THE EVENING TELEGRAPH.

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PHILADELPHIA, TUESDAY, FEBRUARY 14, 1871.

DOUBLE SHEET—THREE CENTS.

FIRST EDITION

The Neptune Cruelties.

Unparalleled Barbarities.

Cumberland County Democracy.

Where is the Tennessee?

The Darien Expedition.

End of the Coal Strike

Etc., Etc., Etc., Etc.

THE NEPTUNE CRUELTIES.

Warrants Against Captain Peabody and His Mates-Statements of the Victims. United States Commissioner Shields to-day paid a visit to the frost-bitten colored sallors, who allege that they are suffering on account of the inhumanity of Captain Peabody and his mates of the ship Neptune. There are eight men in all in the Park Hospital. Six of these men, those whose names have already been re-ported, are in bed; the other two are able to

In answer to questions put by the Commissioner, who had come to take the affidavits of the men preparatory to issuing warrants against the officers, Edward Reese, whose feet and hands are in a dreadful condition (the little finger of his left hand having dropped off from mortification resulting from frost), said that the captain and second mate had frequently struck m, and made him do work when he was suffering great agony from frozen feet and hands, and that the captain always called him into the cabin when he struck him, so that no one could see

him punished. William Oliver, another of the victims, complained of similar treatment, and added that the captain had often kicked him, and that he had been forced to work so incessantly that he had not been able to take his boots off for three weeks. This man's feet were covered with a kind of scum or mould, the effects of frost and constant wetting with salt water.

Francis Albon, a Bermuda negro, was in a terrible condition. His feet are paffed up and swollen to at least three times their natural size, and his hands are also in a bad condition. His story is similar to that told by others; in fact, all the men are in substantially the same condition and relate about the same story of the inhumanity of the captain and mates in making them work when they were unable. All the victims are extremely honest appearing men, disobey orders or create trouble on shipboard.

The records of the cruelties alleged to have been perpetrated by Captain Peabody cover pages of almost every United States Commissioner's minute-book, are on record in the Mayor's office, and have filled columns of newspapers during a period of many years, yet he as never been convicted, it is said, owing to his influence and wealth.

William Brown and another sailor, name unknown, both white, have begun civil suits against Captain Peabody, in the Marine Court, to recover damages for cruelties alleged to have been inflicted on them on board the Neptune. Brown has also made an affidavit against the captain and second mate, before Commissioner Shields, alleging that the mate beat him, and that the captain kicked him and threatened to throw him overboard on several occasions.N. Y. Post last evening.

DEMOCRATIC FINANCIERING.

How Cumberland County Manages Her Do-mestic Affairs. The following, from the Carlisle Herald, shows the peculiar qualifications of the Democracy to

manage the money affairs of the people:-At last the investigation is over. The auditors have adjusted the accounts of the county trea-surer and made their report. We will give a resume of the matters developed as far as they have been reported to us:-

Let it be known, then, that during the trium virate of Messrs. Hale, Floyd, and Harris, men who were selected by that grand old Demo-cratic party, for their integrity, prudence, and capacity, to manage the affairs of the country, became necessary to build bridges over the Conodoguinet. The commissioners had at first promised the woodwork of these bridges to Messrs. Jacoby and Gracey, of this county, but they afterwards cencluded, for substantial reasons, to give it to the company which was to furnish the iron. Messrs. Jacoby and Gracey then employed counsel, and proposed to bring an action against the commissioners for damages on account of the unfulfilled contracts. In the meantime the board changed. Rhoads taking the place of Mr. Hale, whose term had expired. In order to get rid of the suit, Rhoads and Floyd signed orders on the treasurer of the county for \$1400 in favor of Jacoby and Gracey, in satisfaction of their claims.

This was the origin of the trouble that has kept the happy family in hot water for some time past, and which made the developments

which we now rise to explain. When this matter came to be investigated, the proprietors of the Democratic Club-room their clerk, one James Armstrong, were called and sworn. The auditors held a loose rein, and the developments became "elegant entirely." It was shown that the commissioners had a commission of two dollars per foot for the iron bridges that were to be built over the crooked and raging Conodoguinet, which the contractor was to pay them as soon as he received his money. So when the iron bridge man drew his funds from the treasurer, he handed over to the amiable Mr. Armstrong, who was the financial agent of the concern, somewhat

Mr. Harris, when he was examined, was asked as to this matter, and said that Mr. Armstrong had handed him a roll of notes about that time, but he never supposed there was anything wrong in the matter, but thought it was in the regular course of business. He didn't at the time even count the money, so much was he engrossed and his mind distracted with his official duties. This was what came out of a single bridge-building

transaction, in the investigation of a single item. A more astounding development of official misconduct never before came out in any community. The fact that a set of commissioners. who are paid for as many days as they can find excuses to come to Carlisle, should make two deliberate attempts at robbing the county treasury in the same transaction, is incredible, and would hardly be believed on any other than their own testimony. This imposition on the tax-payers of the county merits the severest rebuke, and it doesn't matter whether it arose from corruption or want of official knowledge, or from what cause. The commissioners are supposed to be elected to guard the funds in the treasury, and not to squander or steal them. We will continue this sort of official advertising gratis on all proper occasions.

THE TENNESSEE.

Speculations us to Her Fate-Naval Officers Believe Her Safe.

The Washington Patriot of yesterday says:—
That some accident has happened to the steamer Tennessee seems to be the conviction of many persons; and yet, when pressed for the reasons for such serious apprehensions, the causes assigned are as numerous as the inquiries. When taken together they amount to this:—First, that the Tennessee has been out twentyseven days, without having been heard from or seen by any passing vessel, which, in itself, is not sufficiently unusual to warrant the feeling which prevalls; second, a want of confidence in the administration of our naval affairs generally; and third, painful rumors that neither the ves-sel itself nor her machinery were such as should have been selected for such a trip. On Friday the President is said to have stated

that, although a little nervous on Thursday, he did not then, after hearing General Babcock's views, feel at all alarmed.

Being asked what General Babcock's views were, he sald: "General Babcock says he has made two trips to San Domingo; and that, owing to missing the connection with the steamers, that leave there once a month for New York, it may be ten days more before news of the Ten-nessee comes back. I hope to hear by Sunday of her safe arrival."

The Tennessee's engines were inquired about. Some said they had a fair trial in a sail from New York to Washington, and others said not, but all agreed that her chief engineer officer was a superior man for the place, and would work the machinery through if it could be worked at all.

At the Capitol the feeling was not as confident, and fears that the Tennessee was lost were openly expressed.

On Saturday the President telegraphed to Admiral Lee, directing him to despatch a vessel to San Domingo in quest of the Tennessee or of information of her. This is construed as an indication of misgivings at the Navy Department, but as any admission of such a feeling there would be felt as an admission of the unserverbings of the asset of the state of the second state. seaworthiness of the vessel, it will no doubt be said that this order was issued to allay the public anxiety relating to the missing steamer. It is evident that the department is in hourly hopes of hearing from the Nantasket, and the Chief Clerk has remained in the department until late for several nights, in expectation of receiving such a cable despatch from Havana.

Public anxiety will naturally increase as the

time passes, and if nothing is heard before the return of the vessel despatched by Admiral Lee, which cannot be before Friday or Saturday, it will have reached a painful degree.

STATEMENTS OF NAVAL OFFICERS. The following statement is made up after conversations with prominent naval officers in the city:-The Tennessee is one of a class of steamers built near the close of the war with special reference to their speed, and which have since proved themselves to be staunch sea-going vessels. During her trial trip in 1867, with the Sherwood machinery in her, she encountered a four days hurricane in the Gulf of Mexico, which put her capacities for sailing in a high sea as thoroughly to the test as any vessel could well be subjected to. The journal of Captain Wroe, giving an account of that trip, is very full and explicit, and goes to show that her behavior in gales that split her new stormsails to tatters, and thumped her about in every concelvable and unpleasant manner, was admirable, and that in a severe encounter with the ocean in one of its ugliest moods she carried herself so well as to

deserve high praise from that officer. Naval officers of the best experience state that after her return from that desperate trip (in which the worst that could be said of her by her commander was, that she would ship an occasional sea, and that she had not sufficient scuppers for what is called a "wet" ship), she was hauled up and thoroughly examined. faults referred to were all remedied. She was lightened of some five hundred to eight hundred tons of unnecessary machinery, affording room for bunks for a competent crew; a spar deck was put upon her, which completely protects her from shipping heavy seas, and at the same time braces and strengthens her all around; her machinery put in splendid condition, and a new keel put in her. Every timber in her was thoroughly examined—she is a white-oak vessel -and wherever there was the slightest sign of decay the condemned portion was removed and sound timber substituted. She was regarded as being in excellent condition for this trip, and

was selected for it for this reason. When the Tennessee went down New York harbor on this passage she was observed to be going only at a rate of eight knots, and several persons who knew what her engines would be likely to do predicted that she would not make over 10½ knots during the passage. She left on the 16th ultimo, and could not be supposed to the 16th ultimo, and could not be supposed to have got away from Sandy Hook, where her compass had to be adjusted, and get clear of the coast on the first day. This would bring her to the 17th. To go the route she went, get to San Domingo, and from thence round to Havana, she would have to travel 2890 miles. Commencing to count from the 17th, and allowing her speed at 10% knots, it would take her till the 27th to reach Samana bay; and in cross-ing the Gulf Stream, as she had to diagonally. she met the resistance of that current flowing dead against her at the rate of four miles an hour, which would make her lose at least 100 miles out of the day's work where she crossed This 100 miles would have to be accounted for

in the time allotted for her passage. On arriving at Samana Bay she would be out of coal, and it is thought she took no coal bags or baskets with her, such as are used in hoisting in coal, and that, with the facilities she would be likely to find there for coaling, she could not ship a complement for her return voyage at the rate of over sixty tons per day. Thus time

would elapse at this point. The Tennessee carried a steam launch on board, and something was said before she left about sending a party to do a little exploring up the Yuna river. This would also consume some time. Allowing five days for coaling and pleasure trips would bring us down to the 1st inst. Then she would be two days getting round to San Domingo city, which brings us down to the From the latter point to Havana would require five days more, which brings us down to the 8th instant, and then allow a margin of one or two days for the hundred miles lost in crossing the Gulf stream, and for incidental mishaps only important in the vexatious delays attendant on them, and the twenty seven days that have elapsed since she salled are reasonably ac-

counted for In a word, it may be stated that every prominent officer in the navy located or visiting in Washington has been interviewed by newspaper men, or by the anxious friends of those on board the Tennessee, and all assert their belief that the ship is safe.

Captain Drummond's Statement. The following appears in the New York pa-

PHILADELPHIA, Feb. 13.—Captain Drum-mond, of the bark Anderson, furnishes the following additional particulars of his sighting the

Tennessee:—

I first saw this vessel about 11 o'clock on the night of January 18. It was the 19th by nautical time; the 18th by land time. First saw her masthead lights. Do not know that she was a bark-rigged vessel. Her mizzen-tops were furied, and I could not determine. The vessel was acting very strangely, and it was all we could do to keep out of her way. She was steering directly south. She crossed our bows within 600 feet of us. This was about one hundred miles from Cape Hatteras, a perfect gale blowing. The Anderson shipped a great deal of water all that night, and labored very heavily. I feel confident that it was the Tennessee we saw. If she got through the storm all right she would certainly have put in at Jamaica in four days and reported from that place.

ported from that place. The following is an exact copy of the Anderson's log-book at 11 o'clock, the time the Ten-

nessee was noticed:-

"Fresh gales attended with squalls: lightning in north-northeast; a heavy sea making. Reefed the topsails and furied them. Passed a steamer manor-war steaming to the south, nationality unknown, at 18 covinces."

Second Edition

Second Edition

Dispatch to the Associated Press.

**WASHINGTON, Feb. 14.—Up to 19 covinces."

The Anderson's leg-book reported raining and a very heavy northeast sea rolling. Both Captain Drummond and his first mate are positive that it was the Tennessee they saw, as she would have been just at that place on the 18th of January, land time. Captain Drummond would have reported it before, but did not know the Tennessee had not been heard from.

THE DARIEN EXPEDITION.

Arrival of the Guard at the Gulf of Darlen-The Proposed Route-Starting the Expedi-

U. S. SHIP GUARD, MOUTH OF THE ATRATO RIVER, Jan. 1. - It is now nearly a month since the United States Exploring Expedition, under the command of Thomas O. Selfridge, com-mander U. S. N., salled from New York on the Guard for the purpose of deciding whether it is or is not practicable to divide the Isthmus of Darley by a capal through which the Darien by a canal through which the largest vessels may pass from the Atlantic to the Pacific Ocean. It will be recollected that the Guard was used last year for a similar purpose, and that the San Blas and other routes then examined and surveyed were found to offer insurmountable obstacles to the construction of the proposed canal. Leaving New York on the 3d of last December, the Guard made a quick passage of fourteen days to Cartagena, the capital of Botivia. There, through the courtesy of Mr. Hanaberg, the American Consul, Commander Selfridge succeeded in engaging sixteen of the most trusty machetteros. These men be-come exceedingly vigorous and hardy by passing mere than half the year in the woods hunting for rubber. Thus they are well fitted to act as guides, and to cut such lines as it may be necessary to open during the survey. While at Cartagena, the naval officers and civilians of the expedition gave a ball on the Guard in honor of the inhabitants. The President of Bolivia, the foreign Consuls, and most of the elite of the city were present, and the entertainment passed off in a most enjoyable manner. On Christmas day a delegation gave the officers of the Guard a formal invitation to a grand ball, to be given them on the following night by the citizens o Cartagena. The invitation was accepted, and from the fact that the boats used by exploring parties have since been named Rapherania, Anita, and Colombia, it would seem that the young officers were more than pleased with their fair entertainers.

When anchor was again weighed a day's run brought us to our present anchorage in the Gulf of Uraba. We are just inside the entrance, about two miles off the Isla de los Muertoe (Island of the Dead). The topography of the country in the immediate vicinity of the shore-line is exceedingly monotonous. This land, formed from the deposit of the Atrato river, is low and marshy, and covered with a luxuriant growth of tropical vegetation. The beach is everywhere of fine sand, destitute of shells, and runs off very gradually to deep water. There is no lack of anchorage, however, for vessels of the largest size.

From information furnished by a guide who

has passed his life in gathering caoutchouc on the banks of the Atrato River and its tribu-taries, Commander Selfridge feels confident that a practicable route for a ship canal across the Isthmus of Darien will be the following:-Enter the Atrato by Cano Coquato, one of the thirteen arms through which its waters flow into the sea: follow the Atrato about fifty miles into the inteup until reaching the Indian trail which leads across the "divide" between the Atlantic and Pacific slopes to the willage and river of Paya; go down the Paya river to its junction with the Tuyra, and down the Tuyra to San Miguel Bay and the Pacific Ocean. It is said to be less than a dozen miles from the head of the Cacarica to the head of the Paya, so that we have at once a continuous connection of running water between the two oceans, with the exception of a single break caused by a range of hills described as not much higher than the masts of our ships.

Yesterday morning the first exploring party left the ship under the command of Master A. R. Conden, U. S. N., in charge of the boats and men, and James Barnes, Esq., Chief Engineer of the expedition in charge of the survey, assisted by Mr. A. D. Beach. This party is ordered to proceed as soon as possible to the junction of the Cacarica with the Atrato, and to carry the survey from that point up the former river to the Paya trail. To-morrow Commander Selfridge will start in the steamlaunch and make a rapid reconnoissance of the entire route as far as the village of Paya on the Pacific side. The report given by him on his return will of course be waited for with the liveliest interest, as it will almost decide the practicability of the ginantic enterprise. Another surveying party will start out to-morrow under the direction of A. Leelie Davoll, assistant of the surveying party will start out to-morrow under the direction of A. Leelie Davoll, assistant of the surveying party will start out to-morrow under the direction of A. Leelie Davoll, assistant of the surveying party will be a surveyed to the survey of the surv ant engineer to the expedition. He will make a preliminary examination of Boca and Cano Coquito, and run a line of levels to the junction of the Cacarica with the Atrato.

END OF THE COAL STRIKE.

Great Rejoicing Throughout the Anthracite Region-Operatives and Miners.

SCRANTON, Pa., Feb. 13.—Saturday was a day of universal rejoicing in this city, and, in fact, throughout the anthracite coal regions, inaugurated by the glad intelligence that the Grand Council of the Workingmen's Benevolent Assoclation had at last signified its willingness to allow the miners to resume work on the 15th. This edict, so long and anxiously looked for, produced great and intense excitement. From early morn until far in the night, the principal avenues were thronged with people representing

all classes. The causes which led to this great strike have been enumerated so often that to repeat them would be superfluous. There are some things, however, developed during its continuance which may be of interest to the reader.

Some time ago the miners in the five anthracite counties, viz., Schuylkill, Luzerne, Carbon, Northumberland, and Columbia, formed themselves into a union, similar to those of other trades in New York. This organization was called the Workingmen's Benevolent Asso-

A Grand Council is elected yearly. This council is composed of 31 members, who exercise control over one hundred thousand miners. The council is invested with supreme powers, and all questions arising in subordinate regions are settled by it, and no matter how unfair unjust the decision may appear, members of the Union are bound to submit without a murmur.

It afforded opportunity for the exercise of undue authority, if it did not openly invite the attendance of scheming operators who had axes to grind, and who understood thoroughly where and when to strike.

In the Schuylkill region especially a regular system was inaugurated there last year by its representatives in the Council, which has been kept up ever since. At times symptoms of open mutiny became apparent, and many of the miners threatened to quit the concern, and openly to declare their sentiments regarding it, but the inevitable "gag" was brought into requisition.

and they were forced to submit quietly.

If conducted properly and fairly in the interest of the miners, the W. B. A. would be of great advantage to them, but when it is run in the interest of a few, to the detriment of the many, then people here say it is a curse and should be abolished. Since the strike began business has been almost suspended. Of course, there has always been plenty of money, but it has been locked up

in a few private safes. —Three thousand Baltimoreans make boots and shoes for the wholesale trade, and last year they turned out \$4,000,000 worth.

The Outrages on the Neptune. The Officers Held to Bail. New Hamburg Disaster.

Cable Quotations. To-day's

Btc., Etc., Etc., Etc.

FROM NEW YORK.

The New Hamburg Disaster-Au Impostor. NEW HAMBURG, Feb. 14 .- The woman giving the name of Sarah Bennett, and claiming that her husband was on the ill-fated train, and who identified a hat at Poughkeepsle as her husband's, and fainted, and who has collected considerable money from sympathetic persons. has been arrested as an impostor, and lodged in Poughkeepsie jail.

Fire at Port Jervis. PORT JERVIS, N.Y., Feb. 14 .- A fire this morning on Pike street burned May's building, occupled by May, tobacco dealer; Charles, grocer; Sudderly, milliner; and May, photographer, Hunt's building, adjoining, occupied by Vall Brothers, books and stationery, and Hunt, druggist, was badly damaged. Total loss, \$20,000;

The Neptuze Outrages. Two mates of the ship Neptune were arrested yesterday, and held in \$5000 ball each | for examination to-day, on the charge of cruelty to seamen on the vessel.

The New Erle General Mortgage. The Times of to-day says that the amount of the new Erie general mortgage is stated by street rumor to be \$30,000,000, which at par would cover and leave \$5,000,000 free. All the original mortgages, from the first to the fifth inclusive, amount to about \$20,000,000, and the debenture bonds, not a mortgage lien, negotiated in London for \$3,500,000 in 1865 and \$1,500,000 in 1868.

FROM THE PACIFIC COAST.

Robbery of Wells, Fargo & Co. San Francisco, Feb. 13.—A very exaggerated report was current in the streets this afternoon of the robbery of Wells, Fargo & Co.'s agent on board the steamer William Faber. The office was broken into and robbed of a small amount. The police have as yet been unable to detect the robbers.

A Heavy Snow Storm prevails here and generally along the coast. Mint Management.

It is rumored that Mr. Lagrange, Superintendent of the United States Mint here, has been removed.

(China and Japan Carrying Traffic. Leland Stanford, President, and Charles Crocker, second Vice-President of the Central Pacific Railroad Company, have left for the East to endeavor to effect negotiations with the Pacific Mail Steamship Company whereby the

ing traffic from San Francisco to Eastern points. FROM NEW ENGLAND.

Central may secure the China and Japan carry-

Death of Colonel T. E. Chickering. Boston, Feb. 14 .- Colonel Thomas E. Chickering, of the firm of Chickering Brothers, plano-forte makers, died suddenly this morning of apoplexy.

|Colonel Chickering was the son of Jonas Chickering, founder of the celebrated firm of Chickering Bros., and who died in the year

New York Money and Stock Market.

Last Night's Quotations.

LIVERPOOL, Feb. 13—Evening.—Sales of Cotton were made to-day in a ship named at New Orleans, for delivery in April, (at 7%d. for middling. Many brokers quote Cotton on the spot at 7%d. for uplands and 7%d. for New Orleans. The official quotations are however as already stated 7%d.7%d. tations are, however, as already stated, 7%@7%d. for uplands and 7%@8d. for Orieans.

IRON SHIPS.

Salling of the Steamer Whitney. The iron side-wheel steamship Whitney, just built by the Harlan & Hollingsworth Company for Charles Morgan, Esq., of New York, sailed from this port at 5 P. M. this morning for New Orleans.

She carries about a dozen or fifteen passengers, amongst them her owner and several members of his family. The Whitney is one of the finest steamships ever built in America, and is the twenty-third built here for Mr. Morgan She is in every respect a seaworthy ship, and has powerful machinery and new patent wheels, which are expected to ensure in her great speed. We predict for her a popularity equal to that attained by her consort, the Josephine, which has honorably won the title of "the Queen Steamer of the Gulf." The Whitney will join her control between Brashear City and her on the route between Brashear City and Gaiveston .- Wilmington Commercial, last eve-

-A resident of Connecticut boasts that for —A resident of Consecutive years he has eaten his eighty-four consecutive years he has eaten his Thanksgiving dinner in the same house —It is insisted, in Ohio, that Vallandigham's friends will press him as the Democratic caudi-

date for United States Senator next winter.

—The planters in Louisiana and Mississippi are reported to be actively making arrangements to secure white laborers for the next crop, and the supply falls to meet the demand. The de-mand for white servant girls in these States is also very great, and good ones are paid from \$20 to \$25 a month.

SAFETY OF THE TENNESSIE Spoken off Dominica. Reported by Several Vessels. All Doubt and Fear Removed. The New Erie Mortgages. Rejoicings in Washington. Colonel Chickering. Matters at the Capital. Relief for Suffering France.

Etc., Etc., Etc., Etc.,

Important Naval Orders.

FROM BALTIMORE.

Safety of the Tennessee-She is Spoken Off

BALTIMORE, Feb. 14 .- The American has despatch from Washington announcing that the United States steamer Tennessee is safe, and had been spoken off Dominica.

The Snow Storm. Snow commenced falling about 1:30 this myrning, and continues steady to this hour, noon.

FROM NEW ENGLAND.

Statement of Captain Hopkins-The Vessel Spoken Supposed to be the Tennessee. Boston, Feb. 14.-Captain Hopkins, of the bark Mary Baker, from Miragone, Hayti, reports:-On January 28, off St. Nicholas mole, northwest end of Hayti, saw an American manof-war.

When first seen she was under steam alone, but she immediately made sail and steered for the east end of Caba under both steam and sail The steamer was very long and ship rigged. The weather was fine at the time.

From the description of the steamer it was supposed she might have been the Tennessee. but as her course would have to be in the opposite direction, it is concluded the vessel was some other American man-of-war cruising in

FROM WASHINGTON.

The Tennessee Spoken by a Vessel Arrived-Despatch to the Associated Press.

Washington, Feb. 14 .- Much-joy was occasioned at the Capitol to-day by the statement of Representative Randall that he had read at the Treasury Department a despatch from the Collector of Customs at Boston, to the effect that a British bark at that port brings intelligence of having spoken the United States steamer Tennessee off the western part of San Domingo Island, in the Windward Channel.

The Beston Despatch to Secretary Boutwell The Secretary of the Treasury to-day received the following telegram from Boston:-"Hon. George S. Boutwell, Secretary of the Treasury:-Captain Hopkins, of the British bark Mary Barker, from St. Michael, which arrived at this port this morning, reports that on the 28th of January she saw an American man-ofwar off Mole St. Nicholas, northwest side of Hayti.

"When first seen she was under steam, and soon after stood to the east end of Cuba under sail and steam, going very slow, with her ensign set. Her description answers to that of the M. FISKE, Tennessee.

"Special Deputy Collector." The Tennessee Heard from at Boston. Special Despatch to The Evening Telegraph. Washington, Feb. 14 .- A despatch to

Secretary Boutwell announcing that the steamer Tennessee had been spoken by a vessel which arrived at Boston was received here with many manifestations of joy. In a short time it spread over the city, and was the theme of general conversation in both houses of Congress. If it is true it is expected the Government will receive official despatches from her on Thursday or Friday of this week.

The Senate Committee on Foreign Relations, at a meeting to-day, discussed

Butter's Fenian Resolution. but came to no conclusion. They also considered Pomeroy's resolution of Sympathy with French Republicans,

but no vote was reached. The Finance Committee of the Senate to-day decided that in all cases where lands have been seized in several States under the operation of

The Direct Tax Act, they shall be returned to their owners. They will probably report a bill requiring the Commission r of Internal Revenue to collect four millions of dollars due from the late Rebel States and the States of New York and Oregon. The Banking and Currency Committee com-

pleted to-day a bill for the Relance of National Bank Notes, and will report it to-day or to-morrow.

The bill for creating a Redemption Bureau a N. w York was discussed, but no conclusion reached

Foreign Relations Committee of the Senate having discussed the question of bringing home The Remains of Officials of the United States who die abroad, decided not to establish the precedent.

The Supplies for France The Navy Department issued the following circu'er this morning:-"In accordance with the provisions of a joint resolution of Congress th . United States ships Worcester, at Boston, and Supply, at New York, are placed at the disposal of the committees organized in those citie: for the purpose of sending supplies to the destitute and suffering people of France and

Ge m ny." These ships will employ all the men at the discosal of the department, and it is suggested that supplies for this purpose collected at other places be forwarded for transportation to the Col actors of the above named cities.

WASHINGTON, Feb. 14 .- Up to noon to-day snow to the depth of nine and a half inches has fallen since last midnight. This is the deepest

snow of the season. Naval Orders.

Desvatch to the Associated Press. Commander W. D. Whiting is detached from the New York Navy Yard, and ordered to com-mand the Worcester, now being put in readiness at the Boston Navy Yard to convey a cargo of provisions to France.

The following officers are detached from the

stations opposite their names, and also ordered

to the Woreester:—
Lieutenant-Commanders A. T. Mahan, from
New York Navy Yard; D. C. Woodrow, from
Hydrographic office; Master H. G. O.Colby, from
Boston Navy Yard; Ensign O. A. Hochlingard,
Boatswain James Wilson, from New York, and
Carpenter J. A. Dixon, from Boston Navy
Yard

Yard.
In addition to the above, the following officers are also ordered to the Worcester:—Paymaster George A. Lyons, Chief Engineer F. H. Baker, First Assistant Engineer G. W. Gensner, and Ensigns N. J. C. Batch and E. B. Barry; Surgeon W. M. King is detached from the Dictator, and waits orders; Surgeon S. D. Kennedy is detached from the receiving ship at Norfolk and ordered. from the receiving ship at Norfolk, and ordered to the Dictator. Surgeon T. C. Walton is ordered to the receiving ship at Norfolk. Surgeon W. R. Schofield is ordered to special duty at New York. Lieutenant William T. Swinburne is ordered to the Michigan.

FROM NEW YORK.

The New Bumburg Accident.
ALBANY, Feb. 14.—The Railroad Committee of the House met this morning in the matter of the New Hamburg accident, and examined Charles Wendell, Treasurer of the Central and Hudson River Railroad, relative to the number of employes on the oil train, salaries paid, and dates. The committee then adjourned with the understanding that a resolution would be offered in the House, proposing joint action with the Senate Committee on the same subject.

Henry Snow Storm. New York, Feb. 14 .- Heavy snow all this forenoon, and is now probably six inches deep. The storm continues.

New York Canals. The Auditor of the Canal Department, in answer to a resolution of the Senate, how much money was borrowed of banks for canal purposes during 1870, reports the total at \$1,191,836. on which interest is now being paid.

FROM THE WEST.

Jubilee Fisk and the Missouri Central Railroad. ST. LOUIS, Feb. 14 .- It is reported at Jefferson City that James Fisk, Jr., has purchased a large interest in the Missouri Pacific Railroad. It is known here that some \$900,000 of this stock, owned and controlled by Mr. Bridge, is for sale, and that Mr. Joy, on the one hand, and Mr. Parsons, of the Missouri, Kansas, and Texas Railroad, on the other, are bidders for it. Mr. Joy is said to be backed by the Baltimore and Ohio Railroad, while behind Mr. Parsons are the Pennsylvania Central and Atlantic and

Pacific Roads. FROM NEW JERSEY.

Freight Charges on the Eric Rallway. TRENTON, Feb. 14 .- A bill has been introduced in the Senate classifying the freight charges of the Erie Railway between New York and Paterson into four classes, at rates of fifteen, thirteen, ten, and seven cents per one hundred pounds.

The Senate has made the consideration of the fifteenth amendment the special order for Tuesday.

Important Legislation. Both houses have passed a bill to allow indicted persons to witness in their own behalf.

PENNSYLVANIA LEGISLATURE.

HARRISBURG, Feb. 14.—The Speaker presented a protest from the Philadelphia City Councils against the erection of a bridge over the Delaware at Windmill Island.

Mr. Buckalew obtained consent for the special

committee on public printing to report at any Mr. Anderson read a bill incorporating the Home for Aged Pretestant Women in Pittsburg.

Mr. Dill, one supplementary to the penal laws. This bill provides that no person shall willfully, maliciously or negligently shut up, obstruct, or impede any logslide, logway, trainway, or private road, or hinder the passage or hauling of any logs, lumber, or produce thereon.

Mr. Connell, one incorporating the Northern Savings Fund and Trust Company of Philadelphia, Alto, one referring to the Attorney-General and Attorney-General the claim of Judge George M. troud for saiary due. Mr. Davis, one providing for a board of health in

Reading.

Mr. Turner, one relative to Land Office titles.

This bills provides that when vacant lands have been included in a farm or tract, and have been improved or used in connection with improved lands as part of the same, and taxes have been read the course of the farmer tract. paid, the owner of the farm or tract who may have taken out a warrant and survey for such land and paid for the same patent therefor is entitled to the

paid for the same patent therefor is entitled to the preference.

Mr. Henszey, one exempting the Central Soup Association of Philadelphia from taxation as iong as occupied for the purposes of the association.

Mr. Brooke, one providing for an equitable division of funds and property between the school districts of Chester township and South Chester borough; also one incorporating the State Bank of Delaware county; also one exempting the Newtown Improvement Association from texation.

Mr. Connell, one extending to all railroad companies the act of April 23, 1861, relative to certain corporations, and of act of April 14, 1876, supplement to the act regulating railroad companies.

Also, one repealing the act of July 18, 1863, relative to the plans of surveys of certain streets in the Twenty-fourth ward.

Also, one authorizing the Shamokin Valley and

Also, one authorizing the Shamokin Valley and Pottsville Railroad Company to borrow money and issue its bonds and mortgage, to procure the encorsement of the Northern Central and Fhiladelphia and Eric Railroad Companies thereon, and authorize the Shamokin Valley and Pottsville Railroad Company to purchase additional estate.

Mr. Olmsted, one providing for the redraining of

Mr. Olmsted, one providing for the redraining of wet and swampy lands.

Mr. Dechert, one relative to notes, checks, bills of exchange, and negotiable paper falling due on the Monday succeeding the Sunday on which public holidays may fall. This bill provides that whenever January 1. February 22, July 4, Christmas Day, or any other legal holiday shall fall on Sunday, that payment of all notes and other negotiable instruments falling due on the Menday following shall be payable on Saturday previous.

House.

House. The House was engaged during the morning in the first reading of various bills upon the private calender; among these was supplement to act incorporating Philadelphia Telegraph Company, authorizing the issue of preferred stock and the payment of ten per cent. dividends thereon. This was objected to by Mr. Josephs because there was no provision in the bill for the protection of holders of common stock, and was postponed for one week.

Baltimere Produce Market.

Baltimene, Feb. 14.—Cotton quiet and unchanged.
Flour quiet but firm; Howard Street superfine, \$6.62\(\) (6.6; do. extra, \$6.50\(\) (25; do. family, \$7.75\(\) 9; (ity Mills superfine, \$6.61.75; do. extra, \$7.38.25; do. family, \$8.50\(\) (11; Western superfine, \$5.62\(\) (40; do. extra, \$6.50\(\) (725; do. family, \$7.50\(\) 8.50. Wheat firm and higher; choice white, \$2.210; fair to prime, \$1.60\(\) (21.60; prime to choice red, \$1.90\(\) (21.91; fair to good, \$1.60\(\) (21.65; Pennsylvania, \$1.30\(\) (31.60); Ohio and Indiana, \$1.60\(\) (21.65; Pennsylvania, \$1.30\(\) (31.60); Ohio and Indiana, \$1.60\(\) (31.65; Pennsylvania, \$1.30\(\) (31.60); Ohio substitution of the sub Baltimore Produce Market.