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THE EVENING TELEGRAPH.

DOUBLE SHEET_THREE CENTS.

FIRST EDITION lision by starboarding the helm, and getting my bow off a little; the Oneida's gaff and spanker-boom were entangled with our bowsprit; a part of the sail was over our bow, and tended to stop LOST AT SEA. The Terrible Oneida Ca'am'ty. The English Version of the Disaster

The Testimony of Captain Eyre

A Very Contradictory Statement.

By the mails of the latest steamer from Japan, as despatched over the Pacific Railroad, Yoko-hama papers are received describing the collision of the United States steamer Oneida and the British steamer Bombay, and the testimony of the captain of the British steamer. We print the evidence of Captain Eyre, commanding the Bombay, as given in presence of the United States Minister Delong, at the British Consu-

Arthur Wellesley Eyre sworn-I hold a mas-ter's certificate; I command the steamer Bomter's certificate; I command the steamer Bom-bay; I was in command on the 24th of January; at about 615 P. M. on the day the lighthouse at Kanaeaki bearing S. 11 E., the spit W. by N., as near as could be judged; I saw a light a half point on my port bow; it was a bright light; this was at 615 P. M ; shortly afterwards I made out two lights adda lights areas and rad. Locket two lights-side lights green and red; I ordered the heim to be ported, and kept on porting until the heim to be ported, and kept on porting infin I shut the green light in; the pilot and chief offi-cer were standing by my side on the bridge: I turned the steam whistle on myself: In shutting off the green light my pilot said: —"We are well clear, sir;" my orders were: — "Port still, the rule of the road, and we will give her a wide berth;" the steam whistle was then turned off; almost immediately after this I saw the ship crossing my bows under full sail and steam as far as I could see: I telegraphed and stopped the engines; as she got nearly ahead of me and close to, I put the helm hard a starboard to clear her; immediately after this the collision took place, our starboard bow striking her starboard quarter; the shock was not at all great, nothing more than a graze; I then turned round and looked astern, and sent the chief officer down to see what damage was done and if the ship was making water, and said to the pilot, "I do not think there is much harm done; if there is we shall see signals, rockets, or lights, that she wishes us to go down to her;" I stopped the en-gines as nearly as I can tell about ten minutes; the chief officer came up to me and reported the ship making water forward; I then said, "I can see po signals of distress, and nothing can be wanted," and then steamed ahead for Yokohama, as the ship was making water, and I had mails and passengers on board; but while standing and looking astern I asked the pilot if, sup-posing the ship was hurt, or that I should require it, where I could go for safety; the answer was, there is not the slightest fear; the spit is so near at hand a ship cannot go down; I then came up to Yokohama; even after we got here I thought very little of the collision; I had not the slightest idea of the consequences, except that I might merely have cut his quarter gallery off; nothing else; I did not know what ship she was; I remarked, as she passed, that she was an auxiliary screw; I am a stranger to this port, never having been here before.

Examined by Mr. Barnard .- I could not see, to distinguish from another object, a man a ship's width off; could see an object, but could not distinguish it; she was about one mile off when I saw the side lights; I can hard, y say the time: the other vessel evidently starboarded her helm, crossing our bows; she, by so doing, brought the wind more on her quarter; when first saw the lights I ported the belm and kept it so until I shut her light in, and she, seeing my lights, starboarded her helm and crossed my bows. To the Court-At the time the collision took place all the people were at their stations as usual and customary; the second officer was on the fore part of the poop, and the fourth officer by the wheel, to see my signals attended to; my reason for sending an officer to the wheel was that the quartermaster, during the previous half hour, had not answered my signals quick enough: an able scaman and a sea-cunnie were at the wheel; there was no one in the chains, but a quartermaster was ready if wanted; ten minutes elapsed from time of stopping engines to going ahead again; I have never been in Japan before, and have not seen the entrance by daylight; my reason for taking a pilot was this had no idea of the nationality of the other vessel; I remarked that she was an auxiliary screw; I have been at sea thirty-seven years, and have been twenty in command; I have been both in sailing vessels and steamers. (The witness was about to answer a question, when the Court objected to any expression of opinion only.) I did not see any damage, and merely imagined the quarter gallery was knocked off; the pilot said the same thing; I supposed that no Larm had been done; I had no idea of having struck the other ship dangerously: I did not see any signal rockets or lights; I looked for them and saw no signals; I heard no guns; I did not see the other vessel clew up her salls; I heard nothing at all of the other vessel; as she passed us the pilot called out, "What do you mean ?" the pilot's name is Connor; I believe he is an American, but I am not sure. To Mr. De Long-I cannot tell how far the two ships drifted apart immediately after the cellision; my ship came upon the other on the quarter, and as the other vessel was under full sail and steam she was quickly out of sight: I turned and looked after her with my glass, and could see nothing wrong; if there had been anythisg serious I should have seen it; I heard no signal and saw none: that is truthfully said; I saw the Oncida's white light first, and almost immediately afterwards the two side lights: I siw both side lights at once-both nearly ahead of me, half point on my port bow. I have stated since this catastrophe that I had struck a ship and taken her larboard gallery off; I made no remark to the effect that I had seen a light through the veasel's side, or seen a man carried away from the cabin; had I seen anything of the sort I should have stopped at ence; I heard no shout nor hail; my pilot did not tell me that he heard anything; I heard no whistle; if a whistle was blown on board the Oneida from the time of the accident or three guns fired and my not hearing, I attribute to the strong breeze that was blowing and the vessel having shot from me so rapidly. I looked for a blue-light or rocket; the former would show me the position of the vessel, and the latter that something was wrong; I stopped the engines before the colli sion; as soon as ever I saw the collision was inevitable, I stopped the engines; I was standing by the engine-room telegraph myself and blew the whistle with my own hands; I did the is there because the youngstors sometimes forget to do so; I remained altogether from the time of stopping, to going ahead again ten minutes; I remarked to the pilot, "Surely, if anything is wrong she will give us a rocket, blue-light, or signal of some sort;" I was a good fif-teen minutes looking after the ship after the accident; I did not hail the other ship, as I was too basy watching my own, and trying to ease the collision as much as I could; the pilot was the first man who spoke; I was told by my second officer that we called out "Steamer aboy" and were not answered by the other vessel; the collision was very slight, so much so that the lady passengers did not feel it; I ex-pected to be flung off the bridge; I eased the col-

the leak a little; from the way the wind was on her quarter, I should judge she had her spanker set; I was not entangled in her rigging; the set; I was not entangled in her rigging; the Bombay is an iron ship; her plates, origin-ally five-eighths, are now about a quarter of an inch thick, as she is an old ship, and her plates have been worn down; I have examined her since the injury, and found the spar belong-ing to the Oneida had penetrated my bow right through; it was broken off like a plug; it is about $7\frac{1}{2}$ to inches in diameter, as near as I can guess. It has nemetrated the ship at about low-water day. It has penetrated the ship at about low-water mark-the wash; it is now several feet above the water; it penetrated right through; the thick-ness of the timber and material I do not know; I deemed my ship to be in a dangerous position. because she is old, and although a slight shock, such a thing has often proved a dangerous affair; my vessel is in water-tight compartments; she sustained no injury except forward; I have found this out since, as at the time I could not tell what injury she had received; nothing was reported to me about the other compartments. It took some time to remove the stores and goods to enable us to get at the place of accident; had the forward compartment filled with water, I could not estimate the danger that threatened us, as the bulk-head might have been in-jured; if the bulk-head remained sound there was no danger; I had no evidence that it was damaged; the collision was so slight that it did not shock a lady; my reasons for running for Yokoshock a lady; my reasons for running for 10ko-hama were, my forward compartment being full of water, my ship old, and her plates thin; and not knowing what injuries I had sustained; I had passengers and mails aboard, and could not say what might occur; and again, not seeing any signals asking me to bear down, I naturally concluded the other vessel was all right; I did not know what damage my ship had sustained, but from the water coming in, I was very doubtful; at moments like these there are no means of ascertaining damages; I asked the pilot if there was any place to beach her to save her; It was a most extraordinary collision; I could not ascertain what damage I had received, nor where, until yesterday; my chief steward went ashore with the passengers and reported the collision. He had no authority to do so; when my ship was at anchor I felt there was no immediate danger, and I should be ashore the first thing in the morning and report personally to the agent; I would not venture in among the shipping at night after having had one collision; suppling at hight after having had one consider, I steamed back to the place of collision, and my erew were employed in balling water and trim-ming cargo the whole time; I went under pro-test; I saw the other vessel was a steamer as soon as I saw the bright light and the side lights; I saw she was a screw: the law is when two vessels meet end on, whether steam or sailing, for each to port her helm; when a vessel is under sail, and meets another on the starbeard tack, she keeps the wind and the other gives way.

To Mr. Barnard-I saw no lights or breakage proceeding from or in the other vessel after collision; no one reported anything to me of that nature; the first intimation I had of a vessel ahead was hearing the gong struck twice; I did not hear from any person during the night that the side of the vessel we had struck was cut open; I swear that nothing of the sort was reported to me, and that I saw nothing; I knew bassy at an end. the other vessel was touched on the quarter; I never left the bridge; I am not aware that it is customary to take any steps to ascertain damage caused by collision of two vessels, and done by one to the other; in the open sea it may be, but not near land, as in a case of this sort; the mode of signalling is decided a recket and blue light at night; guns are danger signals; there is no regular law laid down that I am aware of; I did not send up a rocket, as it was not necessary; 1 was not in want of help: it is my opinion that any ship seriously injured and in want of help would signal for it; my instructions are to stop for nothing but to save life, and I did not think life was at risk in this case; the pilot told me and e spit was close danger.

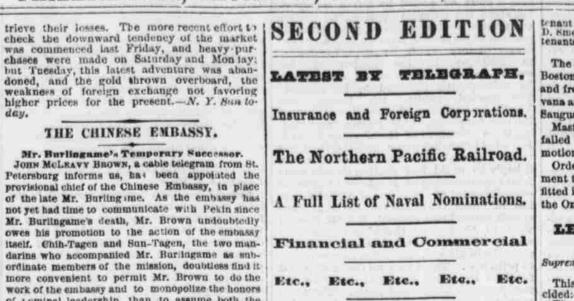
chases were made on Saturday and Mon lay but Tnesday, this latest adventure was aban doned, and the gold thrown overboard, the weakness of foreign exchange not favoring higher prices for the present .- N. Y. San to-

THE CHINESE EMBASSY.

Mr. Burlingame's Temporary Successor. JOIN MCLEAVY BROWN, a cable telegram from St. Petersburg informs us, has been appointed the provisional chief of the Chinese Embassy, in place of the late Mr. Burling me. As the embassy has not yet had time to communicate with Pekin since Mr. Burlingame's death, Mr. Brown undoubtedly owes his promotion to the action of the embassy itself. Chih-Tagen and Sun-Tagen, the two mandarins who accompanied Mr. Buringame as sub-ordinate members of the mission, doubtless find it more convenient to permit Mr. Brown to do the work of the embassy and to monopolize the honors of nominal leadership, than to assume both the labor and the honor themselves. Mr. Brown was born in the north of Ireland, in the neighborhood of Belfast, in the year 1836. He received his preliminary education at the Academy in Belfast, from which he was transferred in turn to Queen's College, Belfast, and Trinity College, Dublin. At Belfast he received a very thorough training in linguistic studies, and in 1861 was appointed, after a competitive examination, a student interpreter in the British Consular Service in China. Towards the close of the same year he proceeded to Pekin, and at once applied himself with diligence and success to the study of the Chinese language. For a year and a half he was private secretary to the late Sir Frederick Bruce, at that time the British Minister in China. From October, 1864, to June, 1865, he had charge of the interpreter's department in the British Consulate at Shanghae under Sir Harry Parkes, afterwards British Minister at Pekin. Except during this period, Mr. Brown was connected with the legation at Pekin, at first as assistant and afterwards as acting Chinese Secretary, in that capacity being necessarily the medium of communication between the Chinose Government and the British embassy. This position gave him abundant opportunity to become acquainted with the leading men of the Chinese empire, and with their views and when, in November, 1867, the Budlingame mission was determined upon, he was selected by Prince Kung to tender the mission to Mr. Burlingame on the part of the Chinese authorities. On Mr. Burlingame's acceptance of the trust, both he and the Chinese government fixed upon Mr. Brown as the first secretary of the new embassy, which position was accepted, after the consent of the British Minister had been obtained, the necessary sanction from the home Government being afterwards cheerfully granted. Mr. Brown accompanied the embassy to this country and to Europe, being, from his posltion and familiarity with Chinese affairs, of valuable assistance to Mr. Burlingame in the negotiation of the different treatles entered into by the mission, As it was understood that the concluding of a treaty with the Government of Russia would complete the labors of the embassy, he will probably remain at its head until that is perfected and the work of the em-

THE MISSING STEAMERS.

Little Hope for the City of Boston and Smidt. The prolonged absence of the steamers City of Boston, bound from New York to Liverpool and of the Smidt, from Bremen to New York leaves but very little hope of their safety. Of the two vessels, there is less confidence felt in the appearance of the latter than of the former. Smidt is said to be a slow sailer, but the The winds have been blowing from the east, which is the theory held for the non-appearance of the City of Boston at Liverpool. Easterly winds would thus be adverse to the latter, but would be just the ones to bring the Smidt into port. Destruction by icebergs is the most general belief in connection with these steamers, but the chance that their non-appearance is owing to other causes is just as great. A heavy steamer, with disabled machinery, would have but little chance of surviving if caught in one of those terrible storms that in-variably prevail on the Atlantic in winter. Witness the President and San Francisco, and others, American and foreign. Steamers are rarely provided with enough spare sails to meet such a contingency, and the City of Boston is said to have been badly fitted out in this respect. Good seamanship is but of little avail under such circumstances. A disposition has been shown by some newspapers to blame the captain of the City of Boston for his preference for the northern route, as the chances of meeting ice bergs are thus greatly increased. Captain Hal crow is not singular in this preference-all the European steamers take this routeand had he generally preferred a more southerly and longer one, these same papers would probably have been the first to complain of his lengthened passages. None but those who have encountered the hor-rible winter gales of the Atlantic can thoroughly realize their power; and if the missing steamers should never again be heard of, we shall be more inclined to believe that they have succumbed to the storm king than to any other of the many dangers that constantly atlend ocean navigation. It is now forty days since the City of Boston left Halifax, and forty-seven days since the Smidt left Bremen, and the fact that so many steamer and sailing vessels crossing the same routes, and many on the lookout for them. have not fallen in with them, leaves but very little hope for thei ultimate safety.



FROM THE WEST.

ST. LOUIS, March 10 .- About 9 o'clock last night, A. J. Spaker and Caleb W. Baldwin got into an altercation, and each fired a pistol at the other at the same instant. Baldwin was shot through the heart and fell dead. Spaker was shot in the head, and is not expected to live. Bureau of Insurance.

the Legislature of the bill establishing a Bureau of Insurance, foreign corporations will be required to deposit \$100,000 of securities.

Northern Pacific Railrond Bonds. CHICAGO, March 10.-The Chicago Tribune

announces that negotiations for the sale of Northern Pacific Railroad bonds have been concluded with a leading German banking-house, and that \$500,000 will be advanced immediately for the prosecution of the enterprise.

and Mississippi Railroad companies have made arrangements for the establishment of extensive mills at Duluth, Minnesota, for the manufacture of railroad iron.

FROM WASHINGTON.

Naval Nominations. Special Despatch to The Evening Telegraph

WASHINGTON, March 10. - The following naval nominations have recently been received by the Senate:---

Commodore John A. Winsiow to be a Rear-Admi-ral, vice Rear-Admiral William Radford, retired; Captain James H. Strong to be a Commodore, vice Commodore Winelow; Commander A. C. Rnind to be Captain; Lleuteuant-Commander James N. Miller to be Commander; Lleutenant Gustavus V. Menzies to be Lieutenant-Commander; Captain James M. Frailey to be a Commodore, vice Commo-dore S. B. Bissel, retired; Commander George M. Ramsen to be a Captain; Lieutenant-Commander Alfred Hopkins to be a Commander; Lieutenant Edward C. Keyser to be Lieutenant-Commander; Passed Assistant Surgeon Frank L. Dubois to be a

Anned Hopkins to be the Lieutenant-Commander;
Passed Assistant Surgeon Frank L. Dubois to be a Surgeon, vice Surgeon William Johnson, dismissed;
Acting Second Assistant Engineer F. W. J. Cooper to be a Second Assistant Engineer F. W. J. Cooper to be a Second Assistant Endineer, nominated subject to examination.
Masters William P. Randall, G. W. Livingston, John J. Brice, T. A. Miller, William H. Mayer, Jr., Henry G. Macy, O. W. Farenhot William B. Newman, A. J. Ireson, William T. Buck, Joseph Marthor, E. T. Strong, William H. Brick, William H. Webb, E. Leonard, D. G. McRichle, Z. L. Tanner, J. E. Jones, William Welch, Samuel Belden, H. R. Baker, E. W. Watson, John F. Mory, William W. Rhoades, J. C. Brorong, Wim. C. Gibson, Wm. B. Arrants, F. G. Grove, Walter Sargent, J. A. Chesley, Wm. A. Morgan, A. L. Sprague, Washburn Maynard, R. M. Cutts, N. H. Lyon, J. H. Dayton, Asa Wakker, M. R. S. Mackenzie,

E nant in Marine Corps, vice Corrie, promoted; John D. Smeyser and Julius C. Shaller to be Second L.eu-tenants in Marine Corps.

Naval Affairs. The United States monitor Terror, now at Boston, has been ordered to Hampton Roads, and from thence will be towed by a tug to Havana and remain in that harbor with the monitor Baugus, which is now there, until further orders. Master Josiah M. Wilson, U. S. N., having failed to pass the Examination Board for promotion, has been placed on the retired list.

Orders have been given from the Navy Department to have the screw steamer Palos, at Boston, fitted immediately for sea, to take the place of the Oneida in the Asiatic Squadron.

LEGAL INTELLIGENCE.

Judgments. Supreme Court in Bane-Chief Justice Thompson and Judges Read, Agnete and Sharewood. This morning the following cases were de-

The Commonwealth ex rel. Gordon et al. vs. Graham et al. Opinion by Read, J. This is a writ of *quo voarranto*, and the suggestion filed and verified by affidavit sets forth the charter of incorporation of the First Reformed Presbyterian congregation of the city of Philadelphia, and that at the regular annual election for the members of the Board of Trustees of said congregation, the said relators were in due and regular form of law elected as a Board of Trustees of said congregation, and have been recognized by the session of said congregation as being in full communion with the said church, and it then charges that the defendants have. notwithstanding, used and do still use the fran-chises, offices, privileges, and liberties of Board of Trustees of said congregation, and have usurped and do usurp upon the Commonwealth therein, to the great damage of the Constitution and aws thereof, whereupon the said relators pray the process of law against the said defendants to answer to the said Commtnwealth, by what warrant they claim to have, use, and enjoy the franchises, offices, privileges, and liberties foresaid.

This Court has jurisdiction of this case, and it is a proper case for the issuing of a writ of quo warranto (Commonwealth vs. Arrison, 15 S. and R. 127; Same vs. Woelpper, 3 S. and R. 29), as settled by the uniform course of decision and practice for more than half a century. This writ was allowed by the Chief Justice, and the rule to show cause is entirely dispensed with (citing cases). In these cases motions to quash were made, and in the first the writ was quashed were made, and in the first the writ was quashed, whilst in the second the motion to quash the writ was overruled. Since the case in 4 Casey, which was thirteen years ago, motion to quash seem to have fallen into disuse, ind the course pointed ont by the act of the 14th of June, 1836, has been pursued, the de-fendants either answering, pleading, or demur-ring to the suggestion filed. Upon a motion to quash it must be for some defect in the suggesion itself and not for any matter outside of it. Mere defects in the form that can be amended will not be regadred. All the affidavits and evi-dence that have been put before us by either side must be laid aside, and we must confine our attention to the suggestion alone. The sugges-tion seems regular in form, and if demurred to it would teem might hold water. It asserts the title of the relators, which. if demurred to would seem to be sufficient. We do not so decide now, but a reasonable doubt, or rather a reasonable belief, that such might be the case must oblige us to refuse the motion. We express no opinion whatever upon the merits which have been so ably argued by the counsel on both sides, and confine ourselves to the naked egal question arising out of the motion to quash. The motion to quash the writ of quo warranto s overruled.

By Sharswood, J:--McKibbin vs. Martin. Error to the District

was the mail agent on the Pennsylvania Raff-road, between this city and Pittsburg, occupying a special car with the clerks. On the 31st of December, Mr. Wood, one of the clerks, observed him examining various letters, holding them up to the light, opening them slightly with his pencil, and feeling them as if to ascertain their contents; and then he was seen to open several and thrust them into a pirme hole, it the several and thrust them into a pigeon-hole at the bot-tom of his case. When he discovered that he had been watched he staggered about the car and fell upon a leunge in the car, as if he was drunk. The conductor of the train was apprised of the

circumstance, and a despatch was sent to Har-risburg, and when the train reached that city a constable stepped on board and arrested him.

FINANCE AND COMMERCE:

OFFICE OF THE EVENING TELBORAPE.

There is a little more activity in use Loan market to day than usual of late, and the de-mand is fairly distributed among our business mer, but it still falls far short of previous years at this period. The banks are not discounting much outside their circle of customers, but the outside market is very amply supplied with money, and as good paper is yet rather scarce there is some competition among leaders, and the rates are unusually low.

We quote demand loans on good collateral security at 4@5 per cent., and good notes are in demand as low as 6 per cent.

Gold opened this morning at 111, declined to 110%, and about noon stood at 110%, with a tendency indicating a further fall before the

close of the day. Government bonds are all better than at the close of business yesterday, the currency 6s being particularly strong.

There was a fair business done at the Stock Board, and prices were strong. State sixes sold at 105% for the second series, and the war loan at 101%. There was a lively demand for City sixes, and sales were made of the old issues at 100, and of the new at 101%. Sales of Lehigh gold loan at 90.

Reading Railroad was dull, but strong. Sales at 48% @48%, b. o. Pennsylvania Railroad was dull, but steady; sales at 57%; Lehigh Valley Railroad at 54%; and Philadelphia and Erie Railroad at 27%; b. o.

Canal stocks were cull. Sales of Lehigh at 30@ 301. Coal, Bank, and Passenger Railway stocks were neglected, and we have no sales to report.

PHILADELPHIA STOCK EXCHANGE SALES. Reported by De Haven & Bro., No. 40 S. Third street.

| FIRST | BOARD. |
|---|---------------------------|
| \$1000 Pa 68, 2d se.c. 106% | 300 sh Read is. s60, 48.3 |
| \$500 do106% | 100 do b60, 48% |
| \$6900 City 68, N.18. c. 1013 | 100 do |
| \$2000 do | |
| \$1400 dols. 101 % | 300 dob30. 483 |
| \$2000 do 1013 | 100 do |
| 400 do Old.is.100 | 100 do |
| \$600 doOld.100 | \$00 dob60, 455 |
| \$2500 do. Munc. 101% | 12 sh Cum & Am 1165 |
| \$1100 Pa 6s W L Cp. | 2 sh Penna R 573 |
| lots1013/ | 8 do 85wn, 575 |
| \$2000 N Penna 68 91 | 2 sh N Pa R 363 |
| \$5000 Hont & B Ton | 12 sh Let Val 543 |
| 1st mt 84 | 300 sh Ph & E ls b60, 273 |
| \$1000 Phil & E 78 87 | 50 sh Leh N St 30 |
| \$3000 Ca & Bur R 6s 85 | 100 do, s60, 303 |
| \$2000 Le gold 1 90 | and a second second |
| NARR & LADNER, Banke | TR. Peport this morning |
| Gold quotations as follows | in report and morning |
| 10.00 A. M | 10-16 A. M 1107 |
| 10.01 " | 10.20 " |
| 10.05 " | 11-22 " |
| 10.07 | |
| 10.08 " | |
| 10.09 " | 12'00 M |
| 11-14 " | |
| the second | Government securities a |
| OAT COURS & CO, quote | covernment securities a |

JAY COOKE & CO. quote Government securities as follows:---U. S. 6s of 1881, 114@114%; 5-20s of 1862, 109%@1104; do., 1864, 100@109%; do., 1865, 109%@ 109%; do., July, 1865, 107%@108%; do. do., 1867, 108%@109; do., 1865, 100@109%; 10-408, 106@ 106%; Cur. 6s, 111%@111%, Gold, 110%. Mgssens, DE HAVEN & BEOTHER, No. 40 S. Third. Street, Philadelphia, report the following quotations: MESSES, DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations: -U. S. 68 of 1881, 1146/1145; do. 1802, 1094 (2010); do. 1864, 109(2010); do. 1865, 1094(2010); do. 1865, new, 1075(2010); 10-408, 106(2010); do. 1868, do., 109(2010); 10-408, 106(2010); do. 1868, do., 109(2010); 10-408, 106(2010); do. 1868, ere cent. Currency, 1113(2011); Due Comp. Int. Notes, 19; Gold, 1103(2011); Suver, 110(2011). Union Pacific R. R. 1st Mort. Bonds, \$340(2050); Union Pacific Land Grant Bonds, \$780(2740).

Fatal Affray.

LOUISVILLE, March 10 .- By the passage of

has a despatch from St. Paul, Minnesota, which

The Northern Pacific and the Lake Superior

THE GOLD FUNERAL.

Terrific Onslaught of the Bears-Fearful Suf-ferings of the "Bulls"-Specie Payment Must

The excitement in the gold market the past few days attracted large numbers yesterday morning to the vicinity of the Exchange, for the purpose of witnessing the "gold funeral." The galieries of the Gold Room were densely thronged at an early hour, and New street was soon crowded by a surging mass, who watched the rapid fluctuations of the price with the most intense interest. The old favorite pastime of betting on the changes of the dial displayed from one of the windows on New street was again revived, and thousands of dollars changed bands.

Inside the Gold Room, operators were ex cited and doubtful as to the result of the day's programme; but all were quick to discern that a severe struggle between the bulls and bears was impending. The great question of the morning was whether the Secretary of the Treasury would sell one million of Government gold as advertised: and according as private tele grams were received from Washington in favor or against the sale, so the premium declined or advanced, being knocked about like a foot-ball suddenly falling 1/2 to 1 per cent., and as quickly recovering from the decline.

Soon after 12 o'clock the price ralled to 111 under the influence of heavy purchases by strong parties, aided by a covering of the short interest, and the market appeared to have turned for a strong upward movement, when at 12:40 P. M. announcement was made that the Secretary of the Treasury had accepted the bids for gold. This was the signal for the most desperate onslaught of the bears which has been witnessed since the famous September panic. scene which ensued in the Gold Room affled description.

There was an immediate rush to the iron rallwhich encircles the fountain, operators climbing over each other in their efforts to sel out, and for a time the excitement was quite equal to the best efforts of "black Friday. foor of the Gold Room was quickly thronged by members of the Stock Exchange and others. While the halls leading to the Gold Exchange were so densely packed that access to the room was quite impossible, just in front of the Presi dent's desk kundreds of thousands were being sold at 1105; while at the same moment, on the other side of the fountain, the transactions were

equally rapid at 110% and 110%. In the space of six minutes, from 12.40 to 12.46, the price fell from 110% to 110%, and rallied to 111. Offers were made to sell in quarter of a million lots at 110%, 110%, 110% and 110% at the same moment. At 1 o'cloc the market became more steady, but the great struggle of the day was over and the price, under the influences of a strong bull movement, was carried up to 111%. About half past 3 o'clock, another sharp raid was made by the bears, and the price quickly dropped to 110%, at which figure it remained steady till the close, after touching 11014.

Quite a large outside short interest must have been created during the past few days, and the contest will doubtless be soon again renewed. The bull clique, which sustained the market early in the afternoon, evidently became alarmed by the news from Washington that the Funding bill would pass the Senate last night, at the evening, and late in the day began tumbling overboard their purchases. Since gold com-menced its decline from 122, there have been many combinations formed to manipulate an upward movement.

upward movement. One clique purchased largely at 120 to 121, a second at 118@11854, a third at 11834@117, while a more formidable clique than the others went in heavily at 115. As the price gradually declined, these several cliques unloaded at a heavy sacrifice, and then turned bears to re-

FROM EUROPE.

This Morning's Quotations.

LONDON, March 10-11'30 A. M.-Connois 923; for both money and account; United States five-twen-ties of 1862, 913; of 1865, old, 905; of 1867, 89%; 10408, 83. Eric Kailroad, 213; Ininois Central, 114; Great Western, 29. Liverrooi, March 10-11'30 A. M.-The Cotton market opened dull at 11d. for middling uplands and

for Orleans middlings. The sales are estimate At sooo bales. LONDON, March 10-11'30 A. M.-Rosin firm; com-

ANTWERP, March 10. Petroleum opened quiet and

steady

BREMEN, March 10 .- Petroleum closed active las HAMBURG, March 10 .- Petroleum closed firm at 15

marc bancos 12 schillings. PARIS, March 10 .- The Bourse opened duil

Rentes, 74f. 47c.

Rentes, 141. 41c.
 This Afternoon's Quotations.
 LONDON, March 10-1:30 P. M.—Consols for money, 92%, and for account, 95. United States 10-408, 88.
 Erie Railroad, 21%.
 Largenvoot, March 10.—Rod Western Wheat, 88.; winter, 58. 9d.@88. 10d. Flour, 268. 6d. Cheese, 118. per cwt. for fine American. Lard flat at 61s.

The Latest Quotations. FRANKFORT, March 10.-U. S. Five-twenties opened

Rentes, 747, 35c. HAVRE, March 10.-Cotton opened quiet.

Ship News. SOUTHAMPTON, March 10 .- The steamer New York, from New York for Bremen, touched here this morning. HAVEE, March 10 .- The steamer Atlantic, from New York for London, arrived here this morning.

New York Money and Stock Markets.

New York Money and Stock Markets. New York March 10.-Slocks steady. Money easy at 5636 per cent. Gold, 110%. Five-twenties, 1862, conpon, 109%; do. 1864, do., 109%; do. 1865, do., 109%; do. do. new, 107%; do. 1867, 108%; do. 1868, 108%; 10-408, 100%; Virginia 6s, new, 72; Missouri 6s, 98%; Canton Company, 61%; Cum-berland preferred, 28%; Consolidated New York Cen-tral and Hudson River, 96%; Eric, 55%; Reading, 96%; Adams Express, 62; Michigan Central, 119; Michigan Southern, 56%; Illinois Central, 187%; Cleveland and Pittsburg, 97%; Chicago and Rock Island, 119%; Pittsburg and Fort Wayne, 193%; West-ern Union Telegraph, 33%.

H. Dayton, Asa Walker, M. R. S. Mackenzie, George M. Totten, C. J. Sperry, Frank Courtis, Wil-liam Watts, W. W. Reisinger, John C. Rich, William Bernge M., Johnen, C. J., Sperry, Frank, Cohney, William
T. Burwell, John J. Aawker, J. C. Avery, H. C. Wesner, William McCluttle, M. B. Field, E. Hanford, Douglass Roben, George A. Baldv, F. W. Crocker, R. M. Berry, S. W. Very, D. W. Davis, T. S. Williams, C. H. Judd, R. B. Peck, T. C. Terreil, G. A. Bicknell, John M. Taft, S. F. Clarkson, M. S. Day, H. N. Manney, H. R. Wilson, C. C. Todd, Rufus Waterman, G. A. Morris, John R. Phelon, Wm. J. Moore, Wm. H. Parker, Jr., Hugh W. McKee, F. Turnbull, J. G. Talbot, J. N. Hemphili, A. B. H. Lillie, Wm. B. Swinburne, A. B. Carter, Henry Whelen, L. V. Nousele McCormack, Wm. H. Emery, C. T. Hutchins, C. M. Ackley, R. M. Leslie, B. McItalne, C. B. Gui, George W. Coaster, Wm. W. Gillpatrick, J. J. Yates, Charles T. Arnold, to be Lagutemants.

B. Mchaine, C. B. Glil, George W. Coaster, Wm. W. Gillpatrick, J. J. Yates, Charles T. Arnold, to be Lieutenantis.
Ensigns-B. F. Tilley, Harry Knox, F. Collins, S. A. Simons, J. L. Stickney, William W. Paul, C. R. Meeker, L. D. Webster, Cdarles P. Shaw, C. H. West, John P. Merrell, J. G. Eaton, G. H. Church, W. S. McGunnegle, Charles Belknap, Edward W. Hemiteks, William H. Jacques, F. P. Gilmore, H. C. Hunter, G. L. Darol, E. H. C. Lentze, V. Sebree, A. R. Conden, G. J. Mitchell, J. T. Sullivan, F. A. Howes, E. C. Pendleton, G. G. Ciay, Willie Swift, Henry B. Mansdeld, F. G. Hide, R. E. Carmody, E. D. F. Heald, F. M. Symonds, J. M. Walnwright, C. W. Christopher, J. W. Hagenman, E. P. Woods, W. Goldwin, E. S. Jacob, W. Miller, Riehardson Clover, Edward W. Bridge, J. M. Miller, William Little, John F. Meigs, Frederick M. Wise, William M. Nicholson, J. V. B. Bleeker, Charles E. Brown, Andrew Dunlap, Jr., Richard Rush, Frank W. Nichols, E. H. Gheen, Weilis L. Field, P. T. Cunningham, Horace E. Jones, E. P. McCiellan, L. C. Logan, F. H. Paine, Conway H. Arnold, Edward W. Sturdy, Edward W. Greenleaf, A. G. Paul, Al-fred Craven, Edward W. Benney, James M. Granis, James Weilliam S. Cowles, H. W. Greenleaf, A. G. Paul, Al-fred Craven, Edward W. Benney, James M. Granis, James Weilliam S. Cowles, H. W. Greenleaf, A. G. Paul, Al-fred Craven, Edward W. Benney, James M. Granis, James Weilliam S. Cowles, H. W. Greenleaf, A. G. Paul, Al-fred Craven, Edward W. Benney, James M. Granis, James Weilliam S. Cowles, H. W. Greenleaf, A. G. Paul, Al-fred Craven, Edward W. Benney, James M. Granis, James Weilliam S. Cowles, H. W. Greenleaf, A. G. Paul, Al-fred Craven, Edward W. Benney, James M. Granis, James Weilliam S. Cowles, H. W. Greenleaf, A. G. Paul, Al-fred Craven, Edward W. Benney, James M. Granis, James Weilliam S. Cowles, Matthew Bolles, E. D. Tamasir, James Weilliam S. Cowles, H. W. Greenleaf, A. G. Paul, Al-fred Craven, Edward W. Benney, James M. Granis, James Weilliam S. Cowles, H. W. Greenleaf, A. G. Paul, fred Craven. Edward W. Bemey, James M. Granis, James W. Cowie, Matthew Bolles, E. D. Tanssig, John E. Pillsbury, E. Denilson, Alfred Forie, William H. Reeder, T. H. Delano, Daniel Delehauty.

H. G. O. Colby and Charles O. Allibone to Masters.

ENGINEER CORPS-NOMINATED SUBJECT TO EXAMINA-

Engineers.

First Assistant Engineers George J. Barry, N. B. Littig, William G. Buckler, H. B. Nones, Jefferson Young, B. C. Bumpton, John Purdy, Jr., Henry L. Snyder, S. L. P. Ayres, Oscar H. Lackey, Charles E. Devalin, Edward B. Latch, Sidney Albert, and J. H. Bailey, to be Chief Engineers.

Second Assistant Engineers.

Second Assistant Engineers. Walter D. Smith, Henry D. Sellman, Hugh L. Cline, Thomas W. Rae, John P. Kelley, Robert B. Hine, John Lowe, B. F. Ward, John Van Hobenherg, Wil-ham H. Harris, B. C. Gowing, L. W. Robinson, A. J. Kenyon, Charies H. Greenleaf, William L. N.coll, Enge M. Lewis, A. H. Price, John Both wick, Samuel Grogg, Charles J. McConnell, George W. Hall, T. M. Jones, James Entwistle, John A. Scott, J. Forance, H. D. Potts, Hiram Parker, Jr., S. L. Smith, J. L. Bright, A. Blythe, George W. Sterers, Ralph Aston, W. W. Heaton, Theodore Cooper, J. C. Chaffee, L. R. Harvey, R. L. Webb, Edward A. Magee, Arthur Price, J. G. Brosnaham, Hugh H. Pitkinton, J. H. Chasamer, R. T. Bennett, K. T. Phillippi, Philip Miller, John D. Ford, Neison Ross, George M. Greene, John F. Blugham, J. H. Harmony, J. M. Emanuel, Henry Snyder, William A. Windsor, George W. Roche, John W. Saville, and J. B. Up-ham, to be Asatant-Engineers. Paymasters.

Paymasters.

Paymasters. Passed Assistant Paymaster George R. Watkins, to be a Paymaster, vice Paymaster W. Irving wholy rettred from service; Assistant Paymaster F. C. Alley to be passed Assistant Paymaster, vice Passed Assistant Paymaster G. L. Mead, nominated for promotion; Assistant Paymaster, J. G. Barton to be Passed Assistant Paymaster, Vice Passed As-sistant Paymaster W. W. Woodhull nominated for promotion, Assistant Paymaster, Vice Passed As-sistant Paymaster A. J. Greeley to be a Passed Assistant Paymaster, Vice Passed Assistant Paymaster J. R. Watkins, William M. Barry, John W. Jordon, and L. D. Hurd to be Assistant Pay-masters.

Passed Assistant Surgeon G. H. Cooke to be Sur-geon, vice Surgeon J. J. Gibson, deceased ; John W. Moss, Theodore Hanly, and H. M. Martin to be As-sistant Surgeons; Master F. M. Sheppard, now on retired district, to be a Lieutenant on that list.

Marine Corps.

First Lieutenant Frederick H. Corrie to be Captain in Marine Corps, vice J. H. Gaines, dismissed; Second Lieutenant D. P. Mannix to be First Lieu-

rt of Fhiladelphia, Judgment reversed, and

. f. d. n. awarded. The Philadelphia, Wilmington and Baltimore Railroad Co. vs. Woelpper, Appeal from the Common Pleas of Chester county. Decree affirmed and appeal dismissed at costs of the apellant

McKibben vs. Kline. Error to the District Court of Philadelphia. Judgment reversed, and f. d. n. awarded.

Morris vs. Harding. Error to the District Court of Philadelphia. Judgment affirmed. By Agnew, J. :-

Thomas Scarbrook vs. The Swathmore Col-ege, owner, and Hugh Mcliwain, contractor. ertiorari to the Common Pleas of Delaware ounty. Writ quashed. John E. Wynkoop vs. Lewis Seal, Error to

the District Court of Philadelphia, Judgment affirmed.

George Cadwalader et. al, vs. J. W. Heyl-man, et al. Certificate of Nisi Prius. Decree reversed and decree entered for complainants.

A Professional Rapee-Heavy Sentence.

Court of Quarter Sessions-Judge Paxson. This morning Sarah Gore, a young married woman about twenty-eight years of age, was called up to receive judgment upon a conviction of perjury, in preferring, for the purpose of blackmail, a false charge of rape against a Mr.

Wiemer, who upon his trial was acquitted. The Judge in passing sentence addressed the risoner as follows:-

The motion for a new trial in your case has been withdrawn, and you are now before the Court for sentence. I have considered the ap-Court for sentence, I have considered the ap-peal made in your behalf by your counsel, Mr. Bregy. The mercy of the Court, which was invoked in your behalf, is a mercy weak sym-sound discretion. It is not a weak sym-pathy with crime or with criminals. In your pathy with crime or with criminals. In your case there is nothing to commend it to our favorable consideration. The crime of which you are convicted, was one necessarily involving premeditation. It was not the result of a passion or of provocation. You deliberately and falsely charged a respectable citizen with the high crime of rape upon your person, and having made it you brought him into this court for trial, and upon that trial you committed wilful, deliberate, and corrupt perjury in order to convict him. You did all you could to consign an innocent man for a long term of years to the penitentiary, and to blast his repu-tation for all time. Nor is this all. I have judicial knowledge of the fact that you have made similar charges against several other respectable citizens, for the purpose of extorting noney, and that in some of these cases you have

been successful. But Mr. Weimer would not submit to your demands, and he appealed to a jury of his fel-low-citizens, and they have vindicated him, and he has also brought you to the bar of justice, for which he deserves the thanks of every good citizen.

Your offense is one which can receive no mercy here. While we give a burghar the ex-treme penalty of the law, we can do no less in a case like this. A man had better have twenty burgiars in his house than one such woman as you. A burgiar may steal the property of the citizen. You would rob him of his good name and make him infamous in the community, as well as sow the seeds of discord in his domestic relations.

The sentence of the Court is that you pay a fine of \$500 to the Commonwealth for the use of the county, that you pay the costs of prose-cution, and that you undergo an imprisonment in the State Penitentiary for the Eastern district by separate or solitary confinement at labor for the period of seven years, and that you stand committed until this sentence is comatana contraction of Robbing the Malls. A Charge of Robbing the Malls. U. S. District Court-Judge Cadwalader.

This morning H. G. Burnell was put upon trial for secreting, embezzling, and stealing letters from the mails. It was testified that he

Philadelphia Trade Report.

THURSDAY, March 10 .- The Breadstuffs market is duil, and in Flour the only movement is in small lots for the supply of the home trade at yesterday's quotations. Small sales of superfine at \$4:37 16 (84:50 ; extras at \$4.62%@4.87%; spring wheat extra families at \$5@5.75; Pennsylvania do. do. at\$5.12%@5.75; Indiana and Ohlo do, do, at \$5 25@6-25; and fancy brands at \$6 50@7-50. Rye Flour is inactive, and sells only in a small way at \$4.62%@4.75. Prices of Corn Meal are nominal.

There is very little demand for Wheat, but the offerings are small, and we continue yesterday's figures. Sales of 1600 bushels Pennsylvania and Western red at \$124@125. Rye sells at \$1. Corn meety a steady inquiry, and 6000@6000 bushels solf at 90@91c. for yellow in store and 92%c. at sat; and 92c. for white. Oats are dull, and move slowly at 54

In Groceries and Provisions there is not much doing.

Cloverseed meets a fair inquiry, and 300 bushels sold at \$7.57%@8, Prices of Timothy are nominal. Small sales of Flaxseed at \$2.35, Whisky-The demand is limited. Small sales of

wood-bound packages at \$1, and iron do, at \$1.02.

LATEST SHIPPING INTELLIGENCE.

| For additional Marine News see | Inside Pages. |
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| PORT | OF PHILADELPHIAMARCH | 3 |
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STATE OF THERMOMETER AT THE EVENING TELEGRAPH

CLEARED THIS MORNING. Steamship Zodiac, Hines, Charleston, S. C., E. A. Souder & Co. Schr Alexander, Baker, Norwich, John Rommel, Jr.

| & Bro. | |
|---------------------------------------|-----|
| Schr R. H. Shannon, Dilks, Boston, | do. |
| Schr Alabama, Vangilder, Boston, | do. |
| Schr S. A. Boice, Yates, New Bedford, | do. |
| Schr J. Cadwallader, Townsend, Salem, | do. |

ARRIVED THIS MORNING. Steamship W. P. Clyde, Morgan, 24 hours from New York, with mdse. to John F. Ohl. Steamer F. Franklin, Pierson, 13 hours from Balti-more, with mdse. to A. Groves, Jr. Steamer Com. H. A. Adams, Alexander, from Nor-folk, with shingles to T. P. Galvin & Co. Schr Annie F. Clarke, Edmondson, 10 days from Norfolk, with lumber to Patterson & Lippincott, Schr Annie F. Clarke, Edmondson, 10 days from Norfolk, with lumber to Patterson & Lippincott, Schr Mebster Bernard, Smith, 10 days from Carde-nes, with molasses to C. & C. M. O'Callaghan-vessel to Lennox & Burgess.

to Lennox & Burgess.

to Lennox & Burgess. Schr Tropic, Banks, from Salisbury, with lumber to Filter & Co. Schr Julia A. Berkeley, Larden, from New York, with fash to Lewis & Co. Schr Annie. A dams, 10 days from James river with railroad ties to Albrecht & Finley. Schr L. A. Danenhower, Gardnor, 8 days from Bath, with ice to Knickerbocker Lee Co. Schr Elite, Woolford, 14 days from Petersburg, Va. with railroad ties to E. S. Delke.

Schr Cordella Newkirk, Huntley, from Little Egg

Harbor. Schr L. & A. Babcock, Smith, from Jersey City. Schr Ann S. Cannon, Cobb, from Maurice river. Schr Jas. K. Burnite, Fowler, 1 day from Leipsie, Del., with grain to Jos. E. Paimer.

BELOW. Ship W. H. Moody, from Leith; brig G. F. Geery, from Trinidad; schrs Palos, from Agnadilla, P. E.; Summerville, from Havana; T. D. Wilder, from Car-denas; two light barks, reported from New York; one bark and one brig, unknown.

WENT TO SEA.

MENT TO SEA. Mr. George Fuller, pilot, reports:-Schr P. A. Gran, hence for Sagua, went to sea 8th inst., and brig Alice Lea, for do., on the 9th. Saw two barks and one brig beating in yesterday.

Surgeons

masters.