GIBSON PEACOCK. Editor.

VOLUME XXIII.-NO. 105.

FOREIGN CORRESPONDENCE | hibit after religious subjects. I remember

LETTER FROM PARIS.

French Summer Tours-The New Cable-Singular Law Sult-Literature of the Demi-monde.

Correspondence of the Philadelphia Evening Bulletin.] PARIS, Friday, July 30, 1869-Paris is gradually dispersing itself over the face of the earth, and will soon be found anywhere rather than at home. But what different ideas of a "Summer-tour" is the present generation likely to grow up with, compared to the last! In former days a Frenchman, or at least a Parisian, thought that to reach les bords du Rhein was an achievement. "With the means on subjects I do not often refer to, of loconiotion at present at our command,' said the Journal Official, the other day, opropos to this traveling season, "a tour round the world may be made in about eighty days, just the length of the summer vacation, or what it took in the olden time to go from Paris to St. Petersburg." And then the official organ proceeds to count up its itinerary :- Paris to New York, eleven days; San Francisco, by rail, seven; Yokohama, by steam, twenty-one ; Hong Kong, six ; Calcutta, twelve; Bombay, three; Cairo, fourteen ; and so back to Paris, six. Total, eighty. And out of all this immense line of route, only a distance of one hundred and forty miles. between Allatrabad and Bombay, which is, pro tem., not performed by steam, either on land or water. Only the other day, two American gentlemen arrived in Paris who had reversed the above "tour," having "gone by the canal," and "returned by the railroad," as they simply expressed it; the "the's" applying respectively to Suez and the Trans-Continental Pacific, which begin already to be thus distinguished par excellence and apart from all other routes. Albert Bierstadt's two magnificent paintings of the Rocky Mountains, which were exhibited throughout the whole of the past season at the exhibition of fine arts in London and Paris, have quite inflamed the As L furnished "G. J. H." with some of the European imagination with the idea of the beauty and grandeur of those regions, based, justice requires that these statements and have appealed to the eye in a should be to way which could not have been knowledged. effected by a hundred guide-books. The directors of the Union Pacific ought to grant hoboth. We left Lewes for Rehoboth about to the great painter the freedom of their road for life, in return for the hosts of tourists his works will inevitably send them!

As though to complete this wonderful increase of facility for the locomotion of the human body; this morning brings us the proof of equal advantages accorded for the transmission of human thoughts. For the first time our papers appear with despatches regularly and directly transmitted through the French trans-Atlantic Cable. The communieations between New York and Brest, or, rather, one should say, between New York and Paris, are complete. The announcement of his final success is intimated by Sir James Anderson in the following graceful terms : "We received, yesterday, from the inhabitants of Duxbury and the Governor and Mayor of Boston, such an ovation as fo warmth and cordiality I never before saw equaled." And thus another great link has been forged to bind together, I trust, in peace and good will, the great human family: It seems almost like a prophetic coincidence that this very morning, also, we are told that the Imperial Government has determined to send to their homes, either for good or on unlimited leave, 50,000 soldiers. One can almost fancy that the first whisper of the direct cable from America has began to break down the huge military systems of the European Governments. There is nothing worth alluding to in the way of politics for the moment. Attention is fixed wholly upon the approaching 2d of August and the meeting of the Senate on that day. All sorts of conjectures are put forward respecting the nature and spirit of the forthcoming Senatus-Consultum. But it is hardly worth while to speculate upon what we shall so soon know with certainty.

once being taken by a friend, who was a great patron of the drama, to see the house of that miserable, unhappy child of genius, poor Rachel. Her dining-room was fitted up like a Greek triclinium, with couches for the guests to repose on at table, &c. And here, as was only too notorious, many a wild bacchanalian rout and revel had been perpetrated. Will it be believed that at one end of the room, placed so as to look down upon and command a full view of these orgies, hung a superb copy. of Guido's "Christ crowned with thorns!" One shudders to think of the scenes it must have witnessed and listened to. I will only add, in concluding these remarks that Mlle Deslions, with a certain consistency. of character which one rather admires in her, though very willing to order her Livre d'Heures, Imitation, &c., was not by any means equally ready to pay for them, and resisted this part of the bargain as long as she could One almost fancies she ought to have been let off altogether; on the plea that the goods de-

livered could not possibly be of the least use. to her. But justice is inexorable even to the demi-monde, and condemned her in the whole sum demanded; although the court gave a whimsical proof of the stability of her credit by spreading the payments over an interval of two years.

THE BEAUTIES OF DELAWARE.

To the Editor of the Evening Bulletin: Without having any desire to intrude upon your readers with a controversy on a theme of, at least, only local importance, I yet beg your permission to reply, as briefly as possible, to a communication in your issue of the 5th inst. signed "J. L.," on the "Beauties of Delaware." "J. L." informs his readers that he wrote from a "sense of duty to his fellow-citizens," desiring to correct certain misstatements of your correspondent "G. J. H.," who had spoken favorably of the Lewes and Rehobeth Beach. information on which his statements were should be made good or the error ac-

I was with "G. J. H." when he visited. Re-10 o'clock A. M., and proceeded, by way of Cape Henlopen lighthouse, along the beach. The distance by that route, from the best information I could obtain, is about seven miles, and is, without exception, the most pleasant drive I have had. We returned by the road usually traveled, and were assured by the driver of the hack that the distance was not diver of the hack that the distance was not-over six miles. Hack drivers are not, so far as my experience goes, in the habit of under-estimating distances, particularly when they are charging five dollars for their services. Delaware horses are not the most fleet-footed coursers in the world, and yet they passed over the road between Lewes and Rehoboth, with five person in the hack, in precisely forty minutes.

minutes. As to the "fimed Rehoboth," "J, L,' says the Beach is steeper than at Cape May, and has but a single roll of breakers breaking mon its very edge. The appearance of the upon its very edge. The appearance of the suri was not tempting to him, and therefore he did not try a bath. Some persons have an antipathy to water, and do not bathe oftener than they can help, but such are not generally good judges of bathing localities. This Beach is as smooth, as clean, as safe and as beantiful as that at Cape May, and this can be vouched for by many gentlemen in this city who have bathed in its surf. "J.L." further says that there is a lake of-fresh, good water within one hundred wards

DISASTERS. DISASTER AT SEA.

Paily Corring Bulletin.

OUR WHOLE COUNTRY.

PHILADELPHIA, WEDNESDAY, AUGUST 11, 1869.

The Steamship Germania Wreeked in the Bay of Trepassey, Newfoundland---The Passengers and Crew Saved---Ves-sel and Cargo a Total Loss.

Again the wild waters of the ocean have made sad havor with the work of man. Not all the ingenuity, skill and enterprise of the human mind could prevail against their power. Whenever for a series of months there is no terrible disaster at sea to be detailed to an awe-stricken public, one settles down almost fo terrible disaster at sea to be detailed to an awe-stricken public, one settles down almost to the belief that the progress of civilization is about to triumph over the terrific forces of nature. But soon we are aroused, and the foolhardiness, the self-complacency of man is terribly made apparent. It is but a few months ago that the United Kingdom steamed out of this harbor with flags waving cheerily in the breeze, and her freight of human beings re-ioleing and congratulating themselves as the breeze, and her freight of human beings re joicing and congratulating themselves at the prospect of a speedy return to the moun tain ranges of Scotland. Alas! man may hope and wish and make his calculations for the immediate future. calculations for the immediate future, as if he could command the powers and torces of nature, but often, and only too often, he is battled by his utter inability to counter-act them, and is made to feel his own insig-nificance, the poverty of his own pigmy strength. Merrily and cheerily as the United Kingdom sailed from our shores, no human eye will see her again, no human ear will listen to the harrowing tales of her passengers, no to the harrowing tales of her passengers, no human voice will give an account of her last days and the sufferings of her last moments. She is gone, and the bed of the ocean will not surrender its prey.

WRECK OF THE STEAMSHIP GERMANIA. As if again to remind us of the weakness of man, the sea has demanded another involun-

tary tribute to its unconquerable power. It was not an old vessel, which has long buffeted the winds and the waves and has grown less stacnch in the many contests than when first launched from the stocks. It was compara-tively a new vessel, built of material and upon a model which it was believed could withstand any attack of the ocean, no matter how vio-lent. Yet the sea proved its mastership, and the splendid steamer Germania is by this time no more, and neither iron nor steam, neither the skill, experience and energy of her offi-cers and crew nor her water-tight compart-ments could save her from her fate. DESCRIPTION OF THE STEAMER.

DESCRIPTION OF THE STEAMER. The Germania was built at Greenock, Scot-land, by the well known and successful builders of iron steamships, the Messrs. Caird & Co., for the Hamburg-American Packet Company, of Hamburg, Germany. 'All the steamships of this company-twelve in num-ber-have been built by the same firm. The Germania was sent to sea from the shipyard of Caird & Co. in 1883, At Lloyd's she was rated, when last surveyed, in January, 1863, as A1; measured 2,718 tons, had three decks, drew 21 feet of water, was constructed of iron, as A1; measured 2,718 tons, had three decks, drew 21 feet of water, was constructed of iron, and was considered a very fast steamer. Her engines were direct-acting with 72 inch-cylinder and 4 feet-stroke of piston, her nominal horse power being 600. Her di-mensions were as follows: Length of keel, 318 feet; breadth of beam, 41 feet, and depth of hold, 26 feet nine inches. She was bark-rigged and a fair sailer. She had all the modern anand a fair saler. She had all the modern ap-pliances for safety, such as water-tight compartments, pumps and the like. Her first commander was Captain Ehlers, afterwards Captain Schwensen took charge of her; and latterly Captain H. E. Kier had command.

RELIEF NEAR. The Cimbria, belonging to the same com-pany—the Hamburg-American—sailed yester-day at two P. M., it being her regular sailing day. The general agents, Messrs. Kuhuhardt & Co., had already been asivised of the loss of the Germania, and immediately gave orders to Captain P. H. Haack to make all possible speed to St. Johns, and there take on board the passengers of the late Germania, the sister vessel of the Cimbria, and Mr. Prowse; the North German Consul at St. Johns, was at once informed of this step by tel-Prowse; the North German Consul at St. Johns, was at once informed of this step by tel-egraph, and he was requested not only to com-municate this to the passengers and to Capt. Kier, but to do all in his power to make them as comfortable as possible, and to spare no ex-pense in doing so until the arrival of the Cim-bria. A special agent, entrusted with full powers by Messrs. Kulnihardt & Co., hiso went out yesterday in the same steamer to St. Johns. The passengers of the wrecked steamer will be placed on board the Cimbria and conveyed to Europe.

RELIEF NEAR.

steamer will be placed on board the Cumona and conveyed to Europe. It is indeed a fortunate circumstance that the loss of not a single human being need be mourned in so terrible a catastrophe.—Herald.

DISASTER NEAR YORK, PA.

Explosion of a Powder Mill.

Explosion of a Powder MIII. The York True Democrat says — Johnson's powder mill, about one-and-a-halt miles south of our borough, exploded on Saturday evening last, about seven o'clock. The dry-house, which was a stone building, was blown to atoms, and the roof of the powder mill blown off. About two tons of the powder were in the dry-house at the time of the explosion, the hardest notifion of which was in kees. It is largest portion of which was in kegs. It is supposed the explosion was occasioned by some fire from the stove in the dry-house comsome fire from the stove in the dry-house com-municating with a number of swallows' nests in the chimney, which, igniting; dropped their sparks on the pulverized charcoal on the floor below. This seems to be apparent from the fact that Mr. James Johnson, who has charge of the works, first noticed smoke proceeding from the roof near the chimney, and going into the dry-house discovered the door above in flames, and gave the alarm in time for him-self, wife and children to reach a secure place just before the catastrophe. The powder in the powder mill was ignited by the flames from the exploding dry-house, and was only sufficient in quantity to produce the effect already noticed. Owing to the powder not being confined closely, the noise of the explo-sion was not especially heard or noticed in our borough, although persons residing in Sonth borough, although persons residing in South George street were cognizant of a sudden concussion not sufficient to produce serious alarm. 'A volume of thick smoke was seen rising from the direction of the mill, and when the news reached town that an explosion had taken place, quite a large number of our citi-zens visited the rains. There were no lives lost, as there were no workmen in the mill at the time; but a valuable pointer dog, belonging to Mr. Johnson, was buried about three or four feet under the falling debris and was afterwards dug out alive. Although pretty severely burned and scorched, it is supposed the animal will survive its injuries. The loss occasioned by the explosion is estimated at about \$3,000, upon which, of course, there was no insurance

THE HABVARD CREW.

The Voyage---How They Passed Their Time---Life on the Ocean Wave. [Correspondence of the Hartford Conrant.] Strong hopes were entertained that as the freight traffic.

men were in such excellent condition, in fact, being almost in training force, that they would not be affected by the voyage, but we were disappointed, for one after another they suc-cumbed to the power of the sea, and Neptune received his tribute till only number two and We the jolly little coxswin remained untouched by "mal-du-mer." The stroke, Mr. Simmons, was most severely affected, and it was not till Wis most severely affected, and it was not till almost the end of the trip that we had the pleasure of seeing him do justice to the well-spread tables of the steamer. Under the circumstances, the plans for regular exercise formed before the start had to be in a great measure abandoned. A rowing weight had been set up amidships on the main deck, but even those who were well could scarcely abide the smells which filled the "fidely," and the steamer rolled so much that they could not steamer rolled so much that they could not keep their seats so as to pull properly. The upper deck, however, furnished pretty fair accommodations for walking, and every day the crew did their three and four miles, while the lighter exercise of the "fall,"-the "spider," the long-reach, the backward and forward leap, joined with exercise on a hori-zontal bar (and some of the more venturesome even found the rigging no bad substitute do even found the rigging no bad substitute for gymnastic apparatus) served to keep the men in fair condition. Their accommodations on the heat though they were accounted and the officers take any pay for the transportation of the boats, though they were a source of considerable trouble, as they had to be con-stantly watched to prevent the passengers from sitting or leaning on them, despite the warning "Keep off" printed in large letters on their canvas jackets. The evenings of the voyage were most glorious, and many were the hours spent in promenading by the light of the moon with the ladies, of whom there were many on board, or leaning over the were many on board, or leaning over the rail, in watching the brilliant flashes from the phosphorescent waves or the softer light of beauteous eyes. And the sons of Har-vard proved themselves as well versed in the more gentle arts as they have already shown they are in the more arduous duties at the oar. Many and warm were the friendships formed, and who shall say that when our little household was broken up at the termination of the voyage, that the partings were less full of re-gret than those from friends of longer standng across the wide Atlantic.

THE NEW RAILROAD WAR.

A Beview of the Situation-The Real Cause of the Quarrel.

We publish upon an inside page an account of the fight over the Susquehanna Railroad. The following from the *Tribune* will aid the

The following from the Tribune will aid the reader in getting a proper comprehension of the exact situation: Originally the 'Albany and Susquehanna Railread was built as a local enterprise, with the object of opening up and improving the country through which it runs. Appreciating the importance of its draigns, the Legislature granted it considerable subsidies, and the towns and cities along its route. following suff, sub-scribed liberally to its stock. But these subsidies and contributions seem to have been insufficient scribed liberally to its stock. But these subsidies, and contributions seem to have been insufficient for the building of the roads and the directors allege that they were compelled to issue a large amount of stock which they sold at \$25 per share of \$100, while the law positively forbade the sale of the Company's stock at less than par. The question of the validity of this sale is now the groundwork of nine legal suits and considerable illegal squabbling; but it must be understood that each of the suits has bear-ings independent of this question. To give a clear understanding of the im-portance of the road to Erie, it may be stated that at Binghampton it connects with the

that at Binghampton it connects with the Erie line, and through it with the whole system of Western roads under its command. At Albany it joins the Boston and Albany Railway. Thus it will be seen that the Erie Dailway. Railway, once in possession of this road, would have a route from the West to New Rallway, once in possession of this road, would have a route from the West to New England so direct as to prevent any successful competition, excepting on the part of the New York Central Railroad. Another important consideration in the eyes of the Erie magnates is the coal trade of Albany and the river towns, and the inland towns of New England, which is now in their possession, jointly with the Delaware and Hudson Canal. Binghamton is rapidly becoming a great distributing centre for this trade, and the Delaware, Lackawanna and Western Railway Company will soon complete a road direct from Scranton to that city. As Erie and the Canal Company have hitherto monopolized this trade, and as it is understood that the present directors of the Albany and Susquehanna Railroad are in favor of leasing to the Delaware and Lackawanna Railway the right to run their coal trains over the road, thus destroying the coal monopoly, it would obviously benefit Erie to obtain control of the Albany and Susquehanna Railroad, or at all events to denose the contentacions directory obviously benefit Erie to obtain control of the Albany and Susquehanna Kailroad, or at all events to depose the contunacious directors. The consolidation with Erne is opposed by the directors, for two reasons. First, they claim that the road was built to accommodate local trade. If it be placed under the control of the Erie road it will lose its primary object, and the local trade will be forced to give way to through traffic, and to pay heavier tariffs. They argue on well established prece-dents, they say when they assert that in all of the large railways, made up of many roads, but more especially of Erie, local trade is made subservient to a through traffic, and the former is taxed more than double (in proportion) than the latter. Their second reason for opposition is the coal trade. second reason for opposition is the coal trade. For the interest of the section of the country through which the road runs, and for the interests of the road as well, they desire to break up the Erie monopoly in the coal trade, thus cheapening the fuel raised in all the river towns, and in all the inland towns of New England, and as a natural consequence, in-creasing the consumption and their own freight traffic.

The Raid on the Susquehanna Railroad. [From the Albany Argus, of Thesday.]

FACTS AND FANCIES

F. L. FETHERSTON. Publisher.

PRICE THREE CENTS

(For the Philadelphia Evening Bulletin.) What Matters It : It matters little where I was born, Or if my parents were rich or poor Whether they shrank at the cold world's SCOTI.

Or walked in the pride of wealth secure; But whether I live su honest man, And hold my integrity firm in my clutch, I tell you, my brother, plain as I can, , It matters much !

It matters little how long I stay In a world of sorrow/sin and care;

Whether in youth I am called a way, Or live till my bones of flesh are bare; But whether I do the best I can To soften the weight of adversity's touch On the faded check of my fellow man, It matters much!

It matters little wlizre be my grave, Or on the land or on the sea;

By nurling brook, or 'neath stormy wave, It matters little or naught tome; But whether the angel of death comes down

And marks my brow with his loving touch, As one that shall wear the victor's crown: It matters much!

RICHARD COK.

-Illinois'is the first northwestern State to employ-colored militia.

-A young Californian recently had his father arrested for profanity. -Prince Arthur will leave for America in the City of Paris Angust 14.

-Kansas promises that her population shall be 450,000 when the next census is taken.

-A jockey club is about to be established in St. Petersburg, the members of which for the present will be limited to the number of 500. -In some parts of Georgia the cotton plants are so heavy with bolls as to break down, and two bales to the acre are expected.

-John Bell, of Tennessee, is in failing health and there is no hope of his permanent recovery.

-In 1860 there were but 402 miles of horse railroad in the United States. It is estimated that there are at least 4,000 miles to day.

-The appointment of Mr. George William. Curtis as President of Michigan University is advocated by influential journals in that State. -The Pope has appointed a Nuncio for the Kingdom of Norway, who is expected soon to be installed.

-"The German Princess", plaintively itemi-zed by the New Orleans *Picanino* as plebeianly slinging beer in a saloon of that city, turns out to be no Princess at all.

The marriage robe worn by the Princess. Louisa, of Sweden, at her recent marriage to the Prince Royal, of Denmark, was manufac-tured at Berlin, and cost \$24,000.

-The Sheriff has levied on the property of Elisha Sprague to the value of \$40,000 to sat-isty, the judgment in the breach of promise case brought against him by Miss Craige

-The Pinte Indians: accuse the whites of having changed the climate of Nevada. They say it rains now more than before the coming of civilization.

-A western editor congratulates a neighbor that the entire management of the paper has been given up to Mr. S. Cissors and Mr. P. Aste. -The Utica Observer says : "There are 8832-6780864328086432807643280764224412007087497344-801212208 more files this year than last by actual count. -The Chicago Post says, "a citizen of Hastings, Minn., threw up a copper nuggeb weigh-ing thirty pounds, while excavating the strees in front of his house." It must have been a very unhealthy job to have affected the map as the Post records; perhaps, though, he has no stomach for his work. -The vines in the Venetian provinces are Vitis. They are so small that it takes 7,000 of them to weigh two pounds. Luckilythey can be shaken off the leaves in the early maning. and then destroyed. -M. Louis Ulbach thinks Louis Napoleon's moustache a mark of weakness, and in gene-ral he thinks this ornament is worn to con-ceal the weakness or wickedness that would be apparent if the upper lip were allowed to be seen. —Dr. Beecher, in describing the Wilson strawberry, says: "It shoots forth from every separate atom of its composition so sharp an acid, that one would think that the juice had been made of needles dissolved in nitric acid!" The Doctor delicately designates the stomach as "the point where the vest stops." Parther Haminthe the function militie or be seen. -Father Hyacinthe, the famous pulpit ora--- Father Hyacinthe, the famous pulpit ora-tor of Paris, lately declared at a meeting off the Peace Society in Paris, that there are "three religions in the world-the Jewish, the Catholic, and the Protestant-all equal in the sight of God." A singular utterance for a Roman Catholic priest. -The Memphis Avalanche takes a pleasant view of Hon. E. M. Stanton, as "the murder-ous two-legged hyena, every fibre of whose vile carcas is saturated with gore, his jaws dripping with crimson froth, reeking with the blood of half a million follow-beings sacrificed to the Molochs of hellishambition, fanaticism and hate." -There is comfort for men of cramped reources and numerous families in the ing advertisement of an undertaker in New York City, which is conspiculously posted in a car of the Third Avenue Line: "Economical a car of the Third Avenue Line: "Economical Burial. A handsome coffin and plate, hearse and carriage for \$25 at —." Quite appro-priately, on one side of this appears the adver-tisement of a quack doctor, while on the other the merits of a patent medicine are prochimed in glowing terms. -Madame Dora d'Istra (Princess Massals) writes as follows on the woman question: "It will be with the political status of women as with the colored face. The gravest objection with the colored face. The gravest objection might no doubt have been urged against the latter. Physiology, politics, and history sup-plied specious arguments to their opponents. But when certain currents are once formed in the public mind, they end by sweeping away all obstacles, even those that were regarded as impregnable. This is sufficiently exemplified by the progress of universal suffrage times years ago this was regarded all over Europe as a vain illusion, unworthy of the consideration of a thoughtful statesman. Nevertheless, it has already made sufficient conqueets in western already made sufficient conquests in western Europe to justify the prediction that eastern Europe, too, will be obliged to adopt it." -Broke! broke! broke!

An insurrection, in a Carlist sense, has broken out in Spain; but I am disposed to consider it as trivial, and unsupported by any forces sufficient to make it really dangerous to the Government.

A case was tried two days ago before one of the civil tribunals of Paris, which is worth mentioning, perhaps, as a trait de mœurs, although the chief party to it is not of a class to which frequent allusion is desirable. One of the most distinguished, or rather distinguishable, females of the demi monde in Paris is a certain Mile. Anna Deslions, who drives the most brilliant equipage and wears the finest clothes of any among the crowd of fashion in the Bois de Boulogne. But the individual in question pretends, it appears, to far different tastes from the above, and has a turn for the intellectual as well as the material and sensual. She has a taste for books, at least for the outside of them, and indulges in rare editions and costly bindings. The bookseller who was favored with the custom of this singular patron of literature, was the well-known M. Fontaine, of the Passage des Panoramos, whose store is frequented by so many American bibliophilists. Here M'lle. Desllons ran up a little bill of some 8,000f., and amongst the catalogue of her choice acquisitions, I find the following: A Livre d'heures, illustrated by Mathieu and bound by Cape (the most celebrated artiste in that line in Paris or perhaps in the world)-price 700 francs. An Imitation of Jesus Christ," also bound by Cape, 800 francs: A beautiful volume of La Fontaine, 800 francs. A speech of Prince Napoleon's, which had been, it appears, to the lady's taste, and also sumptuously bound. M. Fontaine also supplied her "library" with the works of Spinoza, Homer, Sophocles, de Maistres, Châteaubriand and a grand collection of French Classics, with Dore's illustrated edition of the Bible. In short, any one casting his eye along Mlle. Deslions's shelves would have conceived an elevated opinion of that lady's religious and classical acquirements, to say nothing of her taste for artistic bindings. To my mind there is something infinitely more shocking in the pretensions which these creatures thus exhibit in the above line (especially when one considers how they are supported)-than when one sees them flaunting in their peacock's feathers in the broad glare of day. It is curious, too, to mark the sort of hankering they so often ex-

"J.L." further says that there is a lake or-fresh, good water within one hundred yards of the sea, but it is very diminutive. This is literally true. The lake is not as large as Superior or Huron, but it is large enough to be both beaufful and useful. But what opti-tical defect atflicts "J.L." that he failed to see the second lake atfli bearar the decay which tical defect atflicts "J. L." that he failed to see the second lake, still nearer the occan, which lay within fifty yards of where he must have stood, and which is fully a mile in length, and in _some_places a fourth of a mile-in width? Was he looking for "ex-ternal evidences" of fish, none of which, he informs your readers, existed? After his signal failure to see Lake Newbold, I am not surprised that his fishing in Reho. both bay was so ineffectual; but my astonish-ment is great that he discovered such things-as blackberries and crabs, and I think he has been remissin his "duty to his fellow-citizens," because he has failed to inform them whether both grow on bushes or are found in the bay. Will he please inform the public whether he found the crabs by "external evidence," or by the acutences of his xiston? But, Mr. Editor, prejudiced statements are

But, Mr. Editor, prejudiced statements are not arguments, and I would most respectfully present the following points, which I will sub-stantiate by good and sufficient testimony at any time.

1. That the Beach at Rehoboth is, in every

2. That the fresh water lakes spoken of by "G.J. H." do actually exist, and that nothing like them can be found on the coast of th United States. 3. That Reholioth Bay is the most beautiful

sheet of water, and the afest for bathing, that

lies between Cape Cod and Key West. As to when all these advantages will be utilized and made attractive to the pleasure-seekers of the country the future must determine, but with railroads nearing Rehoboth every day, the time cannot be remote when it will be numbered among the "cities of the sea.' G. A. R.

POLITICAL.

"THE PRIDE OF THE VALLEY."

How he "Runs" at Home.

of our Valley" ran but four votes, on an aver-age, ahead of his ticket.

- AMUSEMENTS.

-Duprez & Benedict's Minstrel Troupe opened on Monday night at the Arch Street Theatro, and have thus far met with great and well-deserved success. There will be an entertainment every evening this week, with a con-stant change of programme.

-The Walnut will be re-opened on Saturday evening, August 14th, with the new sensa-tional drama, *Duty*, which will be produced with a fine cast, new scenery and excellent mechanical effects.

Afterly Captain H. E. Kier had command. THE GERMANIA ON FIRE IN 1864. Already once this splendid vessel came near destruction by fire; during one of her earliest trips from Hamburg to New York. It was on the morning of the 24th of January, 1841, when off Newfoundland, and while sfearing through extensive flakes of floating ice, that the worth helow observed smoke issuing from the watch below observed smoke issuing from the lower deck into the berths occupied by the steerage passengers. Captain Ehlers was im-mediately informed of it, and he summoned the officers and crew to his assistance. Orders were given that nothing of the occurrence should be communicated to the cabin passengers. The people in that part of the steerage below which the fire was dis-covered were removed to another part and of the steerage below which the nre was dis-covered were removed to another part and placed under guard, but were assured of their safety. The deck was then cut through, and five streams of water poured on the fire be-neath in the hold, and it was thus fortunately extinguished before any person in the cabin had the least intimation to what terrible dan-

had the least intimation to what terrible dan-ger they had been exposed, and that, but for-the prompt and energetic action of Captain Ehlers and his subordinates, the fate of the Austria, in 1858, might have been theirs. The Germania sailed from this port for. Cowes (Southampton) and Hamburg, on Tues-day of last week, the 3d of August, at two P, M., the regular sailing day of the Hamburg-steamships.

THE WRECK. The first intimation of her loss was the reccipt, by the general agents of the picket company, Messrs. Kuhnlardt & Co., 61 Broad street, from the North German Consul at St. John's, Newfoundland, a despatch to the fol-

lowing effect: Sr. Johns, N. F., Aug. 10.—The Germania is a total loss at Trepassey, off this coast. The passengers and crew have been saved. A teamer has been sent there to bring them to his port. R. H. PROWSE. The locality given in the above despatch is near Cape Race and somewhat to the this port. near Cape Race and somewhat to the north-west of it, on the southwestern coast line of Newfoundland. Trepassey Bay is situated in longitude 53 30 west of Greenwich (about 23 60 east of Washington), and about 46 50 north latitude. No particulars of the disaster, no precise statement of the cause of it, have been precise statement of the cause of it, have been received, but it is presumed by some of those who, as seafaring men, know the surround-ings of that part of the Newfoundland coast, ings of that part of the AceNounthand coase, that the Germania must have run, or rather been driven, upon a rock during the night by the tremendous sea just now raging there. When the above despatch became known it when the above despatch became known it

created quite an excitement, for though affirmfrom the passengers and crew were saved from the crumbling wreck, it did not state whether they were brought to the shore or still left to treacherous fortune upon the seething waves in open boats. A second deseething waves in open boats. A second de-spatch, however, dispelled all these doubts. It

ST. JOHNS, N. F., August 10, 1869.-The passengers and crew were successfully landed at Trepassey, and a tug has gone to their asistan

This was assurance that the entire number of human beings which had left New York on the vessel were safely returned to dry land, and would soon be taken care of by the agents. of the company. The apprehensions, if any were yet felt by those who had friends, relatives or even acquaintances on board, were further quieted by learning of the receipt of

the following: Sr. JOHNS, N. F., August 10, 3.31 P. M.-To Kuhnhardt & Co., New York: The passengers and crow are still at the scene of the wreck. A tug left this morning to bring what she can carry here. The latest information is that the Germania is a complete wreck, that she is breaking up and fast disappearing under the continuous shocks of the tremendous blows of the waves shocks of the tremendous blows of the waves breaking up against and over her. One de-spatch last evening expressed the belief that besides the passengers and crew the mails were also brought safely to land, but nothing upon which this belief could rest was men-tioned. The vessel, cargo and specie are a total loss, and in all probability also the bagtoral loss, and in an probability also the bag-gage of the passengers, who; if the disaster happened at night, as appears to have been the fact, must have been in their berths, and very likely could save but little of their wardThe Race---Will there be Fair Play?

The London correspondent of the N. Y. Times writes as follows: The season has gone with the fight over the bill. In ten days Parliament will be pro-rogued, and London empty of all who are able to get out of it. The interest of the few re-maining millions will then concentrate upon the international boat race between Oxford and Harvard, a few miles un the riser. The the international boat race between Oxford and Harvard, a few miles up the river. The Harvard boys, who are declared to be mar-velous specimens of manly beauty, have a nice house by the riverside at Put-ney, with a garden running down to the water, and they are trying their boats-try-ing the Thames-getting the bearings, and going into regular training. The Oxford crew has its own little villa, lent to them by the pro-wrietor, nat far distant, and the trains, omnlprietor, not far distant, and the trains, omniprietor, not far distant, and the trains, omm-buses and steamers already carry hundreds of people daily, who take a pleasant trip into the prettiest suburbs of London to get a glimpse of the rival crews. The betting men are eagerly studying the prospects and chances. They are wary now, but as the ex-citament rises orbit sums will be ventured.

chances. They are wary now, but as the ex-citement rises great sums will be ventured, and then will come the desperate desire to win. The betting men who would not hesitate to poison a horse or rider, will do their best to foul a boat. I believe, however, that every effort will be made to give the Har-vard how four play and that it will be that every energy will be made to give the Har-vard boys fair play, and that it would be satis-factory to many to have Oxford beaten, be-cause they think it would please the Ameri-cans. So the Harward crew will steer around all sorts of currents. If the day could be fixed, the river banks would be as crowded as the Epsom Course on Derby day. As it is to be the first fine day of four, there will be no back of spectators,

-In a chancery suit pending in Chicago there are one hundred and five defendants.

We think it must be evident to the Erie Railroad directors that their movempon the Susquehana Railroad failure Law is a game of ment is a failure. Law is a game at which two can play; and unluckily for the Erie operators, they disclose all their tricks and devices in their previous performances The citizens of Albany have had the advanage of twenty-four hours in time and one hunlied and fifty miles distance over these New York parties: While Admiral Fisk has been sailing up and down the river the Albany party has instituted pro-ceedings, secured orders, obtained the ap-pointment of receiver, and taken possession pointment of receiver, and taken possession of the property of the road. Fisk, in his last expedition, sailed right into the jaws of the court, on a process of contempt. We suppose the contest in a legal point of view is substan-tially ended. If Judge Barnard does not with-draw the orders obtained from him by false representations, it will be the duty of the court here to treat them as they deserve, and to enforce the law against those: Who attempt to take advantage of this abuse. But we do not refer to the matter for the purpose of disto take auvanting of this abuse. But we do not refer to the matter for the purpose of dis-cussing the legal questions involved. What is important to our citizens, and what this extraordinary struggle has illustrated, is the immense, value of the road in its rela-tions to the other routes of trade and travel, such as the maturial davalorment of the such and to the material development of the coun-try. It is one of the most important avenues to the coal mines. It is a connecting link be-tween the West and New England and Northern New York. It is the terminus of the broad gauge line from Chicago, reaching tide-water at Albany. It is a rival of the Cen-tral Railroad, and can defeat its tendency to monopoly. It is not important what set of men are Directors in the read. We care nothing about that. But the road is essential to the prosperity of Albany; and it is the in-terest of all our citizens that it should be preserved as an independent corporation, not subservient to any other company or interest.

FROM NEW YORK.

NEW YORK, Aug. 11.-Edward R. Jones, George Phiff and David R. Morrison, brokers, who pleaded guilty to violation of the usury aws, were vesterday fined \$250 each by Judg laws, were yesterday nned \$200 each by Judge Cardozo. Emanuel Rnight and Reuben W. Howe, for same offence, were fined \$500 each, and Charles A. Macy \$400 on each of two in-dictments. George Watts, another broker, was fined \$250 and sentenced to be imprisoned

Twenty Cuban prisoners have escaped from Fernando Po. Three of them arrived in this city-yesterday by the Comard steamer, and the others are expected to follow in a few days. The Union Republican Central Committee wat lost night and addread a Committee met last night and adopted a Constitution, and decided to hold an election for permanent officers on the 17th inst.

The Fifth Company of the Seventh Regi-ment eelebrated their anniversary yesterday by an excursion to Staten Island, and a

Two more firms signed the new price list of the tailors yesterday, and it is said that twelve others will sign it to-day. The strike will probably last but a short time longer. At the meeting of the Woman Suffrage As-

At the meeting of the woman suffrage as-sociation vesterday, Mrs. Wilbour read an essay on the rights and duties of her sex, which was well received. The printed peti-tions for a Sixteenth Amendment are now in circulation for signatures.

-A flying toad, now in Wushington, was captured in a seine at Cape Henry, a few days since. It is of most singular conformation and of beautifully ivariegated hues, measuring about six inches in length, with a perfectly flat, bony back, eyes wide apart and in the centre of a circle, capacious mouth, and fins as large as wings about the centre of the body on each side.

-Mr. Saul S. Henkel, of Ohio, has bought the debris of the late National Intelligencer.

-The metrical system of weights and measures has been introduced in the republic of Uruguay, since January last, and heavy fines are imposed on all parties not using it,

-Broke! broke! broke! And the world has gone down to the sea. And I would that my wallet could farmish. Wherewithal to transport thither me.

Oh, well for old Spriggins's heir; He can drive with his chestnut and gray : Oh, well for old Robinson's son, He can sail in his yacht on the bay ;

While a little snip sits there; In his shop at the foot of the hill, And he says that Fowe for the coat on my

Well, I think I shall owe for it still.

Broke! broke! broke! Oh, wouldn't I go down to the sea. If the vanished stamps of a day that's dead Would only come back to me!