THE DATES TO SERVING THE ROLL OF STREET, DISCOURTED AND ADDRESS OF THE STREET, THE STREET,

FIRST . EDITION

The Missing Tennessee. Opinions of High Officials.

Bid Officers Refuse to Sail in Her?

The Alabama Claims.

A Reported Basis of Settlement.

The Ice Blockade at New York.

Particulars of the Assassination

The Death of Gen. Prim.

THE TENNESSEE.

The Engineers Relieved from Duty.

A World reporter, says that paper of to-day called on the proper official at the Navy Department, having charge of the assignment of officers, and inquired, "Have you heard, sir, the statement that three engineer officers assigned to the Tennessee were afraid to sail on her, and

were relieved from that duty?"
Official—No, sir. If such a reason had been assigned they probably would not have been re-Correspondent-Were there not officers as-

signed to her who made application to be relieved from the order? O .- I believe there were; but not for the reason you alleged. C.—Who were they?

O .- Well, Engineer James Sheridan, of the Brooklyn Yard, was assigned, and asked to be relieved soon thereafter. C .- What reason did he give for not desiring

to go on board the Tennessee? O.—He gave no reason himself; but his friends appealed to the department to let him off, as he had just got married.

C.—Lieutenant Sheridan and his friends did

not complain then of the unseaworthiness of the

C .- Was there any other officer who did not want to go? O.-(Reluctantly)-I believe there was another engineer named Sayder, of Philadel-

C.—What reason did he assign?
O.—He applied to be relieved because his father was at the point of death. He was relieved, and his father has since died. But these two were the only ones who were positively assigned and then relieved from their orders to go on the Tennessee.

C .- What do you think of General Banks' statements about scores of naval officers declaring that they would not sail on the Ten-O .- Many of them have doubtless said so in

conversation, but they would not make the same statement before a court of inquiry. All who talk that way hate Porter.

THE NAVAL CONSTRUCTOR'S VIEWS. Hon. Isaiah Hanscom, Chief of the Bureau of Construction of the Navy Department, was called upon for his views regarding the Tennessee. He is a brother of W. L. Hanscom, naval constructor, who was the subject of the lively

Correspondent—What do you think, Mr. Hanscom, of the Tennessee? You build ships. Tell us what you know of her. Chief Hanscom-Well, I never looked into the Tennessee, but from what I have been told and

debate in the House.

know of her she is a good ship. She was designed by Naval Constructor Delano, of the Brooklyn yard, one of the best officers in the C .- But she has been remodelled by Admira

Porter. C. H.—Yes, Porter ordered a board on her who changed the blades of her propellers, took out four of her boilers, removed her coal bunks from her berth deck and put a spar deck on her. It also changed the location of her armament. All this changed her centre of gravity, but still that may be all right. C .- What engines has she?

C. H .- The Ericsson engines. The Tennessee was the old Madawaska, and was the trial ship for steam machinery, with the Wampanoag, between Isherwood's and Fox's engines. Her machinery having been reduced, her speed is lessened very much. On her trial trip in New York Bay the Tennessee made but six and a half knots an hour; so you sea that she is a slow vessel. Now, if she went outside the Bermudas, as stated, she makes a two thousand mile trip, and she is not out long enough for alarm. My own opinion, from a knowledge of her speed, is that there is no cause for alarm. If she took a shorter course, it is time she was heard from; but the report is that she went east of the Bermudas, which makes a difference of 500 miles. C .- Your brother, Mr. Hanscom, thinks that the Tennessee is unseaworthy.

C. H.—Well, he has seen her and knows more about her than I do. If I knew the plans on which she was reconstructed I could tell. -A Washington correspondent says;-

ADMIRAL PORTER SANGUINE. Admiral Porter, who was called on, was very sanguine that nothing had happened. "Will you be kind enough to give us your reasons? said the correspondent to the Admiral.

Admiral Porter replied to this effect:-"According to the course which the Tennessee would take, she would have to sail two thousand eight hundred and ninety miles before she could be heard from in the ordinary course of events. It would take her ten days to reach Samana Bay. She would remain five days in Samana. It would take her two days to reach San Domingo City, and five days from the latter port to Havana. She sailed on the 10th, and would not have much more than got clear of Sandy Hook on the first day. would bring her to the 17th. Then allowing ten days to Samana would bring her to the 27th. Five days in Samana would bring her to the 1st instant. Two days to Domingo City would be the 3d in and five days to Havana would be the 8th instant. She had to cross the Gulf Stream diaagainst a four-mile current, which would be equivalent to a loss of one hundred miles on the day of crossing, and which would have to be added to the time. Allowing for incidental mishaps to new machinery not tested, leakage of valves, and little mat-ters only to be known by those in charge, and another day or two may be easily accounted for, bringing us down to the 9th or 10th inst. So those having knowledge of the

backs to a speedy passage by a vessel just over-hauled and not subsequently tested, have no uneasiness as to her safety. THREE REASSURING REASONS. A high naval official who was appealed to for his views declined to allow his name to be published, but submitted them pointedly thus:

First. The Tennessee has no business to be heard from for ten days. The despatches from

vessel and familiar with the accidental draw-

Cape Haytien of the date when the Tennessee sailed only arrived yesterday.
Second. If she ought to be heard from, even the necessities of sea life call for an allowance

Third. She was a live oak vessel, splendidly equipped, and well officered and manned.

Fourth. There has been no bad weather, and no special preparation to announce her arrival.

THE ALABAMA CLAIMS.

The Basis of Settlement Believed to Have Been Airendy Agreed On. The Washington correspondent of the New

York Tribune writes:—
'It is believed that the commission will not begin its sessions until about the 1st of March, under the most favorable circumstances, Earl de Grey, Prof. Bernard, and Lord Tenterden will not arrive here until the last week of the present month, while the successor of Sir John Rose has not yet sailed. It is supposed by some that the commission will be in session but a few weeks, as it is understood that the object of the conference is not to arrange the details of a treaty or treaties covering the several questions at issue, but to determine the principles and settle the policy upon which the details can afterward be nego-tiated. This, it is claimed, is the view entertained in administration circles. In the master of the Alabama, for instance, the business of the joint commission will be to consider and settle the liability, and also determine the provisions of law necessary to the meeting of such cases, and the responsibilities arising in the future. This done, the liability of Great Britain, or otherwise, for the other privateers will be considered and determined.

In the matter of the fisheries, the commission will undoubtedly determine not only the proper interpretation of present treaties, but the man-ner and extent to which the privilege shall be made hereafter available to our fishermen, as well as other matters that may properly grow out of this concession. In this view of their duties the joint commissioners' business will appear to be the considering and sanctioning, in the high and grave manner attaching to their dignified position, of the formulas and princi-ples upon which not only questions now in dis-pute shall be settled. but the basis on which others that are likely to arise, especially in re-

America, may be determined on.

On the other hand, it is the opinion of some that the basis of settlement of the Alabama claims has already been arranged between the two Governments, and will be given to the commission on its meeting, so that its duties in this regard are to be only nominal. This opinion gains strength from the fact that the correspondence sent to the Senate is so vague in regard to the duties and powers of the commission.

General Schenck is known to have taken part in the preliminary negotiations, and it is be-lieved that if what appears in the three letters printed is all the understanding arrived at during the late visit of Sir John Rose, Mr. Schenck would never have given his assent to the reopening of the questions at issue now. The members of the English Embassy are quite elated at the result of recent negotiations, regarding it as sure to inure to the permanent peace and friendship of the two countries.

THE EAST RIVER BRIDGED.

Over a Thousand People Cross on the Ice-The Tide Turns and the Bridge Moves-The Scramble for the Shere-Many Persons Rescued by Boats.

The quantity of ice in the rivers yesterday was greater than it has been for several years. Not since the time when Mrs. Henry Reecher and Mrs. Beach immortalized themselves by crossing from Brooklyn to New York on its slippery and treacherous surface has there been any occasion until yesterday when the ice

has afforded a safe passage.
But yesterday immense cakes of ice which had been set free from the rivers and bays by the late moderate weather were carried by the floodtide into the North and East rivers, rendering ferry travel difficult and uncertain. As long as the tide was sufficiently strong the mass moved on up the river, crushing and grinding against the piers on each side, and sliding up one cake above another, forming huge boulders and miniature icebergs. Towards the end of the flood, however, the tide slackened, and at 1 P. M. the ice came to a stand, wedged tigntly against each shore, forming from Fulton up to

Catharine Ferry a perfect ice bridge. TROUBLES OF THE RIVER CRAFT.

At this time one of the Fulton ferry-boats was in the slip on the Brooklyn side, two were in the river, and the other in the slip on the New York side. There was a tug, with some two or three lighters in tow, bound down the river, and another with a schooner trying to make her way in the same direction; then there was a Navy Yard tug bound to the yard. Besides these there were several other small tugs. All of these were at once ice-bound and stationary, as if in a Polar sea.

THE FORLORN HOPE. Soon the firm appearance of the ice tempted a small boy with a skate on one foot and a ragged boot on the other to try its soundness. Carefully and timidly he got down from a dock just above the ferry and then growing bolder as he found that it did not yield under his weight, he struck out with a shout and was soon skimming over towards New York on his one skate. another and another tried it from the Brooklyn side, and then, tempted by the example, another crowd started from the Peek slip dock on the New York side. Then numbers essayed the passage, men and boys and a dozen of whom started, half but only two had nerve enough to persevere and reach the other side amid shouts of applause from the bystanders. This passage across the ice continued for some time, the crowds gradually grew greater, and several ltinerant dealers in old clothes from Catharine street, with their packs of goods on their shoulders, crossed the river in safety. gathered on the wharves, and seemed to pause, as if in deliberation whether they would attempt the perllous journey. But few of the gentler sex attempted the task, and the adventurous travellers were almost wholly composed of errand-boys, bootblacks, and newsboys.

MOVING OF THE ICE. Shortly before 2:30 o'clock the ice commenced to move down stream, and a scene of an unusual and somewhat dramatic character took place. About 300 persons, chiefly boys, were on the lee at the time. Over 100 men and boys were on one large cake opposite to the Roosevelt Street As the ice began to move this crowd at men and boys gathered half-affrighted in the

centre of the cake and awaited means of rescue. At last an effort was made to save them, much to the gratification of the thoughtless adven turers. The Government steamtug Catafalene, which was bound for the navy yard steamed for the perilled pedestrians, and breaking through the pack ice, ran into the sheet of ice, and took the frightened men and boys on board. By this means 100 persons were saved. Others were barely able to reach the deck of the boat as they floated past on smaller pieces of ice, but by means of ropes they were finally taken on board. Those who could not reach the tug were taken on board by the Williamsburg ferry boat Arizona, and conveyed safely ashore.

SAVED BY SMALL BOATS. A small boat was launched from the New York shore, manued by several sailors, which saved a number of people, about seventeen in all. The steam-tugs Clay and Lennox, which were wedged in by the ice, were freed about 3 o'clock, and went direct to a party who were still on the ice, but they were rescued before the boats ar-

NO LIVES LOST. Although many were in great danger no lives were lost. The more sensible of the observers

thought that the police should have prevented this useless exposure of human life to danger, while the "crossers" stoutly maintained their right to cross as often as they pleased, and only regretted that there was not some way in which they could do this at all times, independent of prospective bridges and ferry companies.

THE NORTH RIVER. Owing to the immense masses of ice that filled the North river yesterday morning, Jersey residents doing business in New York met with considerable delay and inconvenience before the ferry-boats could force their way through the floating barriers of ice. At the Pavonia ferry fully two thousand persons had accumulated before a boat could make its way to receive its human cargo. At length, about 9 o'clock, the Jay Gould started, crowded with o'clock, the Jay Gould started, crowded with passengers, but ere she had got half way, encountered a field of ice which effectually put a quietus to her forward movement, and she was obliged to return to her slip in Jersey City. At length, after several efforts, New York was reached. The ferry-boat Delaware on her third trip had her rudder disabled by coming in contact with a huge mass of ice, and, after drifting belplessly about for two hours, was towed to her slip by a tug-boat. her slip by a tug-boat.

Another Account-Loss of Four Vessels. The ice in the East and North rivers was thicker and heavier to-day than at any other time this winter. The immense quantities com-ing up on the flood-tide in the morning caused a iam from Pier No. 38, East river, to the Brooklyn side, and from 1 o'clock until 2 a large number of persons passed over. The steamer Bridgeport, coming down, cut a large number off from the shore, but they were all taken off by the Navy Yard steamer.

Three canal-boats and the small tug-boat On-tario was sunk off Pier No. 18, East River, by the ice. Ferry-boats and other steamers were obliged to remain at their docks. At one time great fears were apprehended that Piers Nos. 38, 39, and 40. East River, and the lower part of the Staten Island Ferry pier would be swept away by the large flakes of ice which struck

The coal barge William J. Thompson was sunk by the ice-field at Pier No. 20, East River. The police rescued the captain and his wife just before the barge went down.—N. Y. Times.

WHO KILLED PRIM?

New Particulars of the Assassination-The Murderers Bired and Paid-By Whom?-Let the King's Servants Answer. Madrid (Jan. 17) Cor. London Times.

A deputy of the Republican minority, Senor Roque Barcia, has published an extraordinary letter in the *Igualdad*, with the object of clear-ing his party from the odium of being the instigators of the assassination of General Prim. He gives some particulars of the affair which have not before been made public, and which, if true, add a melancholy interest to what we already know. He contends they must have been hired and paid. "The malefactors of the Calle Turco must have been impelled by malefactors who tread on carpets. No crime like that is ever born in a poor man's house. The most stupendous crimes are engendered in great houses."

He says:—
We must look upwards and not downwards for
the explanation of this mystery. If cursed be the
hand which fired, cursed also be the hand which
paid. Despots in corruption and luxury above pariahs, slaves, assassins, in misery, superstitions, intoxication, and brutality below. Somebody must have paid the workmen. The men who waited for the two carriage lights were the workmen. Who were the masters? Cursed were the hands which received-curred the hands which gave In one section of his article, which is headed

"The 30th of December," Senor Barcia says: -Prim comprehended the gravity of his situation in a moment. Mounting the stone staircase of the Ministry of War, he held on by the hand-rail, which remained wet with his blood. Arrived at his own apartments, to the inquiry of his anxious and alarmed wife he prudently and considerately answered that he was slightly wounded. When the first operations were over, a friend asked him:-

"I feel death," replied Prim, calmly, "Can you give any guess at the assassins?"
"No, I cannot. I don't know who they were, but those who killed me were not republicans. The day he died he said to General Bregna:-"What day of the month is it?"

"The 30th."

The sotth! The king will disembark to-day, and I shall die. Long live the king! (El dia 30! El Rey desembarca key, y yo me mucro! Viva el Rev!)

Sad enthusiasm! He vivaed the new King, and the new King killed him; not by leaden builet or steel weapon, but by his coming. If Amadeo nad not come Don Juan Prim would not now lie in the yearshape. At 7 that party he tried to take leave of sepulchre. At 7 that night he tried to take leave of his family. The congestion of his brain disturbed his thoughts. Passing his left hand before his eyes, as if to clear his vision, he articulated accents which could not be understood. Oh, God Eternal Did he see the shades of Carvajal, of Guillen, and of Bohorquez—the boy Behorquez, whose young life was so cruelly snatched from a tender father?

These references may not be understood in England, but they are here. Carvajal and Guillen were two republican deputies, who per-ished in the insurrection in Andalusia, "shot in action," say the authorities; "murdered in cold blood after defeat, and without trial," say their friends. Bohorquez was the half-witted boy shot by order of Colonel Casalls near Barcelona after making use of him as a guide to conduct him to a rebel haunt. After making this allusion. Senor Barcia bursts out:-

Juan Prim, breathe thy last breath without anguish, without sorrow, without remorse! Those victims pardoned thee; pardon thou likewise the infamous ones who took thy life! Pardon them, Senora widow! Pardon them, children of the assas-sinated! Pardon them, all of us! Oh! when shall

we be done with these fearful carnages? shall we live like men? Sepor Barcia concludes his article with an impasioned appeal to the Duquesa de Prim not to carry out a threat she had made in the first burst of her agony, to the effect that she would take her husband's body away from Spain, and shake off the dust of her feet and that of her children from the country of so much ingratisude and so much treachery.

DE SILVA'S GRATITUDE.

The Man who was "Married All Over the Country"- A Spley Letter. From the St. Joseph (Mo.) Union, Feb. 7.

Louis de Silva appreciates kindness, it seems and returns thanks to Mr. William Frick who has charge of the calaboose, in the follow-

ST. JOSEPH, Feb. 6, 1871 .- William Frick Esq., Street Commissioner.-Sir:-There seems to be a moment in the life of man when every thing conspires to crush him beneath the weight of overwhelming disasters, to wit:—Antonius, after Actium; Hannibal, at Tama; Bonaparte, on the field of Waterloo; his nephew, under the walls of cedan; and my humble self.

The trumpet of fame proclaimed me a mur-derer, accused me of swindling, and the number of my wives was said to be legion-in fact, according to my biography, I deserved the hottest sofa in that most tropical of all hemispheres, over which, according to a superannuated legend, a patriarchal gentleman bearing the curious cognomen of Lucifer presides. I was ready to greet St. Peter, fully prepared to take my place amongst those hundred and forty four thousand spotless virgins who, as a reward for not yielding to the flesh, according to the revelation of a citizen by the name of St. John, are amusing themselves in all eternity by racing behind the Lamb, shouting hosannas. In spite of all the insane cacklings and slau-

In spite of all the insane cackings and slau-derous reports against me, you took pity on my forlorn condition. But for you I would have been dragged, in a dying condition, to Omaha, and have been a corpse before reaching my destination. That my life was preserved is greatly due to you, because in your heart there beats a sympathetic chord for the woes of suf-fering humanity. fering humanity.

Hoping you may be rewarded abundantly.

Hoping you may be live believe me, yours gratefully,
DE LOUIS DE SILVA.

SECOND EDITION TO-DAY'S CABLE NEWS

ARMISTICE PROLONGED.

Hopes of the Orleanists.

The New Assembly Convened

The Emperor William to Enter Paris An English Man-of-war Sunk

Over Fifty Lives Lost.

Sailing of the English High Commission

Italy Claims the Vatican DOMESTIC AFFAIRS.

Death of Alice Cary.

FROM EUROPE.

Sailing of the English Members of the Joint High Commission. LONDON, Feb. 13 .- The Cunard steamship Cuba, which sailed from Liverpool on Saturday for New York, took out among her passengers Earl de Grey, Lord Tenterden, Mr. Montague Bernard, and Viscount Goderic, of the joint high commission for the settlement of the fishery question between Great Britain and the United States, and also of the Alabama and other claims of the United States upon Great Britain. The commissioners are accompanied by a number of

diplomatic attendants.

The Loss of the French Transport—The Loss of Life Exaggerated. London, Feb. 13.—A private letter from Cherbourg expresses the opinion that the steam transport which was wrecked off Cape La Hogue is the Le Cerf, and says no doubt the loss of life is greatly exaggerated.

Hiness of General Ducrot.

LONDON, Feb. 13.—Advices from Parls state that General Ducrot is seriously ill. Another Prusslan Levy. The Prussians levied a war contribution of

100,000 francs upon the inhabitants of St. Germain. heported Prelengation of the Armistice. It is reported the armistice is prolonged until

the 28th instant. Parls Food Supply. The French Government has ceased buying

provisions for Paris. Jules Favre

has gone to Bordeaux. The Versailles correspondent of the Times telegraphs on the 12th that the

Delivery of Arms to the Germans has been completed by the army of Paris. The

Destroying the French Guns, which were useless on account of the removal of a portion of the breech-loading apparatus. The Postal and Relief Trains from London for Paris recently stopped by Ger-

maus were arrested under mistake, and immediately released by order from headquarters. England and the War. LONDON, Feb. 12 .- The correspondence rela-

ting to the war to be submitted to Parliament shows that M. Favre's party were always willing to conclude peace on any terms which did not include the cession of territory, and that England has been continually urging peace ou M. Favre's terms. The Orleanists are confident that the

Count de Paris will be King of France in a few weeks.

The English Army.

The Government states that it is able to despatch 115,000 men immediately in case of FLORENCE, Feb. 11 .- It is reported that

Demonstrations in Fayor of the Pope are in preparation in various parts of Europe. Preparatory Meeting of the French Assembly. BORDEAUX, Feb. 13 .- The French Assembly will to-day hold only a preparatory sitting, for the purpose of ascertaining the number of mem-

bers present and fixing a day for the first public The Result in Paris Yet Undecided. The Government here is still without news of the result of the elections in Paris. The latest despatch by telegraph from the capital says the result was not known yesterday evening. M. Picard, Thiers, Favre, and Gambetta are elected

Duke d'Aumale from that of Oise. Jules Favre had arrived in Bordeaux, and Garibaldi was momentarily expected. Steamer Foundered and Over 50 Lives Lost.

from the Department of Seine-et-Oise, and

LONDON, Feb. 13 .- A telegram from Bombay says the steamer General Outram, from Cochin-China, bound to Bombay, foundered in a cyclone in the Indian Ocean, and fifty-three lives were

German Triumphal Entry Into Paris. LONDON, Feb. 18 .- The special correspondent of the London Telegraph at Vervallles reports, on the 12th, that the German army will make a triumphal entry into Paris at noon of the 19th. The Emperor will proceed to the Tulleries, and, after partaking of lunch with the court and staff, will review the army from that building. In case the Tulleries is not in proper condition the Emperor will occupy the Elysee. The Emperor will return to Berlin about the end of February.

The Vaticas at Rome Declared National Pre-FLORENCE, Feb. 13.-The Italian Parliament has, by the adoption of a resolution, declared the libraries and galleries of the Vatican national property. The measure was objected to by the Ministry, and carried against their op-

position. VIENNA, Feb. 13. The Overflow of the Danube has inundated the suburbs of Vienna, particularly Leopoldstadt and Rozan.

session was formally opened and the secretaries

Ship News. LONDON, Feb. 18. - The steamers Holsatia and Britannia have arrived.

Britannia have arrived.

This Morning's Quetations.

London, Feb. 18-11'30 A. M.—Consols 92% for both money and account. American securities are quiet and steady. United States 5-20s of 1862, 91%; of 1865, old, 90%; of 1867, 89%; '0-40s, 87%. Stocks firm. Eric Railroad, 18%; Illinois 109%; Great Western, 29. Tallow, 45s. 3d.

Liverroot, Feb. 18-11'30 A. M.—Cotton dull and unchanged; middling uplands, 7%d.; middling Orleans, 7%d The sales to-day are estimated at 10,000 bales. Flour, 28s. 6d. Corn, 86s. for new.

FROM WASHINGTON.

The Late Colonel Bahtgren-Action of Laurel Hill Cometery Managers. Despatch to the Associated Press,

WASHINGTON, Feb. 13 .- A letter addressed to Mrs. Dahlgren from the Managers of West Laurel Hill Cemetery, Philadelphia, states, "The Board of Managers, considering that Colonel Ulric Dahlgren fell in the service of his country, under circumstances of chivalric and distinguished heroism, and that Admiral Dahlgren, after a long and honorable career in his profession, has left a reputation of which she is justly proud, and feeling it at once a duty and a privilege to do what in them lies towards honoring such illustrious memories, have unanimously resolved to offer for your acceptance a lot anywhere in the cemetery that you may select, and of any size that may be necessary to give effect to the proposed statues."

Admiral Dahlgren never asked or received of his country one dollar for the patented inventions which armed the navy. He died leaving an estate of fifteen thousand dollars. The widow intends to devote all of her widow's dower and her son Paul all of his inheritance towards placing monuments over the graves of the deceased.

FROM NEW YORK.

Death of Allce Cary. New York, Feb. 13.—Allce Cary died yesterday, aged fifty. Her remains will be buried tomorrow from the Church of the Stranger.

Death of a Presbyterian Clergyman. Oswego, Feb. 13.—Rev. R W. Condit, pastor of the First Presbyterian Church for forty years,

New York Money and Stock Market.

NEW YORK, Feb. 13.—Stocks steady. Money easy at 4@5 per cent. Gold, 111½, 5-208, 1862, coupon, 112½; do. 1864, do., 111½; do. 1865, do. 111½; do. 1865, new, 110½; do. 1867, 110½; do. 1865, new, 110½; lo-408, 110½; Virginia 68, new, 61; Missouri 68, 90½; Canton Co., 73½; Cumberland preferred, 27; New York Central and Hudson River, 94½; Reading, 99½; Adams Express, 67½; Michigan Central, 117½; Michigan Southern, 94½; Hilinois Central, 133½; Cleveland and Pittsburg, 104½; Chicago and Rock Island, 107; Pittsburg and Fort Wayne, 95; Western Union Telegraph, 46.

FROM NEW ENGLAND.

Fatal Accident. Boston, February 13 .- The name of the person killed at Auberndale on Saturday is J. N. Collfer, a resident of that town. He was aiding a railroad employe in putting two disorderly men from a local train, when struck by the express train from New York. He leaves a family.

LET US HAVE PEACE.

The Hatchet Burled-Satisfactory Conjuncture of the Two Poles of the Woman Question. A notable meeting took place at Ann Arbor, Michigan, a week or two ago, when for the first time Miss Anna E. Dickinson and Miss Lilian S. Edgarton laid eyes upon each other. They were counterparts long sundered, the former being, as all the world knows, a pretty, petulant, fiery little brunette, and the latter an imperial blonde, a massive Alruna maiden who might have sung to the "wolves of the Goths" in search of Asgard. Miss Dickinson is an unflinching advocate of woman's right to vote, but Miss Edgarton thinks women should not be enfranchised. For a long time they had vainly vearned for each other, but at last they met at a hotel in Ann Arbor, and each exclaiming "'tis she," they rushed like torrents into each other's arms, and the small brunette nestled within them, purring like a little brown kitten. Henceforth they would be as sisters, and the last that was seen of them was a tableau of the brunette the blonde's knee while both sipped from the same tumbler a liquid which the ingenious hotelclerk called a hot lemonade "with a fringe."

LEGAL INTELLIGENCE.

The Robbins Divorce Case. Court of Common Pleas-Judge Peirce.

The trial of the Robbins divorce case was resumed this morning.

The libellant was examined as a witness, who testified that he drove at the ordinary gait from Third street and Girard avenue to Valley Green and back to No. 1813 Wood street, and the time was one hour and fifty-six minutes; another witness who took measurements of the house in Wood street, described it, and read the deposition of libeliant's mother, who is sick, saying that on one occasion she left Mrs. Robbins alone in the parlor with Mr. Fetter; that she was not at Twentieth and Green streets on the day of the fremen's parade in 1865, and that at the first interview between Mr. Robbins and Mr. Fetter the former did not offer to shake hands, and the latter did not say he had never wronged him, or anything of the kind.

Charles D. Rosbins recalled—I did not on the Friday or Saturday preceding the separation say anything to my wife about her gullt in her eyes, and her heart was as black as ink; I never had a paper I wished her to sign with reference to this matter; I did not shake hands with Mr. Fetter at either of the interviews I had with him; he did not say he had never wronged me and desired to be put to any manly test of proof; at the first interview I became angry, and, shaking my fist in his face, I asked him if he meant to say I had only been talking; and he replied he did not mean that.

The case is yet on trial.

Prison Cases.

Court of Quarier Sessions—Judge Ludlow.

Prison cases still engage this court.

Prison cases still engage this court.

James Fiake, a ind of some nineteen summers, was found guilty of robbery. It was proven that on the 19th of November an old Quaker gent'eman, named Alsop, was going along Heach and Laurel streets, returning from bank, and the prisoner snatched from his hand his book, containing \$225, and scampered away. Mr. Alsop being too feeble to give chase, could only stand still and lock, but a boy who knew the juvenile highwayman, and who saw the outrage, identified him, and secured his arrest and conviction. Jinge Ludlow at once sentenced him to the County Prison for two years.

Michael Weod, an old grey-baired man, was put on trial for receiving a set of harness knowing it to have been stolen. It was testified that the harness was stolen frem a Mr. Robinson, was purchased by the defendant from the boys who stole it, and was found at his junk-shop in Shippen street, above highth. The boy who committed the theft said that he told Wood he was going to do it, and Wood told him he would buy the harness; and when it was brought to him his daughter told him not to buy, for it had been advertised as stolen, and she took his purse from him. But he was determined, and took the harness.

The defense alleged good character, and that the

the harness.

The defense alleged good character, and that the boy told him the harness belonged to his tathar, who was going to sell out preparatory to going out West. The case is yet on trial.

FINANCE AND COUNERCE.

EVENING TELEGRAPH OFFICE. The week opened on a moderately active Opening of the French Assembly—300 Depus-Bordeaux, Feb. 13.—At the preparatory sitting of the French National Assembly to-day about three hundred deputies were present. The

count. Collaterals are carefully scrutinized in and out of the banks, but no difficulty is experienced in negotiating loans at 5@5½ per cent. when considered satisfactory. Discounts are in moderate request, and good commercial paper finds ready sale at 6@7½ per cent., according to could

finds ready sale at 6@7½ per cent., according to credit.

The gold market is quiet, and the premium is lower, ranging from 111½ to 111½.

Government bonds are generally strong, but there is a slight weakness in the '81s and '62s.

A large business was transacted at the Stock Board, and prices advanced. Sales of State 6s, second series, at 105½; City 6s, old bonds, at 101½, and new do. at 101½. Sales of Lehigh gold loan at 88.

Reading Railroad was active and stronger; sales at 49½ @49.69; Catawissa was also active, selling at 89½ @39%; Oil Creek attracted attention, and advanced, selling at 46½ @47½; Pennsylvania sold at 60% @60½; and Lehigh Valley at 60½.

at 60%.

In Canal shares the only sales were in Schuylkill at 8%. 17% was bid for Schuylkill preferred, and 35 for Lehigh. Banks were quiet. Sales of Commercial

at 60%.

In Passenger Railroad shares we notice more activity; Thirteenth and Fifteenth streets sold at 28%; Green and Coates streets at 44; and the street of the street

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

\$5000 Am Gold FIRST BOARD. 4 sh Com'h Pk.... 60% 100 do....... 35% MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:

—U. S. 6a of 1851, 114@114%; do. 1862, 111%@112%; do. 1864, 111%@111%; do. 1865, 111%@111%; do. 1866, new, 110@110%; do. 1867, do. 110%@110%; do. 1868, do. 110%@110%; 10-408, 110%@110%; Gold, 111% 6 per cent. Ourrency, 112%@112%; Gold, 111% 6 per cent. Ourrency, 112%@112%; Gold, 111% 111%; Silver, 106%@108: Union Pacific Railroad, 18t Mort. Bonds, 705@810; Central Pacific Railroad, 935@945; Union Pacific Land Grant Bonds, 700@715. NARR & LADNER. Brokers. report this morning 93562945; Union Pacine Land Grant Bonds, 70062715.

NARR & LADNER, Brokers, report this morning gold quotations as follows:—
10-00 A. M. 111% 10-47 A. M. 111% 10-07 " 111% 11-60 " 111% 10-27 " 111% 11-40 " 111% 11-45 " 111% 10-45 " 111% 11-45 " 111% 10.45 " 111% 11.45 " 111% MESSES. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 68 of 1881s, 114% 111%; do. 1865, 1114 (2111%; do. 1864, 1114 (2111%; do. 1865, 1114 (2111%; do. July, 1867, 1104 (2110%; do. July, 1868, 1104 (210%; 55, 10.40, 110% 2111. Gold, 111% (2111%. U. S. Pacific R. R. Cur'cy 68, 1124 (2112%.

Philadelphia Trade Report. MONDAY, Feb. 18.—Bark—In the absence of sales we quote No. 1 Quercitron at \$30 per ton. Seeds-Cloverseed is in small supply and sells at 11@11%c. # pound. Timothy is nominal at \$6-25 and Flaxseed at \$2-10.

The Flour market is quiet but firm. The The Flour market is quiet but firm. The demand is mostly from the home consumers, whose purchases foot up 600@700 barrels, including superfine at \$5@5.50; extras at \$5.75 @6.25; Iowa, Wisconsin and Minnesota extra family at \$6.75@7.75; Pennsylvania do. do. at \$6.25@7.71 Indiana and Ohio do. do. at \$6.75@7.75, and fancy brands at \$8@9.50. Rye Flour may be quoted at \$6. In Corn Meal no sales were reported.

The Wheat market is without change worthy of special note. Sales of Indiana red at \$1.55@1.75.

special note. Sales of Indiana red at \$1.05(a) to, Pennsylvania 60. at \$1.40(a) 45, and amber at \$1.62(a) 1.65. Hye may be quoted at \$1. Corn is dull at the recent decline. Sales of 1500 bushels at 78(a) soc. for Delaware and Pennsylvania yellow, and 76@78c, for Western mixed. Oats command full prices. Sales of Pennsylvania and Western at In Barley and Malt no sales were reported. Whisky is dull at 94c. for Western iron-bound.

Philadelphia Cattle Market. MONDAY, Feb. 13 .- The market for beef cattle is dull, but prices are unchanged. Sales of extra at 9c.; choice at 8@8%c.; fair to good at 6%@7%c.; and common at 5@6c. per ib. gross. Receipts-2441

The following are the particulars of the sales to-

day:—

Bead.

93 Owen Smith, Virginia, 7½@8½.

100 Daniel Smyth & Bros., Western and Lancaster co., 7@8.

45 Dennis Smyth, Lancaster co., 6½@8½.

76 A. Christy, Western, 8@9½.

40 Jas. Christy, Lancaster co., 7@8.

30 Dengler & McClease, Chester co., 6@7½.

71 P. McFillen, Western, 7@8.

65 Ph. Hathaway, Lancaster co., 7@8.

65 Ph. Hathaway, Lancaster co., 7@8.

100 James McFillen, Lancaster co., 7@8.

76 R. S. McFillen, Lancaster co., 7@8.

60 Ullman & Bachman, Lancaster co., 7½@8½.

60 Gus. Schamberg & Co., do., 7½@8½.

60 Gus. Schamberg & Co., do., 7½@8½.

61 J. Clemson, do., 6½@82.

62 Thomas Duffy, ½ 7@8.

20 L. Horne, Lancaster co., 5@6. 59 P. Maynes, Western, 7@8\delta. o George Barnhold, do., 5½,66½.
Elcorn & Co., Western Pa., 627.
Blum & Co., Lancaster co., 6½,67½.
Leavenstine & Co., Va., 6½,67½.
H. Chain, Jr., Western, 6½,67½.
S. Stempury, do., 568.

30 H. Frank, do., 196. 41 J. Clemson, do., 6%@8. 22 Thomas Duffy, Va, 1@8. 50 John McArdle, Western, 7@8%.

5 S. Steinburg, do., 5@8. Cows and Calves are steady; sales of 175 head at Sheep have advanced and sell at 5%@6%c. per pound gross. Receipts 14,000 head.
Hogs meet a fair demand, and 4500 head sold at \$10,00@11.50 per 100 pounds net.

LATEST SHIPPING INTELLIGENCE, PORT OF PHILADELPHIA FEBRUARY 13 STATE OF THERMOMETER AT THE EVENING TELEGRAPH 8 A. M...... 81 | 11 A. M..... 86 | 2 P. M...... 87 SUN RISES. 655 MOON SETS...... 1 85 SUN SETS. 534 HIGH WATER. 7-50

LIVERPOOL, Feb. 13.—Arrived, steamer Rio Janeiro, from New York, with 970 bales of cotton; bark Bridgeport, from New Orleans, with 2145 bales; bark Bridgeport, from New Orleans, with 2145 bales; bark Agamemnon, from New Orleans, with 3151 bales; ship Agenor, from New Orleans, with 4214 bales; ship Alexander McNail, from New Orleans, with 3153 bales; ship Nunquam Dormis, from New Orleans, with 3406 bales; brig R. B. Gove, from Charleston, with 1699 bales; brig Wasp, from Charleston, with 1291 bales; ship Almira, from Galveston, with 2835 bales; and ship Charlotte, from Savannah, with 3560 bales.

BOSTON, Feb. 18.—Arrived, steamer Calabria, from Liverpool.
FORTHESS MONROE, Va., Feb. 13. — Arrived, bark
Acquidneck, from Kio for Baltimore.

CLEARED THIS MORNING. Steamer A. H. Leaming, Brower, New York, L. Au-

ARRIVED THIS MORNING.
Steamship Volunteer, Jones, 24 hours from New
York, with mdse. to John F. Ohl.
Steamer New York, Jones, from Washington, D.C.,
with mdse. to W. P. Clyde & Co.
Steamer W. Whilidin, Riggans, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Steamer F. Frankin, Pierson, 12 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Steamer Josephine Thompson, Hazel, 13 hours
from Baltimore, with mdse. and passengers to A.
Groves, Jr. ARRIVED THIS MORNING. Groves, Jr.
Steamer Martha Stevens, Chance, 13 hours from
Balto., with mose and passengers to A. Groves, Jr.
Schr Caroline, Tice, from Millville, with glass to
Whitall, Tatem & Co.

Schrs B. F. King, for Liverpool, N. S., and N. Steelman, for Sagua, went to sea on Friday night.