	Nov. 6
India	New York	Glasgow	Nov. 6
Cella	New York	London	Nov. 6
Virginia	New York	Liverpool	Nov. 6
City of Brooklyn	New York	Liverpool	Nov. 13

COASTWISE, DOMESTIC, ETC.

Prometheus	Philada	Charleston	Nov. 4
Morro Castle	New York	Havana, via Nas.	Nov. 4
Tonawanda	Philada	Savannah	Nov. 6
Cortes	New York	New Orleans	Nov. 6
Cleopatra	New York	Vera Cruz	Nov. 10
South America	New York	Rio Janeiro	Nov. 23

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamer J. S. Shriver, Iler, Baltimore, A. Groves, Jr.
Schr A. Denike, Jones, Aspinwall, D. S. Stetson & Co.—not as before.
Schr Ald, Smith, Fall River, J. Rommell, Jr. & Brother.
Schr O. S. Edwards, Corson, Salem, do.
Schr Golden Eagle, Howes, New Bedford, do.
Schr Sabeo, Lampson, Newburyport, do.
Schr Ida Dela Torre, Thompson, Bristol, do.
Schr C. J. Erickson, Smith, Stonington, do.
Schr Onward, Bunker, Bangor, Borda, Kellar & Nutting.
Schr Zeyla, Crowell, Boston, Hammett, Neill & Co.
Schr Mary Price, Cobb, Plymouth, do.
Schr Geo. Hotchkiss, Rackett, Pawtucket, do.
Schr Southerner, Hallett, Portsmouth, do.
Barge W. J. Hamilton, Hamilton, New York, do.
Barge W. Darlin, Killion, New York, do.

ARRIVED YESTERDAY.

Steamer S. C. Walker, Sherin, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer M. Massey, Smith, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer Vulcan, Morrison, 24 hours from New York, with mdse. to W. M. Baird & Co.
Br. brig Elgin, Sutherland, 5 days from Boston, in ballast to L. Westergaard & Co.
Schr Sarah, Wheeler, 5 days from Rappahannock river, with railroad ties to Hickman & Cottingham.
Schr Helene, Murray, from Wilmington, N. C., with naval stores to D. S. Stetson & Co.
Schr Addie M. Chadwick, Coan, 4 days from Boston, in ballast to J. E. Bazley & Co.
Schr F. A. Saunders, Steelman, 5 days from New Haven, with old railroad iron to captain.
Schr Aurora, Artis, 1 day from Frederica, Del., with grain to Jas. L. Bewley & Co.
Schr M. C. Burnite, Durborow, 1 day from Camden, Del., with grain to Jas. L. Bewley & Co.
Schr Tycoon, Cooper, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr Four Sisters, Laws, 1 day from Milford, Del., with grain to Jas. L. Bewley & Co.
Schr S. Godfrey, Godfrey, from Boston.
Schr M. G. Collins, Endicott, from Boston.
Schr Emma Fox, Case, from Boston
Schr Ida Dela Torre, Davis, from Fall River.
Schr Golden Eagle, Howes, from Newport.
Schr Hope, Smith, from Providence.
Schr Bessie Wilson, Connelly, from Providence.
Schr Blast, Parker, from New Haven.
Schr Minnie Kinney, News, from New Haven.
Schr J. W. Fitzpatrick, Smith, from Salem.
Schr Maria Roxana, Palmer, from Portland.

BELOW.

Captain Virden, of steamtug America, reports at the Breakwater on Sunday, barques Mary C. Fox, from Sagua; Lochee, from Gloucester, Eng.; Zulma, from West Indies; and Erie, from Vera Cruz; Cross Ledge, brig Eagle, and an Italian brig, name unknown.

[BY TELEGRAPH.]

LEWES, Del., Nov. 1.—Passed in this A. M., barque Dr. C. Tupper, from Boston. Passed in this afternoon, barque Minnie Cameron. The ship Lancaster is now coming in. Two barques are outside, bound in. Wind SW., and cloudy. Thermometer, 49.

Passed up to night, barque Mary C. Fox. Three barques are below.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Nov. 1.—Four barges leave in tow to-night for Baltimore, light.

James McMahon, with lumber, for Philadelphia.

BALTIMORE BRANCH OFFICE, Nov. 1.—The following barges leave in tow to-night eastward:—

Fetelle; Rose Ann; M. L. Wilcox; and Otranto, for New York; C. A. Dornfield, for Wilmington; and Frank Sheldon, for Philadelphia.

PHILADELPHIA BRANCH OFFICE, Nov 2.—The barge Catherine Terrence, with coal, leaves to-day for Baltimore.

L. S. C.

MEMORANDA.

Steamship Prometheus, Grry, from Charleston for Philadelphia, has on board 404 bales cotton, 80 bales yarn, 140 tcs. rice, 108 bbls. rosin, 10 casks clay, 89 bbls. beans, and 4 do. oranges.

Steamship Fanita, Brooks, hence, at New York 31st ult.

Barque Johann Martin, Benitz, for Philadelphia, entered out at London 18th ult.

Schr Wm. Norman, for Philadelphia, cleared at Baltimore 30th ult.

Schr D. V. Streaker, Vangilder, at Wilmington, N. C. 29th ult. for Charleston.

Schrs Reading Railroad No. 32, Rodan, and do. do. No. 48, Davis, hence, at Richmond 30th ult.

Schrs C. W. May, Kinney, and Frances, Gibbs, cleared at Boston 30th ult. for Philadelphia.

Schr L. Q. C. Wishart, Mason, cleared at Charleston 29th ult. for Wilmington, N. C.

Schrs Amelia, Bebee, and Success, Richards, from Providence for Philadelphia, at New York 30th ult.

Schrs R. H. Wilson, Harris, for Fall River, and George Nevinger, for New Haven, both for Philadelphia, passed Hell Gate 31st ult.

Schr C. W. Dexter, Mason, from Providence, and C. C. Goodman, Bishop, from Hartford, at New York 31st ult. for Philadelphia.

Schrs C. & C. Brooks, from Providence; Beulah E. Sharp, Cole, from Bristol; Perine, Duffield, from Stonington; Charles P. Stickney, Matthews, from New London; Reading Railroad, No 48, Lynch; James Hoffman, Shropshire; H. W. Benedict, Chase, from New Haven; and Fannie Hanmer, Brooks, from Bridgeport, all for Philadelphia, passed Hell Gate 31st ult.

NOTICE TO MARINERS.

Notice is hereby given that on and after the 10th of November, 1869, a light will be exhibited from, and marking, the southern end of North Brother Island, in the East River, between Long Island Sound and the harbor of New York. The building is of wood, one story high, with a Mansard roof, from which rises a wooden tower supporting the illuminating apparatus, consisting of a lens of the sixth order showing a fixed white light at an elevation of 50 feet above the level of the sea, and illuminating 270 degrees of the horizon. The building is painted a light drab, except the trimmings, which are brown.

By order, W. B. SHUBRICK, Chairman.
Treasury Department, Office Lighthouse Board, Washington, D. C., Oct. 26, 1869.

The Bell Buoy off the "Graves Ledge" has drifted from its moorings, but it will be replaced as soon as possible.

WIRE WORK.

GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehouse windows, for churches and cellar windows.

IRON and WIRE RAILINGS, for balconies, offices cemetery and garden fences.

Liberal allowance made to Contractors, Builders and Carpenters. All orders filled with promptness and work guaranteed.

ROBERT WOOD & CO.,
7 3 stuthfm No. 1136 RIDGE Avenue Phila.

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN—Inman Line of Mail Steamers are appointed to sail as follows:—
City of Baltimore, via Halifax Tuesday, Nov. 2, at 1 P. M.
City of Paris, Saturday, Nov. 6, at 1 P. M.
City of Brooklyn, Saturday, Nov. 13, at 1 P. M.
And each succeeding Saturday and alternate Tuesday from Pier 45, North River.

RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.

Payable in Gold. FIRST CABIN		Payable in Currency. STEERAGE.	
To London	$100	To London	$36
To Paris	115	To Paris	40

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.

FIRST CABIN. Payable in Gold.		STEERAGE. Payable in Currency.	
Liverpool	$80	Liverpool	$30
Halifax	20	Halifax	15
St. John's, N. F., by Branch Steamer	45	St. John's, N. F., by Branch Steamer	20

Passengers forwarded to Havre, Hamburg, Bremen etc. at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the Company's Office
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y
or to O'DONNELL & FAULK, Agents,
4 5 No. 411 CHESNUT Street, Philadelphia.

ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.

PRICE OF PASSAGE
in gold (including wine).
TO BREST OR HAVRE.
First Cabin....$140 | Second Cabin....$8
TO PARIS,
(Including railway tickets, furnished on board.)
First Cabin....$145 | Second Cabin....$8
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.
For passage in Philadelphia, apply at Adams' Express Company, to H. L. LEAF,
1 27 3 No. 320 CHESNUT Street.

CHARLESTON, S. C.
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 PROMETHEUS will sail on THURSDAY, November 4, at 4 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 22tf DOCK STREET WHARF.

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