GALLOWS IN READING.

Execution of the Murderer Deal.

He Admits he Killed Harlan.

Last Words of the Condemned.

READING, May 13.—The appearance of articles yesterday afternoon in the Reading journals with reference to the execution of John Deal, which takes place to day, had the effect of producing some excitement in this usually quiet city, which was perceptible towards the latter part of the day by the collecting of a large crowd of men and women around the prison. It had been announced that,

THE INSTRUMENT OF DEATH

had arrived from Philadelphia and would be placed in position during the afternoon. It had been whispered about that there would be a chance of seeing the gallows, and it was in consequence of this rumor that the collection of people had assembled. Knowing that it would be impossible for them to be witnesses to the hanging, they signified that they would be content if allowed to view the scaffold. The sheriff finally yielded to their importunities and directed that the rear gate be thrown open. This was accordingly done, and in the space of an hour or so some six hundred obtained access to the enclosure. It was a novel sight to them, as nine-tenths had never seen such an instrument, leading in the present century having had but three executions, two of which had occurred prior to 1810. The one previous to that of to-day took place in 1842, and the name of the doomed man on that occasion was Reinhart. The gates were closed before six o'clock, by which time those prompted by morbid curiosity had withdrawn. The rope, which had been manufactured in Philadelphia, was then tested and it was found amply sufficient to sustain six men of Deal's weight

HOW THE PRISONER SPENT YESTERDAY.

The prisoner spent the better portion of the day in reading. In the morning the sacrament was partaken of by him, the Rev. George Borneman, who has charge of the German Catholic Church here, officiating. In the afternoon this divine again called on him, and spent a couple of hours in devotional exercises. During the afternoon several newspaper correspondents visited his cell, with whom he chatted freely.—It was almost impossible to get him into conversation about the murder, and when he did allude to it, it was only to corroborate the statement he made when sentence of death was pronounced upon him, viz: That he committed the deed in self-defence. But he has already prevaricated upon this point to both his counsel and his spiritual advisers, this version of the affair is not believed. On one occasion he admitted having murdered Harlan in self-defence, but on another he said that he was so much intoxicated at the time that he was not aware of having been guilty of an offense until in his moments of sobriety, when he discovered the blood on his person and his clothing. He, during the interview, manifested the utmost indifference as to his fate, and on being questioned as to whether he really comprehended his fearful position he replied in the affirmative, but with a degree of carelessness that induced those present to think that he was mistaken. He expressed great anxiety on their departure to know whether the gentlemen intended to be present to-day to "witness the jig."

He then expressed a desire for something to eat, and the edibles being set before him he ate heartily. Since his incarceration his appetite has never failed him in a single instance, and it is to the credit of the warden, Daniel Francis, who has only held the position since the 5th of April, that he has fed Deal at his own expense. The prisoner spent his last night on earth, until midnight, in reading, when he signified his intention of sleeping. The keeper who has been constantly with him for several days past, withdrew, and Deal shortly thereafter went to sleep, but did not seem to enjoy that quiet repose natural to one who has no trouble upon his mind. He manifested considerable uneasiness, and said frequently jesting expression a jargon devoid of meaning.

HE HAS HOPES OF A REPRIEVE.

The prisoner has never expressed any desire for a reprieve, but in his rambling conversations yesterday it became apparent that he had hopes that such a document would be forthcoming. On making inquiry outside of the jail, it was learned that through the influence of his friends several gentlemen had left for Harrisburg in order to have a reprieve granted. No one has dreamed that the Governor, in view of the admission of Deal that he had killed Harlan, and of the fact that the latter, by reason of his paralyzed right arm was incapable of having made any such demonstrations as described by his murderer, would acquiesce in the demand made this day. No one acquaintance of his has ever appeared to refute the strong evidence produced by the Commonwealth, but on the contrary his record of the Eastern penitentiary and his subsequent career, with the knowledge that he had killed another in cold blood, has tended to induce a belief that the law was so much intoxicated at the time that he was not aware of having been guilty of an offense until in his moments of sobriety, when he discovered the blood on his person and his clothing. He, during the interview, manifested the utmost indifference as to his fate, and on being questioned as to whether he really comprehended his fearful position he replied in the affirmative, but with a degree of carelessness that induced those present to think that he was mistaken. He expressed great anxiety on their departure to know whether the gentlemen intended to be present to-day to "witness the jig."

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THE CHANGE IN HIS NAME.

It has come to the knowledge of the authorities that the name of John Deal was one assumed by him since the commital of the crime which he has expiated on the gallows to-day; in fact, he has admitted it himself. He had always prior to that event been known as Zachariah E. Snyder, and under that name he was sent twice to the Eastern Penitentiary and enlisted in the army. He yesterday admitted that he had adopted the name of Deal in order that his family might not recognize one of their number as a murderer. But he still insisted that had his parents taken the proper care of him in his early life, he never would have occupied a prison cell, let alone pass from this world by the hands of an executioner.

WHAT HE LEAVES BEHIND HIM.

He leaves behind him a statement which covers several sheets of foolscap, in which no allusion is made to the murder. It is of no earthly importance, but its production has helped him to pass many hours away. There is no coherency in it, and of so little interest is it that the clergy and his counsel prevailed upon him to leave it in their hands, and they have pronounced it unworthy of notice. The last chapter of it is one of advice to young men, in which he exhorts them to beware of rum. In addition to this document, there is a manuscript which he styles his dead song, but which even a Philadelphia lawyer could not render in an intelligible manner. He has also written several letters to the different members of his family, in each of which he has enclosed a photograph of himself, taken a few weeks since by photographer Charles A. Saylor.

THE MURDER.

The murder was committed in October last, near Lesport, Berks county. The victim was a poor, decrepid vagabond, and the murder was the result of a drunken quarrel. Deal did not deny the killing of Harlan, but said he did it in self-defence, as the deceased had threatened to split his head open with a club, and had drawn a pistol in his hand, was threatening to shoot him, when he struck the fatal blow. Deal was an old offender, as he had served two terms in the penitentiary.

THE PRISONER THIS MORNING.

The prison was surrounded at an early hour this morning by a crowd of men, women and children—mostly females, who, whose curiosity prompted a demand for admission, but not being provided with the necessary credentials they were refused entrance. Deal arose at four o'clock and prayed and sang lustily for a couple of hours. He asked for breakfast, of which he ate heartily.

HE TAKES THE SACRAMENT.

At six o'clock Father Bornman and Schynick waited upon him and administered the sacrament of the holy communion.—Sheriff Albright also visited him.

The prisoner conversed about his former life and for the first time related the fact that prior to his conviction for horse stealing he had served in prison for stealing a yoke of oxen. He still adhered to the statement concerning the murder made in court, and did not vary from it in one particular.

WHAT HE DESIRED DONE WITH HIS BODY.

He also desired his body to be sent to his brother in Wayne county, or, if he would not receive it, to be given to the Catholic priest, who would see it properly interred. His counsel, Messrs. Yundt, Lancks and Maltzberger, were with him for a short time and he conversed freely, reverting with some force to his first offence having been the stepping-stone to the final crime. He stated he was perfectly willing to die, saying God was his true friend.

THE EXECUTION.

At an early hour this morning the condemned man received the Viaticum from Father Borneman. The miserable wretch was almost in a state of collapse, his hands cold, his lips twitching, and his face perfectly bloodless. At 10 o'clock he was visited in his cell by his lawyers, Messrs. Yundt, Lancks and Maltzberger. Headded nothing, however, to his previous statements, beyond admitting previous larcenies, which he had hitherto concealed from his counsel.

Deal was more dead than alive when Father Bornemann arrived at his cell, at half-past ten o'clock to administer the last rites of the Church. He received Extreme Unction, and all the privileges of the Church except burial in the consecrated ground.

The crowd around the jail yard consisted mostly of women and was very large.

Upon your correspondent leaving the condemned cell, Deal's last remark was that he now "didn't fear death or the devil. He only feared God." He seemed scarcely conscious of what he was saying.

Despite his livid lips and slow beating of heart, Deal evinced a disposition to shake off his languor, in proportion as the time for his violent death drew near. A simple stained pine coffin was carried into the jail at 11 o'clock. It passed, in the corridor, the priest, who was carrying out the Sacred Host, of which the doomed man had just partaken.

The preliminary arrangements were excellently conducted. Sheriff Albright supervised everything in person. The condemned man had previously consigned his body to the clergy, the supposition that his brother in Luzerne county would claim it proving delusive.

The religious instructions to the prisoner continued up to the final moment. The condemned asked to be despatched at 11 o'clock, but for unexplained reasons, the Sheriff declined complying. The jail reception room in the meantime was filled with members of the press, present from all parts of the country. At 1 o'clock Sheriff Albright entered the prisoners cell to take him out to die, according to the duty imposed upon him by the law.

"I am ready," was the response, and the prisoner walked out with an almost reeling step, weak and staggering. He previously shook hands, for the last time, with the sheriff and his attendants. Going to the scaffold he looked more like a somnambulist than a being in the possession of his waking senses.

A number present, awed at the spectacle, covered their faces as he passed the line of procession led by the clergy. The prisoner was supported by Father Borneman. The jury and counsel followed. There was no graveled walk over which to move. The pavement is of cobble stone.

The prisoner ascended the scaffold with faltering steps. Half an hour before leaving the cell a meal was served to him from the warden's table. It gave him temporary revivification.

Upon the scaffold the condemned man simply said: "My friends, I am here to expiate a crime for which I am now sincerely sorry. I feel that I have obtained forgiveness, and hope to be embraced in the encircling arms of my Saviour."

The execution was consummated at 1.30 o'clock.

The unfortunate man died with scarcely a perceptible struggle.

RAILROAD SLAUGHTER.

Terrible Collision on the the Union Pacific Railroad—Sixteen Persons Killed Outright and Twenty Wounded—A Misunderstanding of Orders Said to have been the Cause of the Accident.

{By Telegraph to Morning Patriot.}

ST. LOUIS, May 12.—At six o'clock this morning the night express on the Union Pacific Railroad, which left Atchison, Kansas, yesterday evening, collided when near Eureka, twenty-eight miles from here, with an extra freight train going west, by which sixteen persons were killed outright and twenty wounded, of which latter number two will die. No names are known at present. The wounded are being brought here and further particulars will be obtained when they arrive. The dead will be brought here as soon as the coroner reaches the scene of the disaster and holds an inquest. A special train left here early this morning with physicians and all necessary appliances for the relief of the wounded. For the care of the dead another train will leave at noon with the coroner, reporters and another relief party. Both of the locomotives were completely wrecked and their trains badly smashed. The collision occurred through the orders given to the conductors. Hudson E. Budge, the President, and Thos. M'Kissock are on the spot doing everything possible to relieve the sufferers and clear the track.

LEAVENWORTH, May 12.—Mr. Geo. Lighton, attorney for the road, telegraphs the following names from the scene of the accident. The train is expected to arrive in this city at four o'clock. Killed—Killed and wounded: Killed—Conductor A. O. Pixley, of St. Louis; Frank Hall and daughter, of Ashley, Mercer county, Ohio; Jacob Price, Hickory county, Missouri; A. H. Steelman, Pittsburg, Pennsylvania, and George Washington (colored porter). There are thirteen others dead whose names are not known. It will be difficult to get the names until the coroner's investigation is concluded. There are about twenty-eight persons returning from Kansas, destined to points in Ohio, Indiana and Illinois. Wounded—A. Starderan, Pekin; A. M. Hoff, Sioux City; A. C. Hamilton, Kansas; M. Hall, slightly, and a number of others. Though some of the wounded are severely injured, it is believed that all will recover. The people and physicians of the neighborhood were prompt and promptly and labored incessantly. All that human power could do has been done to make them comfortable.

A. P. Flemming, chief engineer of the Tabo and Neosha railroad, is reported killed, but this needs confirmation.

A misunderstanding of orders seems to have been made by the engineer of the freight train, and he has not been seen since the accident.

Another train, with coffins for the dead and comforts for the wounded, has just started for the scene of the disaster.

{By Telegraph to Morning Patriot.}

ST. LOUIS, May 12.—The swiftly moving trains dashed against each other on a curve in a cut and in a second all was confusion and death. Nineteen persons were instantly killed and twenty wounded, several mortally. One man had both his legs and both of his arms cut off.

Both engineers escaped. When they saw that a collision was inevitable the trains they jumped from their engines and escaped with but a few scratches.

Payment of Volunteers Under the President's First Proclamation.

The Secretary of War, in a communication to the House, says that on the 3d of May, 1861, the President issued a proclamation calling for volunteers to serve three years, unless sooner discharged, for the suppression of insurrection against the national authority, with a promise of $100 at the close of the service, for each man who should serve. The proclamation was considered, and pending action on amendments giving female employees the same wages as the male, &c., the Senate adjourned until Monday.

In the House, the bill for the relief of the Oneida sufferers was passed. A bill was reported from the Naval Committee, by Mr. Hale, giving $100,000 to the officers and crew of the Kearsarge for the capture of the Alabama, but the Speaker decided that it must be considered in Committee of the Whole, and Mr. Hale withdrew it. Mr. Dawes reported a bill, which was passed, appropriating $25,000, and $100,000 the first instalment, due September 10th next, under the award of the Hudson Bay and Puget Sound commission. The Tariff bill was resumed in committee. The duty on wheat, corn, rye and buckwheat, the duty was fixed at 1 cent per pound. On middlings, shorts, etc., 20 per cent. ad valorem. On wheat, 20 cents per bushel; rye, 25 cents; barley, 15 cents; oats, 15 cents, and corn 15 cents. On potatoes, 25 cents per bushel. Adjourned until Monday.

WASHINGTON, May 16.

In the U. S. Senate, a bill was passed granting lands in aid of a railroad from the western boundary of Minnesota to the Winnipeg district of North America, an amendment by Mr Cassedy, to keep the lands open for actual settlers only, and not for land scrip were rejected. The bill to enforce the Fifteenth Amendment was discussed until the Senate adjourned.

In the House, Mr. Lawrence introduced a bill to enable women to act as assistant marshals of the census, and Mr. Connor one to repeal the provisions of the act of 1866, authorizing the Secretary of the Treasury to fund the debt. A bill was passed declaring the bridge to be constructed between Philadelphia and Camden a post road. Mr. Randall offered a resolution instructing the Reconstruction Committee to report a general amnesty bill. It was referred to that Committee. Mr. Schenck, from the Ways and Means Committee, reported the new Internal Tax bill. It was ordered to be printed and recommitted with leave to report at any time. On motion of Mr. Dawes, it was agreed to postpone all prior orders until after the Appropriation bills are disposed of—yeas 92, nays 77. This is an indefinite postponement of the Tariff bill. Mr. Bingham, from the Judiciary Committee, reported the bill to enforce the Fifteenth Amendment, which was passed. Adjourned.

A Desperate Lover—Another Phase of Insanity—A Romantic Story.

About 3 o'clock on Saturday afternoon, William Bottommus, aged twenty-two years, was found drowned in the wheelrace of Vanderveer's mill, New Lotts, L. I. He had been paying his addresses for some time to Louisa Diedrich, a respectable young woman of East New York, where both resided, and the marriage ceremony was to have taken place on Tuesday next. Louisa has a younger sister named Matilda, and the two were always seen together in company with the deceased.

It seems that on last Monday evening he came to an understanding with the parents of the young ladies to marry Louisa, the older of the two. The younger sister, Matilda, it appears, had a very strong attachment for him, and supposed that he loved her the best. The evening last week Matilda confessed her love, and said, "I cannot live without you, William." "Well," said he, "I have engaged to marry your sister, and what can I do?" Afterwards he suggested that they should go and kill themselves. She replied by saying, "Oh nonsense."

It was noticed that ever since then he appeared low spirited. Mr. Burgess, by whom he was employed as a florist, states that he was one of the best young men on Long Island, and that there were no bad traits in his character. He had been in his employ ever since he was twelve years of age, and not a better florist could be found on Long Island. Yesterday afternoon Coroner Jones held an inquest on the body, when it appeared from evidence that after deceased left his work he went to the house, where he resided and spent some time in his room; afterward he was seen going towards the mill. When found his legs were tied with a rope—reef-knotted—a knot which he had been taught to use in tying up plants. His hands were also loosely fastened with a rope, and were tightly clasped. The jury returned a verdict that the deceased committed suicide while in a state of insanity.

Two Buildings Blown to Atoms by an Explosion.

BOSTON, May 16.—Two buildings connected with the Watertown arsenal were blown into atoms yesterday afternoon by the accidental explosion of a large quantity of shells and other war munitions. The explosion occurred about two o'clock, in the shell-house, caused by intense heat drawn from the sun through a circular skylight, which operated similar to a sunglass. It being Sabbath day there were no workmen present, but otherwise the loss of life would have been fearful. The explosion was distinctly heard a dozen miles in all directions. The shock was very severe, and caused great havoc among the windows for miles around, and services in the various churches suddenly terminated. Large crowds gathered to the scene of the accident, and through their exertions, in connection with the firemen, the flames were kept from communicating with the magazine. If it had ignited the loss of life and loss of property would have been impossible to contemplate. A similar accident occurred at the arsenal four years ago.

Hotel Destroyed by Fire.

LEWES, Del., May 17.—The Atlantic Hotel at this place was burned down about nine o'clock this morning. By the efforts of the citizens the adjoining buildings were saved, although a high wind prevailed from the southeast. Loss on the building about $4,000. The lessee, S. T. Hazzard, loses about $2,000 in furniture. No insurance.

Proceedings of Congress.

WASHINGTON, May 10.

In the U. S. Senate, Mr. Williams, from the Finance Committee, reported a bill appropriating $200,000 to refund certain duties imposed upon Russian hemp. Mr. Howell introduced a bill regulating pensions of disabled officers and enlisted men. Mr. Wilson called up the Army bill, and explained its provisions. The Legislative Appropriation bill was considered, but not finally disposed of.

In the House, a conference was asked on the Senate amendments to the Pension Appropriation bill. Mr. Connor, of Texas, offered a bill, repealing part of the act of April 12, 1866, which authorizes or may be construed to authorize, the Secretary of the Treasury to fund the debt. Objection was made by Mr. Allison and others. Joseph H. Lewis, Representative elect from the Third Kentucky District, to succeed Dollsday, was sworn in. The Northern Pacific Railroad bill was taken up. Mr. Farnsworth said its opponents would not interpose dilatory motions if they were allowed an hour for debate, and if amendments could be offered and voted upon. Otherwise he would fight the bill, "as it was a big job." Mr. Wheeler, who has charge of the bill, declined any compromise, saying the minority "must take the responsibility of its own action." Amendments being thus prevented, the opposition took to "filibustering," and after the yeas and nays had been called on various motions fourteen times, the House adjourned without action upon the bill.

The Ways and Means Committee are at work on the Internal Revenue bill, and will work at it until reported. The Funding bill is considered dead.

WASHINGTON, May 11.

In the U. S. Senate Mr. Conkling introduced a bill to provide for mail steamship service with the west coast of South America. The bill to furnish artificial limbs to disabled soldiers was passed. The Legislative Appropriation bill was considered, pending which the Senate adjourned.

In the House, Mr. Beaman, from the Appropriation Committee, reported a bill, which was passed, appropriating $500,000 to supply deficiencies in compensation and mileage of members. The Northern Pacific Railroad bill was taken up, and on the question whether it should be read a third time, the yeas were 77, and the nays 62. The bill was finally referred to the Committee on the Pacific Railroad, with amendments offered by twenty-three of the members. Mr. Lynch, from the Committee on Decline of American Commerce, reported his bill to revive the navigation interests. Mr. O'Neil introduced a bill, which was referred, repealing the act of 1866, which authorizes Maryland and Georgia to levy a tonnage tax on vessels. The Tariff bill was resumed in Committee of the Whole. On steel car wheels, the duty was made 2 cents per pound, and on steel tires, axles, and locomotive tires wrought to pattern, 2½ cents. On steel carriage, car, locomotive, and other springs, 5 cents. An additional paragraph was inserted, laying a duty of 5 cents per pound and 30 per cent. ad valorem on crinoline, corset or hat steel, commercially known as wire. Another was inserted laying 35 per cent. on sword blades, and 45 per cent. on swords. No amendment was made to the paragraphs relating to platinum, brass, etc. To the paragraph imposing 40 cents a pound on nickel, several amendments were offered, but they were rejected, and the House without further action adjourned.

WASHINGTON, May 12.

In the U. S. Senate, the bill to aid in building a pier at the Delaware Breakwater was reported. The Senate then took up and passed the bill to reduce the taxes as soon as the pending order was disposed of. The Army bill was considered and passed, with various amendments, among them one making the salaries of staff officers, active or retired, from holding civil office, and another, striking out the part relative to pay of officers. The Senate then adjourned.

In the House, Mr. Lynch's navigation bill was discussed until the end of the morning hour, when it went over till Tuesday.—Bills were introduced by Mr. Davis to prevent election frauds, and Mr. Beaven to equalize bounties. The Tariff bill was resumed in Committee of the Whole. All amendments to the nickel paragraph were rejected. In the paragraph imposing 40 cents per pound on nickel and its alloys "aluminum and its alloys" were inserted. The paragraph imposing 2 cents per pound on old type was struck out. The import on live animals was increased from 20 to 40 per cent. Pending the question of the oat meal and flour paragraph, a recess was taken until evening. At the evening session, the bill defining the duties of Pension Agents was passed.

WASHINGTON, May 13.

In the U. S. Senate, Mr. Sumner introduced a bill giving colored people equal rights in hotels, theatres, schools, public conveyances, church institutions, &c. The bill was referred to the Judiciary Committee and ordered to be printed. The bill appropriating $225,000 to the Junction and Breakwater Railroad for a pier in Delaware Bay was passed. The Legislative Appropriation bill was considered, and pending action on amendments giving female employees the same wages as the male, &c., the Senate adjourned until Monday.

In the House, the bill for the relief of the Oneida sufferers was passed. A bill was reported from the Naval Committee, by Mr. Hale, giving $100,000 to the officers and crew of the Kearsarge for the capture of the Alabama, but the Speaker decided that it must be considered in Committee of the Whole, and Mr. Hale withdrew it. Mr. Dawes reported a bill, which was passed, appropriating $25,000, and $100,000 the first instalment, due September 10th next, under the award of the Hudson Bay and Puget Sound commission. The Tariff bill was resumed in committee. The duty on wheat, corn, rye and buckwheat, the duty was fixed at 1 cent per pound. On middlings, shorts, etc., 20 per cent. ad valorem. On wheat, 20 cents per bushel; rye, 25 cents; barley, 15 cents; oats, 15 cents, and corn 15 cents. On potatoes, 25 cents per bushel. Adjourned until Monday.

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A Fenian Raid.

NEW YORK, May 15.—A Fenian movement towards Red River is positively imminent. General John O'Neill and his chief of staff, and Gen. J. J. Donnelly, of Utica, leave this evening for Chicago.—They go thither to effect a complete concentration of the forces designed to oppose the British expedition against the Red River insurgents, and to assume command of them. The many couriers who have hitherto been reported as leaving for various points bore dispatches to those leaders, north and west, commanding detachments of the First Royal Artillery, to take part in the coming struggle. To facilitate and hasten the fulfilment of the instructions contained in them will be the General's first business. We learn that even now the Fenians are moving from all points toward the Red River, which is O'Neill's ultimate destination. This we learn from reliable sources. A feint may be made on the eastern frontier by another party, but Red River will be the scene of the real attack. The Fenians have 9,000 well-armed men at Duluth, Minnesota, at the the head of Lake Superior, all ready to march when or where ordered. Two hundred and twenty-five men took the Erie train last night.

Caught Napping.

It is possible to be too deeply steeped in the luxuries of modern travel. A resident of Noblesville, Indiana, formerly an army officer, had spent some months in Kansas, and recently determined upon returning to his native heath. Before starting he telegraphed to his friends and relatives to meet him at the depot at an early hour in the morning. His parents, brothers, sisters, and one who expects to be nearer than a sister, were prompt at the appointed place and time, but the ex-officer was not among the passengers who left the train at Noblesville. Late in the afternoon of that day, some persons, passing a car standing switched off on a side track in the city of Indianapolis, heard a noise within it. The ex-officer issued thence, having overslept himself by some twelve hours, and being slightly bewildered as to his whereabouts. The conductor, who had neglected to awaken him, gave him a pass for the following night to return to Noblesville in the same sleeping-car, thus enabling him to have his nap out before arriving there.

From New York.

NEW YORK, May 17.—The election today, has been proceeding quietly. Considerable repeating has been attempted and a number of arrests made. It is generally conceded that the Tammany candidates for Aldermen will be elected.

A well-known influential business man of this city, was arrested last night for smuggling $30,000 of diamonds. He immediately gave bail of $30,000. The U. S. Commissioner refuses to give his name.

BURNED AT SEA.

The American Ship Sunbeam Destroyed on the Pacific—Moments of Horror—The Vessel Sinks Within Twenty Minutes—The Crew Leap into the Sea and Six are Lost.

Tidings of another terrible disaster of the deep are at hand, and its horrors akin to the many stories of suffering and death that of late have been chronicled of the ocean's sad vagaries. It was the fate of the ship Sunbeam—a good and true craft, built in Chelsea, Massachusetts, but at the time engaged in the Pacific Ocean trade—to be the victim of the latter disaster on the 31st of March last. She was destroyed by fire eighty miles from shore, and but twelve of a crew of eighteen saved.

Captain Joseph Chadwick and his son, a youth of about ten years, of the lost ship, came to New York yesterday from Aspinwall, by the steamship Arizona.

The Sunbeam loaded in the harbor of Iquiqui, Peru, during the latter part of February and first week in March, with saltpetre, bound for Tome, Chile, for which port she sailed on the 13th of March, the officers and men expecting a short and pleasant voyage. The day passed on with favorable winds, and it seemed that their wish would find a joyous realization, as the sturdy vessel made rapid strides towards her destination. Nothing occurred to mar the pleasure anticipated of quickly reaching Tome until the 30th of March they being seventeen days out, when the second mate, usually a cautious mariner, by an act devoid of prudence, caused the picture of contentedness to suddenly change to one of dismay and death.

About noon of the latter date this officer, desirous of giving the upper deck a little neater appearance, suggested to the captain that he intended to varnish it, which, meeting his approbation, he foolishly procured an open light, and descended to the afterhold, where the article desired was conveniently stowed, and attempted to draw it; but it was the last act of ship's duty he ever did, as the flames of the lamp coming in contact with the fumes of the flowing varnish a terrific explosion occurred, and the demon fire with a hundred hands was working destruction on ever side. In an instant it seemed to pervade the entire hold, and before the frightened and burned mate, with his clothes on fire, could reach the deck, explosion after explosion was heard as the fire licked up the inflammable saltpetre, and the flames danced with glee up the hatchway. So sudden did the terrible truth break upon the crew that for a moment they were paralyzed, but looking around and realizing that beneath them was a seething volcano, and the forked tongues of their enemy were working to reach each of the crew, rushing through the decks and climbing the masts, they must act. It was a critical second.

Men leaped into the sea and attempted to cling to the spars and floating debris, which had been cast overboard, but in vain for many of them. In ten minutes from the ignition of the varnish the mainmast was toppling, and in fifteen minutes it went over the side, the poor souls still remaining clinging with life in view of its charred remains. When this had gone and the fire was creeping along the rigging to the foremast Capt. Chadwick took his little boy in his arms and jumped over the side into the ocean. Happily he took hold of a studding-sail boom, which saved his and his son's lives. So terrible was the heat at this time that the faces of some of the crew on the ship's side were so blistered and cooked, and thus to change their positions and place their backs to the burning mast, six poor fellows dropped exhausted, and sank to rise no more.

Twenty minutes from the first explosion the Sunbeam sank from sight. It was fearful how the fire still kept creeping through the vessel. Varnish and saltpetre combined to make the latter, sent their wicked darts of fire upward and around. Mast after mast fell, and about ten minutes past 12 o'clock P. M., on the 31st of March last, in latitude thirty degrees, forty minutes, forty seconds, the Sunbeam, with the last bubbling hiss was heard and the noble craft of an hour before was a thing of the past.

The whaling bark, Charles W. Morgan, Captain Athern, then on a cruise, having seen the fire miles away, bore down to their position and took them on board, subsequently landing them at Talcuhuano, Chile. From this place the party made their way up to Panama.

THE LOST AND SAVED.

Of the saved, twelve in number, but fair names are to be recorded, Captain Chadwick, son, T. H. Roberts, and Marshal Johnson. None of the names of the six lost have been divulged. They were the second mate carpenter, steward, and three seaman. Perhaps their tragic fate may never be ascertained by their friends.

The ship Sunbeam was built in Chelsea, Mass., in 1869. She was of oak and fastened with copper and iron bolts. She had decks, five feet eighteen feet of water when loaded, and was 708 tons burden. She was owned by Messrs. Augustus Hemaway & Co., of Boston.

It is understood that Captain Chadwick and son left this city for their home in Massachusetts last night.

Another Burning Vessel.

Captain Tingley, of the British brig Leonia, ten days from Matanzas, arrived in New York, bringing the intelligence that on the 1st inst., in the Straits of Florida, he saw a vessel of fire. He could not get close enough to distinguish what she was, but she seemed to be laden with cotton. At two time a vessel was lying near her, and in his opinion the crew were in all probability saved.

Terrible Conflagration at La Crosse, Wisconsin.

LA CROSSE, May 15.—The most terrible conflagration which ever visited this State occurred at La Crosse depot this morning, by which the entire depot and freight warehouse, the elevator and contents, the steamer War Eagle and other contents, the express freight and other property were destroyed, and several lives lost. Words are entirely inadequate to picture the terrible scene—the conflagration, the explosions and dismay. The steamer War Eagle, in which the fire started, blazed up like a torch in a moment, rendering escape for any difficult, if not some impossible. The extensive depot adjoining buildings were immediately wrapped in flames. The picture presented, the soaring conflagration, the terror and alarm, the exaggerated rumors rife, the large crowds of people hurrying here and there, their faces lit up by the flames, and the firemen bravely at work, all formed a scene to appal the timid and awe the brave. The fire broke out in the Milwaukee and St. Paul Company's steamer War Eagle, which plies between Dubuque and St. Paul. She arrived here yesterday afternoon at six o'clock, and proceeded to the depot to take in supplies and freight for arrival of the midnight train from Milwaukee. The passengers from the train were transferred to the boat and the freighting nearly completed before the accident took place. The men were loading some barrels of coal oil, stowing it on the larboard side about midships. One of the barrels being found leaking, and having been reported to Captain Cushman, he directed the crew to roll it over the side, which was stood on end, and the cooper placed his lantern on the head of it. While driving down the hoops of the staves burst, breaking the lamp and displacing the head of the barrel. In an instant the whole mass of inflammable material was in a blaze in a moment. The barrel was immediately removed off the seaboard side, but a barge which lay along side of the boat caught fire from falling into the water, and the fiery demon was loose. There was no time to save anything but life, the flames enveloping the boat in a short time. Those of the passengers who were still dressed, made their escape, escaped by the front gangway. Others were awakened by the officers, and under the direction of Captain Cushing escaped by the rear scuttle, and were taken ashore by boats, which also picked up many who jumped overboard. Many were compelled to jump overboard, one of the pilots named Jim Martin jumping from the hurricane deck. The rapidity of the fire may be inferred from the fact that the mail agent, who was in his office, had barely time to secure his money packages and escape by the gangway. There were forty-eight kegs of powder in the magazine under the forecastle, but the boat burned amidship and sunk, so that the powder was not ignited. There was but a small passenger list. The city is full of rumors of the loss of life, but careful inquiry makes it certain that but few persons could have been lost, probably but four. These are Mary Murich, of this city, aged eighteen; the barber of the boat (colored); a man from Cincinnati, name unknown; and an old gentleman from Kenosha, name unknown, was burned on the boat. An elderly lady was also supposed to be burned, name unknown. A man and wife are thought to have perished. One old lady, name unknown, who weighs two hundred pounds, rushed to the stern of the boat, climbed over into the water and hung to the rudder until she was picked up. The boat is badly burned. Another woman, who came on board at Prairie du Chien, also jumped overboard and was quite badly injured.—The Keokuk lay alongside the War Eagle and fortunately had enough steam to move her, and was saved with some damage by prompt attention of officers. The fire rapidly spread to the extensive sheds on the dock and thence to the depot and adjoining buildings, all of which, together with the large elevator and cars, were destroyed in an hour's time. The heat was terrible, and the flames lit up the surrounding country for miles with all the brilliancy of day.—Nothing about the depot was saved excepting two safes containing books and money. The tickets on hand were lost. The total loss is estimated at from $270,000 to $300,000.

The War Eagle was not insured. The property belonging to the railroad company was insured, but it is not possible to ascertain the amount now. The losses of the American Express Company are ten thousand dollars, covered by an open insurance policy. In addition to this there are a large number of private losses. The fire companies were promptly on hand. To their efforts are due the fact that three passenger cars and a greater number of freight cars and other property were saved. Mr. Morrill and a number of other of the Milwaukee and St. Paul railroad, arrived here about four p. m. It is probable that a permanent passenger and freight depot will be built in this city. The scene this morning is a sad one. What was once a hive of industry is now a mass of charred and blackened ruins, strewn with the debris of the great conflagration.

Ben. Fleming, maintopsman on the "Niagara," on the day of "Perry's Victory" on Lake Erie, died in Erie, the 9th inst., at the age of ninety-eight.

The New Tax Bill.

WASHINGTON, May 16.—The following is an abstract of the bill to reduce internal taxes and for other purposes, reported by Gen. Schenck to-day. It contains forty-six sections, under the class of special taxes.—Bankers or banks with a capital not exceeding $50,000, are required to pay a tax of $100. When the capital is in excess of $50,000, two dollars additional for every $1,000. Savings banks are exempted from this tax. An additional tax of one-twenty-fourth of one per centum per month is imposed upon the average amount of deposits, other public moneys of the United States, and a tax of one-fourth of one per centum each month on the average amount of public money in their possession, and a tax of 1-24 of 1 per per cent. of their capital, and a tax of 1-24 of 1 per cent. per month on circulation, provided that this section shall not apply to associations which are taxed under the act "to provide additional currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof."

Every National banking association or other corporation engaged in banking, is further required to pay a tax of 10 per cent. on the amount of notes used for circulation and paid out by them. Brokers' banks and bankers are taxed 2 cents upon each $100.

Sales of stocks, bonds, gold and notes, or other securities, and on sales without the payment of a special tax as brokers, bank or banker, 5 cents for every $100. Foreign commercial brokers pay a special tax of $5000 when their sales do not exceed $1,000,000, and $5 for each additional $1000. Foreign insurance agents are taxed $50 each. Claim agents pay $10 when their receipts do not exceed $1000, and $10 for each additional $1000. Patent-right dealers pay $10. Pawnbrokers, whose capital employed does not exceed $50,000, pay $50, and for each $1000 additional, $2. Hotel keepers are rated according to yearly rental or estimated yearly rental of the property; as follows When the yearly rental is $500 or less, $10, and $3 for each additional $100 rental. Places of public amusement are taxed for first-class, $200 each; second-class, $20 each. Rooms or halls occasionally hired or used for dramatic or operatic representations or performances, or for concerts, balls or exhibitions, are rated as second-class. Any permanently located building used for any exhibition, performance, show or entertainment to which admission is given for any pay, is to pay a tax of 3 per cent. on the gross receipts.

School exhibitions, readings, lectures, art exhibitions not moved about, agricultural and horticultural fairs, and exhibitions for benevolent or religious purposes are exempted.

Bowling alleys and billiard rooms pay $20 for each alley or table. Lottery managers, $3,000; dealers in lottery tickets, $100. Lottery managers and dealers pay an additional tax of three per cent. on their gross receipts. Gift enterprises are taxed $500.

Distillers producing 25 or less barrels of distilled spirits per annum are taxed $100, $4 for each additional barrel in excess of 25. $5 are assessed upon each bar