GERMAN WAR CARICATURES.

From the Pall Mall Gazette. So far the fortune of war has not been favorable to the interests of facetious art. It is only those that win who can laugh, and the French are unquestionably better hands at laughing than the Germans. Any one who knows Paris and its humors can imagine the crop of caricatures that would be now on view at the kiosks, along the Boulevards, and in the Palais Royal if the armies of France were in Germany as conquerors and not as prisoners. What acres of pictorial "chaff" there would have been about Bismarck and Moltke and "ce vieux Guillaume." What bold exaggerations of the Pickelhaube and the pipe of the Prussian soldier; what fun would have been made of the many awkward positions in which the latter would have been perpetually finding himself through the clan and astuteness of his adversaries; and, above all, what a number of good things, smart and epigrammatic, would have been given as coming out of the mouths of Zouaves and Turcos. All this has been lost to the world, and nothing comes from the other side that at all adequately fills the void. The German hand is heavy in war, as poor France has discovered to her cost, and it is by no means light in caricature. It rarely plays with the subject in an allegorical or fauciful way, but rather comes down upon it with a sound thump, which leaves very little doubt as to what an artist means. German philosophers may be obscure, but the German war caricaturists certainly are not. As Thackeray said of Hogarth, there is very little mistake about their satire; if they have to draw a man with his throat cut, they draw him with head almost off. They are plainspoken, even to coarseness sometimes. The most popular war caricature in Germany, or at least the most widely circulated, is that one which called forth the protest of our correspondent "Nemo" the other day, in which half-a-dozen German soldiers, representing the constituency of the Confederate army, are shown administering to the Emperor, Empress, and Prince Imperial, together with "Plon-Plon," Gramont, and Ollivier, that simple form of manual chastisement with which delinquencies are visited in the nursery. Some, even more coarse, are quite as broad as any of Bunbury's productions, to which, in execution and treatment, they bear a strong resemblance. Indeed, if caricatures were classified, like fossils, according to strata of different periods, a large number of the German war caricatures of this autumn would be without hesitation set down by scientific men as belonging to the Bunbury formation. Their structure and functions are entirely of that age. We have to go back a long way now to arrive at the time when the myth about frogs being the staple article of food with Frenchmen had still sufficient vitality in it to serve as a foundation for the Nevertheless, in several of these German sketches it turns up quite fresh and lively. In a very grotesque bird's-eye view of the Camp at Chalens, published at the time the Crown Prince was marching on it, the French soldiers are shown hunting frogs, spitting them on ramrods roasting them; and in several others the frog makes his appearance, obviously as a general emblem of French diet. This is very curious and interesting. In the first place it is a new illustration of the wide range of popular myths and legends. Most people here, we imagine, would have said that this idea of frogs and Frenchmen was purely Britannic, and could only flourish among unenlightened islanders. And then it is curious to find it cropping up now among the Germans, the people of all others among whom accurate information on all subjects is most widely diffused, and who are supposed to be pre-eminently skeptical in matters not warranted by reason and experience, while among our benighted and superstitious peasantry it would be difficult to find a man who did not regard the notion of the French living on frogs as a fable too long exploded to be even available for joking purposes. The series published under the title of

"Flugblatter" is mainly of this sort; but though there is not much refinement in the drawings there is sometimes a good deal of rude humor. An illustration of the famous Saarbrucken despatch from the Emperor to the Empress, or as it is facetiously put "from mitrailleur to mitrailleuse," announcing the fire baptism of the Imperial Prince, has a certain rough comicality about it. The Prince is on his knees playing with the very large ball "which fell quite close to him," while his father regards him with admiration and uplifted hands, and soldiers of various arms standing round with most grotesquely sentimental expressions of countenance, dropping tears of portentous size. The Emperor, it may be observed, in almost all these portraits is endowed with a mighty paunch, just as immediately on the breaking out of the Crimean war the Emperor Nicholas swelled out in the hands of the comic draughtsman. This seems to be a common practice with the political caricaturists. The only notable exception we can recollect is Gilray, whose portraits of the First Napoleon nearly always suggest extreme lankness. Another of the same series, which seems to be very popular in Germany, is entitled "Das lange Pferd." The animal. however, is an unmistakable donkey, and is labelled "Frankreich." Under the fore legs is the date 1800, under the hind 1870; and on its back are figures intended for the first Republic, the First Napoleon, Louis XVIII, Charles X. Louis Philippe, the second Republic, Napoleon III, and, lastly, the present republic-a very diminutive figure, trying hard to preserve a precarious seat just over the root of the tail. In front is a swamp, or morass of some sort, with (of course) frogs in it, and behind a Prussian soldier with a whip is driving the donkey into it: while above, on each side, in retreats like sentry-boxes-emblematic, no doubt, of the place where good soldiers go when they die—are the figures of "Old Fritz" and Blucher, looking down approvingly, and saying 'Bravo," Another shows the Emperor blowing bubbles, labelled "Mexico," "Belgium," "The Rhine," etc., while the little Prince says, "Oh, papa, what beautiful bub-bles you do blow!" The reception of the news of the republic by the Emperor is the subject of another. "Hurrah!" he says, "a republic in France. That's all right. I'll get myself made president as before, and then, after a year or two, I'll be Emperor again." Then there are illustrations in abundance of popular national songs. Napoleon's "Wacht am libein" is depicted in a sketch of the Emperor on the back of a Turco surveying the Rhine frontier, and his yearnings in that same direction furnish a fancy illustration for "Du, du liegst mir im Herzen;" but the most elaborate, at least as a which may be considered as a sort of answer to Gustave Dore's spirited "Rhin Allemand sketch. It is entitled "Zuruck," and represents a German soldier with fixed bayonet checking the Emperor's advance on the Rhine, and saying, "Yes, and even if you were the Petit Caporal himself, I'd say, Zurick." The sheets published under the work of art, is a well-executed engraving.

title of "Zundnadeln" take a more ambitious flight and show better drawing. English and Belgian neutrality is handled in one sketch which shows England giving rifles to the French with one hand and taking money with the other, while Belgium is making pets of the French soldiers. In another Bismarck is rejecting the overtures of a motley crowd of representatives of neutral powers, among whom John Bull figures in an imposing court suit and chancellor's wig. He tells them he can make no use of their proposals, and that they had better write back to their houses to say that his firm has already, Niederlagen in Frankreich gemacht," that its Alsace and Lorraine branches are firmly established, and that for the future the House of Germania means to do business on its own account. If this is to be taken as an indication of the popular feeling, it does not look well for the chances of intervention. Another subject dealt with by the German caricaturists is the attention lavished on the captive Turcos by the German ladies. They appear to feel strongly in this matter. In one picture the officer in command of the escort addresses a bevy of ladies who are dallying with some very hideous Africans on a railway platform— Now, then, ladies, if you want to kiss those black pets of yours make haste, for the train's going to start.' Another is a view of an imaginary "Heiraths-Bureau fur Turkos," in which Turcos, drawn as like monkeys as possible, are being made fierce love to by a number of German damsels. One lady is showing her affection after the fashion prevalent in monkey society by relieving her beloved of what we may describe, by a convenient phrase borrowed from "Lothair," his "social parasites." There is considerable drollery about the wood-cuts to a comic history of the war in several sheets, in which all the incidents are given in due order, from the flight of the crown to Prince Leopold down to the capitulation of Sedan. These will in time be a great boon to the youthful student of history, for every scene has its illustration—from the garden interview at Elms to Bismarck in bed receiving the news of the Emperor's surrender. Even the historical two chairs have their portraits. The venerable Kladderadatsch, of course, has in a grave way his illustrated jokes about the war. The unlucky complimentary speech of the Bavarian to the Crown Prince about beating those confounded Prussians in 1866 furnishes one. Another is a scene in Nancy where a landwehr-man asks across a counter for a groschen's worth of their "famous French elan," to which the shopkeeper replies that they have been long out of the article; but the most comical are the illustrations to a skit upon the geography and imagination of the French war correspond-There is a grotesque view of bombardmens of Potsdam by the French iron-clad fleet, and another still more spirited of the storming by Zouaves of the fortress of Buckow, which, by the way, is described as a mountain stronghold on the Swiss frontier, and the key of Pomerania and Bavaria. Two of the *Punch* cartoons, especially the duel scene, seem to rival the native article in popularity, and another adaptation from abroad is the famous comic French map of Europe, which came out at the beginning of the war, and which has been modified to suit German views: the bloated landwehrman grasping Holland and South Germany being changed into a comely but determined young Prussian, wholly intent upon driving his antagonist the Zouave into a corner This, perhaps, may be a kind of pictorial manifesto in answer to certain Belgian caricatures attributing sinister designs to Prussia, such as the "Gateau Belge," where a Prussian and a Frenchman are represented cutting into a mighty cake, out of which steps a Belgian rifleman with fixed bayonet, while a British soldier and sailor back him up, the latter showing that formidable rope's end which appears to have now become the recognized symbol of naval force.

### LIGHTNING AT SEA.

The Burning of the Bark A. B. Wyman-A Cargo of Cotton Set on Fire by an Electric Spark—Abandoned in Mid-Ocean.

The Belgian ship Charles, Captain La Chere, ar-

The Belgian ship Charles, Captain La Chere, arrived here from Antwerp yesterday. Captain La Chere brought Captain Wyman and fourteen seamen of the bark A. B. Wyman, abandoned at sea, on fire, December 8. The bark Wyman, owned by Enoch Benner, of Boston, sailed from Savannah for Liverpool on the 26th of November with 9760 bales of collon.

of cotton.

On the 7th of December, while in a squall, in latitude 36-06, longitude 61-41, she was struck by lightning. The electric spark set are to the cotton in the hold in three different places. Immediately on discovering this, the captain had all the hatches closed and battened down, and set the men to work to subdue the life. The crew after working nearly twenty. due the fire. The crew, after working nearly twenty-four hours, found it impossible to check the flames, the vessel being on fire fore and aft. At 7-30 on the morning of the 5th the ship Charles hove in sight, and a small boat from the Wyman put off to her. When Captain La Chere first saw the Wyman she was about six miles distant, flying signals of distress fore and aft. He promptly hove to, and went on board the burning saip. When he boarded her the toproyal mast had gone, the sides of the vessel were not, the smoke escaping through the seams. He tried the pump of the water-tank and the main pumps, and found the water in the tank, which contained nearly 10,000 gallons, nearly boiling. He tained nearly 10,000 gallons, nearly boiling. He made as close an examination of the fire as circumstances would permit, and then told Captain Wymar that he thought there was not the slightest possibility of saving his vessel, that she was on fire fore and aft, and liable from the nature of her cargo to burst open at any moment.

Captain La Chere s,ood by the burning bark until
3 o'clock in the afternson, when he and his crew,
taking nothing but their clothing and two sails,
abandoned the vessel and went on board the

Before leaving his ship Captain Wyman opened the main hatch, and the flames and smoke, which up to this time had been confined to the hold, burst forth fore and aft, and in less than ten misutes the ship was a mass of flame from stem to stern. The fore-

was a mass of mame from stem to stern. The fore-mast toppled over about fifteen minutes after they had abandoned the ship. At 4 o'clock the breeze freshened and a heavy gale sprang up, and at 4:10 the burning vessel was lost to sight. Captain Wyman took a train yesterday for Boston to confer with the owners of the vessel. Before going he farmished the crew with money to keep them until they could ship on another vessel.—N. Y. Commercial to-stay.

### AN EX-MAYOR IN TROUBLE.

The Disappearance of Bonds.

The case of Samuel S, Stevens, formerly Mayor of Hancock, Maine, indicted for robbery, was resumed Hancock, a line, indicted for robbery, was resumed in the General Sessions to-day. George W. Buck-more, formerly in the lumber trade in Minnesota, swore he came here in October, 1869, to negotiate 2000 bonds of the city of Belfast, entrusted to him by the Mayor. He was to get 3 per cent, commission; prisoner and he were stopping at the Astor House, and prisoner changed the 5000 for him into currency: subsequently Stevens proposed purchasing United States bonds, about which "there was something wrong," and witness declined; during the interview witness stepped out of the room, and when he returned Stevens left. Immediately after witness missed the \$6000, and \$2500, his own property, in five \$500 honds; Stevens never reown property, in ave \$500 londs; Stevens never re-turned, and was some time after arrested in Illians; witness identifies five bonds handed to him as his

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of the city of Philadelphia, bearing date of eigh teenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said Mortgage
WILL SELL AT PUBLIC AUCTION, at the MERCHANTS' EXCHANGE, in the city of Philadelphia by

at the MERCHANTS EXCHANGE, in the city of Philadelphia, by MESSRS. THOMAS & SONS, AUCTIONEERS, at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the cast side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eights southward from the southeast corand five-eights southward from the southeast coner of the said Broad and Coates streets; thene extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of

Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of \$280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Ponn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches lel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of \$72, sil-

ver money.

No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch: thence castward eighty feet one inch and one-half of an inch; thence north-

one inch and one-half of an inch; thence northward, at right angles with said Coates street, althe feet to the south side of Coates street, and thence westward along the south side of said Coates street innety feet to the place of beginning.

No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 2), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever and all and singular the corporate privileges and franchises connected with said company and plank franchises connected with said company and road and railway and relating thereto, and all tolls, income issues and profits to accrue from the same or any part thereof belonging to said company and generally all the tenements, hereditaments an franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the

tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the persona; property of every kind and description belonging to the said company.

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