every floating spar for tidings of the long absent

freighted ship that has now been gone three

About the 1st of December the iron-clad At-

two Haytien Senators on board, the wife of the commanding officer, and a crew of over a hun-

dred men recruited in Philadelphia, making in

all one hundred and twenty souls.

Since the day she steamed down the Delaware

to the scean on her voyage to the West Indies nothing had been received from any one on

board. Some time ago there was a report pub-

lished that the Atlanta had been wrecked on

Fortune Island, but that statement was subsequently denied, and the friends of the missing

vessel, in the absence of all intelligence from her, after waiting many weeks, have been re-

duced to the last extremity of hope for the safe-

ty of those on board.

It is possible that she may have been wrecked

on some lonely, uninhabited island, and that her officers and crew are still existing upon it, waiting for a passing sail, but the unfitness of the heavily-plated hulk for encountering the storms of the ocean gives rise to the most gloomy apprehensions that she has foundered

and gone down with every soul.

The numerous marine news agents on the

Atlantic coast and in the West Indies are all on

the lookout for some key to the mystery of the

absent vessel, and it is not improbable that her

survivors may yet be found. As so many per-sons are seeking news of the iron-clad at this

office, all ship-masters who may read this in the Gulf or among the islands should forward

promptly to the Herald whatever information they may possess tending to throw light upon the Atlanta's fate.—N. Y. Herald of to-day.

RAILROAD ACCIDENT.

Two Conches Filled with Passengers Thrown Down an Embanament. The Dubuque (Iowa) Times of March 11 says:

we have been called upon to note for some time past occurred on the Iowa Division of the Illi-

nois Central Railroad about one o'clock yester-

day morning, the particulars of which, so near as we have been able to gather them from the

wild and exaggerated rumors related upon the

street, being as follows:—About midway be tween Manchester and Masonville is a hollow

the filling of which is fifteen feet high, laid with

Passenger train No. 4, bound for Debuque

John Doherty, conductor, and Ed. Davenport, engineer, consisting of a baggage, two passen-ger coaches, and a sleeping car, had reached

this point, ruuning at a speed of fifteen or

eighteen miles an hour, when a broken rail was

encountered, and in a moment's time the com-

plete train was wrecked. The two passenger

cars were thrown clear from the track and

rolled down the embankment, end over end, at

its highest point, the rear car finally landing on the top of the other, while the sleeping car was

turned completely round, but still remained on the track. These were filled at the time of the accident with men, women, and children, and the scene of terror and confusion that ensued may be imagined, while many of the unfortu-

nate inmates were severely injured. Three men had their arms and legs broken, and a lady with

a small child was so severely hurt, her collar bone being fractured, that her life is despaired of. That all were not killed outright would

LEGAL INTELLIGENCE.

\$500 Worth of Libel-Some Slander Also.

Nisi Prius-Judge Read.

School, which was an action to recover damages for a libel published in the paper of which the

defendant was editor, before reported, the jury

Evan T. Knight vs. Manuel McShane. This

is an action of slander to recover damage for

an alleged false and malicious accusation of

theft made by the defendant against the plain-

tiff. It appears that the latter was employed

upon a house in course of erection by the de fendant, who said he stole a portion or the lum

ber in order to use it upon an adjoining house, which he, the plaintiff, was putting up for a

Sentence of Marley.

U. S. District Court-Judge Cadwalader.

Patrick Marley, who was recently convicted o

an attempt in the capacity of revenue officer to

compound a seizure, was this morning sentenced

to six months' imprisonment and a fine of \$1000.

Important Decision.

Recently a decision was given in the Supreme Court at Washington, D. C., which will be very beneficial to soldiers discharged for sickness

from the United States army. It was in the case

A judgment was given for the claimant below of \$100, claimed as bounty for enlisting in the volun-

teer service. The claimant was a private in the Fif-teenth Regiment of Massachusetts Volunteers, being

teenth Regiment of Massachusetts Volunteers, being enrolled and entering the service about the 12th of

July, 1861, and was discharged on a surgeon's certifi-cate of disability from sickness January 5, 1863. The bounty sought was by General Orders from the War Department of May 25, resting for their autho-rity on the proclamation of the President issued May 5, 1861. By these orders, every man who entered the cervice under them was promised, when honorable

service under them was promised, when honorably discharged, the sum of \$100; but the act of Congress of July 22, ratifying this act of the President, gave a bounty of \$100 to soldiers honorably discharged, and

provined they should have served two years. Subsequent acts removed the two years' restriction as to soldiers discharged for wounds, but not as to soldiers discharged for slokness. Hence the Treasury Department refused payment in this class of cases. The Court of Claims held the President's procismation on the one side and the emission of the e

tion on the one side and the enlistment on the other

to have established a contract, under which the claimant was entitled to the bounty promised, he having been honorably discharged, no matter from

what cause and the judgment was accordingly. The Government appeals, contending, first, that the case does not show that the regiment into which the

claimant enlisted was ever accepted into the ser-vice of the United States as one of the six regiments apportioned to Massachusetts under the proclama-

tion; and, in the second place, that the act of Congress passed subsequently to the issue of the order under which the claimant enlisted, ratified

and made valid the engagements entered into on behalf of the United States by the President only so far as those engagements were comportable with the provisions of that statutes, and no further,

Consequently, the claim in this case being excluded by the statute, is not valid, because, as to it, the President's act was not ratified, and readered legal.

The claimant contends that enlistments are con-tracts, and are to be construed like other contracts. The contract in this case is embraced in the procla-

The contract in this case is embraced in the proclamation and the subsequent enistment, and this,
being in writing, cannot be limited by any restrictions raised by implication and not therein contained. A promise of \$100 "when honorably discharged" does not mean "when honorably discharged
for wounds," or "when honorably discharged
after two years' service." Discharge on a
surgeon's certificate is as much an honorable discharge as discharge for wounds; and a discharge
after several months' service is as honorable as a
discharge after two years' service, if a man's consti-

discharge after two years' service, if a man's consti-tution gave way under the exposure and hardships of a campaign life and he became untit to remain

of a campaign life and he became untit to remain longer. In any of these cases Government uses him as long as he can work, and finally terminates the contract of its own choice. The President issuing these orders through the Secretary of War, had a right to promise this allowance, there being no previous law on the subject. The emergency justified the President in issuing the proclamation for volunteers at the time, when otherwise the nation might have perished, and if he had authority to call out the troops he certainly had authority to stipulate as to their payment.

of an appeal from the Court of Claims:-

or an additional imprisonment of one month.

rendered a verdict for the plaintiff for \$500

In the case of John Sellinder vs. Charles E.

seem to be a miracle.

third party. On trial,

new iron.

One of the most serious railroad accidents that

THE CITY OF BOSTON. Hoyer, Wm. Thompson, Robert Kerr. Cabin Fassengers booked at Halifax - W. E.

IS SHE SAFE?

Conflicting Rumors.

Her Reported Arrival at Queenstown This Morning.

Authoritative Denial.

The Agents of the Steamer Have not Heard of Her Arrival.

FROM EUROPE.

Safety of the City of Boston. By the Anglo-American Cable,

QUEENSTOWN, March 16 .- The missing steamship City of Boston, which left New York January 25, arrived here at 1 o'clock this morn-

[SECOND DESPATCH.]

LONDON, March 16-2 P. M .- The steamship City of Boston, Captain Halcrow, which left New York on the 25th of January and Halifax three days afterwards, arrived at Queenstown at 1 o'clock this morning, having consequently been out of sight of land for more than forty-five days.

The news has created the most profound excitement both here and at Liverpool, where the public interest has been worked up to an intense pitch. Business at this hour is almost entirely suspended in the Stock Exchange and general markets in both cities, in the eagerness to gather particulars, which are as yet entirely wanting. The telegraph lines are not working well to-day owing to the prevalence of a storm.

The Inman steamer City of Antwerp, which left New York on the 5th inst., arrived at Queenstown at half-past 4 this morning. This sets at rest the apprehensions expressed in some quarters that the first announcement of the arrival of the City of Boston was a mistake for the City of Antwerp.

A Contradiction of the Report.

NEW YORK, March 16 .- The reported arrival of the steamship City of Boston at Queenstown this morning is false. The following cable telegram has just been received here from the London agent of the New York Associated

LONDON, March 16-2:30 P. M .- An inquiry addressed by me to the agents of the Inman Steamship Line is answered at 1.40 P. M. to the effect that they have no information whatever of the City of Boston, and that the current rumor of her arrival is doubtless a heartless A. C. WILSON,

Agent Associated Press. Still Another Contradiction.

Messrs. J. G. Dale & Co., No. 406 Chesnut street, the agents of the Inman line in this city, have also been advised, by telegraph, of the falsity of the report that the City of Boston had arrived at Queenstown.

Description of the Vessel-Her Officers and Passenger Lists.

The following particulars of the long-missing steamer will be read with renewed interest at this time:-

The steamer City of Boston was built at Glasgow in 1865. She is very symmetrical in her lines, and built for carrying rather than speed; she is by no means a "wet boat," in marine parlance. She measures 325 feet on deck, 40 feet moulded beam, and 28 feet hold. She is 2260 tons builder's measurement. She has two engines of 300 nominal horse-power, and four boilers, and is furnished with a donkey boiler and engine, and a number of pumps to be used in case of accident to her hull, or in case of fire. To give strength and tenacity to her hull, she has deckstringers of broad steel plates, and her sheer strakes consist of double plates of the same metal. She is divided transversely by seven water-tight bulkheads, five of which run up through the passenger deck to the spar-deck of the vessel, which thus divides her into eight water-tight compartments. Her house, built on the main deck, runs from stem to stern, the upper portion forming a promenade deck. All of the after-part of the ship from the engineroom is for the accommodation of first-class passengers, and contains a saloon 60 feet in length and 13 feet wide, and a lower saloon fitted up with state rooms capable of accommodating over 100 first-class passengers. The steerages and second cabin are forward of the engine, and are well lighted and well ventilated. She has ten first-class life-boats, all in good order and easy to be launched.

The following is a complete list of the passengers, both cabin and steerage, on board of the

City of Boston:-Cabin Passengers booked at New York-Mrs. M. Cosgrove, Mr. Guiquene, A. C. Morton, J. C. Whitaker, wife, and four children; Dr. Tupper, Alian Ebbs, wife, child, and infant; James Ashmead, M. A. Prayer, J. McCall, E. P. Archibald, Mr. Ryland and wife, W. M. Cochrane. James Cosgrove, Mr. Lawder, R. J. McDonald, James McKunon, John Levesley.

Steerage Passeugers booked at New York-John Moran, John Gibson, A. R. Conk, Michael Parkinson, W. McCrea, wife, and child; T. Fox. M. J. Harding, Will Monsdall, George Fern, George Jennings, Thomas Boulton, Joseph Davis, William Davis, W. J. Thresher, Evan Thomas, M. Dun psey, Charles Graftan, Frances McCarty, Thomas Francis, William Lapsworth, Wm. Woodhead, J. McManus and wife, Edward Perry, James McDonnell, Thomas Barton, John

FIRST EDITION L. Ashton, W. Barnsley, wife, and two children. James H. Harnsley, John Taylor and wife, John S. Barley, Ellen Davis, John Davis, Thomas Davis, S. McCulla, Wm. Carr, James White, L.

> Patter, Captain W. Forbes, Mr. Laconte, T. K. Robinson, Captain Hamilton, J. Allan, A. K. Donce, E. Billing, Mrs. Keldape and Infant, J. B. Young, Mr. Boker, lady and two children, Mrs. Orange and child, J. Barrow, Walter Barrow, P. Power, Jr., Captain Sterling, lady, infant, and nurse, James N. Paint, Miss F. Paint, F. A. Knox, W. Mm. Murray, C. B. Silver, E. J. Kenney, John Thompson, Deputy Assistant Surveyor of Stores; Lieutenaut Orange and female servant, John D. Purdy, C. Fisher. T. K. Montgomery, W. M. Parks.

> Steerage-James Holland, J. Groves, Mary A. Erskine, Patrick Cassidy, George Rowling, James McCain and wife.

The following is a list of the officers of the

Captain, J. J. Halcrow; chief officer, W. Mortimer; second officer, John Craven; third officer, Henry James; fourth officer, J. Stevens; purser, W. M. Short; surgeon, Dr. Rice: chief engineer, C. Alexander; first assistant, R. Hawks; besides stewards, firemen, and coal-passers, making up a total crew list of about one hundred souls. The cargo consisted of 778 bales of cotton, 36 bales of hops, 556 boxes of bacon, 390 tierces beef, 295 tierces lard, 45 firkins lard, 10,364 bushels of wheat in bags, 2871 bags copper ore, 187 bags oil cake, 200 bbls. flour, 37 bbls. pork, 75 hhds. tallow, and 70 feet of measurement goods. She had the Provincial mails on board. The ship is worth about £70,000.

## QUESADA'S DISMISSAL.

An Interesting Chapter of the Cuban Revolt— Quesada's Resignation Offered and Re-

The following documents have just been publisked. It would seem from them that Quesada's present visit to this country is not altogether a voluntary one:-

Citizen President:-In compliance with the dictates of my conscience, which requires me to act always in the way most conducive to the welfare of my country, and believing that there should not be at the head of the army one who does not deserve the confidence of the people's representatives, owing to the countless evils which his continuation would bring on the army as well as the country; moreover, thoroughly convinced, as well by recent events as by what has been taking place for some time back, that I do not command the confidence of the Chamber, I have the honor of placing in your hands the formal resignation which I make of the delicate charge of General-in-Chief of the Liberating Army which the Government of the re-

public had conferred upon me.

GENERAL M. QUESADA.

On the same day I received from that enlightened body the two replies following:—

lightened body the two replies following:

CUBAN REPUBLIC, CHAMBER OF REPRESENTATIVES.

To Citizen Manuel Quesada:—Your official note of this day, resigning the charge of General-in-Chief, was received at a quarter before eight o'clock to-night—some minutes subsequent to the adjournment of our session in which you were deposed. It has been resolved by acclamation that receipt of your resignation be acknowledged, with the further declaration that, even had your aforesaid resignation been received before the adjournment of said session, it would not have had the least influence towards changing the resolution to depose you which was adopted.

God, our country, and liberty.

MIGURI. G. GUTIERREZ, Speaker.

EDWARD MACHADO, Secretary.

Palo Quemado, Dec. 17, 1869.
CUBAN REPUBLIC, CHAMBER OF REPRESENTATIVES. —To Citizen Manuer Quesada:—At the session held to-day, it was resolved to depose you from the com-mand as General-in-Chief. In accordance there-with, you shall immediately hand over the archives and other appurtenances of headquarters to the Cit'zen Chief-of-Staff General Thomas Jordan, who has orders to that effect. This order is made known to you that its purpose may be accomplished.

God, our country, and liberty.

MIGUEL G. GUTIERREZ, Speaker.
RAFAEL MORALES, Secretary. Palo Quemado, December 17, 1869.

To these I replied as follows:-Horcon De Najasa, Dec. 18, 1869.—Citizen President of the Republic:—Under one cover I have this day received by post two communications, dated yesterday, from the Chamber of Representatives. In one of them I am notified of the resolution of the Government to remove me from command as General-in-Chief, and am ordered to hand over headquarters to the chief of staff, General Thomas Jordan. In the other receipt is acknowledged of my official note, also dated yesterday, resigning the post of honor which I had held in accordance with the aspirations of my conscience, and the declaration is made that, even had my resignation reached that assembly before the adoption of said reso-lution, it would not have had the least influence on the adoption of that resolution. It being established, then, that my resignation was presente before the document deposing me was promnigated and without my suspecting even that such resolve was under consideration, my honor is wounded by this refusal to accept my resignation, but above all by the express terms of the refusal which I have I confess this conduct towards me on the part of the powers of Cuban government, whose prestige I have always secured, and would even at this moment wish to see in the highest degree of splendor, is painful to me. However, the superior orders contained in the communication first alluded

orders contained in the transfer of the have been obeyed on my part.

GENERAL M. QUESADA. THE GOLD EXCHANGE.

A New Way to "Bear" the Market-The Operations of Yesterday.

The business at the Gold Exchange yesterday was not very brisk, and the changes were with-out special note. Gold opened at 111% and sold up to 112 about 11 o'clock, after which there was a decline, followed by a subsequent advance, the market closing very firm at 1121/6. After the close of the board there was very little business done, and the price was steady at 1113,62112. The clearances for Monday, re-

ported yesterday, were \$92,187,000. About 9 o'clock yesterday morning a clique of brokers, intent upon fun, captured a bear of huge proportions, which was being exhibited by his keeper in New street, near the Exchange, and, with the aid of his master, succeeded in introducing him to the Gold Room, where were congregated a large number of operators actively engaged in "bearing" the market. Bruin surveyed the scene calmly, and then, following example of some human "bears" when they want to operate with vigor, made a rush for the ring, which he seemed to consider his exclusive domain. He cleared the arena at once—just as other "bears" sometimes do when they are very strong and fierce—and had the market all to himself. He promenaded the pre-cinct sacred to gold for a few minutes, and then imitated the other "bears" by leaping upon the railing and cutting up other antics suitable to his bearish nature. The brokers who were enjoying the sport needed only a real buil to make the entertainment per-fect, and in default of an animal induced his keeper to engage in a little friendly set to. This was done to the immense delight of a multitude of brokers and spectators, who had been summoned thither by the novel spectacle, and the contest was kept up for some time—the bear at last coming out victorious. The keeper was rewarded for his trouble with a small hatful of stamps, and led his pet away. The business of the Exchange was then recumed, but the effect of the bear's visit seemed to be felt all day. Notwithstanding strenuous efforts on the part of the "bulls" to put up the price, it would not "stay put" for any length of time.—N. Y. Times

## ANOTHER MYSTERY OF THE SEA. SECOND EDITION

An Iron-ciad, with all on Heard, Missing-ilas She Gone Down? While both the Old and New Worlds are anxiously watching the Atlantic and grasping at LATEST BY TELEGRAPH

City of Boston, there comes a cry from a nun-dred familles for some word from another righty-Methodist Conference at Pottsville.

Morale of the Naval Service.

lanta, or Triumph, as she was last christened, left Philadelphia for Port-au-Prince. She had been purchased by the then existing Salnave Government of Hayti, and was officered by young men, nearly all of whom had formerly belonged to the United States Navy. She had Reported Escape of Dr. Schoeppe.

FROM THE STATE. Eighty-third Session of the Philadelphia An-

Special Despatch to The Evening Telegraph, POTTSVILLE, Pa., March 16 .- The eighty-third session of this venerable body of Christian ministers assembled this morning in the M. E. church of this town. Since Monday evening strangers have been coming by every train. The committee of clergymen appointed at the last session to examine young ministers who are applicants for holy orders were in session all yesterday and Monday evening. The examinations were generally satisfactory, and elicited a very commendable degree of literary and theological attainments. The attendance of ministers is large, being not far from two hundred. The division of the conference two years ago and the formation of the Wilmington Conference reduced the numbers about one-third, but it still remains a very imposing body. The main question of public interest at this session, we suppose, will be the vote of the ministry on lay delegation in the General Conference. That measure having received a large majority of all the votes cast by the laity, it now awaits the approval of threefourths of all the ministers of the several annual conferences. So far as the vote has been taken in the conferences which have already been held, the requisite number have voted in favor. Citizens in this community of all religious denominations have vied with each other in opening their homes for the entertainment of the con-

Rev. Bishop Simpson, who presides at this session of the Conference, is the guest of Hon. Benjamin Haywood, who is the generous host of several other clergymen.

The appointments of the preachers at this session will be another item of interest to the noble and self-sacrificing ministers to be changed and the churches which they are appointed to

About twenty congregations in your city will apply for change, nearly all of whom are compelled to part with their pastors because of the expiration of the maximum time of ministerial service, viz., three years.

Such is the inconvenience and disadvantage of severance of the pastoral relation that it certianly ought never to be done except where there is a clear necessity, and that is but seldom. At its last session this Conference had 210

travelling preachers, 252 local preachers, 31,537 members in full connection, 260 churches, valued at \$1,968,230; 62 parsonages, valued at \$256,040, and 308 Sunday Schools, with 459,697 scholars. Henry Snow Storm.

POTTSVILLE, March 16 .- A heavy snow storm commenced here last night and still continues. There is about seventeen inches on the ground

Startling Rumor-Reported [Escape of Dr. vecial Despatch to The Evening Telegran HARRISBURG, Pa., March 16 .- It is reported

that Dr. Schoeppe has escaped from the jail in Carlisle, where he was confined.

FROM WASHINGTON. Naval Circular.

Special Despatch to The Evening Telegraph.

WASHINGTON, March 16 .- The following circular has been issued by the Navy Department: -"Recent publications in violation of paragraph 184 of the Navy Regulations have induced the department to call special attention to that paragraph, which is in these words:-'184. Publications relating to private transactions or having in view the praise or censure

of any person in the naval service are pro-"Obedience to this regulation is enjoined upon all persons in the naval service. "GEORGE M ROBESON,

"Secretary of the Navy." Naval Nominations. Special Despatch to The Evening Telegraph. WASHINGTON, March 16. - The following naval nominations were sent to the Senate to-

Commanders-Lieutenant-Commander J. N. Miller to be a Commander, vice Commander E. P. Williams, lost in the Oneida; Lieutenant G.V. Menzies to be a Lieutenant-Commander, vice Lieutenant-Commander J. N. Miller; Lieutenant Edward N. Keyser to be a Lieutenant-Commander, vice Lieutenant-Commander William F.

Stewart, lost in the Oneida. Nominated for Lieutenant-Commanders-Lieutenant Thomas Nelson, vice Lieutenaut-Commander A.W. Muldaur, lost in the Onelda; Lieutenant De Witt C. Kells, vice Lieutenant-Commander Alfred Hopkins, nominated for promotion; Lieutenant Felix G. McCurley, vice Lieutenant-Commander M. Secard, nominated for

promotion. Passed Assistant Paymaster George L. Mead to be a Paymaster, vice Paymaster T. L. Tullock, Jr., lost in steamer Oneida; Passed Assistant Paymaster George R. Watkins to be a Paymaster, vice Paymaster T. C. Masten, dismissed; Passed Assistant Paymaster Danforth P. Wight to be a Paymaster, vice Paymaster W. Irving, wholly retired; Passed Assistant Paymaster Henry T. Wright to be a Paymaster, vice Paymaster A. McC. Bishop, retired; Assistant Paymaster 8. D. Hurlbut to be a Passed Assistant Paymaster, vice Passed Assistant Paymaster D. P. Wight: Assistant Paymaster George W. Long to Passed Assistant Paymaster, vice Passed Assistant Paymaster H. T. Wright; Assistant Paymaster Fred'k C. Alley to be a Passed Assistant Paynaster, vice Passed Assistant Paymaster George .. Mead; Assistant Paymaster A. J. Greely to be a Passed Assistant Paymaster, vice Passed Assistant Paymaster George R. Watkins.

FROM EUROPE.

This Morning's Quotations.

This Morning's Quetations.

LONDON, March 16 — Noon. — Consols opened at 92% for money and 93 for account. American securities firm; United States five-twenties of 1862, 91; of 1867, 89%; of 1865, old, 90; 10-40s, 87. Erie Kailroad, 22%; Illinois Central, 117%; Great Western, 30.

Livskipool., March 16. — Noon. — Cotton firm; middling uplands, 10%d.; middling Orleans, 11%@ 11%d. The sales are estimated at 12,000 bales.

California Wheat as 4d, 409s, 5d. Flour easier.

California Wheat, 9s. 4d.639s. 5d. Flour easier,
London, March 16—Linseed Cakes, £9 10s. Sugar
firm. Tallow firm. Refined Petroleum quiet.
BREMEN, March 16—Petroleum closed firm last
night at 7 thalers 7 groats.
HAMBURG, March 19.—Petroleum closed firm last
right at 15 march 8s. schillings.

night at 15 marc bancos 8 schillings.

PENNSYLVANIA LEGISLATURE.

Mennte. HARRISBURG, March 16 .- The following bills

were introduced and referred, viz.:—
Mr. Henszey, incorporating the Security
Storage Company; also, allowing married women
to enter medical colleges; also, relative to the paving of streets.

Mr. Connell, supplement to the Philadelphia
Fountain Society; also, reducing the width of
Hamilton street; also, a supplement to the free
bridge ever the Schuylkill, allowing Councils to

egotiate a loan. Mr. Watt, relative to the Odd Fellows' Hall.
Mr. Findlay, obliging railroad companies to
keep ticket offices open for one hour in advance

of the departure of trains.

Mr. Watt called up the House bill opening Fifteenth street, which passed.

Mr. Henszey, from the Senate Corporation Committee, reported the House sewerage bill, amended so as to read as follows:—

Section I. That, for the purpose of securing the more period cleansing of the highways, streets, lanes, and alleys of the eity of Phindelpints, and to justify the expenditure necessary to effect this end, contracts embracing an extended period of time are required, therefore she Board of Bealth, or other proper anthority having the right to make contracts for cleansing streets and removing the sabe therefore, shall enter into an agreement and contract, with the City Sewage Utilization Company for a period o not less than to years, for the purpose of cleansing the said streets and removing the said streets and romoving the said streets and romoving the sines theorem upon the following terms to wit: —For the first two years, \$16,000 per year less than the present contract price; for the second two years, \$26,000 less per year than the present contract price; for the third two years, \$26,000 per year less than the present contract price; for the two years, \$36,000 per year less than the present contract price; thereby saving to the city of Philadelphia by the ten years, \$36,000 per year less ton the present contract price, thereby saving to the city of Philadelphia by the ten years' contract the gross sum of \$250,000; and the said City Sewage Utilization Company stall give security in the sum of \$50,000 to the said Board of Health or other proper authorities for the faithful performance of the contract aloresaid. The amounts as above and herein stipulated to be paid in equal most thy instainments by warrant drawn on the treasury of me said city of Philadelphia, by the company, is ravor of the said company.

instaiments by warrant drawn on the treasury of the said city of Philacelphia, by the authority making the contracts with the company, is ravor of the said company.

Section 2. That the City Sewage Utilization Company, in view of securing the more perfect working of its system, shall have the sole and exclusive right and privilege of collecting and removing from all dwelnings, hotels, market-houses, vaults, and other places in the city of Philadelphia, all garbage, cesspool or prevy well matter, dead animals, and other places in the city of Philadelphia, all garbage, cesspool or prevy well matter, dead animals, and other refuse or faccal matter; as also the right of erocting and operating public urinals in the said city under the supervision of the Board of Health, and without cost to the said city; and all garbage, cesspool or inseal matter shall be removed in water-tight and enclosed carts or wagons, previded that the cost for the removal of cesspool or privy-well matter shall not exceed the price now authorized or allowed to be charged by he Board of Health for the removal of such matter when declared nuisances.

Section 3. That the city of rhiladelphia shall have the right to assume and purchase the franchises and privileges granted to and pos-essed by the said company, togetter with all its real and personal property, at any time after the year 1880, at a price and on such terms as may be agreed upon between the city authorities and the company; and should they fail to agree upon soon price and terms, then the same shall be submitted to the reference of the three persons, one thereof to be appointed by the Judges of the Supreme Court, one thereof by the studges of the supreme Court, one thereof by the sudges of the supreme Court, one thereof by the decasion or award of said referres be unsatisfactory to either the said city or company, then the said city and emplay shall each select one person to be added to the three appointed as aforesaid, and the five persons shall review and decide upon the sabject, an

The following bills were reported as com-mitted:—Senate bill making certain British records of validity in Pennsylvania.

As committed, House joint resolution urging Congress to place our navy yards on a clear

As committed, House joint resolution urging our Congressmen to use their influence in having belligerent rights accorded the Cuban patriots.

As committed, Senate bill incorporating the
Mutual Protection Insurance Company of Philadelphia.
As committed, bill relating to the abandon-

ment of corporate franchises by corperations authorized to construct works of improvement.

As committed, Senate bill incorporating the Colfax Oil Refinery and Storage Company of

Philadelphia.

With amendment, by Mr. Miller. incorporating the City Sewage Utilization Company of Philadelphia. With amendments, by Mr. Randall, Senate

bill to facilitate and secure the construction of an additional railway between the waters of the Mr. Rutan moved its committal to the Finance

Committee. Disagreed to. The Senate bill to aid in the construction of a

railroad from the Susquehanna river to Buffalo was reported favorably with an amendment. This amendment is intended to secure the completion of the Clearfield and Buffalo, the Eric and Alleghany, and the Pittsburg, Virginia, and Charleston Rallroads, by giving them the use of the Alleghany Valley Railroad bonds of the par value of \$3,500,000, now in the State Treasury, in exchange for their own bonds, which shall bear the same rate of interest and mature at the same time as the Alleghany bonds, and the completion of the roads and the interest shall be guaranteed by responsible railroad companies. House.

Mr. Adaire offered a resolution paying the Clerk of the House Treasury Investigating Committee \$600. Mr. Brown made an unsuccessful attempt to

The Philadelphians voting for \$600 were Messrs. Adaire, Albright, Bunn, Cloud, Comly, Dalley, Bavis, Elliott, Forsyth, Hong, Johnson, Josephs, Maxwell, Mooney. Absent or not voting:—Messrs. Thomas, Stokes, Miller. Mr. Mooney offered a resolution paying Thomas Wilson, Sergeant-at-Arms, \$237.90, for

witness fees and services rendered in attending the Police Bill Investigation Committee. Mr. Davis inquired how many witnesses had

PORT OF PHILADELPHIA......MARCH 16 Mr. Bunn replied that about four had been sworn, but that some thirty or forty had been Mr. Davis-Why were the rest not sworn?

Mr. Bunn did not think that the Sergeant-at-Arms should suffer for the neglect of others. The witnesses had been subpænaed, but the committee had failed to obtain a quorum. Mr. Davis said it was not right for the House to pay any bill until it was itemized, and then it should only pay for the witnesses who were sworn and no more.

Mr. Elliott was one of the unfortunates who had been a member of the Police Bill Investigation Committee. The committee had undertaken to meet once a week, but has falled to obtained their quorums. The Sergeant-at-Arms, however, had attended to his duty, and was clearly entitled to his pay, although he. Mr. Elliott, knew nothing about the amount of the

Mr. Reinoehl said that this whole affair was an illustration of the tremendous frauds resulting from the appointment of investigating committees. If the committee had never had a quorum, by what authority had the chairman issued

Mr. Elliott replied that the committee had had one meeting, at which there had been a Mr. Reinochl said that there had been an un-

derstanding when the committee was appointed that no expense should accrue to the State. Mr. Brown had offered the original resolution appointing the committee, and there had been provision that there should be no expense to the State. He asserted that there had never been an order issued to the chairman to have a single witness subprepared; the gentleman who had assumed to be chairman had taken it upon himself. The committee had been turned into a farce, and this resolution for pay should be

Mr. Elliot said that the gentleman from Clarion (Brown) had never met the committee after the first session. It had met, organized, and directed its chairman to issue subpense to certain parties, some of whom were examined. Mr. Brown moved to postpone the subject for the present, and to require the bill to be itemized, which was agreed to by a standing vote of 46 aves to 14 nays. Among the noes the Philadelphians were Stokes, Elliot, and Bunn. A certain bill was introduced into the House ast Monday by Mr. Dimmick, authorizing the

voted down.

Scudder's Falls Water Company to maintain \$ dam, etc., across the Delaware river, abov Trenton. This bill had originally been reported by the Speaker pro tem., Dalais, to the Local Judiciary Committee, but had afterwards been sent to the Corporation Committee.

Mr. Beaus moved that the bill be sent back to the Local Judiciary, and said that he understood the Corporation Committee had already appointed a sub-committee to go to Philadel.

appointed a sub-committee to go to Philadel-phia and investigate. He (Beaus) had a strong suspicion that there would be an attempt to

bleed somebody.

Mr. Steele, of Schuylkill, denied that there
was to be any visit to Philadelphia.

On the debate which ensued Mr. Davis took occasion to say that he would oppose any measure which would in any way effect the water supplies of Philadelphia. This point he insisted on with much earnestness. Mr. Beans opposed the Schuders Falls bill as being very injurious to his constituents. His

motion to change its reference was lost.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TRLE-BAPE. Wednesday, March 16, 1870. There is a moderate degree of activity in the money market, but not equal to the average at this period of the year, and loans continue easy. Some of the banks, however, we notice are shortening sail by calling in their loans with a view of obtaining better terms than 4 per cent.

This is doubtless owing to the usual demand which springs up about this time from the agri-We quote money on call at 5 per cent. with good collateral, and prime mercantile paper at 6 68 per cent., according to credit.
Gold was fairly active, but there was less exciten ent than for several days past, opening

sales at 112 and quotation about noon shows no change. Government securities continue in about the

same condition as noted at the close of yesterday's business. The Stock market was dull and prices rather unsteady. In State loans nothing doing. Sales of City Sixes at 1013/@1013/s for the new bonds. Reading Railroad sold to some extent, but

prices were a fraction off. Small sales at 48%. Pennsylvania Railroad was taken at 56%; Camden and Amboy Railroad at 114; Minehill Railroad at 51%, and Lehigh Valley Railroad at 55%. The balance of the list was neglected, the only sale being in Commonwealth Bank at

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

100 sh O C & A R. b60 42%

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 114%@115; 5-20s of 1862, 110%@110%; do., 1864, 109 & 100.9 &; do., 1865, 109 3/2 do. do., 1867, 1093/2 do., July, 1865, 1093/2 do., 200., 1867, 1093/2 do., 1868, 1093/2 do., 1064; Cur. 6s, 112/2 do. 102/2 do., 1064, 112.

MESSES. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 1143/2 do.; 5-20s of 1862, 1102/103/2 do., July, 1865, 1093/2 do., July, 1865, 10 NARR & LADNER, Bankers, report this morning Gold quotations as follows:— 10-00 A. M. 112 10-00 A. M. 1117 10-50 A. M. 112 10-05 " 112 11-05 " 1124 10-42 " 1124 11-45 " 1124

Philadelphia Trade Report. WEDNESDAY, March 16 .- Cotton is firmer, and may be quoted at 22c. for middling uplands and 23c.

for New Orleans. No. 1 Quercitron Bark is dull, and cannot be quoted over \$28 @ ton. There is a steady demand for Cloverseed, and further sales are reported at \$8@8 12%. 175 bushels

Timothy sold at \$5. Flaxseed is worth \$2.35.

The Flour market continues very dull, the demand being confined to the wants of the local trade. Sales of 600 barrels in small lots at \$4.25\\@4.50 \\
\frac{3}{2}\ Timothy sold at \$5. Flaxseed is worth \$2.35.

Sc. Corn is in fair request, and 6000 bushels vellow sold at 90c. in the cars and 91@92c. at eat. Oats meet a limited inquiry. 3000 bushels Pennsylvania and Western sold at 54@55c. 500 bushels New York two-rowed Barley sold at 85c.
Whisky is dull. Sales of 40 barrels of Pennsylvania wood-bound at \$1, and some iron-bound at \$101

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

NEW YORK, March 16.—Arrived, steamship Bienrille, from Havana.

The schr James H. Hoyt, of Staten Island, is ashore off Highlands. The sailors are in the rigging. FORTRESS MONROE, March 16.—Passed in for Baltimore—Ship Beacon Light, from Liverpool, and brig Virginia Dare, from Montevideo.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH 7 A. M.......55 | 11 A. M......37 | 2 P. M......35 CLEARED THIS MORNING.

Steamship Norfolk, Platt, Richmond and Norfolk, W. P. Clyde & Co. Steamer Mayflower, Fultz, New York, W. P. Clyde Tug Commodore, Wilson, Baltimore, W. P. Clyde & Tug Lookout, ----, Baltimore, W. P. Clyde & Co. ARRIVED THIS MORNING.

ARRIVED THIS MORNING.

Ship Tamerlane, Sumner, 50 days from Bremerlaven, in ballast to E. A. Souder & Co.

Steamship Juniata, Hoxie, 4½ days from New Orleans via Havana, with mdse, to Philadelphia and Southern Mail Steamship Co.

Steamship Norman, Nickerson, 48 hours from Boston, with mdse, to H. Winsor & Co.

Steamship Whiriwind, Sherman, 26 hours from Providence, with mdse, to D. S. Stetson & Co.

Steamer B. C. Biddle, McCue, 24 hours from New York, with mdse, to W. P. Clyde & Co.

Steamer W. Whillidin, Riggans, 13 hours from Baltimore, with mdse, to A. Groves, Jr.

Steamer R. Willing, Cundin, 13 hours from Baltimore, with mdse, to A. Groves, Jr.

timore, with mase, to A. Groves, Jr.

Steamer R. Willing, Cundin, 13 hours from Baltimore, with mase, to A. Groves, Jr.

Brig American Union, Wileby, 19 days from Matanzas, with molasses to E. C. Knight & Co. Has been 13 days north of Hatteras, with very heavy northwesterly gales; shipped several heavy seas; stoye after hatch house and carried it overboard, also carried away bulwarks on starboard side, and also carried away bulwarks on starboard side, and broke rail and staunchions on both sides; stove boat and water casks; started everything about decks.

and split foresail and covering board. Schr Ellie L. Smith, Smith, 14 days from Havana, with sugar.
Schr H. S. Marlow, Wines, 10 days from Sagua, with sugar to S. & W. Welsh.
Schr J. W. Hall, Howell, 6 days from Bath, with ice to Knickerbocker Ice Co.

Schr H. J. Raymond, Ellsworth, from New York.
Schr Aurora, Artis, 1 day from Frederica, Del.,
with grain to Christian & Co. with grain to Christian & Co.

Tug Thos, Jefferson, Allen, from Baltimore, with
twelve barges in tow, to W. P. Clyde & Co.

Tug Commodore, Wilson, from Baltimore, with
twelve barges in tow to W. P. Clyde & Co.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, March 15.—Seven barges eave in tow to-night for Baltimore, light.

G. H. Stewart, with sugar, for Philadelphia.

Baltimore Branch Office, March 15.—No tow

will leave to-night.

Philadelphia Branch Office, March 16.—Very high tide in the Delaware, from continued easterly weather on the coast. The water is up on Delaware