THE DAILY EVENING BULETIN—PHILADELPHIA, TUESDAY, OCTOBER 5, 1869.

NEW PUBLICATIONS.

NEW EDITIONS.—The fine household edition by Messrs. Fields, Osgood & Co. of the works of George Eliot, now includes Adam Bede, The Mill on the Floss, Romola, and Felix Holt. It is a very neat issue, corresponding with the form in which this house have brought out the novels of Charles Reade and Thackeray; it is legible and very tasteful in its press, and quite a some protection from the letter of the authoress, published in fac-simile with each volume, indicating her opinion that the American edition of her works shall appear under the auspices of Messrs. Fields, Osgood & Co. This edition is sold by Turner Bros. & Co.

Messrs. Harper & Bros., upon the appearance of George Eliot's novels in this form, lost no time in preparing corresponding buildings for the pages of their own issue of the same works. The Harper "library edition" is illustrated, and sold at a cheaper price. The page is not divided into two columns, as in the Boston issue, and the margins have been trimmed off almost entirely, to bring the books down to the size of their rivals. Sold by T. B. Peterson & Bros.—Taking advantage of this under-bidding between rival houses, everybody who appreciates the exquisite fictions of George Eliot will wish to possess her writings, all too few as they are, in a pretty set, at a nominal price.

The complete poems of Whittier, including such late productions as have been appearing within the last few years in the collections called "The Panorama," "Home Ballads," "In War Time," "Snow-Bound, and other poems," "The Tent on the Beach," and "Among the Hills," are now compiled by Messrs. Fields, Osgood & Co. into two portly duodecimo volumes of more than five hundred pages each. Few poets of modern times have been so voluminous as Mr. Whittier, and of few indeed could it be so sincerely wished that their prolific powers had been less active. Every one of the "occasional" poems of the Amesbury bard has been the true voice of the hour, whatever might be the event in question, whether war, science, in eloquence and fire, of the opinion beginning to form in the breasts of the good men of the country. Such a man is the schoolmaster of the race. No nation of the world, at this moment, possesses a bard so watchful of her higher history, and so obedient in pouring out, at the right instant, the warning inspirations and oracles of Clio. The issue now presented is very handsome, in antique type, on tinted paper, bound in imitation-Turkey with gilt back, top and side. A speaking portrait is bound with the first volume. Sold by Turner Bros. & Co.

Appleton's "Globe Edition" of the poets is now completed, according to the title, by the addition of Mrs. Hemans's works, in two volumes. The present issue is from the last English edition, edited by the sister of the poetess. Mrs. Hemans's poems, long, short, and short, amount to something like five or six hundred, in which large number there is not one composition which is not generated with the true feminine purity and loveliness of the writer. Sold by Claxton, Remsen & Haffelfinger.

T. B. Peterson & Bros. send us specimens of the following novels published by them—"The Initials," by Baroness Tautphœus, one of the most beautiful, and justly one of the most popular, of the German novelists—a work proved such an attractive element in the new literature of the day; price $1 75, cloth. "Dream Numbers," an Italian romance by T. Adolphus Trollope, who is a monarch of undisputed sway in delineating the scenes of Tuscan life; neatly bound and sold at the same price. "The Miser's Daughter," a story with an absorbing and complicated plot, by Harrison Ainsworth, the popular narrator of horrors; price, in paper covers, one dollar.

ITALY.

Radical Agitation Against Existing Monarchism.

The *Opinione Nazionale*, published at Florence, contains a manifesto drawn up by Signor Minghetti, proposing the only solution to the Roman difficulty they admit as possible. According to a statement made by Italian national sovereignty has hitherto been but an empty name. As soon as contested it has always been withdrawn and even alienated, and this because Italy when it was reorganized had not adopted as a military system, from which they conceive there can issue but two results—anarchy or Caesarism. In the opinion of the Italian enlightens democracy is a principle which involves the restitution of all the sacred rights of man. The author suggested is that Italy should resume the ancient municipal form of government it enjoyed under its early kings, when every city was the centre of the government of a large circle of territory, possessing within its circumscription its own industrial, agricultural and intellectual elements of existence, styled in ancient times communes or republics, each depending on, and subservient to, the national sovereignty. The vitality of these social groups in ancient Italy, it will be remembered, was so great that they successfully resisted the powerful domination of Rome, as well as that of foreign invaders. In the document it is proposed that Italy should possess from 150 to 200 of these municipal centres, each containing a population varying from 150,000 to 200,000 souls. These should elect, by universal suffrage, a municipal council, which council would be empowered to elect a Syndic. This governing body to have the sole power of imposing taxes on its own population, of administering justice both in civil and criminal cases, of organizing its police, of educating its people, and of arming its members, as a portion of a national year a certain number of men should be ready to serve the country, by which means the necessity for a standing army would at once disappear. Each of these communes would elect a delegate to appear at the National Assembly. An Upper House or Chamber would then be constituted, which would be composed of "municipal delegates" entitled a National Assembly, which would have the responsibility of the foreign policy of the country; the declaration of war, the maintenance of peace, the negotiation of treaties, the out of national roads, telegraphic lines and railways, and all works of public utility, the regulation of weights, measures and coins, and the supreme direction of public affairs, the internal government being entirely managed by each separate commune or municipal circumscription. Thus the sovereignty of Italy would be secured by the full possession of itself and its own powers of self-defence. Such are the radical reforms which *gli estremi*, who sign this *proposto Roma*, call upon their brethren in Rome to inaugurate, as published in the columns of the liberal organ at Florence.

JAMES BROWN & Co., of New York, have brought suit against Fisk & Gould for $2,500,000, the amount lost by a sale of $7,000,000 of gold to the latter parties.

THE GREAT FRESHET

ADDITIONAL PARTICULARS

PHILADELPHIA, October 4, 1869.

During yesterday afternoon and last evening the freshet in the Schuylkill subsided somewhat, and the water did not pour down so angrily as it did during the morning.

The very full account of the freshet in the BULLETIN of yesterday gave a general idea of the damage done, but where there are so many sufferers it would be impossible to give in detail individual cases.

The following firms at Thirteenth and Chestnut streets have lost large quantities of lumber, but their loss cannot even be estimated: Trunick & Parker, McIlvain & Bunter, Cousins & Slack and Sloan & Good. The saw-mill of Keen & Co., near by, is overflowed, but the loss is not known.

J. W. Jones & Co., cord-wood dealers, at Thirteenth and Chestnut, have lost a large quantity of wood.

John D. Ward, coal and wood dealer, at Twenty-fourth and Chestnut streets, suffers heavily, as his whole place is under water.

The City Mills are flooded out and suffer much damage.

The scap works of G. Cook & Sons and the oil-works of W. Hubbard are completely saturated.

Sayer & Brothers, lumber dealers, lose part of their stock.

The coal yard of John Kennedy, oil works of Laird & Co., soap works of Van Haagen, McKeone & Co., are all more or less damaged.

The oil works of Vaill Greenwood, at Thirteenth street, below Chestnut, are all under water. Their loss cannot be ascertained definitely, as they have two tanks full of oil, and it will depend on whether the pipes are broken or not whether it has escaped. About fifty barrels of oil and two hundred empty barrels floated off.

The engine-room connected with the Pennsylvania Railroad machine shop is almost hidden from sight by the raging waters.

The lamp-black factory of Wilson & Co., below the Wire Bridge, is submerged in the lower part, and the loss will be heavy.

The extensive oil-works of Remshard & Street, below the Wire Bridge, are overflowed, and will suffer great damage. About fifty barrels of oil and one hundred empty barrels floated from the works. There is a large quantity of valuable machinery in the works, which will be badly damaged.

Sharp's fire-arm factory, at the west end of the Wire Bridge, is damaged somewhat in the lower story.

Above the bridge, several lumber yards and taverns are completely surrounded, but the loss will not be very heavy.

At the western end of the Chestnut street bridge, K. Jones & Son, manufacturers of term-cotta drain-pipe, are the losers of a wharf, upon which they store the pipe prior to their works. Their wares were protected from the weather by sheds; the flood nearly covered the sheds. The firm will lose about $500.

The fence surrounding three sides of the West Philadelphia Skating Park, at Walnut street, was demolished. The Almshouse meadows were overflowed, and the property on the west bank of the river below them was more or less damaged. Six spans of the bridge of the Point Breeze branch of the Pennsylvania Railroad Company, nearly opposite the Almshouse, were carried away yesterday. The cellars on Thirteenth street, from Chestnut street to Sansom, are filled with water. The lower wharf of J. S. Bickley, at Sansom street, was submerged, as were also the shanties, sheds, &c., of J. K. & M. Freedley and J. S. Baird, and H. Barker & Bro.'s granite-yard at Walnut street. The stables of the firm were flooded. Their loss, however, is not serious.

Baker & Smith's coal wharf, and the wharves of W. H. Phelan and Harbert, Davis & Co., lumber dealers, at Locust street, were completely covered by the broad river. The lumber firms lose several thousand dollars by the floating off of boards, joist and lathes.

The storage house of the Penn Ice and Coal Company, at the foot of Spruce street, containing 2,500 tons of ice, valued at $30,000, was under water during the flood. The ice is supposed to be a total loss.

Allison, Flinn & Co. had a large quantity of cord wood piled on the ice company's wharf, which was carried away.

Jesse Williams, coal dealer, opposite the ice company's property, suffers slight damage to his stables and fencing, and also by some of his coal being swept into the dock.

The basement of the worsted mill of Grist, wold, Chase & Co., on the south side of Spruce street, was filled with water, which damaged the machinery considerably, and caused a stoppage of the hands.

A fine street wharf are the coal depot of Donaghy & Watt, and the Cold Spring Ice and Coal Company. Their stables and offices were flooded.

J. S. Lowry & Son, wood dealers, at Lombard street wharf, are heavy sufferers, losing a part of their stock.

S. Engel & Co., coal dealers, at the same dock, lose slightly.

Maule & Bro., and John C. Savery, lumber dealers, opposite the Naval Asylum, suffer considerable loss by their stock being carried off of their wharves.

Several dwellings on Chippewa, Clay and other small streets facing the river have water in their cellars and first floors.

Some trifling damage was done at the Arsenal property and at the coal-oil works just below it. A large coal-boat lodged against the bridge of the Pennsylvania Railroad Company, just below the oil works, toppled the pickets of the span of the bridge; it was swept down from near the Falls.

All the meadows and lowlands were submerged, and some fields containing crops of corn and vegetables were likewise covered with water and the crops either floated off or ruined.

On the wharf of the Richmond Granite Company, at South street, a number of immense blocks of granite and heaps of Belgian blocks were stored. The maddened current rolled around these, causing large quantities of cordwood, logs, boards, shingles, lumber and other material to float into shore, where they were stranded. Hundreds of cords of cord and pine timber are piled up at this point, besides heaps of other lumber, portions of houses and fences.

About noon a train of freight cars was run over the Pennsylvania Railroad bridge. The last car had just passed over the trestle work crossing the Almshouse meadows when the structure gave way, and the train went down with the structure.

Below Gray's Ferry bridge the flood began to wash over the top of the meadow banks between two and eleven o'clock and soon after a number of breaks were made in the bank itself. The water flowed swiftly across the low meadows, and they were soon submerged as far as the eye could reach from the bridge. The water was far over the tops of the fences. Cattle-sheds, pens and outhouses and all floating materials, including shocks of corn and bean hay, were carried off. Everything in the shape of crops on the ground, such as corn, potatoes and fodder, were overwhelmed, and to a large extent destroyed. Some of the cattle on the meadows were swept away. Indeed, the meadows looked like an immense lake. Within sight of Gray's Ferry bridge, two large canal boats loaded with wood were carried far inland. Ten freight cars floated by the bridge. Considerable apprehension was felt that the canal boats and cars might lodge against the piers of the bridge and carry them away, but down to six o'clock no damage had been done to the structure, although the fierce flood was dashing between the piers like the rapids above Niagara.

The overflowing of the Schuylkill meadows backs up the water in upon the Philadelphia Wilmington and Baltimore Railroad, the track being submerged from Gibson's (just below Kaighn's Point, Camden, opposite the Bell road, and somewhat below it. This stopped the passage of all trains from about 11½ o'clock, for officers of the road very properly declined to run their trains over a track they could not see. At two o'clock there were trains had arrived from the South, and were all halted at the Bell road, and thence the passengers came to the city by way of the Darby street cars. Quite a lively trade was done by the residents owning vehicles in transporting the passengers from the railroad to the street cars, about a mile distant.

A gentleman who has resided in Manayunk for forty years says the water was higher yesterday than in the great freshet of 1839, and this morning higher than in the freshet of 1850. It is estimated that the damage done in the vicinity of Manayunk will reach one million of dollars, and that the repairs cannot be made during this season.

THE FRESHET ELSEWHERE.

PENNSYLVANIA.

READING, Oct. 4.—The freshet that visited Schuylkill Valley to-day was the most disastrous since that of 1850, doing but little less damage to property. The rain commenced heavily at about three o'clock on Sunday morning, and fell without intermission until the same time this morning, when six and three quarters inches had descended. Two-thirds of this quantity fell on Sunday night, the rain pouring in torrents from about ten o'clock.

At one o'clock this morning the fall was the heaviest for years, producing a perfect roar upon the roofs of houses. The effect was immediately apparent upon the Schuylkill, which rose rapidly on Sunday night and this morning. At eleven o'clock it reached twenty-two feet above its ordinary level, some three feet less than in 1850. The flood at six by clock, was at the rate of about a foot an hour.

Fortunately the great rise occurred in the daytime, or a loss of life might have been the result. No person was drowned at any point near here, so far as heard from, though many were rescued at considerable peril. The lower part of the city was completely submerged, and some seven dwelling houses were carried away. One span of the Lancaster bridge was swept off by floating canal boats and lodged on Penn Island, about a mile below the city.

One span of Poplar Neck bridge, three miles below the town, was also destroyed by the same means. So far as known these are all the bridges between Norristown and Pottsville that have suffered seriously. A number of boats lying at the dry docks of the Schuylkill Navigation Company were swept away.

The damage along the river front of the city is very considerable, the greater portion of the water unlades to its ordinary level, but it is very great. The lumber yards suffered, and also several of the iron-works. At the gas works the fires in the retorts were put out, and the water leading into the city were filled with water, owing to the wrenching off of the lamp posts by passing timbers.

For the first time since the freshet of 1850 the city was, to-night, without gas, and the streets presented a dreary appearance, the stores nearly all closing by dark. It is believed that the gas supply will be resumed to-morrow afternoon. Many families have lost heavily in furniture, and some are entirely homeless.

The Mayor has called a town meeting on Wednesday night, for their relief. The scene along the river front, this morning, was pitiful. Lumber, boards, fences, &c., floating down the Schuylkill Navigation Company was swept away.

The Superintendent was unable to get much information to-day in regard to the condition of navigation, but it is known that none of the locks above the Reading were left, or swept away, and that the canal is uninjured above.

A special dispatch was received here stating that about seventy-five feet of the bank in what is known as Mitchell's bevel, below Schuylkill Haven, was carried away. The bank, which is known as the upper portion of the bevel, was washed down, and the culverts all over the city were torn up and cellars filled.

Railroad travel was interrupted in every direction excepting on the Reading road from here to Pottsville. We have had no railroad communication with Philadelphia all day, in consequence of the track being submerged for some miles below Norristown.

The Philadelphia, Reading and Pottsville telegraph line is also carried away at this place. The morning trains down to-day returned this evening from Norristown. Five small bridges are said to be washed away on the East Pennsylvania Railroad between here and Allentown.

At Robesonia, on the Lebanon Valley Railroad, four miles from Reading, a bridge and some three hundred feet of the track were washed away, but the damage was repaired, the morning train from Harrisburg being delayed only about half an hour.

It is said that railroad travel will be open to-morrow, again, in all directions. The water in the Schuylkill commenced falling at 8 o'clock, and by this hour (midnight) has got down some ten feet. No further damages are apprehended.

SCRANTON, Oct. 4.—Heavy rains have fallen for the past forty-eight hours. No trains arrived on the Lehigh and Susquehanna Railroad, the Delaware, Lackawanna and Western road has also suspended running. An embankment, 1,200 feet long, at Bell's Bridge, was washed out.

Several minor breaks are reported between Scranton and Stroudsburg. Heavy gangs of men are at work along the line. There was a great freshet at Mauch Chunk. Twenty boats went over the dam. The Lackawanna Iron and Coal Company rolling mills suspended work on account of the high water.

During the storm, a sewer in Elk street gave way, while a horse and wagon and three persons were passing over it, and they were all precipitated ten feet into the sewer. A boy named Peter Jones was fatally injured.

A brick stable, erected in Hudson by John Iool, was so badly damaged that it will have to be demolished.

A land slide occurred on the Susquehanna Railroad, near Normans Kill, and a cabin was carried away near Esperance. A bad break has occurred on the four mile level on the Delaware Canal, and part of the aqueduct has been carried away. At Hoffman's Ferry the river commenced rising at an early hour and carried all day.

BALTIMORE, Oct. 4.—The heavy and continued rains of Saturday night, yesterday and last night, have caused the greatest freshet ever known in this section. As early as two o'clock, this morning, the residents on Second street, South Bethlehem, were aroused from their sleep by the rushing of waters into cellars and basements of their dwellings, and in a short time the water filled the street and the lower portions of all the buildings.

At eight o'clock the Lehigh river had risen 11 feet, and continued to rise till 4 P. M., when it reached 1 point 10 feet above low-water mark. About ten o'clock an old gentleman and lady, who attempted to cross from the Canal bridge to the Lehigh bridge in a carriage, had a very narrow escape from drowning, by the overturning of the vehicle. They were rescued with great difficulty. The damage to property is immense.

The Lehigh Zinc Company's row of houses were completely flooded and badly damaged. Fayert's store is submerged. The cellar of Gaven Hotel is in ruins. The upper and lower floor of a building on Philadelphia road, known as Five Points, are under water, and the goods badly damaged.

The water has been falling since four P. M., and is now several feet lower.

ALLENTOWN, Oct. 4.—The freshet attained a height of over 21 feet. The lumber in the yards of David A. Taylor, below New Street Bridge, consisting of a large stock of newly-sawed stuff and seasoned lumber, was washed away. Loss not less than $7,000.

The Monocacy creek is very high, and about five times its usual width, covering fields and surrounding houses, barns, &c., all the way from here to Bath, where it washed away the lumber and dwelling of L. Barber, the family barely escaping.

The lumbery of Bedder & Bro. damaged to the amount of $2,000. Foundry of William Evans damaged to the amount of $5,000. Several of the railroad bridges below Bath were carried off.

The bridge across the Lehigh, at Catasauqua, was also washed away.

ALLENTOWN, 10 P. M.—The Island and Whisky Bridges over the Lehigh have been carried away, and the latter now rests against the iron bridge of the Lehigh Valley Railroad Company, which has both tracks full of loaded cars to prevent its being carried off. There is no telegraph communication with places up the river.

Along the banks of the Little Lehigh river, the destruction of property is immense. Grain sown down on the lowlands have all been washed away. Many houses were seriously damaged.

The brewery of Leopold Kern, and the woolen mill of Henry Gabriel, have suffered seriously.

The bridge crossing Turner street, in this city, was carried away, and not a vestige of it remains. The Cedar street bridge is reported unsafe.

A number of boats and an immense quantity of logs and timber are blocked up at Biery's bridge, Catasauqua. The depot at Bath, built in 1856. The flood rose six to eleven o'clock, was at the rate of about a foot an hour.

Fortunately the great rise occurred in the daytime, or a loss of life might have been the result. No person was drowned at any point near here, so far as heard from, though many were rescued at considerable peril. The lower part of the city was completely submerged, and some seven dwelling houses were carried away. One span of the Lancaster bridge was swept off by floating canal boats and lodged on Penn Island, about a mile below the city.

One span of Poplar Neck bridge, three miles below the town, was also destroyed by the same means. So far as known these are all the bridges between Norristown and Pottsville that have suffered seriously. A number of boats lying at the dry docks of the Schuylkill Navigation Company were swept away.

The damage along the river front of the city is very considerable, the greater portion of the water unlades to its ordinary level, but it is very great. The lumber yards suffered, and also several of the iron-works. At the gas works the fires in the retorts were put out, and the water leading into the city were filled with water, owing to the wrenching off of the lamp posts by passing timbers.

For the first time since the freshet of 1850 the city was, to-night, without gas, and the streets presented a dreary appearance, the stores nearly all closing by dark. It is believed that the gas supply will be resumed to-morrow afternoon. Many families have lost heavily in furniture, and some are entirely homeless.

The Mayor has called a town meeting on Wednesday night, for their relief. The scene along the river front, this morning, was pitiful. Lumber, boards, fences, &c., floating down the Schuylkill Navigation Company was swept away.

The Superintendent was unable to get much information to-day in regard to the condition of navigation, but it is known that none of the locks above the Reading were left, or swept away, and that the canal is uninjured above.

A special dispatch was received here stating that about seventy-five feet of the bank in what is known as Mitchell's bevel, below Schuylkill Haven, was carried away. The bank, which is known as the upper portion of the bevel, was washed down, and the culverts all over the city were torn up and cellars filled.

Railroad travel was interrupted in every direction excepting on the Reading road from here to Pottsville. We have had no railroad communication with Philadelphia all day, in consequence of the track being submerged for some miles below Norristown.

The Philadelphia, Reading and Pottsville telegraph line is also carried away at this place. The morning trains down to-day returned this evening from Norristown. Five small bridges are said to be washed away on the East Pennsylvania Railroad between here and Allentown.

At Robesonia, on the Lebanon Valley Railroad, four miles from Reading, a bridge and some three hundred feet of the track were washed away, but the damage was repaired, the morning train from Harrisburg being delayed only about half an hour.

It is said that railroad travel will be open to-morrow, again, in all directions. The water in the Schuylkill commenced falling at 8 o'clock, and by this hour (midnight) has got down some ten feet. No further damages are apprehended.

SCRANTON, Oct. 4.—Heavy rains have fallen for the past forty-eight hours. No trains arrived on the Lehigh and Susquehanna Railroad. The