CITY INTELLIGENCE. THE MASTER MECHANICS.

The American Rallway Master Mechanics'
Convention—The Second Day's Session—Reports of Committees, etc.

The Convention of Railroad Master Mechanics reassembled this morning at 9 o'clock, in the Assembiy Buddings, the president of the former convention, Mr. H. M. Britton, in the chair.

The report of the Committee on Steel Tires, Wheels,

and Axles, deterred from yesterday, was called for but the committee being absent it was not yet forth-The Committee on the Revision of the By-laws, appointed yesterday, presented a report, which was read. It was recommended that the fourth article of the by-laws be amended as follows:—

of the by-laws be amended as follows:—

"Section I. The following persons may become members of tois association by signing the constitution or by authorizing the president or secretary of the association to sign for them, also by paying the fee of one dollar:—Any persons having charge of the mechanical department of a railway known as superintendents of motive power and machinery, general masters of mechanics, general foremen, whose names shall be presented by their superior officers; any person who may have filled the above positions, and who may not be engaged in any other business or profession, and one mechanical engineer, or the representative of each locomotive establishment in America."

The report was received and the alteration

The report was received and the alteration The Committee on Fire Boxes presented a report,

which was read and received, and the committee continued for another year.

Mr. Sedgely, one of the committee, was excused from further service at his own request, on account of his having no experience in coal-burning engines.
The President appointed Mr. H. A. Little, of the
Peoria, Pikeville and Jacksonville Railroad, to take

the place of Mr. Sedgely.

Several papers containing valuable formulas on combustion in locomotives were presented with the last report, and were read by the Secretary. They were received with thanks.

In addition to the above a paper was presented from the Hannibal and St. Joseph Railroad, giving statistics in relation to fire-boxes. On motion the correspondence on various sub-jects received by the secretary was referred to a special committee of three, for the purpose of perusal, after which they might report such as they considered necessary. The President appointed Messrs. Wells, Garrett and Kinsey on the com-

The report of the Committee on Lays and Lead in Silde Valves was presented and read. It was re-ceived and the committee continued for another

On motion, Mr. Nesbitt, of the Kentucky Central Kaliroad, was added to the committee.

The report of the Committee on Steel Tires, Wheels, and Axles, was again called for and presented, the chairman, however, stating that the document was not complete, and that the committee would like to add more material to it at some future time. The report was received and the committee discharged. On motion, the discussion on the thickness of tire, interrupted by the adjournment of yesterday, was continued. It had been before postponed until the report of the general committee on steel tires, just read, had been presented. Mr. Hayes, of the Illinois Central, Mr. Philbrick,

of the Maine Central, Mr. Nesbitt, of the Kentucky Central, Mr. Cummings, of the Pittsburg and Fort Wayne, and Mr. Holloway, of the C., Mt. V., and D. R. R., took pars in the discussion.

Some members expressed themselves in favor of thick tires and some of thin. On motion, a recess of five minutes was taken, to allow new members an opportunity to sig n the con-

After the reassembling of the convention the dis cussion was resumed. Mr. William Jackson, of the R. W. and O. R. R., thought that the different parts cithe country, where there are different climates should not be brought into comparison in determining the relative values of the steel tires and the Mr. Halloway thought that the size of the wheel

should be taken into account in reckoning the run-ning distances of the different sizes. A thin tire would run better on a small wheel, and a thick tire on a heavy wheel.

Mr. Philbrick, on behalf of the committee, re-

marked that the statistics received from the different companies were so imperfect that any better re-port could not be given. Until a history of the tires, from their first manufacture to their discarding as worn out, could be obtained, no positive facts could be given as to the amount of wear.

It was thought necessary that a thick fire should

be twice as thick as was necessary, in order to allow for the wearing off of one-half, by which time the other half would be so hardened as to run for a greater length of time. On this question several delegates expressed themselves as of the opinion that this dead weight of the heavier tire, while it weight comes on the driving wheels, where it is most

A motion was made by Mr. M. E. Brown that a uniform size of tire be adopted. The mover gave several sizes of tire for different wheels and also sizes of wheel centres as those which should be adopted.

An amendment was offered to lay the motion on

The original motion was afterwards withdrawn and with it the motion to amend. Mr. Johnson said that as the committee was new and had not as yet been properly supported by the different companies, the whole subject should be deferred another year before any definite action was

Mr. Young, of the Bellefontaine Railroad, said that he should like to hear from the committee on the shape of the tires if they should report again at another meeting of the convention.

Mr. Hays said that the reports should always state whether the steel Butcher tires referred to were the William Butcher tire of this country or

the English Butcher tire. The report of the Committee on Balance or Antifriction Slide Valves was then read. It was received

and placed on the minutes.

The Committee on Dead Weight in Rolling Stock asked for a further extension of time, which was The report of the Committee on Boiler Explosions was read. The report was received, placed on the minuter, and the committee discharged.

A discussion ensued on the subject.

Mr. Sellers, of the Des Moines Railroad, said the would like to get the sense of the convention on periodical hydrostatic tests of all bollers as a means of preventing this great and so much dreaded evil. Mr. Hutchinson, of the Rodgers locomotive works, thought that hydraulic tests were of little value. The best safeguards were the purchase of the best material, the working of them in the best manner, and the taking care of them in the best of

ways.

Mr. Sellers said that he thought the water tests
were useful if performed in the right manner. They
were not generally conducted in the best way.

Mr. Philbrick thought that cold water tests were good, but not the best.

Mr. Hutchinson thought that there was a better way than that with cold water. He had use that with

Cold water on cold bollers does no always give the best results. The Committee on Correspondence reported that they had received communications from several railway superintendents expressing their cordial

approbation of the objects and aims of the associa-tion, but the time being limited, they recommended that the reading of the correspondence be confined to the communications from W. W. Evans, J. E. Zell, and A. J. Cossett. Received and adopted. A communication was received from the Philadeiphia, Wilmington and Baltimore and Pennsylvania

Central Railroads stating that members and their families could take excursions over those roads, Received with thanks.

The following resolution was offered:—
"Wherens, A series of entertainments have been gotten
up by a number of gentlemen of this city, thereby uniting "Therefore be it resolved that a committee of three be appointed by the chairman to report to this association at its last session suitable resolutions of thanks and appreciation for their efforts, also requesting said committee to report the names of the gentlemen or firms to whom we are so much indebted."

It was moved to strike out the last sentence from the

are so much indebted."

It was moved to strike out the last sentence from the words, "also requesting said committee." The amendment was agreed to, and the resolution adopted as amended.

The President appointed Messrs. Meyer, Gregg. and Hune a special committee to report on the deaths of members which have taken place during

Several other resolutions of no public importance, relating to the method of doing business in the convention, were adopted.

Mr. Meyer moved that a committee of three be ap-

pointed to confer as to the advisability of engaging a certain amount of space annually in some railway paper, to be filled with matters and subjects relating to the objects of the association. By this means the members of the convention might exchange views

at other times than at the time of its meeting.

This was opposed on the ground that it would not represent the sense of the majority. Individual members might confer with each other by means of private correspondence.

It was also objected that by so doing the convention would be adopting some one paper as its organ,

tion would be adopting some one paper as its organ, which it was not at all prepared to do.

On motion, the subject was laid on the table.

The Committee on Lateral Motion of Trucks made a report on the amount of play which should be allowed for locomotive and car-weeels when on the track. The amount was different for cars and locomotives, because the latter ran daily on the same track, while the cars are exchanged with different roads and run through to far points over tracks of different gauge. It was carnestly recommended that a uniform gauge of track be adopted by the different roads, as an element in furthering the utility of our great railway system.

The report was received and the committee dis-

The report was received and the committee dis-

Mr. Brown, of the Erfe Railway, recalling the subject of boiler explosions, said that he wished the master mechanics would ask their respective presidents to contribute a certain amount of money towards instituting a series of experiments on the subject. He wanted three or four boilers to be purtowards instituting a series of experiments on the subject. He wanted three or four boilers to be purposely blown up in a safe place, and watched from a safe distance, to find out all the particulars of the explosion. The roads now blow up many boilers and get no facts. If they would put but a small amount of the same money into a series of experiments they could get facts. New and old bollers should be blown up at high and lew pressures, and the conditions of the explosions if ascertained.

This was objected to. It was thought that no president would agree to blow up any boiler. It was stated that the Franklin Institute had had a standing committee on the subject, of the best talent, for a long time, and they have arrived at no results. If they have not, who can be expected to?

Mr. Brown said that one hundred dollars from each company would cover all expenses.

A member stated that the Pennsylvania Railroad had conducted some experiments on this subject, and asked that that company be written to for information.

had conducted some experiments on this subject and asked that that company be written to for infor mation.

The subject was postponed until to-morrow, on account of the arrival of the hour of adjournment.

The President announced that the hour for starting on the excursion to the Park had been changed rom 4 to 3 o'clock. Adjourned.

POLICE AND FIRE DEPARTMENTS. An Important Message to Councils— Havor Fox Recommends Material Changes in These

Departments-An Increase in the Police Force

This afternoon, at the first meeting of Councils after the summer vacation, Mayor Fox presented the following message, in which he recommends an increase in the police force and a change in the present manner of electing engineers of the Fire Davertment.

To the Select and Common Councils of the City of Phila

sent manner of electing engineers of the Fire Dapartment.

To the Select and Common Councils of the City of Philadelphia—Gentlemen:—The Compolitation act makes it the Mayor's duty to recommend the adoption of all such measures as he may deem expedient for the security, health, cleanliness, improvement, and welfare of the city, and I proceed, in the performance of this duty, to call the attention of Councils to some public matters which imperatively require your prompt action.

The highest object of law is protection, and where this is not given to lire and property, there can be no Gyvernment which will command respect. For this purpose, before and beyond any other, are outfaxes levied and paid, as in this connection even health, cleanliness, comfort and improvement must always be secondary and subordinate. Our city has an axes of nearly if not quite 120 square miles; it has over 800,000 inhabitants, and the paper lation is increasing in an exceedingly rapid ratio, so much so as to require during the past year nearly 5000 new dwelling houses, and yet our police force, all told, number but 829 men, of which 73 embrace the superior officers and those for various details not directly connected with the watch, and less than 350 is the largest number on duty as a patrol force at any one time, even in the darkest hours of the longest nights. And in this connection, I would again ask your attention to the recent report of the Chief of Police, which says;—"We have in Philadelphia but one police officer to every one thousand inhabitants, whilst in the neighboring cities, New York has one to every five hundred, Boston one to every six hundred, Baltimore the same, Charleston, S. C., one to every four hundred, and New Orleans, with only 180,000 inhabitants, has actually more policemen than Philadelphia, with over 800,000 inhabitants. Nothing will illustrate the insufficiency of the force so well as a statement of the length of the beats, 18 squares; night beats, 18 squares; night beats, 28 squares; night beats, 18 squares;

miles. Sixteenth district, four miles. Seventeenth district, day beats, 34 squares: night beats, 17 squares. Eighteenth district, day beats, 39 squares: night beats, 15 squares.

Thus it is manifest that such a force is wholly inadequate to the wants of our people, and but for the personal vigilance of our citizens it would have served to invite offenses. I therefore earnestly recommend to you the immediate increase of the police force and the adoption of such measures for their action, discipline, and efficiency as you may deem expedient and necessary. No time thould be lost in maturing this important measure. The summer has left us, and the season is approaching when vigilance and protection are most needed.

It is in the winter time, particularly, that the idle and deprayed, who always abound in large cities, are more active in preying upon the community; added to whom and following in the wake of an excellent and industrious emigration, there are often to be found bad men of dissolute babits, and to whom crimes of the most atrocious character are not unfamiliar, who, being too well known in their own countries, seek our shore to afflict us by their depredations also; and it is to be feared that the number of these will be increased by the termination of the present European war.

These and other like features are in front of us, and we should be prepared to meet them. Unbolted yard gates and open doors and windows of stores and dwellings through the dark bours of the night, as has hitherto been reported by the officers, should no longer happen. Our citizens must add their own precautions to the efforts you will make through an adequate and efficient police force, and then the community will enjoy a better protection than they have for a long time past. In short, whatever you may do having a tendency to preserve the public leace, to give increased protection to high and property, and to bring to summary and conday punishment the perpetrators of crime, will have my prompt sanction and co-operation.

It is an

outbreaks which have characterized our Fire Department (and which I regret to say, have occurred since you last met) will no longer take place. Under such a regulation the Fire Department can be an efficient auxiliary of the police, while under its present phase it has too often called the aggressive duties of the latter department into requisition. These things, gentlemen, out ht to command your immediate attention, bearing as they do directly upon the peace and character of our city, and the safety and comfort of its inhabitants; and I have an abiding confidence that your return to public duty after the summer vacation will be marked by your continued determination to be faithful representatives in doing all that is necessary for our people's prosperity and happiness.

Napplness.
Very respectfully,
Mayor of Philadelphi

A SON-IN-LAW CHARGED WITH ARSON .- This afternoon Samuel Spence will have a hearing before Alderman Kerr, charged on the oath of his father-in-law, John M. Barras, with arson. Mr. Barras resides on Vine street, above Twenty-third. About 1 o'clock on the morning of the 27th of November last, his house was broken into and a quantity of clothing which lay on a settee in the kitchen was fired. Mr. Barras was aroused by the smoke, and, fortunately for him, he reached the kitchen before the flames had made much headway, and extin-guished the fire. On the night previous Spence attended the ball of the Good Will Hose, and it is alleged he left the ball-room about three-quarters of an hour before the discovery of the fire. He was also seen in the neighborhood of the dwelling ten minutes before the alarm was sounded. Defendant, it is alleged, threatened his father-in-law on several sions and ill-treated his wife. The day after the fire he enlisted in the navy, and on Sunday last he was arrested in Fairmount Park for some impropriety and was taken to the station-house and there locked up. At the police station he was identified as the party for whom Mr. Barras had issued a warrant charging him with arson.

FOURTEENTH WARD DEMOCRATIC TICKET,—The Fourteenth Ward Democratic Convention met last evening and nominated the following ticket:—
Select Council—Sylvester J. Megargee.

Common Council—Sylvester J. Heggree. Common Council—Thomas B. Hahn. School Directors—Fred. G. Kraft, John H. Menns, William J. Brolley, and Peter Armbruster. Constable—George W. Grear.

A SNEAK THIEF.-Yesterday a black man named James Young slipped into the residence of Mr. Ca-vin, No. 2229 Green street, and helped himself to a mahogany umbrella stand which stood in the vesti bule. As he was walking out of the house with the property in his possession, he was taken into custody. The prisoner had a hearing before Alderman Pancoast, and was held in \$600 bail to answer.

FISHED OUT OF THE SCHUYLKHAL.-James Buck-, aged forty-five years, tumbled into the Schuyi-l at Arch street wharf about 2 o'clock this morning. His cries brought to his assistance boat's crew No. 4, and James was fished out of the water. He was taken to his home at Forty-first screet and Lan-

THE Writer of a communication signed up," which The writer of a combination sig led "P," which has been received by us, will confer a favor by calling at this office or furnishing his address, as there are some points in his note about which we would like to make further inquiry. Any interview he may have with us will of course be strictly private and confidential.

REOPENING OF THE DIVINITY SCHOOL.—On the occasion of the reopening of the Divinity School, which takes place this afternoon at 4 o'clock, in the Church of our Saviour, Rev. Dr. Goodwin, dean, will deliver an address to the students of the school. The friends of the institution are invited to be HOSTICULTURAL HALL TO-NIGHT .- The Harmonie Society will sing, by request, "Wer ist des Deutchen Vaterland?" A new waltz called "Fruits and Flowers," composed and dedicated to the Pennsylvania Horticultural Society by G. Bastert, leader, will be performed for the first time to-night.

Philadelphia Trade Report.

Thursday, Sept. 15.—The Flour market is steady at yesterday's quotations. There is no demand for shipment, and the operations of the home consumers are confined to their immediate wants. About 300 barrels changed hands, including superfine at \$56 560; extras at \$5.62%, 65.67%; lowa, Wisconsin, and Minnesota extra family at \$5.50 for low grade up to \$6.75 for fancy; Pennsylvania do., do., at \$6.50.27; Ohio do. do. within the same range; and fancy brands and St. Louis at \$7.25.8.50, as in quality. Rye Flour may be quoted at \$5.75. Prices of Corn Meal are nominal.

Meal are nominal.

The demand for Wheat is quite limited, and prices favor buyers. Sales of 2000 bushels Indiana red at \$1.30@1.32; 5000 bushels do. do. on private terms; and 800 bushels fair Western white at \$1.38@1.40. and 800 bushels fair Western white at \$1.38.31 40. Rye may be quoted at \$4.385c, for Western. Corn is quiet but steady. Sales of prime yellow at \$5.395c,; Western do. at \$2.393c,; and Western mixed at \$8.390c. Oats are firm and in fair request. Sales of \$3000 bushels at \$3.355c. for prime Western, Delaware, and Pennsylvania. 1500 bushels Western Barley sold on private terms.

Bark—In the absence of sales we quote No. 1 Quereltron at \$25.327 per ton.

Brices of Cloverseed are nominal. Timothy cannot be quoted over \$5.50.36. Flaxseed is wanted by the crushers at \$2.30.

the crushers at \$2.30. Whisky is firmer. 50 barrels Western iron-bound

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages, NEW YORK, Sept. 15.—Arrived, steamship Etna.

PORT OF PHILADELPHIA SEPTEMBER 15 STATE OF THERMOMETER AT THE EVENING TELEGRAPH 7 A. M......67 | 11 A. M......75 | 2 P. M......78

CLEARED THIS MORNING. Steamer Frank, Pierce, New York, W. M. Baird St'r Anthracite, Green, New York, Steamer A. C. Stimers, Lenny, New York, W. P. Clyde & Co. Schr Vesta, Rodgers, Portsmouth, N. H., Warren & Gregg. Sahr R. J. Leonard, Haley, St. Johns, N. B., do.

Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug G. B. Hutchins, Davis, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co. ARRIVED THIS MORNING.

Steamship J. W. Everman, Hinckley, 70 hours from Charleston, S. C., with mase, to Souder & Adams, Steamship Volunteer, Jones, 24 hours from New York, with mase, to John F. Ohl.

Steamer Jas. S. Green, Vance, from Richmond and Norfolk, with mase, to W. P. Clyde & Co.

Steamer Chester, Jones, 24 hours from New York, with mase, to W. P. Clyde & Co.

Br. schr Addie P. Simpson, Bell, 13 days from St. John, N. B, with pickets to J. W. Gaskill & Sons—vessel to Souder & Adams.

Schr M. H. Read, Benson, from Marion, with box boards to J. B. Brooks.

Schr R. J. Connor, Telly, from Lebanon, Conn., with fruit to Knight & Sons.

Schr Pioneer, Lathrop, from New York, with laths. Schr Helen J. Halway, Thompson, fm Providence. Schr R. J. Wilson, Wilson, do. Schr Amelia W. Leaming, Brower, do. Schr Ann Shennard, Wolden, from Boston. ARRIVED THIS MORNING.

Schr Amelia W. Leaming, Brower, do. Schr Eva Belle, Somers, do. Schr Eva Belle, Somers, do. Schr Ann Sheppard, Weldon, from Boston. Schr Vraie, Glover, do. Schr W. H. Dennis, Swift, do. Schr Addie Fuller, Henderson, from Salem. Schr S. L. Simmons, Simmons, do. Schr J. B. Austin, Austin, do.

Schr Thomas Sinnickson, Brown, from Weymouth, Schr Annie Harmer, Brooks, from Hingham, Mass, Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Chesapeake, Merrihew, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Brig Haidee, from Kingston, Jam. MEMORANDA.

Bark Jenny Berteaux, Davis, hence, arrived at Dunkirk 31st ult. Bark Fannie, Carver, hence, arrived at Falmouth

Bark Pulcinella, Trapani, hence, arrived at Genoa 30th ult. Ital. brig Nuova Providenza, Manganara, for Philadelphia, sailed from Girgenti previous to 30th uit. Br. brig Southern Cross, Brown, hence, arrived at Barbadoes 19th ult. Schr Antelope, Perry, hence, arrived at New York Schrs J. H. Allen, Chase, hence for Bridgeport, and A. Parker, Parker, hence for New Haven, arr'd at New York vesterday.

Schrs N. H. Skinner, Frazer, hence for Pawtucket, and Connecticut, —, do. for Stonington, passed through Hell Gate yesterday.

AMUSEMENTS. For additional Amusements see the Third Page. A MERICAN ACADEMY OF MUSIC.
COMMENCING MONDAY, SEPT. 19, 1870.
FOR SIX NIGHTS ONLY.
CONGRESS OF THE DRAMATIC STARS. The eminent American Tragedian, MR. E. L. DAVENPORT.

The very popular Comedian, MR. MARK SMITH, His first appearance since his triumphant European success. The popular Star, MR. FRANK MAYO.

The eminent Dramatic Artist, MR, F. C. BANGS, His first appearance in this city. The popular leading artist,
MR. JOHN B. STUDLEY. The distinguished Comedian,
MR. W. R. FLOYD.
The very popular Actor,
MR. A. H. DAVENPORT.
The celebrated Artist.
MR. CHARLES MORTON,

The Renowned Tragedienne,
MADAME PONISI.
The Popular Comedienne.
MISS JOSEPHINE ORTON, Her first appearance in two years. The favorite young Artiste, MISS JENNIE PARKER, Her first appearance in several seasons, sustained by powerful artistes of great repute and excellence WILL PRESENT A SERIES

GREAT PLAYS, CASTS OF PARAMOUNT EXCELLENCE,

In which they have just created a most wholesome furore in Dramatic circles. MONDAY EVENING, Sept. 19, Shakespeare's Great Tragedy, JULIUS CÆSAR.

TUESDAY EVENING, Sept. 20 Boucicault's and Brougham's Comedy,
LONDON ASSURANCE.
The sale of secured seats will commence at the
Academy on FRIDAY, Sept. 16. 9 15 3t

WALNUT STREET THEATRE. GRAND TESTIMONIAL BENEFIT to the popular theatrical author and agent, MR. ALBERT CASSEDY,

when will be submitted Boucicault's effective and thrilling Military Drama JESSIE BROWN;

SIEGE OF THE SEPOY REBELLION, and the French sensational play, in 4 acts, called the COURIER OF PARIS; ATTACK UPON THE MAIL COACH.

Both plays employing every member of the excel-ent company, as well as the available resources CALEDONIA CLUB. The prices of admission will remain as usual. Seats can now be secured.

ESNUT STREET THEATRE.
LOWELL & SIMMONDS, Managers.
GRAND REOPENING.

GRAND REOPENING,
One week only; commencing MONDAY EVENING,
September 19, and every evening, and
Saturday Matinee.
EXTRAORDINARY ATTRACTION,
WILLIAM HORACE LINGARD,
And the charming comedienne, ALICE DUNNING
(Lingard), Miss (Dickey) Lingard, Mr. Geo. C,
Boniface, Mr. F. C, Morrison, Mr. B, Dunning,
And the entire famous Lingard Comedy Company,
supported by a superb Orchestra and auxiliaries,
who will make their only appearance in this city in
a new and delightfully original programme, intronew and delightfully original programme, into GREAT LINGARD SKETCHES.

And his remarkably vivid pictures of the distin-guished men of his age, in his unequalled Statue ongs. Sale of reserved seats will commence on Friday, eptember 16, at W. H. Boner & Co.'s Music Store, September 16, at W. H. Boace, S. No. 1102 Chesnut street.

SCALE OF PRICES—Orchestra Stalls, \$1; Secured seats in Orchestra Circle, \$1; Admission to Orchestra Circle, 75c.; Orchestra Chairs, \$1.25; Dress Circle, 50c.; Family Circle, 25c.; Private Boxes, hold-

THIRD EDITION FOURTH EDITION FIFTH EDITION AFFAIRS AT THE CAPITAL. Important Naval Orders **Movements of Government Vessels**

Naval Orders. Despatch to the Associated Press. WASHINGTON, Sept. 15 .- The following orders have been issued from the Navy Department, to take effect on the 1st of October, excepting

where other dates are mentioned, and unless otherwise stated the officers detached from duty are all placed on waiting orders:-Commodore E. G. Parrott to command the Mare Island Navy Yard. Commodore James W. Strong to duty as light-

house inspector Fourth district. Commander H. E. Leroy to special duty at New London, Conn. Captain Lewis C. Sartori to command the naval rendezvous at San Francisco.
Captain Edmund Donaldson to command the naval station at Sackett's Harbor. Captain R. T. Renshaw to duty as Lighthouse In-spector, Sixth district.

Commander George Brown to command the Mi-Commander Edmund Bartlett to Navy Yard, Norfolk.

Commander Charles A. Babcock to duty as Lighthouse Inspector of the District.

Commander John T. Walker, to duty as Lighthouse Inspector of the District.

Commander A. E. V. Barlean, to duty as Light-house Inspector 1st district. Commander W. P. McCann, to duty as Lighthouse Commander W. P. McCann, to duty as Eighthouse Inspector 5th district, Commander Joseph P. Fyffe is ordered to duty in charge of Nitre Department at Malden, Mass, Surgeon Marion Pinkney, to the Washington Surgeon C. J. Cleborne, to the Naval Station at

Paymaster J. George Harris, to the Navy Yard at Portsmouth; Carpenter Wm F. Larguton, to the receiving ship Ohio; Chaplain Thomas T. Salter to Boston Navy Yard; First Assistant Engineer Cipriana Andrade, to the League Island station; Second Assistant Engineer John T. Smith, to the League Island.

Triana.

The following detachments are ordered on Oct. 1:

—Rear-Admiral L. M. Goldsborough as port-admiral,
Washington Navy Yard; Rear-Admiral Thomas T.

Craven as port admiral at San Francisco, and placed
on waiting orders; Rear-Admiral Hiram Paulding as port-admiral at Boston, and placed on waiting

orders.

Rear-Admiral H. K. Thatcher, Port-Admiral at
Portsmouth, N. H., Rear-Admiral J. R., Sands as
Port-Admiral at Norfolk, Va., Rear-Admiral S. S.
Breese as Port-Admiral at Philadelphia, Rear-Admiral S. H. Stearnham as Port-Admiral at New York, on waiting orders, Charles H. Davis, from special duty, and ordered to command the Navy Yard at Norfolk, Rear-Admiral Wilkes from temporary duty at Washington, Commodore John C. Carter from the command of the Naval Rendezvous

Carter from the command of the Naval Rendezvous at San Francisco.

Commander John De Camp from command of the receiving ship Potomac; Commander John P. Dilks as lighthouse inspector of the 4th district; Commodore J. P. Hull as lighthouse inspector of 1st district; Commodore Thomas A. Dornin as lighthouse inspector 5th district; Commodore J. P. McKinstry, lighthouse inspector 11th district; Commodore Geo.

S. Blake as lighthouse inspector 2d district; Commodore J. B. Marchand from command of the Phladelphia navy vard; Commodore J. O. Goldsboladelphia navy yard; Commodore J. Q. Goldsbo-rough from command of the Mare Island (California) navy yard; Commodore F. B. Ellison from com-mand of the navai stati on at Sackett's Harbor. Commodore H. H. Kilty is detached from the com-mand of the Norfolk Navy Yard. Commodore William C. Nicholson from duty con-

nected with the shipment of coal at Philadelphia.
Commodore W. M. Smith from the command of
the naval station at Mound City.
Commodore Timothy A. Hunt from special duty at
New London, Connecticut. Commodore Oscar Ballas from the nitre depot at Malden, Massachusetts.
Commodore George F. Emots from duty in charge, of the hydrographic office, and ordered to the command of the Philadelphia Navy Yard.
Captain F. Shagferty as Lighthouse Inspector of

the Seventh district.

Captain William A. Parker as Lighthouse Inspec Captain William A. Parker as Lighthouse Inspector of the Eighth district.

Captain D. Lynch is detached from the Naval Asylum, Philadelphia; Captain William B. Whiting from the Naval Observatory, Washington; Captain John B. Reyghton is detached from special duty at New York; Captain Pierce Crosby is detached from the Norfolk Navy Yard, and ordered to the Philadelphia Navy Yard; Captain Alexander Murray is detached from the Philadelphia Navy Yard, and ordered as Lighthouse Inspector of the Eleventh district; Commander B. N. West Roth is detached from duty as Lighthouse Inspector of the Sixth district; Commander William Gibson is detached from the Pepsacola Navy Yard; Commander W. M. West the Pensacola Navy Yard; Commander W. M. West is detached from the Naval Observatory; Commander is detached from the Naval Observatory; Commander George A. Stevens, from the Pensacola Navy Yard; Commander E. W. Harvey, from the Naval Statlon, League Island; Commander J. P. Dekraft, from special duty at Philadelphia; Commander A. F. Crosman, from the Portsmouth (N. H.) Navy Yard, and ordered to League Island; Commander J. Young, from the Naval Observatory, and ordered to ordnance duty at Portsmouth N. H.; Commander J. C. Jewell, from the command of the Michigan, and ordered as Light-house Inspector of the Fifth district; Lieutenant-commander John N. Quackenbush, from the Naval Station at League Island; Lieutenant-Commander Charles Quackenbush, from the Naval Station at League Island; Lieutenant-Commander Charles E. Hawley, from the receiving ship Potomac; Lieutenant-Commander A. R. Yates, from special duty at Portsmouth, N. H., and ordered to the same yard; Master William B. Arnauts, from the tug

duty at Portsmouth, N. H., and ordered to the same yard; Master William B. Arnauts, from the tug Rose; Essign H. H. Parker, from the naval station, Mound City, Illinois; Ensign B. S. Richards, from the receiving ship at Norfolk; Surgeon D. Egbert, from the naval station, League Island; Surgeon Theodore L. Smith, from the New York Navy Yard; Surgeon P. J. Horwitz, from the Navy Yard; Surgeon P. J. Horwitz, from the Naval Asylum, Philadelphia; Surgeon William Johnson, from the Navy Yard, Washington; Surgeon J. Brenkerholf, from special duty at New York; Surgeon A. Henderson, from the Navy Yard, Boston, ordered to duty in charge of the Laboratory at New York; Surgeon B. F. Bacne, from duty in charge of the Laboratory, New York, on the 27th instant, and ordered to the Naval Hospital at Naval Asylum, Philadelphia; First Acting Paymaster Charles Murray, from special duty at New York; Paymaster McKean Buchanan, from special duty at Boston; Paymaster Horatlo Bridge, from duty as Chief Inspector of Provisions, etc.; Paymaster A. E. Watson, from the Portsmouth Navy Yard; Chaplain Moses B. Chase, from the Boston Navy Yard; Chaplain John Lee Watson, from the receiving ship Ohio; Professor M. M. Beecher, from the Naval Observatory; Professor E. A. Royal, from the Naval Academy; Naval Constructor John W. Easby, from the Washington Navy Yard, on 28th instant, and ordered to Portsmouth Navy Yard; Naval Constructor Samuel Poor, from the Boston Navy Yard; Assistant Naval Constructor Yard; Naval Constructor Samuel Poor, from the Boston Navy Yard; Assistant Naval Constructor George R. Brush, from the Norfolk Navy Yard on 30th instant, and ordered to the Washington Navy Yard; First Assistant Engineer R. B. Platz, from Yard; First Assistant Engineer R. B. Platz, from the naval station at League Island, Pa.; First Assistant Engineer D. A. Hardie, from League Island; Second Assistant J. W. Patterson, from League Island; Second Assistant Engineer Edward Stille, from the naval station at Long Island; Second Assistant Engineer A. Kirby, from the Triana; Second Assistant Engineer Carlton A. Uber, from the Navy Yards, Philadelphia; boatswain Charles Johnson, from the New York Navy Yard; boatswain G. Smith, from the receiving ship Potomac; gunner Smith, from the receiving ship Potomac; gunner Thomas Robinson, from Mare Island Navy Yard; carpenter Charles Boardman, from the receiving ship Ohio; carpenter Amos Chick, from the receiving ship Vandalia; carpenter John Southwick, from the Naval Academy; sailmaker Theodore C. Herbert, from the receiving ship Vermont, ordered to the recetving ship Potomac; salimaker Jacob Stevens, from the receiving ship Potomac.

The European Fleet. Rear-Admiral Ellison, commanding the European fleet, reports to the Department from Portsmouth, England, on the 1st Inst., that the Franklin, flagship, left Flushing, Holland, and arrived at Portsmouth August 29.

The "Richmond" arrived at Villa Franche, France, 15th August, 22 days from Trieste, and would sail thence to Barcelona, Malaga, and Cadiz, Spain; thence to Lisbon. The Juniata sailed from Autwerp August 20th for the Island of Heliogoland after communicating with the British authorities, thence she would proceed to the mouth of the Eibe and Weser, remaining a week in the vicinity of each of these rivers. After performing that duty she will proceed to Cherbourg, France.

The Plymouth arrived at Lisbon August 5, twenty-two days from New York, where she was to await the arrival of Mr. J. B. Matthews, United States Consulat Tangiers, whom she is to convey to her destination.

THE WAR IN EUROPE. Completely Surrounded. Its Capture Unavoidable.

Prussia's Peace Proposition Refused. Berlin, Sept. 15 .- Peace propositions made by the Prussian embassy—the cession of Alsace and Loraine, and the dismantling of the French fortresses on the German frontier-have to-day been refused by the French provissional gov-

Parls and Lyons. Communication between Paris and Lyons is

The Italian Troops are within seventeen miles of Rome.

The Prussians in Front of Paris. Paris, Sept. 15 .- Prussian dragoons have appeared at Nogeut-sur-Mar, Colinas, Selnis, Crespigny, Valgis, Nauteuil. small towns to the east

northeast, and southeast of Paris. The National Garde is being reorganized throughout France. General Trochu, in an order of the day, says seventy thousand men on the ramparts may, by persevering efforts, save

The City Unapproachable. The city is now unapproachable if its defenders are properly armed.

The Councillors of State have temporarily suspended their authority. All the foreign representatives are still in

The Prussians at Nancy. The Prussians are still swarming around

The Gaulois has reason to predict happy results from the peace negotiations now pending.

FROM BALTIMORE.

BALTIMORE, Sept. 15. widow of the late Rev. Henry A. Wise, late rector of Christ Church of this city, against the Mutual Benefit Life Insurance Company, of Jersey, was decided yesterday in Howard County Circuit Court, and resulted in a verdict for the plaintiff for \$21,564. The case had been removed from this city at the instance of the defendant. The company had refused to pay the amount of the policy on the ground of the ill-health of Mr. Wise before the insurance

was effected.

Baltimore Produce Market. BALTIMORE, Sept. 15. — Cotton quiet at 19%c, Flour active and advanced 25c. on City Mills of the higher grades. Howard Street superfine, \$5-25@ 75; do. extra, \$5.75@6.75; do. family, \$7@8; City Mills superfine, \$5-25@6-25; do. extra, \$5-75@7; do. family, \$7@7-25; Western superfine, \$5@5-50; do. extra, \$5-75@6-25; do. family, \$5-50@7. Wheat higher for Western and medium grades. Southern quiet; amber Maryland at the Point, \$1-60; fair to good, Western red winter, \$1.26@138; white, \$1.40@136; Western red winter, \$1.26@130. White Corn stronger 90@95c.; yellow, 90c.; Western, 80@87c. Rye dull at 65@85c. Pork, \$28.75@29. Bacon firm; ribbed sides, 174@ff%c.; clear do., 18c.; shoulders, 154c.; hams, 25@25%c. Lard dull at 16%c. Whisky quiet at 91c., and no sales.

FROM NEW YORK.

Specie Shipment. NEW YORK, Sept. 15. - The shipment of specie to Europe to-day amounted to \$86,000.

Proposals for Bonds. Thirty-six proposals for United States bonds were opened to-day, amounting to \$6,238,750. The highest price was 111-15, and the lowest 109. The awards will be \$1,000,000 at 109 to

New York Stock and Money Market. New York Stock and Money Market.

New York, Sept. 15.—Stocks very dull. Money,
4@5 per cent. Gold, 113½. 5-20s, 1862, coupon,
112½; do. 1964, do., 111½; do. 1865, do., 111½; do.
1865, new, 110½; do. 1867, 110½; do. 1868, 110½; 10-40s,
106½; Virginia 6s, new, 65½; Missouri 6s, 90½; Canton,
62: Cumberland preferred, 30; N. Y. Central and
Hudson River, 96½; Erie, 23; Reading, 96½; Adams
Express, 65½; Michigan Central, 118½; Michigan
Southern, 92½; Illinois Central, 136; Cleveland
and Pittsburg, 106½; Chicago and Rock Island,
113½; Pittsburg and Fort Wayne, 95½; Western
Union Telegraph, 34½.

New York Produce Market.

New York Produce Market. New York Produce Market.

New York, Sept. 15.—Cotton quiet; middling uplands, 19½c.; Orleans, 20½c. Flour firm; State, \$4.75 @6.60; Ohio, \$5.16@6.10; Western, \$4.75@6.10; Southern, \$5.15@8. Wheat firm and quiet; No. 2 spring, \$1.08@1.10; winter red Western, \$1.30. Corn dull; mixed Western, 83½@85c. Oats dull and heavy; Ohio, 50@54c.; State, 46@50c. Pork dull; mess, \$26.25; prime, \$22@25. Lard steady; steam rendered, 15½@16½c.; kettle, 16½@16½c. Whisky quiet at \$74.60.

FROM THE DOMINION.

The Boat Race. MONTREAL, Sept. 15 .- It is blowing hard here, and there will no race to-day unless the weather moderates. W. Maitland Molson, of Montreal is appointed referee. The betting on the cham-pionship is about even. Money is freely offered on both sides. It is estimated there are fifty thousand strangers in the city.

RENOMINATION .- Owing to the withdrawal of Mr. John Sanders, the Republican candidate for Com-mon Council in the Twenty-first ward, the conven-tion was reconvened last evening, and Mr. James Bowker, the present incumbent, was nominated.

PHILADELPHIA STOCK EXCHANGE SALES, Reported by De Haven & Bro., No. 40 S, Third street, BETWEEN BOARDS. \$2000 W & Franklin 100 do....b30 48 54 do ... rg&in. 48% do.....b30.48-69

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Honey Bee Cigars. Three for a Quarter. SOLD IN THIS CITY BY

9 15 thatustrp S. E. corner ElGHTH and CHESNUT.

J. T. FLAHERTY.

The Italian Revolution. Letter from King Victor:

FROM WASHINGTON.

'The Pope He Leads a Merry Life."

Internal Revenue Decision.

A Terrific Boiler Explosion.

Increased Tax Receipts.

Great Fire in Maine.

The Captive of Wilhelmshohe. LONDON, Sept. 15. - A despatch from Cassel, dated September 12, savs the Emperor spends his mornings with some of his officers walking

Etc., Etc., Etc., Etc.

over the lawn, or making long excursions. His Tether extends several miles in all directions. His Guard consists of one officer and two subalterns, one

trumpeter and thirty-one men. The Empress Eugente and Prince Imperial make constant excursions around Hastings. Carriages or horses are never employed. The Fashion Journals.

The Paris fashion journals have suspended

publication, and mourning is generally worn in The Wreck on Goodwin Sands. The vessel wrecked on the Goodwin Sands has

been ascertained to be the ship Elisha Reckman. Tremendous Botler Explosion. LEITH, Sept. 15 .- By a boiler explosion in this city to-day fifty workmen were badly injured. Four have since died.

King Victor Emanuel and the Pope. LONDON, Sept. 15 .- His Holiness the Pope has received a letter from King Victor Emanuel. in which the latter explains the course he has lately taken. Any delay on his part, he says, would have occasioned the proclamation of the republic in every Italian city, and his army would not have fought the republic, which would have been fatal to the Papacy. As it is, republicanism is so rampant that it may prove irrepressible.

BRUSSELS, Sept. 15-Noon. The Mission of Tachard is positively confined to conducting the French legation until Berthemy can arrive, and to thanking the Belgian Government for its kindness to French wounded and prisoners.

FROM THE WEST.

Boiler Explosion and Loss of Life. WINONA, Minn., Sept. 15 .- The boiler of Laird, Norton & Co.'s steam sawmill exploded yesterday, and killed the fireman, Michael Burns. Three others were seriously wounded. Loss \$15,000.

False Pretences.

CINCINNATI, O., Sept. 15 .- Two men were ar-

rested and taken to Chicago last night, charged with having procured \$1500 in gold on the strength of galvanized lead deposited with Enos Bowen & Co. of Chicago. Election of a Grand High Priest.

At the session of Grand Chapter yesterday Charles C. Keifer, of Dayton, was elected Grand High Priest, Joshua A. Riddle, of Wellsville, Deputy Grand High Priest, and Mr. F. Rundenstein, of Massillon, Grand King. In the Grand Council the old officers were re-elected.

FROM WASHINGTON.

Internal Revenue Decision.

Despatch to the Associated Press. Washington, Sept. 15 .- Acting-Commissioner Douglas, of the Internal Revenue Bureau, has written a letter deciding that the law forbids dealers in tobacco to sell their customers small quantities of cavendish or plug tobacco, and having received their pay therefor, cut it up with a hand-cutting machine, without paying the tax of thirty-two cents per pound.

manipulation of tobacco by which the character and condition of the tobacco is changed is a process of manufacture. Increased Tax Receipts. During the month of July, 1870, the gain on

The Acting Commissioner says every kind of

spirits and fermented liquors over the corresponding month of last year was \$1,287,285. FROM NEW ENGLAND.

Fire in the Woods, LEWISTON, Me., Sept. 15 .- The fire in the woods near Antrim, Me., is now under control, fifteen hundred men having been employed in extinguishing it. The loss in firewood and timber is very heavy. A fire last night in Auburn destroyed the cot-

tage of D. M. Cook; also two small stables, and badly damaged the dwelling of A. J. Merrill.

FROM ALLENTOWN.

Fire at a Foundry. ALLENTOWN, Sept. 15 .- The foundry of the Lehigh Crane Iron Company at Catasauqua was destroyed by fire this morning about 5 o'clock. The loss is heavy-insurance only \$4000. The Company will replace it with a larger structure.

FROM OHIO.

Congressional Nomination. Toledo, Sept. 15 .- The Republicans to-day nominated Hon. D. Beck, present incumbent, for re-election to Congress from the Tenth Ohio District, by acclamation.

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