# THE EVENING TELEGRAPH.

VOL. XV.-NO. 32.

PHILADELPHIA, TUESDAY, FEBRUARY 7, 1871.

DOUBLE SHEET—THREE CENTS.

## FIRST EDITION

The Darien Ship Canal.

The Problem Finally Solved.

A Practical Route Biscovered.

Penna. National Guard.

The Adjutant-General's Report

Coronation of the Maiser.

Where Shall it be Solemnized?

Etc., Etc., Etc., Etc.

THE DARIEN SHIP CANAL.

his Success.

The Problem Probably Solved-A Practicable Route for the Canal Discovered-The Divide Between the Two Oceans Easily Overcome-Letter from Captain Selfridge Announcing

PANAMA Jan. 29.—The great problem of a ship canal, connecting the Atlantic and Pacific oceans, has been satisfactorily solved, it is believed, at length, and the prospects that the long-wished for highway will be speedily thrown open to the commercial world are encouraging in the extreme.

Although the intelligence just received here regarding the splendid undertaking is somewhat meagre, there is every reason to hope that the commendable expedition sent by the United States Government has been rewarded by a well-deserved success. Notwithstanding the innumerable obstacles to be surmounted and the various rumors affoat as to the impracticability of making a canal at any other place than from Aspinwall to Panama, Commander T. O. Sel-fridge, commanding the Darien expedition, has persisted confidently in his belief that greater

feasibility for this project existed elsewhere. The storeship Guard, it may be remembered, left New York December 4, and arrived at Carthagena after a twenty days' sail, and subsequently proceeded to the mouth of the Atrato river, distant from Aspinwall about 289 miles. There the Guard lay at anchor and a portion of the surveying party, consisting of the commander, a few officers and marines and sallors, came off in a launch and lauded. The Atrato is a deep, sluggish river, with marshy banks extending back about ten miles, when the ground becomes solid.

It appears the party took but very little bag-gage, as the intention was to proceed slowly and to gradually discover the most possible route with the certainty of it being accomplished. For a considerable portion of the time the party had to rough it under adverse circumstances, but the prospects daily becoming brighter, the stout-hearted members of the pioneer band traversed the ground with a will, wading through swampy tracks, which occurred frequently, but towards' nightfall the party pitched pretty comfortable tents on the hard soil, the lights attracting millions of intruding mosquitos. was cheering, however, to find that as the party proceeded the surrounding country became more favorable, and rapid way was made towards Paya, which is a short way beyond Yarisa, on the Tuyra river, emptying into the Gulf of San Miguel, on the Pacific. Commander Selfridge and party halted at Paya and forwarded, in charge of the Indians, a seaman of the party, who was ill, to Chapinga, and thence to Panama. This sailor, Emerson, was also made the bearer of despatches to the State Department at Washington, as well as a letter to United States Consul Long at Panama. The exploring party then returned by the atrato to the east coast. After a very careful examination it was discovered that the great divide was exactly three hundred feet above the level of the ocean, and although it was some fifty feet higher than was generally anticipated, it is stated that the barriers are by no means so in-

surmountable as was supposed.
Although some hardships were bravely endured, no sickness prevailed.

Commander Selfridge, it appears, is determined to make a most thorough and complete exploration; for, although his efforts so far have been characterized by success, he will at once proceed to relieve all doubt concerning the route throughout the trip. The Indians showed no signs of hostility, being rather disposed to be friendly than otherwise. The following is a copy of Commander Selfridge's letter:—

"PAYA, interior of Darien, January 13, 1870 .- To Consul Long: I have discovered the line for the inter-oceanic canal. The height of the dividing ridge is three hundred feet, counting on each side. It is very favorable. I have forwarded some letters to Panama to you by the Indians. Please send them on by first mail. Ask Mr. Perry, if the Nipsic has not arrived by the time this reaches you, to charter me a chooner of not less than fifty tons at as reasonable terms as possible, and despatch her at once to the mouth of the Atrato should be hear by mail any news of the Nipsic having sailed from the United States for Aspinwall. Tell the captain of the schooner that I wish him to proceed with all described the school of the sc patch to the mouth of the Atrato.

Yours, truly, THOMAS SELFRIDGE, U. S. N." Paya is above Bavisa, in the Puyra, which empties into Darlen harbor. Emerson, the sea-man who brought the despatch, salled up the Puyra with the Indians, halting at Chadinga. He subsequently passed out through the Gulf of San Miguel, and continued along the coast to Panama, a distance of over four hundred miles. Having been injured on the voyage, he was conveyed to the hospital at Panama, where he s progressing favorably. He states that the enjoyed good health, and that so far

everything augured successfully.

A telegram was sent to Mr. Perry, the United States Consul at Aspinwall, and he chartered a chooner to go to the mouth of the Atrato river, there to await orders from Commander Selfridge. The schooner will be in readiness in a

The survey by way of San Miguel, on the Pacific side, will be commenced in about a fort-

The news of the discovery created quite a

# PENNSYLVANIA MILITIA.

Adjutant-General's Report Companies Orga-nized During the Part Year.

We have received the annual report of A. L. Russell, Adjutant-General, with a register of the military force of the State. The Adjutant-

General says:-The Mational Guard of Pennsylvania," may now be regarded as established. A steady increase of company organizations, beginning with the first year of Governor Geary's first official term, each succeeding year showing a greater ratio of increase, indicates not only the substantial character and growth of the system, but presents an existing military force, comprising, in great part, a rank and ille of honorably discharged soldiers from active service, and commanded generally by officers of military

experience, under whose discipline it can not fail, if properly encouraged and sustained, to prove efficient in case of emergency.!

During the past year one hundred and fifty-eight companies have been organized throughout the State, and the "National Guard of Pennsylvania," comprising, at the beginning of the year 1867, only eight companies, increased during that and the following year to seventy-eight, and during 1869 to one hundred and eighty-four, now numbers three hundred and eleven organized company commands, thirty-one company organizations having, for sundry causes, been disbanded.

These organizations comprise 972 commis-sioned officers and 13,894 enlisted men.

WHERE SHALL HE BE CROWNED

The Coronation of Kalser Wilhelm-Claims of the Great German Cities-Rumors and The air of Germany is thick with rumors of

the coming coronation. Where shall it be held? is the theme of universal discussion. Already all who conceive they possess any sort of vested interest in the matter have been quietly bestirring themselves, and there are now six cities in the field contending for the inauguration of the new Kaiserdom. Their claims, says the London Times, may be briefly reviewed.

First in antiquity comes Worms, the seat and residence of the earliest recorded conquerors of Rhineland, the Burgundian dynasty (A. D. 434); later a favorite resort of Charlemagne and his successors; a free imperial city, member of the Rhine Bund in 1255, with a population in the time of Barbarossa of seventy thousand, now fallen to eleven thousand. Worms has an immortal renown in Germany for its famous Diet of 1521, when Luther fearlessly cast down the gauntlet of the Reformation.

Next comes Aix-la-Chapelle, the birthplace of Charlemagne. Before the high altar of the majestic Dom, which he had crected, the mighty Emperor crowned his son, and from his death henceforward, from A. D. 814 to 1531, no less than thirty-one Emperors were crowned here. Here, too, until 1793, in the sacristy were treasured many of the imperial robes and

Next in antiquity of its claims comes Frankfort-on-the-Main, where, from the glorious era of Barbarossa, the election of the head of the Holy Roman Empire has, with few interruptions, been held. From the time of Maximilian II (1562) both the election and coronation of the Emperors had been held at Frankfort, and almost all existing records, ceremonials, and illustrations of the imperial coronations centre in Frankfort, from Richard of Cornwall down-

Nuremberg has been a favorite abode time out of mind of the most famous of the German emperors. A number of Diets were held there. Nuremberg is the chief existing representative of the later Middle Ages and Renaissance. Regensburg-or, as we choose to call it, Ratisbon —is the best type of the earlier. It is the city of the Imperial Diets, held here from 1633 to 1806: here, too, were Rudolph III and Ferdi-

Here are five ancient cities, all, unless belied, at this moment actively preferring their historic claims. Berlin contests them. Only Spires, the burial place of the ancient Emperors, is wanting to come forward to complete the classic number seven. Worms, wise in its generation, has sought to propitiate the new emperor's right and left hands, Bismarck and Moltke, by conferring upon them honorary citizenship. It is understood, however, that the choice fluctuates be-

tween Berlin and Frankfort. The claims of Aix-la-Chapelle are venerable, but Frankfort may urge that hers have more practical force. Beyond its Dom, the former has but little existing vestiges of its ancient edifices; they have been replaced by modern factories. The partisans of Frankfort contend that there all is unchanged. It can show the Palace founded by the son of Charlemagne, and the Romer Hall, built in 1405 for the ceremonies and festivities of the Emperor and Prince

As a central point for the meeting of the German princes, Frankfort is perhaps the most convenient city in Prussian territory, standing upon the Main, the middle boundary line of North and South Germany. If the empire is not to sink rapidly into a nonentity, it will be well that the German people should see the faces of their new emperors, and no occasion can ever offer so fitting as the inauguration of their dignity. Starting at Aix-la-Chapelle, Cologne, Mayence, Worms, Spires, Strasburg, Ratisbon, and Nuremberg could be visited, until the majestic procession, swelling as it moves along, should end at Frankfort. The ancient progresses of the emperors from their residence to Frankfort, and thence down the Rhine to Aix-la-Chapelle, occupied more time and encountered greater difficulties.

WASHINGTON RAILROAD QUARREL. A Statement from the Baltimore and Ohlo Rajiroad, The Baltimore and Ohlo Rajiroad Company make public the following facts in regard to the charge for through fare from Washington to

On December 9th, the Superior Court of Bal-timore city decided adversely to the claim of the State of Maryland for tax on travel between Baltimore and Washington. Although the State at once appealed from this decision, the Baltimore and Ohio Railroad Company ordered a reduction of its fare from \$1.50 to \$1.20 for this travel, and telegraphed to the presidents of the Philadelphia, Wilmington and Baltimore and New Jersey roads, informing them of the decision, and expressing its desire to join them in a reduction of the fare between New York, Philadelphia and Washington.

The price for a ticket between New York and Washington has been \$8. The Baltimore and Ohio Railroad Company proposed to reduce to \$7.50, making of this reduction from its proportion 2 cents, and asking the Philadelphia and New Jersey Railroads to deduct each 113 cents, still leaving them \$6.05 between Baltimore and New York, or \$3.021 cach.

These companies, on previous occasions, professed a willingness to accept less than \$3 on the New York ticket. They now refuse to make this reduction. The figures proposed by the Baltimore and Ohio Railroad Company pay its minimum rates-\$1 20, and 25 cents for

transfer in Baltimore. The Baltimore and Ohio Railroad Company decided that, as these companies accept \$1.80 each for precisely the same service as their proportion on various Western tickets. where competition controls them, that it is so unjust to the public to refuse to reduce to although, at present, no competition exists, that it has determined to break the through ticket, and sell only its local ticket, at its reduced price, rather than assist in the collection of the extortionate rates demanded by

Important interests in New York, Philadelphia, and Baltimore are arranging to build, under State authority, a courpetent line, with which the Baltimore and Onio Company will co-operate, when President Garrett anticipates charge will be reduced to \$2.50 between Baltimore and Philadelphia and Philadelphia and New York.

# RAILROADING.

Narrow Gauges in Penusylvania. The Underwriter says:—A thirty-inch track is to be built from Allentown, Pa., to Harrisburg, by way of Reading and Lebanon, which will test the value of the narrow gauge roads, which have attracted so much of the attention of railroad men for some time past. If this and other experiments, now in contemplation, shall prove successful, a new impetus will be given to railroad enterprises. The small cost of construc-tion and equipment of these roads will cause them to be introduced in many localities which

will not afford the expense of building and working a road of the ordinary size.

The number of lateral roads on all the trunk

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lines will be greatly increased, and in denselypopulated rural districts every farmer will desire to have a railroad to convey his produce to market. There can be very little doubt of the success of such roads as feeders of the larger ones, even if they do not in all respects answer the expectations of those who have formed enthusiastic notions of what may be accomplished by them. Roads but a few miles in length leading from the stations of the main roads, with cars to take the place of the stages now used to convey passengers at the ordinary horse speed, need not be run with the velocity of through lines to make them very useful. It is probable that the cars for the thirty-inch gauge will be built with single seats on each side of the passage-way, which will be a very agreeable

arrangement for many travellers. It may be observed that single persons entering a car prefer to sit alone, and not a few will resort to the expedient of encumbering a dou-ble seat with baggage in such a manner as to deter others from entering it. Single seats will suit such persons admirably, although they may not be so agreeable to those who travel in

We are assured that the gentlemen who have undertaken to build the Allentown and Harris-burg narrow-gauge road have the means and en-ergy needed to consummate such a work expeditiously, and there are many who are sanguine enough to believe that the little road will be-come a spirited rival of the East Pennsylvania and Lebanon Valley road.

#### FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Tuesday, Feb. 7, 1871, 3 The city national banks publish a very en-couraging report of their condition during the

week just passed, all the elements of strength being present. The deposits show an increase of \$749,264, the legal-tenders an increase of \$183,862, and specie \$30,548. The banks have also shown a disposition to expand in proportion to their means, the loans being augmented \$632,250. This expansion indicates a fair degree of confidence in the future condition of the market. The demand to-day both for call and time loans is moderately lively, but there is no degree of pressure, and money is accessible to all having claims upon the market. Rates are unchanged. Gold is rather quiet and weaker, all the sales

being reported between 112@111%, closing at Government bonds are quiet, but the whole

market continues strong. Stocks were dull but strong. Sales of old and new City 6s at 101%.
Reading Railroad sold in a small way at 49 3-16; Camden and Amboy changed hands at

117%; and North Pennsylvania at 44%. In canal shares we notice sales of Lehigh at 34% @34%, and Pennsylvania at 26. In miscellaneous stocks the transactions were trifling. A few shares of New York and Middle Coal sold at 5%, b. o., and Academy of Music

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

BETWEEN BOARDS.

\$1000 City **6s**, New.101¼ 9 sh Leh V R... 60 \$5000 Pa R con mt. 96 \$2000 Pa 1 m **6s**... 94 100 sh Ph & E., b60, 28½ 200 sh Leh N .... 34½ 120 sh Penna R.... 61% 300 do...... 34% 160 do.....860, 61%

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881s, 1181/261191/2; do. 1864, 1101/261101/2; do. 1865, 1101/261101/2; do. July, 1865, 1001/2610101/2; do. July, 1865, 1001/2610101/2; do. July, 1868, 1001/2610101/2; do. July, 1868, 1001/2610101/2; do. July, 1868, 1001/26101/2; do. July, 1868, 1001/26101/2; do. July, 1868, 1001/26101/2; do. July, 1868, 1001/261 NARR & LADNER, Brokers, report this morning Gold quotations as follows:

10 00 A. M. 112 | 10 -29 A. M. 11134 | 10 -11 | 11134 | 10 -50 | 11134 | 10 -11 | 11134 | 10 -11 | 11134 | 10 -17 | 11134 | 10 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11134 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11 -17 | 11

#### Philadelphia Trade Report. TUESDAY, Fgb. 7 .- Bark-In | the absence of sales we quote No. 1 Quercitron at \$30 \$ ton. Tanners'

bark ranges from \$17 to \$22 per cord. Seeds-Cloverseed comes forward slowly, and meets with a fair demand at 11@11%c. 2 pound. Timothy and Flaxseed are scarce. We quote the former at \$6.25 and the latter at \$2.05@2.10.

Tre Flour market is quiet at previously quoted rates. The demand is mostly from the home consumers, whose purchases foot up 500 barrels, including superfine at \$5@5.50; extras at \$5.75@6.25; Wisconsin and Minnesota extra family at \$6.75@7.75; Pennsylvania do. do. at \$6.25@6.50; Indiana and

Pennsylvania do. do. at \$6.25@6.50; Indiana and Ohio do. do. at \$6.75@7.55, and fancy brands at \$6.250, as in quality. Rye Flour sells at \$5.75. In Corn Meal no sales were reported.

The demand for Wheat is very moderate, and prides are hardly so strong. Sales of 4000 bushels at \$1.55@\$1.62 for Indiana and red; \$1.45@1.50 for prime do.; and \$1.62 for smber. Rye is held at \$1 for Western. Corn is quiet at a decline. Sales of 400 bushels Western yellow at 78c., and 800 bushels Western mixed at 71c. Oats are unchanged. 2000 bushels Pennsylvania and Western sold at 58@60c.

Barley and Malt are without improvement.

Whisky is dull; 25 barrels Western iron-bound sold Whisky is dull; 25 barrels Western iron-bound sold

N. Y. MONEY MARKET VESTERDAY.

From the Herald.

"Perhaps the most significant feature of the Wall street market was the easier feeling in money. The fresh business of the cay was at four to five per cent, on Government collaterals and five per cent, on stocks. Some loans from last week were allowed to stand over at six per per cent, such transactions being the only exceptions at rates beyond five per cent. but the berrowers, had they chosen to return their loans, could have had abundant accommodation at the last mentioned figure.

"Commercial paper is in request at seven per cent, for "Commercial paper is in request at seven per cent. for

prime double name acceptances.

"Foreign exchange was quiet at 109 period for prime bankers sixty days sterling, and 110 period for sight bills. The market was hardly as from as during last week, and an occasional sale of prime sixty days sterling was made at 1002.

bill. The market was hardly as first as during has week and all occasional sale of prime sixty days sterling was made at 109%.

"The gold market opened strong on purchases by parties reputed to be operating for a higher market, and advanced from 111% to 112%. Subsequently the advance was entirely lost, and the market closed heavy at the lowest price of the day, which fact gave rise to a suspicion that the manipulators of the rise had commenced solling at 112%. The Gold Room took the rise quietly, and was unusually tame, considering the fluctuations made during the course of the day's business.

"The Government bond market continues to reflect more closely than any other department of Wall street business the busyant influences of casy mency. When capital is so abundant for temporary use in the stroet as it is always at this season of the year, and can find employment on call at no better rates than four to five per cent., it naturally seeks investment in Government securities. The amouncement is telegraphed from Washington that Secretary Boutwell will receive, on and after March 8, subscriptions for the new loan anthorized for the refunding of the national debt."

LATEST SHIPPING INTELLIGENCE. PORT OF PHILADELPHIA ......FEBRUARY STATE OF THERMOMSTER AT THE EVENING TELEGRAPH 8 A. M...... 26 | 11 A. M...... 34 | 9 P. M...... 39

SUN RISES...... 7. S MOON SETS...... 7.47 SUN SETS...... 5-25 HIGH WATER...... 3. 2 CLEARED THIS MORNING. Rattlesnake, Winnett, New York, Weld,

ARRIVED THIS MORNING. ARRIVED THIS MORNING.

Steamer Fannie Cadwalader, Hazel, 12 hours from
Baltimore, with mdse. to A. Groves, Jr.

Steamer Martha Stevens, Chance, 13 hours from
Baltimore, with mdse. to A. Groves, Jr.

Steamer Octorara, Reynolds, 13 hours from Baltimore, with mdse. to A. Groves, Jr.

MEMORANDA. Steamer Hercules, Doughty, sailed from New Or-leans 5th inst. for Boston.

RAILWAY ACCIDENT On the Hudson River Fearful Loss of Life. Crushed, Burned, and Drowned.

At Least 25 Persons Killed. To-day's Cable News.

Matters at Washington. Income Tax to be Repealed.

Etc., Etc., Etc., Etc.

DEATH ON THE RAIL.

Terrible Disaster on the Hudson River Rallrond - Collision of an Express Passenger Train and an Oil Train-Occupants of a Sleeping Car Burned to Death, Not One Escaping Over 20 Persons Known to be Killed and Many Others Wounded.

POUGHKEEPSIE, N. Y., Feb. 7 .- The accident on the Hudson River Railroad last night at New Hamburg was caused by an oil train bound north catching fire and setting the bridge at New Hamburg also on fire. The Pacific Express came up and ran into the oil train and caught fire also. The bridge gave way under the weight, when the train went down in a jumbled mass. The locomotive, express car, baggage car, Pullman car and coach, and a sleeping-car of the express train, went down with the crash. The engineer of the express train was killed, also the conductor of the Pullman car and brakeman. Several passengers on the Pullman and sleepingcars were unable to get out when the crash occurred and were burned to death or drowned. The scene at the track is a fearful one. A corps of physicians is there from Poughkeepsie to attend the wounded and dying, and a search is now being made for dead bodies.

Further particulars and the number of the dead and wounded cannot yet be ascertained. Doctor Simmons, Engineer Peter Vosburg, the conductor of the Pullman car, and the brakeman are known to be killed.

Further Particulars-18 Persons Killed Outright and Many Others Injured Fataliy. NEW YORK, Feb. 7 .- The following partieu lars of the railroad disaster are furnished by the Western Union Telegraph Company:-

The train leaving New York at 6 o'clock last evening met an oll train on the New Hamburg drawbridge. The oil train jumped the track and broke in two. The oil car tipped over on to the passenger train and set it on fire, and the locomotive, cars and bridge were all burned up. Three sleeping cars are among those destroyed. Eighteen persons were killed outright, and many more injured who cannot recover. No names have yet been obtained.

Still Later Account of the Disaster-Accurate Details,
POUGHKEEPSIE, Feb. 7.—The despatch sent

this morning incorrectly stated the cause of the disaster on the Hudson River Railroad. An oll train was bound south, and when passing New Hamburg an axle of the oll car broke and dragged along the ground till it reached the drawbridge, when, striking the timbers, it threw the car off its track and upon the up-track in face of the second Pacific express. An attempt was made to stop the express train, but not in time enough, and it struck the oil car, and fragments of the oil car were scattered in every direction, and at once ignited, enveloping the entire express train in flames.

The express train was composed of a locomotive, one baggage car, one express car, and five or six sleeping cars. The locomotive was at once hurled into the river and the engineer killed, and the baggage and express cars were piled on top of the engine. At the same time the Chicago sleeping car was one sheet of flame, and though desperate attempts were made to rescue the passengers, it is said not one got out alive. Two of the other sleeping cars next to it were also wrapped in flames, but the passengers in them all got out-safely, and then the bridge took fire.

In less than ten minutes afterwards the whole structure fell, carrying with it the Chicago car, and burying it and its inmates

Out of Sight Under the Water

and among the ruins of the locomotive and express cars. This terrible result settled all doubts as to the probability of rescuing any one, dead or alive,

and then there was nothing to do till daylight. Persons Known to be Killed. The names of the killed thus far known are Simmons, the engineer, Peter Vsoburg, the conductor of the Chicago car, and a braksman named Bhrine. It is also thought the Rev. Dr. Deems, of the Church the Stranger, of New York city, and his wife, are among the dead, as a gentleman stated that they occupied a berth in the Chicago car. Charles Cossum, the

Slaty-five Sleeping-car Tickets, and that fifty-two of them have found owners, indicating that but thirteen persons are missing. The passengers say, however, that the Chicago

conductor of the train, states that there were

car contained 25 or 30 persons, and Not One Got Out Alive. All the trains are stopped at the break this

morning, and the work of Recovering Dead Bodies has commenced. Coroner Andrus, of Poughkeepsie, N. Y., has been notified, and is waiting for a train to convey him to the spot. Upon the ice near this wreck a body was found with the entrails torn out, and head and legs

crushed. It has not been identified. New Hamburg, Feb. 7-11 A. M.-Up to this time sixteen bodies have been recovered, including two children. All the remains will be forwarded to Poughkeepsie immediately. Experienced undertakers are in charge,

Travel Resumed on the Hudson River Rall-road.

NEW YORK, Feb. 7 .- In consequence of the break on the Hudson River Rallroad the express trains for North and West are making close connections, and running through without change, and will leave the Harlem depot at 8 and 11 A. M. and 4 and 8 P. M.

New Hamburg, near which the terrible dis-aster here reported is said to have occurred, is a post village of Dutchess county, New York, on the Hudson River Railroad, near the mouth of Wappingees Creek, 66 miles north of the city of New York, and S miles south of Poughkeepsie. The drawbridge which was the scene of the disaster was over the creek here mentioned, and in the immediate vicinity of the town .- ED.

### FROM NEW ENGLAND.

Alleged Wife Potsoning. Boston, Feb. 7 .- William Bearse, of Malden, Mass, is held in \$3000 ball, charged with attempting to poison his wife.

Fire in Saco, Malae. Saco, Me., Feb. 7.—A fire occurred on Main street, last night, which burned the stores of S. H. Foss, dealer in hats and furs, and J. Fairfield, dealer in confectionery and stationery. The stock was mostly saved in a damaged con-

## FROM WASHINGTON.

The Income Tax to be Repealed.

WASHINGTON, Feb. 7 .- The House Committee of Ways and Means, at its meeting this morning, decided by a vote of 5 to 4 to report the bill repealing the income tax.

The Vote in Committee. The vote in the committee was as follows:-Yeas-Messrs. Hooper, Brooks, McCarty, Kelley, and Orth. Nays-Messrs. Maynard, Allison, Marshall, and Blair. There was much discussion on the subject. The bill will excite much debate in the House.

National Union Lengue.

Despatch to the Associated Press.

WASHINGTON, Feb. 7.—The National Execu-

tive Committee of the Union League of America will meet in the city of Philadelphia on Thursday, the 16th of February, at noon.

FROM NEW JERSEY.

The Bergen Tuanel Case. TRENTON, Feb. 7.—Chief Justice Brady re-fused to hear this morning the motion of the Delaware, Lackawanna and Western Railroad Company, asking for a modification of the order of the court in regard to the use of the Bergen tunnel, and postponing any such hearing until all the testimony on both sides shall have been

taken, which will yet occupy three weeks. The bill repealing the Eric legislation of last winter, more particularly connected with Paterson interests, was laid over in the Senate by a vote of 13 to 5.

FROM EUROPE.

Members of the Parls Government in Bordenux.

BORDEAUX, Feb. 7 .- Pelletan, Garnier-Pages, and Emmanuel Arago arrived here this morning Troops from Alsace and Lorratne.

The Prefect of Lyons yesterday reviewed a corps of ten thousand troops, all of whom were from Alsace and Lorraine. Prussian Occupation. The Prussians have occupied the town of Lons

New York Money and Stock Market. New York, Feb. 7.—Stocks quiet. Money easy at 4@5 per cent. Gold, 1113, 5-20s, 1862, coppon, 1114; do. 1864, do., 1103, do. 1865, do. 1034; do. 1865, new, 1003; do. 1865, new, 1003; do. 1868, 1003; 10-40s, 1003; Virginia 6s, new, 60; Missouri 6s, 89%; 10-408,109%; Virginia os, new, 60; Missouri os, 59%; Canton Co., 72%; Cumberland pref., 28; New York Central and Hudson River, 93%; Erie, 21%; Reading, 98%; Adams Express, 67%; Michigan Central, 117%; Michigan Southern, 93%; Illinois Central, 118%; Cleveland and Pittsburg, 103%; Chicago and Rock Island, 106%; Pittsburg and Fort Wayne, 94;

le Saunier, the chief town in the Department of

#### Western Union Telegraph, 45%. LEGAL INTELLIGENCE.

The Compound Interest Question. In the opinion delivered by Judge Sharswood on Saturday, sitting in the Supreme Court in Nisi Prius, in the case of Sime vs. Norris, in reference to a contruct decided to be unconscionable, stress was laid on an old reported case decided in 1663. We reproduce it here, as it may interest our readers, any of whom may set the "young folks" to calculating the price of the horse, remembering by the term "doubling" is meant "in geometrical proportion:"— James vs. Morgan, 1st volume of Levinz's Reports of cases determined in the Court of the King's

Bench, page 112.

\* Assumpait to pay for a horse a barleycorn a nail, doubling it every nail; and avers that there were thirty-two nails in the shoes of the horse, which being doubled every nail came to five hundred quarters of bariey; and on non assumpsit pleaded, the cause being tried before Byde, at Hereford, he directed the jury to give the value of the horse in damages, being eight pounds; and so they did. And it was afterwards moved in arrest of judgment for a small fault in the declaration, which was overruled and judgment given for the plaintiff,

The Campbell Case. Court of Quarter Sessions—Judge Allison.
This morning, in the Quarter Sessions Courtroom, the investigation in the case of the young E. B. Campbell, charged with pering with witness, and consequently with vio-lating his oath of office as an attorney of the court, was commenced before Judge Allison. The testimony was as follows:-

Thomas Fitzgerald (colored) affirmed-Campbell came to my house about the murder; told him that my son was such a bad boy that I could not get along with him myself; Campbell asked me whether I would swear that the boy was insane or that he was drunk; told him that I would not do either, as I was a minister of the Gospel, and could not tell a lle; said if the truth would do the boy any good, he was welcome to it; Campbell then said I would g a sentence for twelve years, but did not say the was wereome to it. Campoel then said i would get a sentence for twelve years, but did not say then what I would get the twelve years for; visited my son in prison in company with Campbell; Campbell spoke to my son privately before I did; he then asked the boy aloud before me if he had been drinking before he committed the murder; the boy said no, he had not; the next time I saw Campbell was when I was arrested and taken before an alderman on a charge of bigamy and adultery preferred against me by Mr. Campbell; saw him next time in my house, when he told me I had better go away from the city and stay away; told me I had better go on a mission and go about my business; met him again at Samuel Davids'; Campbell did not know that I was there; he told Davids all about me; said I was a villain and a grand rascal; words were quite high then; I said if he centinnes to threaten me I would not go away; he said he would give me twelve years if I did not go away; on last Saturday Campbell went to my house after the hearing in court before I got there. Cross-examined-When Campbell was in Davids'

Cross-examined—When Campbell was in Davids' cellar, Favids' wife and another woman and Davids himself were there; the other woman I had sued for marrying unlawfully in 1853.

Mary Allen (colored) sworn—Was present one day on a snowy day at Mr. Fitzgerald's house when Campbell called; Campbell told Fitzgerald that if he testified against his son as strong as he did before the Coroner, the son would be hung or imprisoned for life.

for life.

John Henly (colored) sworn—Was at Mr. Fitzgerald's house on the same day that Mary Allen was
there; was standing near the window and heard Mr.
Campbell say what Mary Allen said he said; Fitzgerald and Campbell went away together.
Samuel Davids (colored) sworn—I keep a shoe cellar in Lombard street; I was in the cellar waen Campbell called; Campbell was telling me all about the murder, when Fitzgerald made hunself known to Campbell and said that his character had been by our State authorities?

questioned long enough; Campbeil came from the boy who was in prison; I was a friend of the boy because he had worked for me; Campbell wanted me to collect money to go his ball; Fitzgerald said that he non "ood a character as Campbell; Inst saw Mr. Campbell on savacter as Campbell; Inst saw Mr. Campbell on savacter as Campbell; Inst saw Mr. Campbell on savacter as Campbell; Inst saw Mr. Davids (colored) sworn—Was present at a part of the interview in my husband's shop. Heard Mr. Fitzgerald tell Mr. Campbell that he had as good a character as anybody; on Saturday after the Court was out Mr. Fitzgerald came down to the shop and asked me if I did not hear Campbell threaten him with tweive years' imprisonment if he did not go away; I said, no I did not hear him say so.

At the conclusion of the testimony Judge Allison stated that if this was all the testimony that could be elicited he would not hold Mr. Campbell to any recognizance. The testimony is very weak on what appeared to be prima facis evidence in the homicide trial of John Fitzgeraid. As the case now stands it is due to Mr. Campbell to say that no great faith can be put upon the evidence of Fitzgeraid, because it is flatly contradicted by a witness whom he has himself summoned.

The Robbins Seandal.

#### The Robbins Scandal.

Court of Common Pleas-Judge Peirce. The trial of the Robbins divorce case was resumed this morning. The attendance inside the court-room was quite slim, the bar being represented by a few young members recently fledged, whose office business does not yet jeafously de-mand each moment of their time. Concerning the bad appearance of a large and persistent attendance of members of a respectable and honorable profession upon a scandalous trial ripe with particulars of domestic misfortunes and the vices of seraglios, we now hope our remarks heretofore made have presented the matter in its true light, and is beginning to have a good effect. A large crowd of sensation-seekers huddled about the doorway, shivering and trembling with cold, like swine waiting on a chilly morning for their breakfast of swill, but they were resolutely kept out by Officer May-hew, and the proceedings inside were corres-

hew, and the proceedings inside were correspondingly quiet and orderly.

The cross-examination of Mrs. Robbins was resumed—She answered that she had never said she was afraid to be alone with Mr. Fetter except when he wished to take liberties with her; she never said he had loved her, and wished to marry her before she wedded Mr. Robbins; she never said her mother had opposed her marriage with Mr. Robbins; and Mr. Fetter bad never kissed her.

Re-examined—I recall an occasion when Mr. Fetter attempted to kiss me once in the presence of my husband, I think about six years before the separation; this was at Mr. Fetter's house, Tenth and Fitzwater streets, about So'clock in the evening; Mr. Robbins and I, Mr. Grimth and wife, Mr. Grayson and wife, and my mother and father-in-law were invited there to spend the evening, and Mr. Robbins and I went together; the company were all there, and Mr. and Mrs. Fetter me us at the door; I couldn't positively say how this commenced, but I know Mr. Robbins kissed Mrs. Fetter, and Mr. Fetter made the attempt to kiss me; I do not know whether he succeeded or not but my host recoiled. Fetter made the attempt to kiss me; I do not know whether he succeeded or not, but my best recollection is that he did not; nothing else of any kind ever occurred to give rise to such a suspicion as this; I am sure I didn't kiss Mr. Fetter.

am sure I didn't kiss Mr. Fetter.

Mrs. Mary A. Fetter sworn—I am the wife of George W. Fetter; I know the libellant and respondent; have known them I think about fifteen years; we were as intimate as any friends; before the separation we visited frequently; while living at Tenth and Fitzwater we were visited day and evening by Mr. and Mrs. Robbins; on the occasion of Mr. and Mrs. Robbins visiting us one evening six or eight years ago we met them at the door and I kissed Mrs. Robbins, and Mr. Fetter said, "Why don't you treat your friends alike?" and went through the motion of kissing Mrs. Robbins, but I don't remember whether he kissed her or not; Mr. Robbins said in a pleasant manner, "I can't stand this," and I think he kissed me; the parlor door was open, and the company in the parlor; I had called upon him once before, after the affair had appeared in the Sunday papers, but I did not see him the evening we called on him and his wife in Green street; when he came in Mrs. Robbins said to him, "Charley, Blanche is very sick, and the doctor has not been here wet," he took no notice what. to him, "Charley, Blanche is very sick, and the doc-tor has not been here yet;" he took no notice what-ever of the remark; it was the only time I ever saw him so indifferent, and I came to the conclusion that he must have been drinking: toward Mr. Fetter and myself he was that evening as cordial as ever, and came to the door with us; we spent the evening in the sitting-room; in October, 1865, when the firemen's parade occurred, Mr. Robbins invited us to his house to view it, saying Mrs. Robbias would come in at the end of the week preceding the parade; Mr. Fetler and Mr. Robbins sat on the front steps and Mrs. Robbins and I were in the house. (The firemen's parade was on the 16th of October, and Jonathan Thomas, a witness for the libellant, had said that he saw Mrs. Robbins coming out of the house in Wood street some time between the 6th and the 15th of

Cross-examined-Mrs. Elms, my sister, and the elder Mrs. and Mr. Robbins were then to see the parade; it was in the afternoon; when I called on Mr. Robbins at his father's house his manner was that of one excited; I myself was worried; I had never before had an interview with him on this subnever before had an interview with him on this subject; I went to Inquire of my husband's
adultery; he answered about the charge of
insanity; and I turned upon my heel and went
away, for he would give me no satisfaction; his
father was present; his mother had been there, but
left the room; his father heard this conversation
when this visit occurred in Fitzwater street; my
best recollection is that Mr. Robbins' father and
mother were there; the kissing transaccion I have
acscribed was the only one I have any, knowledge
of; when I called on Mr. Robbins in Vine street I
did not say any one sant me.

of; when I called on Mr. Robbins in Vine street I did not say any one sant me.

George W. Fetter sworn—I am in my forty-fifth year; I am Principal of the Girls Normal School of Philadelphia; I was inaugurated into that position on the third Monday of January, 1865; then I think there were about 270 or 300 scholars; now there are 540; I was previously Principal of the Mt. Vernon Male Grommar School; I was in that school eight years; I first knew Mrs. Robbins about twenty years ago; I was then teaching public school at the Fox Chase; all her sisters and brothers were pupils of mine! I visited her family as I did the other neighbors whose children attended my school; I never bors whose children attended my school; I never visited Mrs. Robbins' alone at her father's house; I never asked to see her without the rest of the family; never saw her alone there.

I became acquainted with Mr. Robbins about the

same time; I think I first visited them after their marriage, in St. John street; my intended wife and her sister were with me at the time; prior to her marriage I never saw Mrs. Robbins alone at any time or place; I was married in the summer of 1858; I lived at No. 1015 Fitzwater street six years, and in 1865 I moved to No. 2118 Mount Vernon street; 1865 I moved to No. 2108 Mount Vernon street; during the whole time I lived in Fitzwater street I never saw Mrs Robbins aione; while we had evening parties, four or five families meeting at different houses, I saw her more frequently, and when they ceased I did not see her so often; we would meet after tea and break up about 11 o'clock; these meetings I think were about once a month, and continued during the years 1861 and 1862; after these gatherings were over I think we visited each other four or five times a year; I remember the circumstance five times a year; I remember the circumstance spoken of by my wife; I kissed Mrs. Robbins or she kissed me, and Mr. Robbins kissed my wife or she kissed him, I don't know whic; honors were easy; Mr. Robbins manifested no displeasure whatever, and never afterwards adverted to the matter; he went in, took tea with us, and remained until the parip went home; I never at any other time kissed Mrs. Bobbins or took any liberty whatever with her, but I bel'eve she is a pure and virsuous

## NICE PLACE TO LIVE.

Amenities of Life in Mississippi - A Shoemaker Killed for Making a Pair of Boots to Fit. We copy the following from the Jackson

A negro man was killed at Fannis, in Rankin county, on Monday last. We are informed that a man by the name of Casteel employed a colored shoemaker to make him a pair of boots, to be finished on Monday last. Casteel made threats that should the beots not be finished, and failed to fit him, and be done by 2 o'clock on Monday, that he would kill the colored man. At the time designated. Casteel repaired to the shoemaker's shop. The boots were not satisfactorily

As is charged, Casteel took a double-barrel shot gun and shot the shoemaker in the back of the head. The friends of Casteel who were witnesses of this outrageous murder have left this part of the country, but Casteel is in custody in Brandon, and we presume that every reasonable endeavor will be made on the part of the officers of the law to mete out justice to him. Can not a better state of civil order be attained