CITY INTELLIGENCE. THE COAL TRADE.

The Resumption-The Condition of the Miners-The Market-Prices, Quetations, Etc. The miners of Schuylkill have generally resumed work during the past week, some col-lieries commencing on Monday, some on Tues-day, and some on Thursday. The basis, of course, is the new one just agreed upon, with the sliding scale downwards as well as upwards, excepting a slight alteration in the clause for the equalization of contract work, which was demanded by the miners of some of the collieries and conceded by the operators. No one, even those most directly benefited, can blame them for objecting to such an unjust rule as that which their leaders have placed upon them. It cannot te believed that this is a spontaucous offer of the men made with certain ends in view. Those who uphold the action of the rulers of the W. B. A. in this only show either their great foolishness, or that they are too lazy to do a large amount of contract work. Certainly the best mes, who are able and willing to do the largest amount of work, and so make the most money, would never consent to it. perhaps, as has been suggested, the whole thing was merely a sop thrown to the operators to keep them quiet and get the collieries started, it being intended to oppose it afterward. But as it is understood that some have resumed without making such opposition, they should take fair warning that if they agree to it at once they agree to it for good, and should the opera-

The present condition of some of the miners in pecuniary prosperity after the long strike said to be pitiable in the extreme. this be so, we hope that they have had enough of unions. If every man who has been injureb by the false government of the rulers of the W. B. A., or who has been compelled to stop work against his own inclination, would immediately cut loose from all connection with the association, regardless for the time being of the name of "blackleg," there is very little doubt but that a comparatively small and certainly powerless remnant would be left to uphold the unjust commands of the organization. With so many 'blacklegs" the name would cease to be a reproach and become an honor, and all who were otherwise would be regarded with suspi-We doubt not but that sufficient employment could be found, notwithstanding the opposing edicts of the union.

tors wish to hold them to it, they would have

inst cause for doing so.

Then if anything does not suit the liners, if wages go below miners, if wages go below a living rate, let them stop work individually or collectively, but not strike in the trade-union sense, or leave the trade for more profitable employment until a sufficient number only remain to produce a higher rate. By such a course of action they would be regarded as honorable men, and their demands would in all probability be complied with. But let us have no more of workmen's unions, with regulations for forcing any price unjust or otherwise upon the market, no more organized strikes for fancled or trivial wrongs, which always result to the injury of the strikers in the end.

The strike of the Lehigh miners against the Lehigh Coal and Navigation Company has been concluded by one of the most signal failures to be found anywhere in the history of mining. The men have not gained one single point by their long season of idleness, and have been compelled to resume work on exactly the same terms which were offered to them by the company in the first place. This, though not very satisfactory to the Lehigh meu, will teach them But the most beneficial results will flow from the example set the Schuylkill men, who, without the dissatisfied feelings of those in Lehigh, which may result in another strike of some sort before very long, will feel more forci-bly the great risk of success attending such movements, and the great loss on all sides which always accompanies them.

There is said to be a good deal of hard feeling occasioned by the closing of the shipping points of Port Carbon and Mount Carbon, on the Schuylkill Canal, by the Reading Railroad, and the removal of the business to Schuylkill Haveo; but there appears to be no remedy in the matter, as the Reading Railroad is perfectly strong enough at the present time in that particular to

do as they like.

The returns of the Philadelphia and Reading Railroad for the past week, published yesterday, show that already the effect of the resumption beginning to be made manifest by the increased production and the amount shipped.

At Mauch Chunk during the past week there were shipped over the Lehigh Valley and Lehigh and Susquehanna Railroads and the canal 118,250-08 tons, against 104,658 04 tons the previous week, an increase of 13,592 04 tons. shipments for the corresponding week last year were 131,947-03 tons, a decrease for the week of 1870 of 13,696 15 tons.

The Philadelphia market is active and there is good demand. This is in part owing to the low rates of freights to coast points, which will probably be advanced in a short time. The following are the current rates of freights from Port Richmond for the week ending August 5:-Boston, \$2@2'15; Newburyport, \$2'10; Province-town, \$2'25; Salem, \$2@2'15; Somerset, \$1'75; Wey-mouth, \$2; Providence, \$1'75@1'85; Allen's Point, \$1'75@1'80; Norwalk, \$1'75; Greenport, \$1'60; New York, \$1'20@1'30; From Baltimore:—Philadelphia, \$1@1'05; New York, \$1'85@1'90.

The following are the prices of coal by the cargo at Port Richmond for shipments east of Bordentown and south of Cape Henry; to other points rates are forty cents per ton higher: -Schuylkill Red Ash, \$450@475; do. Steamboat, \$450@460; do. Broken, \$450@470; do. Egg. \$150@470; do. Chestnut, \$370@390 Shenandoah Steamboat, \$475; do. Broken, \$475; do. Egg, \$4 75; do. Stove, \$4 75; do. Chestnut, \$4.

THE GERMANTOWN BATH. - As regards public baths the people of Germantown are in earnest. The work of enclosing the place selected, Kelley's dam, so as to exclude it from public observation, was commenced on Monday last. A board fence, eight feet high, encloses the eastern boundary of the dam, and the entrance to the dam will be from Magnolia avenue. A small enclosure, of shallow depth, has been set apart for those who cannot swim, or who are afraid to venture into deep water. In order to build this enclosure, it was necessary that the dam should be drained, and it was accordingly done on Monday last. After the drainage the flood gate did not work properly, and it was with great difficulty that it was closed, and the refilling of the dam is much delayed in consequence. Unjess there should be rain the dam will not fill for two or three days. However, we are given to understand that bathers will be admitted tomorrow. Five cents is the price of admission.

FIRE ON SOUTH FIFTH STREET .- About 134 o'clock this morning a fire broke out in the cork manufactory of George M. Fried, No. 237 South Fifth street. The buildings were a two-and-a half-story frame, front, and a two-story brick in the rear. The fire originated in the latter and gained considerable headway. A great deal of damage was also done the stock and machinery by water. The buildings are owned by Mr. Fried and are insured for \$1100, and the stock and machinery for \$10,000, in the Pennsylvania and American Insurance Companies, which will more than cover his loss. The tavern of John Wharton, No. 235, was injured to the extent of \$1000 by water. Mr. Wharton is insured for \$800 in the Hanover. Samuel Hunsicker, No 239, also sustains a loss of \$200; insured in the Knickerbocker Company.

ATLANTIC CITY.—By means of the Camden and Atlantic Railway, in the space of 1½ hours, the heat and filth of Philadelphia can be exchanged for the delightfully cool and invigorating atmosphere, the splendid surf-bathing, and the many other inviting features of Atiantic City. Three trains will run this afternoon, the first at 2, the next at 3 30, and the last at 4 15 o'clock. It is computed that there are over 10 000 visitors now at Atlantic. This, however, need not deter others from going there, as there are ample accommodations for a couple of thousand more, the hotels and cottage boardinghouses having increased so largely since last

SHOUT FIRE.-A slight fire occurred this sening in the cellar of the hotel at the southea-t corner of Sixteenth and Race streets.

RUN OVER.

A Mun Run Over on the Cape May Rallroad this Morning-He Dies Almost Instantly-Gross Negligence Somewhere.

This morning, at a few minutes after 9 o'clock. as the 9 o'clock express train was on its way through Camden to Cape May, a man was run over and killed while attempting to cross the track at the intersection of the Camden and Amboy and West Jersey Railroads at the eastern

The injured man, who is named William P. Meyers, was a miller, and resided near Haddonfield, N. J. He had been to Camden, and was returning home, as it is stated, driving a strange horse. The pike leading to Haddonfield crosses the railroads at about the intersection, and near this point the horse became frightened and unmanageable by reason of the approaching train, and dashed straight for the locomotive.

The train was proceeding at the time only at the rate of about two miles an hour, and could have been stopped with but little trouble, but the engineer took no heed of the danger. The horse was attached to a wagon in which the man was seated. When the train approached very near to the wagon the engines were reversed, and it then only took about four turns of the wheels to stop the train, but it was too

The wagon was struck and knocked into fragments, and the man was run over. Both legs were crushed, and also one of his arms. He died in about ten minutes. The horse escaped uninjured, was cut loose from the wagon, and ran away. The deceased was a man of about forty years of age. The Coroner of Camden was notified, and will hold an inquest some time

CLEANLINESS.

				-				
'Grad	follo	wing	repor	t of	Sur	erinter oublic b	ath, st	lows
atund						Women,		

Saturday	Men. 65	Women,	Boys. 332	Girls,
*Monday	22.5	24	0.17	52
Tuesday	110	4.9	626	1.0
Wednesday	85	1.4	544	2.5
*Thursday	8.5	20	1.0	73
Friday	95	4.8	660	1.7
Total* * Mondays and Thursd	355	44	2162	125

Last evening public bath No. 3 was moored at South street wharf, it having been towed thereto by the Schuylkill Harbor police force. Lieutenant Jacoby was the first one to take a dip.

THE MORTALITY OF THE CITY .- The number of deaths in the city for the week ending at noon to-day was 431, being a decrease of 150 from those of last week, and an increase of 76 over the corresponding period of last year. Of these, 130 were adults; 301 were minors; 349 were born in the United States; 67 were foreign; 27 were people of color; and 15 were from the country. Of this number, 24 died of consumption of the lungs; 25 of maras-mus; 18 of old age; 18 of typhoid fever; 22 of convulsions; 6 of scarlet fever; 4 of inflamination of the lungs; 2 of relapsing fever; 2 of coup ce solell; 20 of the brain; 132 of cholera infantum; and 20 of debility.

The deaths were divided as follows among the

different wards:-	Warde
First	27 Sixteenth
Second	20 Seventeenth
Third	9 Eighteenth
Fourth	17 Nineteenth
	13 Twentieth
	1 Twenty-first
	21 Twenty-second
Eightn	13 Twenty-third

Ninth 6 Twenty-fourth.......23
 Tenth.
 10 Twenth-fifth.
 7

 Eleventh
 8 Twenth-sixth.
 17
 Twelfth.... Fourteenth. 8 Unknown 15 Fifteenth 27 CAUGHT NICELY .- Yesterday Officer Park-

hill, of the Twelfth district force, discovered four men in the neighborhood of Girard Park, carrying a carpet-bag and acting rather suspi-Determining to ascertain who they were, he dogged their movements until sundown, when they moved towards the city. Parkhill followed them, and when near the Girard Avenue Railroad depot tapped one of them on the shoulder and inquired as to the contents of the bag. The fellows replied "clothes." Parkhill then desired to see them, but was refused. He then ordered the fellow to open the bag, which, after some hesitation, he did, and the contents were found to be, first, an alpaca coat and next a lot of burglars' tools. The ras-cals, seeing they were trapped, attempted to escape, but Parkhill collared two of them. One drew a revolver, but the officer drawing one also, soon obliged him to give it up. The accused gave their names as Andrew Hess and John Gibson. They will have a hearing to-day at the Central Station.

OBITUARY.-The business community has sustained another loss in the person of Alexander Benson, Jr., who e death was announced this morning. Mr. Benson was about forty years of age, and was the son of the well-known banker, Alexander Benson, who died on the 13th of May last. Alexander, Jr., was highly esteemed among the bankers and brokers, and took an active part in all operations up to January, 1869, being a member of the firms of Charles Emory & Co. and Emory, Benson & Co.

At that date he retired from business life, he having been ailing for some time. The cause of his death is not positively known, but is attri-buted to a complication of diseases. The Board of Brokers, out of respect to his memory, adjourned to-day at noon. A singular fact in connection with the sad affair is that both father and son died on Friday. Deceased leaves a large and valuable estate.

THE PHILADELPHIA and Southern Mail Steamship Company have, in order to meet the increasing needs of our business community for more frequent communication with ports South, placed upon their line to New Orleans an addi tional ship. The new iron steamship Hercules, a first-class vessel, will sail for that port direct on Saturday, the 18th instant, and will be fol-lowed on the succeeding Saturday by their regular steamship the Yazoo. This is a favorable omen for the future, both for our neighbors of the Crescent City and ourselves.

ROBBED HIS EMPLOYER.-A named Philip Loney, employed in Bond's shoe manufactory, corner of Ridge avenue and Wallace street, yesterday stole a vest belonging to his employer, a gold watch and chain, and a bank book. The thief being at once suspected, a warrant was procured and Philip arrested. On his person was found a pawn ticket, on which the watch and chain were recovered. Alderman Massey sent him to prison.

WHOSE ARE THEY?-Yesterday boat's crew No. 4 of the Schuylkil Harbor force found on the banks of the Schuylkill, near the Wissahickon, a drab flannel shirt with a purple stripe around the neck, a white muslin shirt, white merino knit drawers, and a breastpin with a blue stone. The owner of the articles is sup-posed to have been drowned. The things can be seen at the Schuylkill Harbor Police Station.

PEACH THIEVES .- The Sixteenth district police yesterday made a raid upon the peach thieves who assemble at Forty-first street and the Pennsylvania Railroad, and captured one of them. This gang await the arrival of peach trains and then plunder them. On Thursday no less than thirty baskets of the fruit were taken

RUN OVER .- About 12:15 o'clock this afternoon Thomas Mooney, aged two years, was run over by a beer wagon on Allen street, below Shackamaxon, and seriously injured. The little sufferer was removed to St. Mary's Hospital.

MILITARY.-The 3d Regiment Philadelphia City Guards, under the command of General St Clair A. Mulholland, left for Reading to-day at 11/4 o'clock, where they will encamp for

MARINE .- A chap named William Wedley was yesterday arrested at Callowhill street wharf for the theft of a yawl boat from Easton. Alderman Dougherty sent him to that place for trial.

THE DOG WAR.—The dog detectives during last week captured 113 unmuzzled poodles, 30 of which were redeemed.

LEGAL INTELLIGENCE.

Court of Quarter Sessions-Judge Paxson. The Court was engaged to-day in hearing arguments upon miscellaneous rules and motions.

In the case of Peter and Joseph Burns, charged with larceny, in which the indictment, found last January, was stolen from the Court, Mr. Sheppard sent in a duplicate bill to the present Grand Jury, sent in a duplicate bill to the present Grand Jury, which was returned ignored, with all the witnesses marked as examined, whereas a principal witness, Policeman Taylor, is in Ohio, and could not have been examined. Mr. Sheppard asked the Court to order that the accused should be detained until the matter could be investigated, which order was made

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Saturday, Aug. 6, 1870. The money market to-day is decidedly active. but not more so than usual to close the business of the week. Both in call and time loans there is a fair demand, the lively character of the foreign news having given an impetus to speculation in gold and bonds, and added somewhat to the demand for brokers' loans. The supply is ample for all wants, but lenders are rather fastidious as to credit and collaterals.

counts at 6@8 per cent. There is an active selling movement of gold, and the premium is on the decline. Sales opened at 121% and close at 120%.

We quote call loans at 5@6 per cent., and dis-

Governments are active and steady at last night's prices. The stock market was dull, but there was a firm feeling under the influence of the foreign news. The only sales were city 6s, new bonds at 1013; Reading Railroad at 47 99@48, and Lehigh Valley at 57% @57%. The Board adjourned earlier than usual, on

the announcement of the death of Alexander PHILADELPHIA STOCK EXCHANGE SALES. Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD. \$1000 Pa & N Y C 78 92\(\) 100 sh Reading R. 47 94 \$1000 C & A m 68,89 \$2\(\) 300 do ... 18.c. 47 94 \$1000 Sun & E 78... 102 10 sh Leh V R. 57\(\) \$1100 City 68. N 18.101\(\) \$1000 Am Gold.b30.121\(\) 3 do ... 57\(\) \$2000 Am Gold.b30.121\(\) 3 The Board adjourned on the announcement of the death of Mr. Alexander Benson, Jr., of the firm of

Emory, Benson & Co.

JAY COOKE & Co. quote Government securities as Tay Cooks & Co. quote Government securities as follows:—U. S. 68 of 1881, 113 & @113%; 5-208 of 1862, 111 & @11114; do. 1864, 110 & @110%; do. Nov. 1885, 110 & @111; do. do., July, 109 & @109%; do. do., 1867, 109 & @110; do. do., 1868, 109 & @110; 10-408, 107) & @107%; Pacines, 110 & @1114. Gold, 121%.

MESSRS, WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881,113 % @113 %; 5-20s of 1862, 111 % @111 %; do. 1864, 110 % @110 %; do. 1865, 110 % @110 %; do., July, 1865, 109 % @109 %; do., July, 1867, 109 % @109 %; do. July, 1868, 109 % @109 %; 5s, 10-40, 107 % @107 %; Gold, 120 % @121. MESSES. DE HAVEN & BROTHER, No. 40 S. Third

MESSRS. DE HAVEN & BROTHER, NO. 40 S. Third street, Philadelphia, report the following quotations:

—U. S. 6s of 1881, 113½ @11376; do. 1862, 111½ @1112; do. 1864, 110½ @11076; do. 1865, 110¾ @111; do. 1865, new, 109½ @109½; do. 1867, do. 109½ @109½; do. 1868, do. 109½ @10; 10-408, 107½ @107½; U. S. 30 Year 6 per cent. Currency, 110½ @111; Due Comp. Int. Notes, 19; Gold. 120¾ @121; Silver, 112@115; Union Pacific Railroad 1st Mort. Bonds, 815@825; Contral Pacific Railroad 55% 870; Union Pacific Central Pacific Railroad, 855@870; Union Pacific Land Grant Bonds, 745@770.

12134 11 25 " 12034 12134 11 25 " 12037 12134 11 30 " 121 12134 11 42 " 12134 121 11 55 " 121 12034 12 65 P. M. 12036

Philadelphia Trade Report. SATURDAY, Aug. 6 .- Bark-In the absence of

sales we quote No. 1 Quercitron at \$30 per ton. Chesnut ranges from \$13@15 per cord. Seeds-Cloverseed sells in a small way at \$9.25@ 9:50, from second hands. Timothy is arriving quite

freely and is offered at \$5. Flaxseed is in demand by the crushers at \$2.25. There is more spirit in the Flour market, and prices are well sustained. The demand is mostly from the home consumers, who purchased 1800 bar-

rels, including superfine at \$5.50@5.75; extras at 86@650; Iowa, Wisconsin, and Minnesota extra family at \$6.75@7.50; Pennsylvania do. do. at \$7@ do. at \$8@8 25. Rye Flour is firm, and 50 barrels sold at \$6 25.

The Wheat market is quiet, but prices are unchanged. Sales of old Pennsylvania red at \$1.55@ 1.60; new do. at \$1.45; new Indiana do. at \$1.55, and

new Delaware do. at \$145@155. Rye is held at \$1.12 for Western and Pennsylvania. Corn is duli, for Western and Pennsylvania. Corn is dull, and the tendency of prices is for a lower range. Sales of Pennsylvania yellow at \$1.07@1.08; Western do. at \$1.05; and Western mixed at \$1.21.04. Oats are unchanged. Sales of Pennsylvania at 60@61c; new Delaware at 52c, and 1306 bushels new Western Whisky is dull at \$102@103 for Western iron-

DIED.

(For additional Deaths see fifth page.) HUGHES-Suddenly, on the 3d instant, THOMAS J. HUGHES, aged 32 years, son of the late Charles and Jane E. Hughes.

The relatives and friends are respectfully invited to attend the funeral, from his late residence, Jasper street, above Hart lane, Twenty-fifth ward, on Sunday afternoon at 1 o'clock. To proceed to

Cathedral Cemetery. FIRE STATIONERY. ARMS, MONOGRAMS, ILLUMINATING, ETO. DREKA, 1033 OHESNUT Street.

Card Engraver and Stationer 631 tuths

MATS AND CAPS. WARBURTON'S IMPROVED VENTI lated and easy-fitting Dress Hats (patented), in a the improved fashions of the season, OHESNUT Street sext door to the Post Office

CROQUET.

U E T. 0 0

GREAT REDUCTION IN PRICE.

A Full Size Set, 8 Balls, 8 Mallets. etc., \$3'00.

WHOLESALE AND RETAIL.

R. HOSKINS & CO., No. 223 ARCH Street.

CROQUET IN GREAT VARIETY Rock Maple Croquet only \$3-50. Four quires of Paper and four packs of Envelopes, stamped, in a neat double box, only \$1.00; by mail,

One quire of Paper and one pack of Envelopes, stamped, only 30 cents. J. LINERD, Stationer and Card Engraver, 6 29wsm 9msp No. 921 SPRING GAMDEN Street.

OLD BETHEL CAMP MEETING.

BARNSBORO STATION.

On West Jersey Railroad.

Trains leave Philadelphia from FOOT OF MAR-KET Street, at 8 to A. M., 11 to A. M., 3 30 P. M., and 5 45 P. M.

RETURNING, LEAVE CAMP 642 A. M., 8-13 A. M., 138 P. M., 458 P. M., and 1005 P. M. Excursion tickets, good during continuance of the

camp, 70 cents each.

THIRD EDITION | FOURTH EDITION | The chances of the Cambria in this contest, when so many lighter craft will compete with

Excitement in North Germany

THE DAILY EXPECTAGE TRANSPORTED - PRINCIPLE OF THE ADDITION OF THE REAL ADDITIONS OF THE PARTY O

Capture of an American Vessel

The French Advance.

Ship Burned at Sea.

FROM KUROPK.

Excitement in North Germany. Berlin, Aug. 6 .- Intense enthusiasm prevails throughout North Germany. In the large cities of the Confederation, crowds assemble in the streets to hear the war. news and make

demonstrations of loyalty.

Another War Loan. Munich, Aug. 6 .- The Bavarian Ministry has been authorized to borrow 5,000,000 rigsdalers for two years.

American Vessel Taken by the French. LONDON, Aug. 6 .- The vessel taken by the French proves to be the Lanman, from Wilmington, N. C., with a cargo of turpentine. Prussian Headquarters.

Berlin, Aug. 6.—The headquarters of King William are at Cologue. Prince Frederick Charles is in command at Kreugsnach, and the Crown Prince at Mannheim. Information has reached here that all Germans in France will be obliged to take out official permits to remain in the country.

The French Advance.

LONDON, Aug. 6-9 A. M .- Advices from the seat of war this morning concur in representing that the corps under Marshal McMahon, advancing after the brush with the Prussians last evening, occupied and now holds a strong posstion on the Bavarian frontier. The entire French line of operation is kept in intimate communication by underground telegraph wires.

The Exportation of Corn.

The Prussian Government's prohibition of the exportation of corn is confined to direct shipments to France.

"Actuated by Ambition."

The Times this morning says it is melancholy to see two nations actuated by ambition rushing to arms, and seeking military supremacy which no victories, however brilliant or continuous can establish, for fortune assisting at all battles, the vanquished will always seek a fresh appeal to the fortune of war.

The United States Diplomatic Service. An American, writing to the Times, replies to its charge of the fickleness of the United States in the regulation of its diplomatic service, showing that the changes in the British diplomatic corps are more frequent than in

the American. The Scotla.

QUEENSTOWN, Aug. 6 .- The steamer Scotia touched here yesterday, and proceeded.

English Pilots. London, Aug. 6-11'30 A. M .- English pilots have been formally forbidden to serve armed vessels of belligerents.

The Weissenburg Victory. Later advices from Prussia fully confirm the completeness of the victory at Weissen-

This Afternoon's Quotations. This Afternoon's Quotations.

London, Aug. 6-130 P. M.—Consols closed at 89% for money and 89% for account. American securities quiet and steady. United States 5-20s of 1862, 83%; of 1865, old, 83; of 1867, 82; 10-40s, 81. Stocks firm. Eric, 15; Illinois Central, 101; Atlantic and Great Western, 19.

Liverpool., Aug. 6-130 P. M.—Cotton closed dull; middling uplands, 7%d.; middling Orleans, 8d. Sales 8000 bales, of which 1000 were for export and speculation. Western flour, 26s. Frank, 39s. Tallow.

speculation. Western flour, 26s. [Peas, 39s. 44s. 9d

FRANKFORT, Aug. 6.—United States 5-20s closed steady yesterday at \$1%.

FROM NEW YORK.

Tugboat Explosion-Three Lives Lost. Oswego, N. Y., Aug. 6 .- The tug Tornado exploded her boiler at 3 o'clock this morning four miles up the lake and one and a half miles from the shore. Captain W. D. Manwarring, Mr. Atchison, engineer, and Zebulon Stone, a deck hand, were lost. The tug was valued at \$12,000; no insurance.

Specie Shipment. New York, Avg. 6 .- Three steamers take out \$1,234,000 in specie to-day.

Evangelical Conference Postponed, The European delegates to the General Conference of the Evangelical Alliance, to be held in New York in September, being prevented by the war from coming over, the conference has been postponed for the present year. This notice is issued under authority of the Executive Committee, and signed by Wm. E. Dodge, President, and S. J. Prime and F. Schaeff, Corresponding Secretaries.

Destruction of a Church. PORT CHESTER, New York, Aug. 6 .- The Zion Methodist Episcopal Church at this place was entirely destroyed by fire last night. It is supposed to have been the work of an incendiary. Loss about \$3500: insurance, \$1000. But little of the furniture was saved.

FROM NEW ENGLAND. Ship Levanter Burned at Sea.

Boston, Aug. 6 .- The ship Levanter, Captain Burrows, from London for Bostop with a general cargo of merchandise, was destroyed by fire July 26, near the Grand Banks. After three days of unsuccessful efforts to subdue the flames, all hands left the vessel in boats, and were subsequently picked up by a fishing schooner and landed at Marblehead yesterday. The vessel and cargo are a total loss. The Levanter measured 732 tons, was built at New Castle, Me., in 1852, and was owned by T. H. Smith, of Boston.

Bultimore Produce Market.

AFFAIRS AT THE CAPITAL

The Odious Campaign Assessments.

Etc., Etc., Etc.,

FROM WASHINGTON.

Payment of Pennsions.

Special Despatch to The Evening Telegraph. WASHINGTON, Aug. 6 .- It is reported to the Pension Office that claim agents are informing persons that their agreements for payment of the increased fees just prescribed by the Commissioner must be made before certificates of pensions can be procured. This information is erroneous, as certificates will be issued regardless of these agreements.

Postmaster-General Creswell has gone to Elkton.

Fortifications. aggregate of \$125,500 was appropriated at the last sessionfor the improvement of the fortifications at Forts Mifflin and Delaware, and at Finn's Point, and the Engineer Department is now pushing the work rapidly. These works are being prepared for

heavier rifled guns. Congressional Committee Assessments. Clerks here are being heavily assessed by the Congressional Compaign Committee. In view of the unusual and extravagant amounts demanded there is a movement against paying essessments of any character, with the under-

standing that contributions shall be voluntary. The Unadilla Bank Case. In the case of J. H. Van Antwerp vs. Comptroller of Currency and Treasury Spinner in court yesterday, an order was made restraining the defendants from paying over the proceeds of certain bonds in excess of the amount necessary to redeem the circulating notes of the National Unadilla Bank, of Otsego county, New York, to

any person other than the complainant. Washington vensus. Complete census returns of one district of this city shows a large increase of population, and

69 per cent. white to 31 per cent. colored. Secretary Boutwell has written a letter advising the Collector of New York to carefully examine all purchases of foreign vessels by American citizens, and in opposition to the issue of sea letters. The Attorney-General has decided that the prize money on account of the Red River cotton captures, ordered by a recent decision of the United States District Court of Southern Illinois, to be distributed to the captors, cannot be taken from the naval pension fund, to which it was paid over under a former decision of the same court.

Treasury Statement.

Despatch to the Associated Press. Washington, Aug. 6 .- Mutilated bank notes burned during the week ending to-day amounted to \$345,000, making the total amount burned, \$26,666,338. The bank currency issued for bills destroyed was \$238,235, making the total issued therefor \$26,223,170, and leaving a balance of \$443,168 due for mutilated notes. Bank circulation outstanding this date, \$299,437,049. The amount of securities held by the Treasurer of the United States in trust for national banks reported to-day was as follows:-for circulating notes, \$342,017,550; for deposits of public

New York Produce Market. New York Produce Market.

New York, Aug. 6.—Cotton inactive and prices drooping. Sales of 300 bales uplands at 19%c.; Orleans at 20c. Flour less active and scarcely so firm; sales of 5000 barrels State at \$5.60@7.00; Ohio at \$6.65@8; Western at \$5.60@7.40; Southern, \$6.50@10. Wheat—Prices favor buyers; sales of 26,000 bushels new No. 2 at \$1.30; winter red Western at \$1.58. Corn steady; sales of 48,600 bushels new mixed Western at \$5.60@6c. Oats dull; sales of 14,000 bushels State at 65.66c; Western at 54.655c. Beef quiet and probanged. Pork dull; new mess. \$29.76; prime unchanged. Pork dull; new mess, \$29.75; prime mess, \$24@\$26. Lard heavy; steam-rendered, 16@ 16%c.; kettle, 17%@17%c. Whisky dull at \$1.

moneys, \$16,366,500; total, \$358 384,050.

THE QUEEN'S CUP.

Preparations for the Great Yacht Race at New York-The Vessels that are to take Part in the Contest, the "Dauutless" and "Ame-

The race for the Queen's cup on Monday next in the neighborhood of New York is creating considerable excitement in yachting circles, and every preparation is being made to render the contest one long to be remembered. The following yachts have been entered for the con-

test:-

America	.R. W. Morse, Jr	178 6	2074 8
Phantom	(H. G. Stebbins)	123 3	2063'4
Madge	. R. H. LODGE	1.000 15	2331.9
Stivie	E. Dodge William Vo-rhis	106 2	1847 8
Tidal Wave	William Vorrhis	1535	1879
Madeline	J. Voorhis	148 2	1787
Rambler	J H. Banker	160	1893
Idler	.T. O. Durant	185 5	1934*5
Daputless	J. G. Bennet, Jr	262	\$28009
Magio	Franklin Osgood	206:1	1680
Fleetwing	G A. Osgood	2061	
Palmer	Stuyvesant	83'3	2371 9
Alice	R. Stuyvesant	83.9	1425 T
Fleur de Lis	. J. N. DICKERSOD	H1 2	1561-8
E.va.	Mahlon Sands Phillips Chaney		1478 6
beentlous	B. M. C Durfee	143	1985
Josephine	A. S. Hatch	100.7	1094
Carypao,	C C Dodge	Andr 4	AMERIC
Widgeen	C. O. Dodge.	105 9	1616
Haleyon	J. P. Smith. J. Van Schalek H. A. Kent.	121	1923
Jesse	J. Van Schaick	30	678 4
Part Street Street	H. A. Kent.	SHALL WATER	Charles I am

The judges of the race will be Moses H. Grinnell, William B. Duncan, and Alexander Hamilton, Jr. The Executive Committee having charge of the arrangements are William H Major, Stephen Homans, and Stuart M. Taylor. On the day of the race a flagboat will be anchored abreast of the Club House, Clifton, Staten Island, about mid-channel. The yachts will anchor on an east and west line, five hundred yards to the northward and westward of the flagboat, and about fifty yards apart. In taking position in line each yacht may select its own in the order of its arrival at the anchorage, subject to any change that the Execu-

tive Committee may deem expedient.

A steamtug will be in attendance to enable the yachts to assume their proper position in line. Mainsails, foresails, and gaff-topsails may be set before starting, unless otherwise ordered by the committee. The signal for starting will be one gun from the committee's steamer to prepare, and a second to start. Yachts will proceed from the anchorage to the buoy of the Southwest Spit, passing it to the west and south, and thence to the lightship, rounding it to the northward and eastward, and return over the same course, passing to the west of the flagboat off the Club

House, going and returning.
The committee request all vessels present on the occasion, whether steam or canvas, most the occasion, whether steam or canvas, most secrupulously to avoid any interference, either directly or remotely, with any of the vessels engaged in the race, giving to all a "clear field and a wide berth;" and in view of our national instincts for "fair play," that the representative vessel of the Royal Thames Yacht Club, the Cambria, should have no cause whatever to complain of any unfairness or unnantical interference in this respect.

ference in this respect. The race is the subject uppermost in the thoughts of those interested in yachting and sporting matters. Much money has been staked on the result. Mr. Bennett has decided to enter the Dauntless, and the odds of the bett are now staked upon the Dauntless and America.

her, do not seem to be considered in a favorable light by those familiar with races over the regatta ground.

LINES FOR ADDINANCE OF SELECT

THE FOOL'S JUMP.

Frank Thorne's Perlious Leap from the Top of a Buffalo Rievator. From the Buffalo Express of the 4th instant we take these details of Thorne's foolhardy

attempt:-Five o'clock was the hour named for the jump, and at a quarter to five the patiently waiting crowd had the satisfaction of seeing Thorne make his appearance upon the roof of the elevator. He was accompanied by his friend Joseph Pope, and as the two advanced to the edge of the roof and looked over down into the water beneath, the spectators felt their fiesh creep and their limbs shake as they thought of a human being throwing himself from that dangerous height. But neither Thorne nor his companion height. But neither Thorne nor his companion seemed to experience any fear, for they surveyed the situation very coolly for a few moments, and the "jumpist" retired to prepare himself for the leap. The assistants meanwhile fixed a short board over the edge of the cornice so as to allow Thorne a standing place clear of the elevator.

After sitting for a while to thoroughly compose himself for the perilous adventure, Thorne stepped out upon the frail platform and advanced to its utmost edge. He twice waved his hand to the people so any longity and previously watching. so anxiously and nervously watching him, and then sprang out into the air. The leap was fairly made, and for about a quarter of the distance down he descended in very nearly an erect position; but half way down, to the horror of the spectators, he gradu-ally turned forward, and at last struck the water npon his right side with a tremendous and horrify-ing concussion, the descent occupying, as timed by Mr. Pope, four and one-half seconds. When the manner of his striking the water and the awful detonation produced became apparent to the senses of the multitude, a sickening shudder passed through them and a cry of terror arose; strong men blanched pale as death and women shricked and fainted. Not one who witnessed the scene but who thought Frank Thorne was a lost man. A rush of boats immediately took place toward the spot where he went down, one, containing an enterprising coroner, being

well in advance. They lifted him to the wharf and he waiked up the steps and into the elevator, but then immediately fell to the floor powerless, and dripping with his blood, which the shock had forced out through the skin of his right side, arm, and thighs, the left leg having apparently been advanced a little in front of

the other as he struck. The shock to Thorne's system was indeed a terrible one; he was partly unconscious, and his pulse for the first hour almost imperceptible. He will probably be a long time in recovering his usual health, and his condition will likely be such as to render his proposed suicidal leap at Niagara Falls on the 13th an impossibility.

As a high sensation performance this is without a parallel in the history of this vicinity, and the many who witnessed the thrilling and frightful descent will long remember it with shudders as a thing never seen before and never likely to occur again The distance from the roof from which he jamped to the level of the water is one hundred and fortyfive feet by actual measurement.

OBITUARY.

Captain William Skiddy

died at Stamford, Connecticut, on Monday, July 25, in the seventy-seventh year of his age. tain Skiddy was born at Peekskill, New York, in 1794. He early displayed a liking for the sea, and in 1805 sailed on his first voyage in the merchant service. On the breaking out of the war with Great Britain, while first mate of the brig Stephen, that vessel was captured by the British frigates Andromache and Britain. He was a prisoner on board the Hector prison hulk (an old line-of-battle ship), in Plymouth harbor, England, till exchanged and sent home in the cartel-ship Robinson Potter, March, 1813, after eight months' captivity. On reaching New York he entered the very next day as volunteer master's mate on board the United States sloopof-war Hornet. He was with Captain James Biddle on board the Hornet while she was blockaded in the harbor of New London. In November, 1814, the Hornet ran the blockade and reached New York, from whence she sailed as part of Commodore Decatur's fleet January 22, 1815. Captain Skiddy was in the Hornet when she captured the British brig Penguin, off the island of Tristan d'Achuna -one of the latest and not least brilliant actions of the war, and when she escaped from the British seventy-four Cornwallis, after an eventful and exciting chase. in which the Hornet was compelled to throw over guns, boats, and everything else that could

be spared. At the close of the war he returned to the merchant service. He continued in this service until 1847, when he retired from the sea. In 1844 he began his work of naval construction, building the ship John R. Skiddy, and in 1846 built the New World, both of which vessels were then unsurpassed as merchantmen. Soon after leaving the sea the United States Government appointed him to superintend the construction of the Collins steamers, which were then to be in Government employ as mail steamers and to serve in war in the navy. He designed the Humboldt, Franklin, Arago, and the Fulton, of the French line, and all of the Pacific Mail Company's steamers to the building of the Alaska.

One valuable service to the country must not be passed by. Shortly after the close of the war, it was declared that the Hornet had set the precedent by her capture of the British brig-of-war Penguin in 1815. The brief newspaper paragraph recording this fell under the eye of Skiddy, then the only surviving officer of the Hornet during that memorable cruise. He was withal the one officer whose testimong was of prime importance. From his knowledge of French he was the interpreter to Captain Biddle in every instance in which any vessel was spoken from which the news of peace could possibly be learned, and thus could state from absolute knowledge that no rumor of the close of the war reached the Hornet till after the capture of the Penguin and chase by the Corn-wallis. He wrote at once to Messrs. Seward and Welles, Secretaries of State and of the Navy, stating the above facts, and at their request prepared a full and duly attested affidavit, now in the archives of the State Department. A . point in international law, perhaps of great moment, was thus providentially established for all the

N. Y. MONEY MARKET YESTERDAY.

"The weekly statement of the United States Treasury reports the currency balance in Treasury to date to be \$27,852,000; the coin balance is \$105,000,000,

of which \$38,000,000 are coin certificates. "The range of the gold premum to-day was within the narrow limits of three-eighths per cent.—a steadiness due on the one hand to the gradual abatement of excitement concerning the w2r in burcpe, and on the other to the general duliness of all the markets. The causes operating at the pre-sent time are so equally divided in their induence upon the course of the market that steadiness might upon the course of the market that steadiness might very possibly be the result even in a more active one. The foreign bankers are openly the present bears in the Gold Room, and they base operations on the strong reaction in American securities on the other side of the Atlantic. '62s in London having risen to \$3 \times this afternoon, as against 79 \times 50 in the earlier stages of the depression in England resulting from the outbreak of hostilities between France and Prussia. Opposed to this movement is a strongly bullish sentiment on the part of the domestic speculators and among some of our merchants, who look for at least no lower price for gold at this season, when the cotton exports are slowly tapering to their minimum. How far we shall need to settle the balance of trade with specie exports in the interval to the new cotton crop far we shall need to settle the balance of trade with specie exports in the interval to the new cotton crop depends again on the balance of trade itself. The statistics furnished by the department at Wash-ington show that for eleven out of the twelve months of the expired fiscal year the imports exceeded the exports by the tritle of only \$5,000,000, so that a new element enters into the calculation, or rather there is an absence in a great measure of usual basis for specie exports. We have bu trining balance against us. The steadiness of gold market is, therefore, readily accounted for.

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