THE MAMMOTH CAVE OF KENTUCKY.

A visit to the Mammoth Cave in Kentucky has enabled the writer of this to judge of the value of a recent publication of Messrs. J. B. Lippincott & Co., called a "Historical and Descriptive Narrative of the Mammoth Cave of Kentucky," by W. Stump Forwood, M. D. The book was lately noticed in this paper when it first appeared last spring; but a personal knowledge of the Cave is needed to understand its full value; and, after obtaining this knowledge, we are able to say that Dr. Forwood has written a description of this most marvellous of nature's marvels, which is faithful without being in the least extravagant, and which can be read and re-read with delight by every one that has ever visited the Cave. Repeatedly, since our visit, have its mysterious passages, silent waters, awful domes and vast chambers been brought before us by a few pages of reading his pages, and for this reason we wish to recommend the book to all who have ever been in the Cave. And to those who have not been in it, but who intend to visit it, we also recommend the work as one to study preparatory to the most novel and awe-inspiring of all the possible experiences of a tourist. It is true that no description can fully prepare a visitor for the wonders of the Cave; but this book of Dr. Forwood's contains much which, if carefully studied, will help exceedingly in a first exploration.

During the war of the rebellion the business of the Mammoth Cave suffered severely. Because pleasure travel was not possible or not safe in that region. It is recovering since the peace, but the number of visitors is still very small; and it is rather remarkable that there are in the hotel register almost as many names of foreigners—English especially—as there are of citizens of the United States from Kentucky and Tennessee. These latter States, of course, furnish a good many casual visitors, some of whom come on excursion frolics, or to get a subcutaneous marriage ceremony, or for some other trivial purpose. We made no accurate count—but we doubt if, among the names of the past summer's visitors, there were fifty from Philadelphia, New York and Boston combined. And yet the Mammoth Cave is the most wonderful of the world's wonders; the most attractive; but yet the most neglected. It is almost enchanting, in the old sense of that word, as used in the "Arabian Nights;" and as living men of this early century, and it is enchanting, too, in the commoner sense of the word. No one can go through it without fancying that he is in the mythic realm,

"Where Alph, the sacred river, ran
Through caverns measureless to man,
Down to a sunless sea."

for that the cave, with its numerous branches, was once the passage for a great subterranean river and its tributaries, no intelligent visitor can doubt. The walks over a plain of river sand, in the great avenues, the walls of which show the attrition of water through countless years. There is a singular resemblance in the wearing away of the limestone stratification, to that one may see in various rivers not subterranean, in the limestone regions of Virginia; and in the small lakes, and pools of the lamps, a wonderful illusion of atmosphere, sky, stars, clouds and infinite space overhead, that makes one fancy he is gazing on some mysterious river, with the peculiarity of having around him not a particle of—natural light—and not an atom of vegetable life. The sides of this underground river are cut, along the course of these mystic lakes and rivers are bottless; the fishes that dwell in them are eyeless; the beetles, the bats, the rats and the other creatures that illustrate the mysteries of life in these cavernous depths, are of distinct natures unknown in the sunlight.

Description of such scenes is apt to become rhapsodical. Pictures of them are sure to be failures. Even magnesium light has enabled the photographer to give faithful illustrations of certain objects in the Cave, and some of these have been well reproduced by lithography for Dr. Forwood's book. Failing, like all others, to give any idea of the Mammoth Cave, we cannot honestly recommend this book as a valuable study for a new explorer, and a delightful means of reviving its strange scenes to those who have already explored it.

ART ITEMS.

—Milne Ramsey, of Philadelphia, and Bloomfield, of New York, have Florence, Italy, from the troubled scenes.

—A. G. Heaton, who eighteen months since temporarily relinquished the profession of art, is about to resume it under the same name. His address is at the School of Design, Penn Square, but he intends soon to open a studio on Walnut street, opposite Independence Square. He is a pupil of Catanell, who painted the "Sacrifice of Iphigenia" in Philadelphia, and has derived great benefit from study under so able a professor.

—Two drawings by Raphael, one on each side of a sheet of paper, respectively representing Jupiter embracing Cupid, and a study of a naked female figure, were lately bequeathed to the Louvre by M. Jules Canoges, of Nismes. The former was prepared for one of the decorative of the Farnesian Palace. These works were given to the Duke of Italian Designs of the sixteenth century, and so disposed as to allow of both works being examined.

—The New Yorker Sabbath writes to point out the strong resemblance between the drawing of Archea described in the last number of the *Academy*, page 230, as Michael Angelo's, and a fresco in the Borghese Palace ascribed to Raphael, and reported to have belonged originally to Raphael's villa. The fresco is exceedingly beautiful, and bears marked resemblance, in its general character, to those designed by Raphael for the Farnesina. There are two other frescoes in the same room, and all these clearly belong to an early series. One represents the marriage of Alexander and Roxana, resembles, in many respects, the Alldegrandi marriage. There can be no doubt that both the drawing and the fresco must be explained, as Mr. Wolfner proposes, of the Triumph of Love over mankind, and is a common type of the Platonic mythology of the Renaissance, and is repeatedly represented from another point of view in the two last of Shakespeare's sonnets.—*Academy.*

French and American Flirting.

A knowledge of French is thought to be considered as the pearl of great price, to gain which, all else must be sold. The girls must go to the Paris and London, to learn the French deshabilles, who laugh at them walk they protestes if they understand what, thank Heaven, they cannot. Then we are to have series of French novels, carefully translated, and puffed and praised even by the religious press, written by the corps of French female reformers, which will show them exactly how the naughty French women manage their cards; so that, by and by, we shall have the latest phases of eclecticism—the union of American and French manners. The girl will flirt till twenty *à l'Américaine*, without a word, and flirt till forty *à la Française*.—*Pick and Waite Tyranny.*

CORRESPONDENCE.

THE HAYDEN GEOLOGICAL SURVEY.

[Special Correspondence of the Philadelphia Evening Bulletin.]

U. S. GEOLOGICAL SURVEY, Fort Bridger, Sept. 21, 1870.—Prof. F. V. Hayden and party left South Pass City on the morning of the 6th, and after a ride of eighteen miles we reached Pacific Springs, where we encamped for the night. This place is so named because the waters of these springs flow into the Pacific Ocean, we having crossed the divide between the two great oceans during the night. Seven miles from a neighboring hill, 800 feet above camp the course of the Sweetwater river and the Pacific creek, flowing from the above springs, could be traced winding in entirely opposite directions, the one to the Atlantic and the other to the Pacific. Early on the following morning, after traveling a distance of twenty-five miles, we reached the Little Sandy creek. About midway on our day's journey we passed a ranche where some dozen cavalrymen were stationed to protect the stage route between Fort Bridger and South Pass City. The monotony of sage brush and prickly pear was broken a part of the time by the curious shapes into which some of the beds of marl and sandstone had been weathered. One of our sailors, becoming fractious, ran away with a team and threw one of our party, who luckily escaped with a few sores, but not dangerous bruises. Along our route we picked up some very fine specimens of petrified wood in quite large pieces; the knots and layers were distinctly marked. The following day we went twenty-five miles, and encamped on the Little Sandy Creek. This being our leader's birthday, we named our camp "Hayden," in his honor. Near the creek we found several impressions which had contained water; this, having recently evaporated, left behind formed crystals of an alkaline deposit, in and among which grew a peculiar scarlet succulent plant. While here our artist took some very characteristic pictures of several of the party. This night there was quite a change in the weather, the water in our vessels being frozen to the depth of half an inch, and the thermometer at 6 A. M. recording 24 deg. Fahr. In spite the cold we broke camp early, and traveled but ten miles, encamping near some willow lands on Green river, close by the junction of the Big Sandy creek. The Green river is the principal tributary of the Colorado, and is a beautiful clear stream, flowing over a stony bed. The Big Sandy is about twenty-five miles to Granger Station, on the Union Pacific Railroad, and encamped at the junction of Harris and Black Forks. Here we remained the following morning. In the afternoon we walked over to the Station and enjoyed a meal, being a fresh newspaper and eating California fruit, for which we paid a very reasonable price. Opposite the station stands the house of a Chinaman, fenced in by plain wooden slabs, and around the outside were placed the empty candles to light, and the bowls of rice and water to nourish, and a bottle of whisky to quench his spirit on a journey beyond. Thinks the—the Chinaman for his labor upon this railroad in the past, as well as the present. Leaving this station we encamped twelve miles farther up Black Fork, passing on our way the noted "Church Buttes," where the table lands have been weathered into the peculiar form whence it derives its name. The following morning we left our camping place and started for Fort Bridger, which we reached about 4 P. M., passing through a country of some fine meadows, and encamped on the 12th, and expect to remain until the 25th, in order to recruit our stock and enable us to make a trip into the Uinta mountains. Through the kindness of the officers of this post, we are encamped near the fort on a secure pasture, through which runs the Black's Fork, a clear stream, which takes its rise in the Uinta mountains, whose snow-capped peaks loom up on our right. Behind us are the "Mauvaises Terres," as they are called, rising to a height of 50 to 100 feet. To our left, beyond the fort, are the Bluffs, which are covered with sage bushes, from six to twelve inches in height, and prickly pears, a species of cactus. This valley of Black's Fork extends to the foot of the mountains, its grassy slopes stretching out on either side variously from one to five miles in width. It affords abundant pastures to large herds of cattle, as well as hay to the farms of the neighboring posts and settlements. The winding line of quaking-asp and cotton-wood trees designated the stream's course, as it reaches the base of the mountains, where it is lost in the dense pine forests which cover their sides.

There is an area of from 200 to 400 square miles covered with full grown pine trees, through which runs a good road. The air here is exceedingly pure and the water also, while toward the mountains game is plenty and the trout unequalled in flavor and abundance. A few days after our arrival, Mr. Professor and several assistants, with W. H. Jackson, photographer to the expedition, started for the mountains to study their geological characteristics and photograph them, and also to add to his already large collections of Natural History and Botany, some of the rare specimens found in this celebrated district. We were led by Mr. W. A. Carter, living at this place, he being a pioneer in this region; in fact he is the first and only man who ever opened up by roads its valuable section of country. We traveled by the road over twenty-four miles over a good solid road, passing broad grassy areas upon which fed vast herds of large fine-looking, thoroughbred Texas cattle, herds with a few of the long-horned Texan stock. On either side were rich, well-watered valleys, which, although mowed closely less than a month ago, had grown a second crop of fine grass. Here and there gave hundreds of tons of hay, from which we could think strange and easily to be turned into money, provided it was done by cultivation and the aid of machinery.

As we ascended and reached the more elevated regions we were caught in a snow storm. The feathery flakes fell thick and fast for more than an hour, enough to cover both the ground and ourselves, and remind us that "Jack Frost" still survived, and that we were encroaching on his summer domain. On entering the wooded section we passed several saw-mills, where we saw large quantities of well-seasoned lumber, the neighboring woods merely showing from whence it had been taken.

Ascending, our route lay through dense forests, interspersed every few miles with open or open spaces, of five to twenty acres in area, each with a lake in its center, around which grew the most luxuriant grass, covering the spare to its edges, which were generally encircled with the sapling aspen, the leaves of which like bark constituting with the dull brown of the pine trees, a most pleasing contrast to the usual green. Having reached a spot which seemed just above the level of the sea, we pitched our tents in a second snow storm, and prepared for the night. While here we made several trips to the peaks, blazing our bridle-path through the dense timber, and then piled, in many places, to dismount and lead our horses, lingering, as they were by sunset, and often later, when we had to pass over some ledge in order to see the rainbows which lay on our pathway. Having accomplished the scenery here, it is truly sublime, I and which ourselves truly equal to any amount of labor expended. The varying colors, owing to the season, from deep green to a bright scarlet, and the passing clouds, now and then dropping a slight coating of snow and recapping the peaks, give an entire variety of color not to be described by words. The photographs taken here were the finest, ever obtained by our artists, whose views on the Union Pacific Railroad are so well known. After a sojourn of several days, we returned to our camp well satisfied with our work, and highly delighted to know that we could find in our own country scenery to vie in beauty and sublimity that of the Old World. As I stated before, we reached this place on the 12th inst., after an eight days' journey from South Pass City, where I last wrote you. Our stop at this mining district was a pleasant and a profitable one, the military officers kindly showing us every attention.

From this place we strike Green River, at the mouth of Henry's Fork, and subsequently by way of White River to Middle Park, and from there back to Cheyenne, our starting point.

RAMBLER.

COMMUNICATION.

STREET PAVEMENTS.

To the Editor of the Evening Bulletin: I presume that all classes of our citizens—whatever be their politics—are thoroughly agreed, at least upon one point, viz., the necessity of improving the mode of *paving the streets.* Is there a set of people within the scope of your knowledge so hard to move out of their accustomed track, or so hard to convince of an *improvement* as are the citizens of Philadelphia? For years past the wretched condition of our pavements—both streets and sidewalks—has been the subject of earnest discussion in our daily papers; but little, if anything has thus far been really done towards an improvement. While we have slept, our young sister cities of the West have been rapidly ahead of us in this matter. Take one, who has visited Cincinnati, St. Louis, Chicago, &c., &c., can only justly be thinking that "shabby is a second cousin." We shall really seem to be behind in our own particular sphere, relinquishing to the old-fashioned cobble stone pavements, for we have grown so familiar with the shocking condition of our thoroughfares that the annual Spring *upturning* of our old friends, the cobble-stones, by the plow, seems to be almost as natural and proper as the turning out of a crop of potatoes by the plough in our gardens.

Just now, however, this matter is exciting a greater interest in our community than it has ever done before. We are all especially interested to have our noble thoroughfare, Broad street, paved in such a beautiful and permanent manner, as shall be worthy of what is destined to become one of the finest boulevards in the world.

Some months ago, an effort was made to secure the attention of our citizens on the subject, by convening a public meeting at the Academy of Music, under the auspices of the Citizens' Association and the Broad Street Improvement League. A number of forcible speeches were made on that occasion by many of our first citizens; and a strong set of resolutions was passed, pledging themselves to united action in the premises; but, so far, the street remains in *status quo. When and how* it is to be improved, is still a matter of doubt. Messrs. Editors, this truly important work is to be accomplished?

It would appear that there are really only two other materials suitable for paving streets, after rejecting the cobbles, viz., wood and *asphalt.* In relation to the former, we have had thus far but a limited experience in our own city. In the minds of most persons, the idea of a wooden pavement is synonymous with the *Nicolson* pavement; but this is an error, since there are many varieties of the wooden pavements, each claiming some advantage over its competitors. The most valid objection against a wooden pavement is its alleged liability to rot, and, consequently, to give way after a few years' usage. Now, from the manner in which these pavements are laid, the process of decay can only occur (or at least be commenced) underneath, where the wood comes in contact with the moist substratum. I am no variety of wooden pavement—in Millar—this difficulty is, I think, pretty effectually guarded against by having the floor of boards, upon which the blocks rest, propping, impregnated with a chemical fluid, which protects the material from either wet or dry rot. I believe this to be a very superior variety of wooden pavement. It is the kind that has lately been laid down on West Green street, at the expense of the property owners, and that affords so much gratification to the numbers who drive over or on their way to the Park.

The other material for paving is the *asphalt*, or, as it is sometimes called, the *concrete.* The original pavement of this sort was made from the native French or Seyssel asphalt. This is the material out of which the elegant boulevards (both street and sidewalks) of Paris, and many other European cities, are paved. Those of your readers who have visited the capitals of Europe within the last fifteen or twenty years, will doubtless call to mind the magnificent smooth streets of those cities, over which the vehicles glide without either noise or dust, and the pedestrian walks with an even and secure footing.

Most of the pavements made under the French asphalt pavements have hitherto proved a miserable failure, owing to a deficiency in the hardness of the concrete employed, whereby the pavement becomes soft and sticky in the hot weather, and thus degenerates into a filthy and intolerable nuisance. Such was the material used in the Boulevard Sebastopol, a street on the splendid Fifth avenue, New York, but which, notwithstanding such an inadmissible source, from the cause just mentioned, as to lead to its entire removal. Samples of a similar material have occasionally made their appearance in our own city; one of which will be remembered as being laid on the lower part of Vine street, a year or so ago; and another opposite the State House row a few years subsequent. It has, however, been announced that, under quite a recent patent, a new kind of asphalt has been prepared, termed the "vulcanite," from the fact that, by the skillful use of sulphur, (as in the vulcanizing of India rubber), so great a degree of hardness is imparted to the concrete on cooling that it does not in the least soften by the most intense heat of summer; neither is it affected by the frosts of winter. Specimens of this vulcanite pavement, I have been informed, been laid upon our City Park, last fall, which gave such great satisfaction to the Commissioners that they have authorized a considerable additional quantity to be laid. A number of our citizens have stated it likes to their sidewalks and for the floors of factories, foundries, &c., where it has been found to be so firm and durable as to be preferred even to the Belgian blocks.

Among others I have inspected a sample of this *vulcanite* at the Baldwin Locomotive Works, on North Broad street, where it is said to give complete satisfaction. I also learned that several thousand square yards of the same pavement have lately been laid upon the drives and walks at Swarthmore (Friends') College, near Media.

Whatever mode of paving shall be adopted by our Commissioners, and our Select and Common Councils, influenced, it is hoped, by an *impartial* comparison of the different varieties of pavements, we shall, I trust, see a model street, in a conclusion, that a gentleman recently returned from the Bois de Boulogne, gives the information that the authorities of that city are now taking up their wooden pavements (on the grounds of their decay and liability to take fire) and are substituting the smooth asphaltum, as being both more durable and preferable on the score of health.

CIVIS.

A woman in New Orleans undertook to cowhide a stereotyper, a few days ago, for insulting her. When she was striking him with the cowhide upon the shoulders, he very properly seized a hammer and split her skull with it.

—If a man's sins in this world be good, the chances are that he will miss fire in the next.

—Minister Morton is but forty-seven years of age.

—Now a race of men with cloven feet is reported as existing in Central Mexico. Should this it would make a slow race.

—A judge in a neighboring city has been nicknamed "Oil Cloth Decisions" because nisi knows no law.

PIRACING A TRADE MARK.

An Infamous Imposture.

To the Editor of The Sun—SIR: My preparation, "Helmbold's Buchu," is known the world over as a standard remedy. The success which has attended my business had induced some knave or knaves to pirate my trade mark, in order to palm off upon the patent medicine vendors and the public, their spurious article. Aside from the pecuniary injury which these swindlers may bring on me, they are imposing upon the suffering public. The afflicted, by using their worthless and pernicious preparation, may sustain irreparable and fatal injury. I ask, therefore, at your hands, as the readers of your widely circulated newspaper in the United States, if not in the world, an opportunity to expose the knaveries of these infamous impostors. Their mode of operation is as follows:

Circulars are issued to the drug trade in a given district, offering "Helmbold's Buchu" at a large reduction from wholesale trade rates. These circulars are dated from a given market and number in a city in the vicinity of the districts thus covered. Many druggists located in small towns and by-ways are thus induced to order by mail, thinking that a branch office for the genuine article has been established there.

By the time I have been informed of these nefarious transactions, and have placed my detectives on the watch for the rascals, they have made their harvest and flown to other and more distant fields to repeat the trick, and impose upon the public.

I find also that their plan is to receive orders at one town and fill them at another and quite different place, to avoid detection. In all this, however, the public would not be so much interested were the article supplied a genuine one, or in any way valuable. But the genuine is the fact. The ingredients of the spurious compound, as I find by analysis, are simply water, with some cheap coloring matter to deceive the unwary. A traveling agent is also representing himself as a son of H. T. Helmbold, and endeavoring to borrow money under such representations.

I am this day in receipt of a letter from the well-known house of Stewart & Morgan, of Indianapolis, on this subject. They state that other tricks were tried in Cincinnati. Many letters have been received by me from Maine to California—some desiring to know if I had destined to become one of the finest boulevards in the world.

To all such I can only reply that my medicine is put up under a patent issued by the Government stamp, to counterfeit which, or vend the counterfeit knowingly, is as criminal an offence as striking a pocket piece, or forging a bank. My only depots are 594 Broadway, New York, and 104 South Tenth street, Philadelphia. I employ no traveling agents to solicit orders, and all persons so representing themselves are impostors.

To protect the afflicted and the trade I have made the most vigorous efforts, by my agents, acting in collusion with these swindlers, or selling their wares, will be prosecuted; while to the honest public I will promise the detection of these originals, I will pay a reward of one thousand dollars.

Very respectfully, H. T. HELMBOLD.

New York, Sept. 29, 1870.

PROPOSALS.

TO CONTRACTORS AND BUILDERS.

SEALED PROPOSALS, indorsed "Proposals for building a Public School House in the Fifteenth Ward," will be received by the undersigned, at the office, southeast corner of Broad and Ashbridge streets, until WEDNESDAY, October 5, 1870, at 12 o'clock M., for building a Public School House on a lot of ground situated on the southeast corner of Twenty-third and Shanokin streets, in the Fifteenth Ward, according to plans to be seen in accordance with the plans and specifications on file in the office of the Superintendent of Schools, to be seen at the office of the Board of Public Education.

JOHN McCULLOUGH, Secretary.
s24 t2 29 22 24 27 29 oct 1 3 5 6 7 10 11

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TO TRUSTEES AND EXECUTORS.

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Plain and Galvanized,

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STEAM HEATING

Pipe of all Sizes Cut and Fitted to Order.

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Having sold HENRY B. PANCOAST and FRANCIS A. MAULE an interest in our business, we shall carry the Steam, Gas, Wood Will and Fixtures of our RETAIL ESTABLISHMENT, Nos. 704 and 706 MARKET and PEAR streets, to this city, that branch of our business being now fully and completely established at NEW ROOMS, FIRST and THIRD STREETS, and PEAR and HOT WATER, in all its various branches, will be carried on by the parties named at PANCOAST & MAULE, at the old stand, and wherever else they may hereafter locate, with the same entirely unequaled facilities and unexcelled skill.

MORRIS, TASKER & CO.

PHILADELPHIA, Jan. 22, 1870. mh5-1f

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AN UNFAILING REMEDY for NEURALGIA FAT-ALS, often effecting a perfect cure in a single day. Not a few cases have required but a single box to effect a permanent cure. In the worst cases of Chronic Neuralgia, affording the entire system, its use for a few days invariably leads to a complete and permanent cure. It contains no mercury, no opiates, no quinine, no arsenic, no salts, nor any other injurious ingredient. It is a physician's prescription, and is used by many of the leading physicians in this city, and in every part of the Country, gratefully acknowledge its power to cure. Sold by all druggists, and sent by mail, postpaid, on receipt of price and postage.

Price, 50 cents per box. Postage, 2 cents.

Six packages, $2.50. Twelve packages, $4.

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Machinists, Carpenters and other Mechanics' Tools.

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POLITICAL NOTICES.

UNION

REPUBLICAN TICKET.

JUDICIARY.

Associate Judges of the Court of Common Pleas:

EDWARD M. PAXSON,
THOMAS K. FINLETTER.

Associate Judge of the District Court:

JAMES LYND.

COUNTY.

Sheriff:

WILLIAM B. LEEDS.

Register of Wills:

WILLIAM M. BURNS,

Late private 72d Regiment Pennsylvania Volunteers.

Clerk of the Orphans' Court:

SERGT. JOSEPH C. TITTERMARY

CITY.

Receiver of Taxes:

ROBERT H. BEATTY.

City Commissioner:

CAPTAIN JAMES BAIN.

CONGRESSIONAL.

1st District—BENJAMIN HUCKEL.
2d " HON. CHARLES O'NEILL.
3d " HON. LEONARD MYERS.
4th " HON. WILLIAM S. KELLEY.
5th " ALFRED C. HARMER.

Senator—Third District:

BENJ. W. THOMAS.

ASSEMBLY.

1st District—SAMUEL P. THOMSON.
2d " WILLIAM H. STEVENSON.
3d " WILLIAM KELLEY.
4th " JOHN CLARKE.
5th " WILLIAM DUFFY.
6th " COL. CHARLES KLECKNER.
7th " ROBERT DONALDSON.
8th " WILLIAM L. MARSHALL.
9th " WILLIAM L. SMITH.
10th " JOHN E. REYBURN.
11th " SAMUEL M. HAGER.
12th " JOHN LARSON.
13th " JOHN PEMBELL.
14th " JOHN GLOUD.
15th " ADAM ALLEBRIGHT.
16th " WILLIAM F. SMITH.
17th " WATSON COMLY.
18th " JAMES MILLER.

By order of the City Executive Committee.

JOHN L. HILL, President.

TELEGRAPHIC SUMMARY.

THE colored vote of Maryland is 87,000.

THE President has returned to Washington.

THE annual oyster war in the Chesapeake has begun.

REVES's death occurred from yellow fever in New Orleans, on Saturday.

JAS. McDOUGHOUR was appointed Chief of Police of St. Louis by the new Police Board on Friday.

THE Star Glass Company's works, at New Albany, Ind., were burned on Saturday; loss, $100,000.

THE Treasury Department will sell $1,000,000 gold each Wednesday, and purchase $2,000,000 in bonds each Thursday, in October.

AN explosion occurred at the works of the Lafin & Rand Powder Company, at Pittsville, on Saturday, killing two men.

GOVERNOR'S ISLAND has been placed in quarantine by the New York Board of Health, on account of the prevalence of the yellow fever.

THE rule requiring applicants for practice to take the "iron-clad" oath was abolished by the Supreme Court of the District of Columbia, on Saturday.

SEVERAL Ogallala Chiefs have arrived at Spotted Tail Agency, and, after a long Indian Council, which will begin when Red Cloud arrives.

GEORGE D. CARY, who was convicted of the murder of George Johnson, at Syracuse, N. Y., in 1869, has been sentenced to be hanged on November 25.

THE buildings of the New York, Providence and Boston Railroad, at Providence, Rhode Island, together with seven locomotives and twenty cars were burned on Saturday night. Loss, $125,000.

ARRANGEMENTS are being made for a convention of delegates from the Western and Northwestern States to induce congressional action for the full protection, under the laws of the United States, of the rights of citizens having their transit by sea or land.

THE Italian bark Nancy was recently wrecked on her way from Cow Bay to New York. The captain was picked up after floating thirty-five miles on a spar. The first officer, captain's wife and child, and a seaman and her seven children, perished.

THE census returns from the counties of Onondaga, Chautauqua, Wyoming, Schuyler, Lackawanna, Lehigh, Northampton, Ontario, Monroe, Tioga, Tompkins, Genesee, Steuben, Saratoga, Madison, Cortland, Herkimer, Oswego, and Schenectady, New York, show the population to be 772,234, an increase of 90,000 in ten years.

THE chief fury of the great flood in Virginia has been experienced in the James and Rivanna rivers, which, at Scottsville, Warren's Ferry and partially submerged, and the little town of Columbia was inundated. Much damage has been swept away. So far as known, about 100 persons have been drowned, while the total loss of property and other damage is estimated at $4,000,000. Considerable damage has also been done along the Potomac.

THE WAR.

Last night's despatches contain the following:

A telegram from Berlin reports that King William has issued a proclamation addressed to Queen Augusta, from his headquarters at Ferrieres, under date of yesterday:

"Early this morning the French troops of the line made a sortie against the troops of the Fourth Ardennes Corps, which, the Saxon Corps was attacked by three battalions. At the same time a brigade made a demonstration against Villeneuve d'Ascq, which, after a two hours fire French took shelter under the guns of the forts. The Crown Prince commanded the Prussian troops."

The *New York Herald* correspondent at Versailles writes from that city, via Houen, on the 28th, the following interesting account of the French sortie upon the Prussian forces:

"The French left Mont Valerien, and came from the city, coming from the direction of Forts d'Issy and de Montrouge, on the south of Paris, and from the direction of Mont Cyre, occupying the right of the army of the Crown Prince, which, in the direction of a large force, said to have been under the command of General Ducrot, advanced from the direction of Versailles, and occupied the position held by the Eleventh Army Corps, on the heights of Meudon, in order to be able to fall on Sceaux, and thus cut the French line of advance extending from the junction of the Seine and Marne rivers to the Forts of Issy, on the deep bend of the Seine, between Forts de Vanves and Fort Mont Valerien.

"A signal failure was the result of the movement. The Crown Prince assumed immediate command of the troops. The French troops advanced steadily upon the Prussians, under cover of a heavy fire of cannon, but, when forward vigorously they struck the advance posts of the Saxon Sixth Corps, compelled them to fall back upon the main line. This they immediately assulted. After nearly three hours of severe fighting, the French and Prussian lines remained unshaken, the French troops were driven back at 7 o'clock, and announced retreating rapidly towards their forts.

"Immediately upon perceiving this retrograde movement, the Fifth German Corps took the offensive vigorously, following their retreating enemy.

"As a result of the struggle, we have, first, the failure of the French to reach the Western and Northwestern States to induce congressional action for the full protection, under the laws of the United States, of the rights of citizens having their transit by sea or land.

"In the battle of Villeneuve d'Ascq, French troops, in the uniform of the Prussian and Saxon Sixth Prussian Corps, while the Prussian Fifth Corps was attacked by three battalions. At the same time a brigade made a demonstration against the Eleventh Corps. At the end of two hours fire French took shelter under the guns of the forts. The Crown Prince commanded the Prussian troops."

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A Berlin despatch says:

Prince Frederick Charles and Bismarck has been led to take cognizance of statements of his attitude in the Bavarian Chamber of Peers and French government. In an official circular he has made reply to a certain statement emanating from the Bavarian Chamber of Peers, noticing. He emphatically denies the purpose of the Prussian Government to induce France to the level of a second-rate power, and forcing her to humiliating terms by the loss of her frontiers and military and naval power.

Count Bismarck concludes: In this affair Prussia has acted in perfect good faith, and adherent at the expense of her enemy, France; her object is the establishment, foundation and maintenance of guarantees for the German security against sudden invasion and attack. These are means to enable them upon a permanent basis, and they are demanded likewise by the unanimous voice of the government and people of Germany, who look to the attainment of better boundaries as a protection against future aggression, and as a fitting and reasonable demand future safety and territorial security and as a recompense for her exertions in this war.

CURIOUS NATURAL PHENOMENON.

Mirage in the British Channel.

Mr. Thomas Waring gives in *The Metropolitan* a curious account of a phenomenon, a mirage of unusual splendor.

"On Saturday last, the yacht Hadassah, on her passage from Alderney to Guernsey, witnessed a phenomenon which, in all my latitudes so rare, that I am tempted to send you a description of it. We were off Cape Ver, from E. N. E., the sky cloudless, the sun very bright, the sea comparatively smooth. We had been some signs of fog in the morning, but nothing approaching to a fog. At about 10 in the afternoon we observed over the small island of Jethou, a mass of fog, which, as we sailed, became more and more defined, until it presented an exact inverted image of the island beneath. A similar effect was soon observed over the Guernsey coast, between Alderney, Guernsey, Jersey, Sark and Herm seemed raised to more than their natural height, forming point-out-lying rocks were capped with inverted images of themselves, perfectly balanced on their points. At one point, like enormous rocking stones. The Orkney and Sark were in full view, and, to our sight, were now to be seen with starting distinctness. The Casquets, with its three light-houses, presented a most curious appearance. The light-houses were drawn out into colossal pillars, on whose summit the lanterns appeared to rest, and, at a distance than the real island beneath. Ships were seen sailing upon the ceiling of the sky, in every sail and spar distinct, and in some cases the minutest rig