THE WEEKLY PRESS

MONDAY, SEPTEMBER 10, 1860.

FORNEY'S CALIFORNIA PRESS

WILL BE READY TO-DAY, at 2 P. M.

Price Six Cents per copy in paper wrappers, and stamped, ready for mailing.

This paper is a complete CALIFORNIA CIRCULATION, and contains a condensed summary of what has transpired in the Old Country, since the Atlantic States, since the departure of the last steamer for California.

Full Report of Judge Douglas' Speech! Reading! Letter from New York; Local Intelligence; Journal Page.—Arrivals at the Principal Hotels; List of Letters remaining in the Philadelphia Post Office up to 12 o'clock P. M. on Saturday, September 8, 1860; Marine Intelligence.

The News.

We record to-day an appalling occurrence on Lake Michigan. On Saturday morning, as we telegraphically learn from Chicago, the steamer Lady Elgin was run into by a schooner, while she was steaming along the lake in the neighborhood of Waukegan. Within twenty minutes after the collision transpired the steamer sunk. *She had on board upwards of three hundred and fifty passengers, of whom but fifty-two were saved.* There were fire and military companies on board from Milwaukee, Wisconsin, bound on a visit to Chicago. Among those supposed to be lost are Col. Lumsden, of the New Orleans *Picayune*, and his family. The books and papers of the steamer were all lost. Of the schooner we know nothing. The details are extremely meagre, but we know enough to force upon us the conviction that the story of this disaster will be but the repetition of one, told a hundred times before—of gross negligence on the part of those managing the line of steamers, and of the utter absence of those means of safety in the event of danger so necessary to the safety of travellers upon the water.

The Japanese question still agitates New York. The joint reception committee of New York Councils have held meetings lately for the purpose of reducing the relative amounts charged against the city. Some of these items have been published. The *Tribune*, in noticing the fact, has this mysterious sentence: "The board bills of the Naval Commission and *the Philadelphia Common Councilmen are separate from the other board bills* mentioned, but the amounts we have not learned." We feel a little curious on the latter subject, and would like to see the items of that portion of the New York bill in print. In the first place, it would be an interesting inquiry—who were the Philadelphia Councilmen? Then the question would recur how many of them were representatives of the city, and how many were "friends" of the representatives of the city. If we remember the publications of the time correctly, there were a number of gentlemen in that "Councilmen" party, whose claims to represent the city were about as valid as those of "Little Tommy." Then there were numerous *attachés* of our Councils—clerks, messengers, and other sub-officials—in attendance, all of whom "represented" the dignity of our city at the Metropolitan. We are anxious to know whether the board, carriage, and wine bills of these gentlemen are to be paid by the tax-oppressed city of New York. Perhaps the matter is susceptible of a local explanation. If the *Tribune's* inference is correct, we feel that the honor of our city is involved in this disgraceful business, and we are anxious that the facts of the matter should be brought to light. Philadelphia has no desire to be involved in the infamous "Japanese swindle."

News from London to the 28th ult. has been received by the steamer Prince Albert, which arrived at New York yesterday, from Galway. It is said that the Pope was willing to concede to the Italians the formation of an Italian Confederation. The Turkish officials are prosecuting their inquiry into the Syrian massacres with vigor. The ex-Governor of Beyrout had been convicted of high treason. Five hundred volunteers to Garibaldi had been obliged to return to Genoa. The weather in France was very fine, and the vintners were rejoicing.

The Prince of Wales held a levee at Toronto on Saturday morning, and in the evening attended the barrister's ball, but the balance of the programme of the day's demonstration was postponed. It was given out that the postponement was on account of the rainy weather, but, in reality, it was caused by a revival of the Orange difficulties. A flag of the Order was displayed among the paraphernalia when the Prince landed, and the Duke of Newcastle immediately entered into an angry correspondence with the city authorities, charging them with deceit and treachery in violating the agreement respecting the display of Orange colors. It was understood, however, that the matter was subsequently arranged in some way, and that the demonstrations will proceed.

The steamship Vanderbilt sailed from New York on Saturday, for Southampton and Havre, with 210 passengers and $814,216 in specie. The City of Baltimore also sailed from New York on Saturday for Liverpool with 203 passengers and $384,677 in specie—making a total shipment of $1,193,893, against $1,200,000 shipped on the corresponding day of last year.

The mass meeting of the Republicans, on Saturday evening, at Penn Square, and the midnight torchlight procession succeeding, will be found reported in another column.

The leaders of the two great parties in this country are prominently before the politicians. Senator Douglas is making a triumphal march eastward, while his renowned antagonist, Seward, travels westward, amidst the applause of his followers. Senator Douglas spoke at Reading on Saturday afternoon, and made a masterly address, which will be found elsewhere. Senator Seward spoke at Kalamazoo on Saturday. In the course of his speech he used this significant sentence: "He had remarked the loyalty of some of his old friends and acquaintances to Douglas, and said it is honorable to Mr. Douglas that he has such friends, and honorable to them that they persevere in their fidelity to him." The Senator, it is thought, will visit Kansas before his return.

Six thousand dollars have been collected in California toward a monument over the remains of the late Senator Broderick.

Advices from Peru announce the gratifying intelligence that the American claims are in a fair course of amicable adjustment.

We have later news from General Walker by way of Boston. The brig Carib, which arrived at that port on Saturday evening, left Truxillo August 18. The statement is brought that the force of the filibuster consists of only ninety-two men. The city of Truxillo was almost deserted, all business having come to a stand-still. Walker was daily expecting reinforcements from the United States.

A private letter from El Paso, dated August 10 says that the mines (Gila) recently discovered in Arizona, although limited, are very rich, and equal to any placer of the same extent in California. The average wages, or yield, is about six dollars a day to the hand, although many are making from one to three ounces per day. There are about a thousand persons in the mines.

Tom Hoo Geo W. Summers, of Virginia, is out in a letter, taking strong ground against any attempt to carry the election of President into the House, in order to avoid the scenes of fraud and bribery that would inevitably follow such an issue.

We are requested to say that in addition to the gentlemen to be present at Chadd's Ford, to-morrow, the Hon James H. Campbell, of Pottsville, will positively be there and address the assembly.

The Prince of Wales.

New York has for some weeks past been suffering from a severe attack of a modified form of the "King's Evil"—in the shape of a paroxysm of excitement in regard to the proper mode of receiving the Prince of Wales. Philadelphia is now also becoming agitated on the subject, and the whole question has been under consideration among the members of the St. George and Hibernia Societies, the Mayor, and the Board of Trade. A grand ball at the Academy of Music has been proposed, and it seems probable the Philadelphia demonstration will take this direction. There is little danger, we think, of our citizens rendering themselves ridiculous by any frantic, unnatural, and overstrained excitement on the subject; but as there is a universal feeling of respect for the virtues of Queen VICTORIA as a woman, as many entertain sentiments of cordial good feeling to England, and others, from early associations or other circumstances, are warmly attached to that country, such a programme will doubtless be devised as will afford a good opportunity for the manifestation of proper respect to the Prince of Wales, and render his visit to this city one of the most agreeable incidents of his journey.

BOYD'S PHILADELPHIA BUSINESS DIRECTORY.—This handy little work has become an Annual necessity. The volume for 1860-61 contains 50 pages more than were contained in the preceding volume. It is, what it purports to be, a business directory of the city, in which the occupations and trades are arranged alphabetically. There is also a supplemental directory, with the names of all the partners, general and special. Of course, every business house will provide itself with one of these books, and thank Mr. Boyd for compiling it so carefully and fully.

LARGE ATTRACTIVE SALE OF FRENCH DRY GOODS, &c.—Messrs. Myers, Cleghorn, & Co., auctioneers, Nos. 415 and 415 Arch street, will sell this day the first attractive sale of French goods for the season, embracing about 850 lots of choice fancy and staple articles in rich Vienna brocha shawls, dress silks, ribbons, Paris de Laines, cloaks, silk velvets, silk ties, real kid gloves, embroideries, white goods, Paris flowers, &c., &c., to be peremptorily sold by catalogue on six months credit, commencing this morning, at 10 o'clock, to be continued all day without intermission.

"The Coming Man!"

It is expected that the Prince of Wales will arrive in Philadelphia on the evening of our State election, in the second week of October. There will be great excitement, no doubt, with processions, lanterns, torches, banners, and music. It would not surprise us if the young gentleman should imagine, with the wonted *amour propre* of his station, that all these public and popular and exciting demonstrations were in honor of—*himself!*

A large number of the Irish in this city have determined, we are told, not to join in any demonstration in honor of the Prince of Wales. They allege, with great plausibility, that he is no more to them than any other youth in his teens, and can only be honored, albeit he sinks his titles of Royalty in this country, as the eldest son of Queen VICTORIA. The Irish, whose forefathers, or themselves, have been expatriated by the grossest misgovernment, not only of the House of Hanover, now occupying the British throne, but by all the English monarchs, from HENRY the Second down to the present time,—the Irish, we say, object to complimenting the heir presumptive of the British crown, from an apprehension that their joining in it might be mistaken for an act of homage, or, at the least, of political regard for the Queen of England. The Prince of Wales, therefore, will be greeted by very few of the Irish in this city. We do not suppose that his Royal Highness will break his heart at their absence. Some Irishmen will pay their respects to him, no doubt—because *all* the Irish are *not* dissatisfied, even in their exile hither, with British rule in their native land. The great majority *are*, and will not greet Lord Renfrew, as the Prince is to be called.

It is impossible to avoid contrasting this negative action against the Prince with the brazen audacity manifested by the rampant Orangemen of Canada. This class of politico-religious intolerants, who, for over sixty years, have perpetuated in Ireland the worst feelings of hostility between Protestant and Catholic, who have been legislated against by Act of Parliament, who have been proclaimed against, prosecuted, and punished by successive Lords Lieutenant in Ireland; who have repeatedly insulted, and sometimes have even massacred, their unoffending fellow-subjects, the Catholics, without distinction of age or sex—this unchristianized ruffianage, nearly annihilated in Ireland, has crossed the ocean to make a home in Canada, where it has ramified far and wide, and has instinuated itself into the Council chamber of the Governor General, the Legislature of the Provinces, the very Cabinet of the Executive, and also into the Courts of Justice, as well as into the Army and Navy. Professing unusual, and indeed exclusive, loyalty and attachment to Queen VICTORIA, the Orangemen no sooner came within hail of her eldest son, than they insisted on giving him a partisan greeting, which would have insulted and wounded the feelings of all who do not belong to their detested organization. The Prince was properly advised not to subject himself to such insult—for his mother is not Queen of a faction—and passed on. At Toronto, where it was promised that such proceedings should be dispensed with, he landed; but, even there, the Orangemen ran up an arch decorated with their badges and colors, and the Royal visitor unwittingly passed under their yoke!

The intended action of the Irish in this city will simply be negative, and as such much better than the rascally activity of the armed factionists of Canada. They will not move an inch to greet the Prince, and neither will they say or do any thing to annoy or insult him.

The Massacres in Syria.

A Beyrout correspondent of the London *Times* gives a long and painfully interesting description of the recent massacres in Syria, and of the condition of the survivors.

So many conflicting accounts prevail in that country in regard to the real cause of the terrible slaughter which occurred, that it is very difficult, even for those who reside on the spot, to arrive at correct conclusions. But it *seems to be* the general opinion that the Turkish Pashas, who are entrusted with the local government of the country, adopted the policy of fomenting divisions, and exciting jealousies and ill-feeling between the Maronites and Druses, for the purpose of strengthening their own power, or, at all events, rendering the people too much divided and distracted to effectually resist it. It is not supposed that they really desired to produce the terrible massacres which subsequently occurred, but to keep alive a spirit of animosity which would only manifest itself in occasional skirmishes of comparatively small importance.

About the beginning of the present year the Maronites are reported to have been unusually belligerent, and to have boasted that they would exterminate the Druses or drive them out of the country. The latter sued for peace, but even their messengers were fired on, and then, goaded to desperation, they commenced the long series of outrages which the Maronites were unfortunately unprepared to successfully resist.

In the terrible outbreak at Damascus, the Druses appear to have participated only to a very limited extent. It was chiefly the work of the worst elements of the Moslem population of that city, who were incited on to it by the subordinate officials. Some of the very worst men of the city having been appointed to "guard" the Christian quarter, actually armed the wretches who subsequently destroyed them. A Mahommedan gentleman, in describing the commencement of the riot, says:

"On Monday, the 27th of June (O. S.) 1860 (July 9, N. S.) at about two o'clock P. M., some boys made crosses in every section of the city, and began to cause the passers-by to tread upon them and otherwise to insult the Christians; and the making of these crosses and these insults were not of such a nature as would naturally occur to these boys, but must have been instigated by some of the leaders of the sedition. After half an hour the report of the affair of the crosses and of the audacity manifested in insulting and humiliating the Christians had by some means or other reached the Government, and immediately the chief of the police, with a force of his men, went forth and seized a part of the boys and other persons, and sent them to the Government, when they were put in chains, and sent forth to the market to sweep the streets and they actually began sweeping. Then they gathered around them the Moslems of the neighborhood, and rescued these boys from the police, and broke off the chains from their feet and carried them away; and, as soon as the boys were set free, all the shops of the whole market (bazzar) were closed within the space of five or ten minutes, and in a quarter of an hour two cannon were fired and from that time guns began to be fired. The traitor Selim, Aga of the Medan, an officer (Boulik Bashe) of the Imperial Guard, collected a numerous number of the worst people of the Medan, armed, and led them at once to the Christian quarter; and, as soon as he entered that quarter, immediately fell upon the houses of such Christians as he previously had his eye upon, and, breaking open the doors, he and his companions set about plundering, and burning, and killing; and, inasmuch as the wretch alluded to had under his command a large number of armed villains, no one was able to get the start of them in carrying off the most choice and valuable plunder

"True, the people of the villages surrounding Damascus, and the Arabs and Druses, came in crowds to the city, after some hours, and filled it, and they also plundered much, and were fierce in shedding blood and burning. But the assembling, and agreement, and union, and concert, and purpose of all the people of Damascus with the villagers and Arabs in the space of an hour, for the accomplishment of this sedition in Damascus, could not have occurred without some previous determination on the part of the leading men. And that this was the case is made clear as day by the circumstance that, within the space of five or ten minutes, white and green banners were displayed from prominent positions on all the Moslem houses, no one forbidding. And is it possible that at such an evil time such a procedure should occur to any one without his having been previously prepared for it?"

On the 4th of August, the survivors of the massacres in Beyrout began to arrive at Damascus, under the protection of the Turkish authorities. They formed a column composed chiefly of women and children, numbering about 3,000 souls. Their distress was really heart-rending. The correspondent of the *Times*, in describing it, says:

"Parched with thirst, not half fed, unwashed, with clothes unchanged for nearly a month, choked with dust, and covered with flies, they fled hither, under heavens glowing like brass, from the city, which, if it be the most ancient, will henceforth be the most infamous in the world. They were widows and orphans whose husbands, fathers, and brethren had all, been slain before their eyes, with every indignity and cruelty the most barbarous fanaticism could devise, and whose most comely maidens had been sold to gratify the brutal lust of filthy Arabs. Nearly all were afflicted with ophthalmia; five women had died on the journey, and one was taken in labor. Babes might be seen striving to suck food from breasts that were dried up. Young children were so dirty, so disfigured by sores, on which flies settled continually, as to be loathsome to look upon. Old men and women tottered under doorways and sank down exhausted, heedless of the crowd that pressed upon them, looking like so many bundles of dirty rags, and incapable of reaching out their hands to take the water for which they famished, or of crawling to the shelter provided for them by the authorities at Beyrout in three khans. The streets leading from the Damascus road were thronged with mules, shambling horses, and asses, all huddled together, and rendering like the condition of the fugitives all the more painful. The muleteers rained down blows right and left upon the cattle; and from the statements made of their brutality on the journey it required no great effort to believe that they would have beaten the 'infidel dogs' committed to their keeping even more lustily, while it was difficult to say how far the curses and execrations which filled the air were confined to the animals—how far they were intended to apply to those of whom Moslem vengeance had been defrauded. In the lulls between the cursings arose the piteous cries of babes, and here and there the wailings of women—Christian Rachels weeping for their children, and 'refusing to be comforted, because they are not.' But, generally speaking, the grief was too deep-seated, too hopeless for lamentation. Those who had wept the loss of their nearest and dearest relatives had no tears left for their own sufferings, and, although they had fled from the city of death, they exhibited an apathy and indifference which appeared to indicate that all which rendered life valuable had been snatched from them, leaving them to pursue their melancholy and dreary pilgrimage ever accompanied by the memory of the horrible scenes they had witnessed. The living may be pardoned in this case for envying the peace and oblivion of the tomb, bloody as may have been the path to it."

Among those who have been particularly active in alleviating the distress of these unfortunate beings are two members of the American Mission in Syria, Rev. W. M. Thomson, and the Rev. J. E. Ford.

Public Amusements.

MISS CAROLINE RICHINGS.—We announced, a few days ago, that Miss Richings' Concert, at Musical Fund Hall, would take place on next Friday evening. We have now to state that the performers, including the fair *beneficiare*, will be Miss Mary O'Connell, (a pupil of Miss R.'s,) Mr. Frazer, Mr. Richings, Mr. Taylor, Mr. Simpson, Mr. Gaertner, and Mr. Thunder,—the last-named gentleman to be conductor.

ITALIAN OPERA.—Next week, the Italian opera *troupe*, from New York, will give performances in our Academy of Music. Two new *prima donnas*—Mesdames Cortesi and Fabbri—with several performers very familiar to Philadelphians, will appear.

MUSICAL FUND HALL.—During the recess, this splendid hall has been entirely and tastefully refitted and redecorated. The public will have an opportunity of personally judging of the improvements next Friday evening, on the occasion of Miss Caroline Richings' Concert.

EDWIN FORREST.—We understand that, in all probability, Mr. Forrest's performances in this city will be given in the Academy of Music.

WALNUT STREET THEATRE.—The regular dramatic season at this house will commence this evening. It has been retarded, not much to the satisfaction of the stock company, by a fortnight's performance of what was Cooper's *English*, and what is now called Snethen's *American* Opera Company. We have already expressed our opinion of this company—namely, that, except Mr. Boudinot, not one of them had the slightest idea of acting, or did not make the first attempt to act; that, except Miss Milner, who is inferior in many respects to Caroline Richings, not one of them had a good voice; that Mr. Cooper's violin playing did "discourse most eloquent music," and that, instead of performing indifferent versions of Italian operas, which we have frequent opportunities of hearing, in a superior manner, in the original, at the Academy of Music, this *troupe* should have limited itself to the representation of thoroughly English operas. Those who recollect what Mrs Joseph Wood (Miss Paton) used to do in these operas, will agree with us that they were eminently attractive and successful.

The regular season commences this evening. Mrs. Duffield, who has done the "heavy" female business for the last two seasons here, is replaced by Mrs. Gladstane, who was at Arch-street Theatre, for a short time, two years ago. Mr. Keach, now managing on his own account at Boston, is succeeded as stage-manager by Mr. W. A. Chapman, and as actor by Mr. Edwin Adams, last from Boston. Mr. J. Sturton Wright, from New Orleans, and Mr. Rufus Adams, are also among the new engagements. The greater number of the old company are retained, and the public will pleasurably notice the names of Mrs. Thayer, Mrs. Anna Cowell, Miss C. Jefferson, Miss Mary A. Miller, Miss Perry, Mr Vining Bowers, Mr. S. Hemple, Mr. Dubois, Mr. Bascomb, Mr. Geo. Johnston, Mr. B. Young, and other favorites. Dr. Cunnington continues to preside over the musical department. "Ingomar" and the farce of "The House Dog" will be played this evening. In the play, Mr. Edwin Adams will make his first appearance as *Ingomar*, and *Parthenia* will be played by Miss Annette Ince, a Philadelphian, we believe, who has lately been successful in California. The whole drama virtually rests upon these two parts, and, therefore, is better adapted than might be expected at first to give fair chances to two first appearances. Miss Ince's engagement is said to be limited to six nights.

ARCH-STREET THEATRE.—The Florences draw good houses, at all events. We prefer Mrs. Florence, in Yankee characters, to her sister, Mrs. Barney Williams; and the bold Barney himself, *whose stage Irishmen are like no other Irishmen* that ever lived, plays them better than W J Florence does. For a *real* Irishman, commend us to John Drew; after him, at some distance, follow James Hudson and John Collins. To-night, with other attractions, the new burlesque of "Lalla Rookh" will be played here, with new scenery, dresses, marches, music, dances, and songs. To-morrow night, or we are much mistaken, every newspaper and amateur critic in this city will visit "the Arch," to see Mr. Florence play Burton's part of *Captain Cuttle*, in the dramatic version (John Brougham's, we believe,) of "Dombey and Son." In New York it was wondered at and oraised, and it was said that Mr. Florence, in this line of eccentric comedy, had exhibited great and unexpected ability.

CONTINENTAL THEATRE.—The announcement of "Fourth and *last* week," surprises us, because we had hoped that Carncross & Sharpley's Minstrels had received sufficient patronage to make it worth their while to continue here. Frank Moran, one of the buffos of the *troupe*, has his benefit this evening and a new burlesque opera, called "Oh Hush!" will be brought out, with Mr. Frank Whittaker as *Rose*, and the inimitable Frank Brower as *Cuff*. We take this opportunity of reposting that Messrs. Carncross & Sharpley have managed the Continental, during their short reign, in the most respectable manner, and have brought performers and performances before the public much better than any other Ethiopian managers have done within a long distance of time.

THE NEW THEATRE.—McDonough's little theatre on Race street—enlarged, remodelled, and every way improved—fully deserves the title of "The *New* Gaieties," which he has bestowed upon it. That place, which only two years ago, (before it came into Mr. McDonough's possession,) was a low drinking, singing, and dancing saloon, was raised by him, at no small expense, into a respectable and comfortable place of public amusement. Not content with this, he has wholly reconstructed the house, and it will now take acknowledged rank among the legitimate theatres of Philadelphia. Handsomely fitted up, and extremely well ventilated, it is now adapted to receive ladies as well as gentlemen, and we anticipate seeing a great number of the former at the performances this evening—the opening night—of the combined Ravel and Martinetti *troupes*. Besides divers other performances, they will represent "The Contrabandist," a comic *ballet d'action*; classic poses and groupings by the Martinetti's, and the pantomime of "Mons. Deshalumeau," as played by them at the Academy of Music. Mr. McDonough will make a fortune by his "Gaieties."

Death of Mr. William H. Reed.

It gives us pain to announce the death of Mr. Reed, the able and popular prompter of Walnut-street Theatre. He has been ill for some time, but, within the last *three* weeks, it was evident that he was about to perish, the victim of consumption. He was born on September 26 1831, and died at eleven o'clock P. M., on Friday, the 7th instant. He was a native of this city, and his parents survive him. Mr. Reed made an early appearance on the boards, commencing as a dancer, at the age of seven, and speedily becoming a great little favorite. He subsequently appeared, with no small success, at Pittsburg and Baltimore, and occasionally, as he grew older, took small theatrical parts, which he played respectably. There are many play-goers, not yet very old, who must remember how popular "Little Master Reed" was, fifteen or twenty years ago. It was as a prompter, however, that Mr. Reed particularly distinguished himself. He occupied that difficult and rarely appreciated situation for several years at the Walnut-street Theatre, and the present lessee, (Mrs. Garrettson,) who highly estimated his ability and zeal, kept the place open for him, through his whole illness, in the hope that he might be yet able, in convalescence, to resume the performance of his duties. His knowledge of stage business was remarkable, and he had a ready richness of resources which is invaluable in such a line of dramatic work. He thoroughly understood and faithfully executed every requirement of his office. His last hours were soothed by the kindness of many friends, among whom may be especially mentioned Mr. Peter E Abell, who was much attached to him, and, we believe, received his last look, last words, and last breath. Mr. Reed was unmarried. His funeral will take place *to-morrow afternoon, from* his parents' residence, 251 Chester street, and he will be interred in Odd-Fellows' Cemetery. No doubt, the theatrical profession, who knew his worth so well, will largely attend.

FARMS, CITY PROPERTY, STOCKS, &c.—Thomas & Sons' sale at the Exchange to-morrow includes *eight Delaware farms*, city stores and dwellings, stocks, &c. See advertisements and pamphlet catalogues.

A meteor, as seen here on Saturday morning, is elsewhere noticed. From the *Herald* we learn that a meteor of more than ordinary brilliancy was seen shortly after eight o'clock on Friday evening, by many persons in that city and vicinity. When first seen it was moving moderately from east to west, in a straight line, at an altitude of about seventy degrees, and appeared about as large as a good-sized ball of wicking, emitting a dull, hazy, white light, as if seen through a fog. It was visible only about twenty seconds, when it went out instantly, and without descending from the path in which it was moving when first seen

Hon Henry A. Longnecker, of Lehigh, has been renominated for Congress from the Seventh Pennsylvania district.

LATEST NEWS

By Telegraph to The Press.

TERRIBLE CALAMITY

ON LAKE MICHIGAN.

Sinking of the Steamer Lady Elgin.

Over Three Hundred Lives Lost.

CHICAGO, Sept. 8—The steamer Lady Elgin was run into this morning by a schooner off Waukegan, and sunk within twenty minutes after the collision took place.

She had upward of 350 passengers aboard, including several military and fire companies. Only seventeen passengers have been saved as far as known.

Col. Lumsden, of the New Orleans *Picayune*, and family are supposed to be among the lost.

LIST OF THE SAVED.

CHICAGO, September 8.—The Black Yagers, Green Yagers, and several fire companies of Milwaukee, who had been on a visit to this city, were on board the ill-fated steamer.

The names of the saved are H. G. Carryl, clerk; Frederick Rice, steward; Edward Westake, porter; Robert Gore, Thomas Murphy, Thomas Cuningham, Michael Conner and John B Hobart, of Milwaukee; Thomas Shue, Tim O'Bryan, W. A. Davies, and Milliman Mills of Ohio; Lyman Updike, of Waupan, and H. Ingraham, member of the Canadian Parliament.

A son of the proprietor of the London *News* is supposed to be lost.

The books and papers were all lost.

After the collision the steamer floated south to to Winetka where she sunk.

CHICAGO, Sept. 8, P. M.—In addition to those reported as saved this morning are the following:

Charles May, Michael McGrath, Peter Welch, George Regan, Wm. Denar, James McInis, John Murray, Frederick Halpler, John Roper, T Pritchard, John Evertson and wife, John Doyle, Mr. Walde, Isaac Kingsley, John Gilmore, Mr. Burke and wife, John McKinley, Frederick Snyder, J H. Willard, H W. Gunnison, Peter Walsh, Wm. Leryer, Frederick Deveresky, Bridget Robbon, John Rossiter, E. De Bar, James Rogers, Frederick Fettmeyer, E. Powers, Mrs. Rivers of Milwaukie, Terry Crother, Patrick Maher, (fireman) Mrs Simonds, George Davis, Patrick Myers of Chicago, Jacob Cook of Fond du Lac, Lieut. George Hartzuff of Loonsockinock, James Rogers, a German woman, name unknown, John Jacobson of New York, Peter Walsh.

CHICAGO, Sept. 9—The clerk of the steamer Lady Elgin, who is among the survivors, makes the following statement:

"The Lady Elgin left Chicago at half past eleven o'clock on Friday for Lake Superior. Among the passengers were the members of the Union Guard, of Milwaukee, composed of some two hundred and fifty excursionists from that city. At half past two o'clock this (Saturday) morning, the schooner Augusta, of "Muskegon," coming up from the south, struck the boat *ten miles from shore*. The vessel struck the steamer at the midships gangway on the larboard side. The two vessels became locked together, and the Augusta lay in the darkness. At the moment of the collision the band was music and dancing reigned in the ward cabin. Many persons in the cabin all was still, and at the hour the steamer sunk. I passed through the cabins; the ladies were pale and terrified, but there was no cry or shriek. No sou d was heard but the rush of the steam and the roaring of the heavy seas. Whether the ladies were cowed by the sudden danger, or whether the appalling situation made them speechless, I cannot tell.

"A boat was lowered at once, with the design of going round to the larboard side to examine the leak. There were no oars belonging to the boat, but just at the moment the passengers were preparing to row them, and we were powerless to manage the boat. We succeeded once in reaching the wheel, but were quickly left, and as we were thrown into the lake, I saw the Winetka only two boats were left on the steamer. One of them contained thirteen persons, all of whom were drowned. The other had about twenty-five, four of them reached the shore alive, the four others being drowned at the beach. Before I left the steamer the engine had ceased, and fires had been put out, and the vessel was turned adrift. The force and direction of the wind was such that the boats and fragments of the wreck were thrown into the lake and would reach the shore in the county of Winetka. As I stood upon the beach, hopelessly looking back upon the fire, the day dawned; I could see the entire hull of the morning objects floating upon the watery and sometimes, I thought, human beings struggling with the waves.

H. G. CARYL.

The following persons left the Tremont House on Friday evening, and took passage on board the Lady Elgin:

F A Lumsden, wife, two children, and servant, of New Orleans.

J. W. Garth and wife, Miss Anna Garth, and Miss Amanda Garth, of Paris, Illinois.

F. F. Hall and lady, of Aurora, Illinois.

Mr. Seuptelben, of the firm of Smith & Seuptelben.

T. C. Hanna.

Mr. Pearce, of the firm of Goodman & Pearce.

Mrs. Barnet.

Isaac Kingsley, of Milwaukee.

James Cosgrove.

Mr. Pitsparrick, of Kenosha, Wisconsin.

Mrs. Ketts and four children.

Mr. Bond and two children.

James Belows, Mineral Point, Wisconsin.

A. Buckingham, J. O. Pollard and lady, Milwaukee.

J. Fitzgerald and lady, Milwaukee.

Michael Conegan and lady, Milwaukee.

Herbert Ingraham, member of Parliament, and proprietor of the London *Illustrated News*, and his son Herbert.

Edward White, Fanny Burns, Charley Smith, Chicago.

George Morton, Superior City.

George L Simpson, Joliet.

Mr. Locke, of Sheboygan.

Otto Levemire and wife, Mr. Nichel, Mr. Phillips, Milwaukee.

John Horan, deputy United States marshal, Wisconsin.

None of the above-named have yet been heard from.

CHICAGO, Sept. 9.—The following are the additional names of the lost by the calamity:

Frank Chamberlein, Mrs. Sarah B Newcomb, Mrs. Thomas Kennedy, Mrs. Susan Hanlin, Miss Emma Beliger, Sarah Hanlin, Wm Foley, Paul Foley, Edmund Malone, James Malone, Daniel O'Leary and child, Stephen Cuddy, James Gilvery, Otto Leveres & son, Miss Amelia Ledder & niece, Chas B. McLaughlin, Thomas Erieton and wife, Alice Pollard, William Hayes, Mrs Julia Lewis, Miss Agnes Keough, Mary C. Duffy, William Hanlon and three children, George P. Arnold, Mr. Johnson, George F. Oakley and wife, Capt. Berry of the Union Guards; Thomas Bohan, wife and child; John Kelly, Samuel Brown, Policeman Dewars, Patrick Carney, Patrick Hoffman, and Mrs. Hoffman, the latter with all his family; Antonia Kenny, Michael Murphy, N. McGrath, Martha Dooley, Frank Casper, Wm Wilson, M. Rapp, Jas. Smith, D Dormer, M. Monahan, daughter, and son; Mr O'Neil, Terence Cooley, Alderman Crilly and family, J McCormick and sister, C. O'Brien and family, John O'Grady and wife, Mr. Lynary, A. Corbell, Constable Fahey, John Horan, Stephen Hoff, Hugh McGarry, Constable Burhus, Edward Burke, George Churchill, Charles Evarts, Charles Johnson, Moritz Parson, Peter Lynch, Thomas Sheenan, wife, and 2 children; James Smith, Frederick Best, James Conley, Eli Plankinton, Augustus Bishop, M. Schefer, Jul. H. Gomsford, Mr. Fitzgerald and sister, Wm. Pomeroy, John Cosgrove, Henry Parsons, Thos Neville, Patrick Conley, Samuel A. Downer, Henry Bishop, Patrick Welch, Edward Warren, Bessie Fanning, Kate Fanning.

All the white are of Milwaukee.

Bridget Foley, L S. Minston and wife, Margaret Codd, and Bridget Codd, of Chicago.

Eliva Cullen and Elizabeth McLaughlin, of Watertown.

No accurate list or number of the persons on board can be given, but the following estimate is supposed to be nearly correct:

The excursionists comprised 300; the regular passengers 50; steamer's crew 85—making a total of 385. Of these but 93 are saved, leaving the number of lost 287.

Captain Malott, of the schooner Augusta, states that when he first discovered the steamer's lights, both red and white, he supposed her to be from a quarter to half a mile distant, and steering north east. *It was raining very hard at the time.* We kept our vessel on her course, east by south, until we saw a collision was probable, when we put the helm hard up, and struck the steamer two or three minutes afterwards, just abaft the paddle box, on the starboard side.

The steamer kept on her course, her engine in full motion. Headed the Augusta around north alongside the steamer, but they got separated in about a minute, when the Augusta fell in the trough of the sea. All the head gear, jib boom, and stern chains were carried away. We took in sail and cleared for another supposing the vessel would fill. After clearing the wreck we put about the foresail and we succeeded in getting before the wind and stood for land. We lost sight of the steamer in five minutes after the collision.

Mr. Beman, second mate of the Lady Elgin, stated that at half past 2 o'clock a squall struck us, and we were steering N. W. by W. a point to windward. Our course at that time was N. W. After striking us the vessel hung for a moment, and then got clear. I went below to see what damage had been done, and when I got back the vessel was gone.

When the intelligence of the loss of the vessel with the excursion party reached Milwaukee yesterday, it spread like wild-fire throughout the city. The telegraph office was thronged all day with the relatives or friends of those on board. Many who presented despatches were in tears, and the most intense anxiety and excitement was manifested in the countenances of all. In the first ward of that city, it is said, there is scarcely a house or place of business that has not lost some inmate or employee.

All the survivors unite in according to Capt. Jack Wilson praise for his great bravery and daring throughout. He was foremost in confronting the danger, and earnest for the safety of the passengers. He was drowned within a hundred feet of the shore. Nearly one hundred persons arrived within fifty yards of the beach, but were swept back by the returning waves and lost.

Up to nine o'clock to-night only twenty-one bodies have been recovered, most of which have been recognized by friends as those of residents of Milwaukee.

FACTS ABOUT THE LADY ELGIN.

The New York *Herald* of yesterday says:

Mr. Edwards, who lived for a number of years on the shores of Lake Michigan, has kindly furnished us with sundry particulars in regard to the ill-fated steamer Lady Elgin and her captain. They will no doubt be read with lively interest, in connection with the loss of that unfortunate craft and her immense human freight

The Lady Elgin was built in Canada about nine or ten years ago, and named after the wife of the then Governor General of British America, Lord Elgin. She was a side-wheel mail steamer, of about three hundred feet in length, and one thousand tons burthen. She was a fast and favorite boat, and went on three or four excursions annually. For the first five years after her construction the Lady Elgin was employed in the Canadian traffic of the lakes, and carried the mails along the northern shores, while the Grand Trunk Railway, which now performs that service, was yet incomplete, or even in embryo.

Four or five years ago she was purchased by Hubbard, Spencer, & Co., of Chicago, to whom she belonged till the calamity which it is our painful duty to record to-day put an end to the history of her now tragically famous career. When she passed into the hands of the Chicago firm of Hubbard, Spencer, & Co, Captain John Wilson became her commander, in which post he continued up to the time of her loss, and it is to be feared that he has undoubtedly shared her melancholy fate. Captain Wilson was a gentleman of ten years' experience in the navigation of the upper lakes, a fine, off-hand, and vigilant man, and a popular commander among travellers on Lakes Michigan and Superior. He was also a man of family, his family residing in Chicago.

Since the Lady Elgin became the property of her last owners she has been engaged in the travel between Chicago and Bayfield, on Lake Superior, about one hundred miles from the head of navigation of that inland sea. She used to call at the most prominent ports and harbors lying between Chicago and Bayfield to land and receive mails, passengers, specie, and other freight. This last was in a great measure copper on the downward trips, the products of the mines of the giant of the lakes. The ports at which she always stopped were Marquette, portage Entry, Copper Harbor, Eagle River, and Ontonagon, and on her last and fatal trip she had passed all of these places, and had, therefore, a vast number of passengers on board.

The Lady Elgin used to make three similar excursions, annually, to the one in which she was engaged at the time of her loss. The last was invariably the one on which she conveyed the largest number of excursionists and passengers. It was on the last excursion trip of the season she was employed when she met with her calamitous and unlooked-for fate. It is believed that the Lady Elgin was insured, but this is not certain.

F. P. LUMSDEN, OF NEW ORLEANS.

It is stated in our despatch that Mr. F. P. Lumsden, of the New Orleans *Picayune*, with his family, were among the lost by the accident to the Lady Elgin

Mr. Lumsden was a native of North Carolina, and at the time of his death was between fifty and fifty five years of age. He went to New Orleans about thirty years ago, where he followed his profession as a practical printer. He subsequently formed a business copartnership with G. W. Kendall, and established the N. O. *Picayune*, which paper is recognized as one of the leading journals of the Southern States Mr. Lumsden's connection with the *Picayune* continued uninterrupted from the day of its establishment until his decease; the exceptions being short pleasure trips into the interior of the country, and similar to that on which he met his untimely death. His partner, Mr. Kendall, on the contrary, was an extensive traveller, in the capacity of correspondent of the *Picayune*, and was in Texas during her border troubles which resulted in hostilities with Mexico. Mr. Kendall continued his travels to Mexico, and remained there from the opening to the close of the war. His contributions, giving the details of the war, under the *nom de plume* of "Mustang," were extensively read throughout the country, and were instrumental in obtaining a large circulation for the paper and a favorable notoriety for its proprietors. Mr Lumsden had an amiable wife, and a son fourteen years of age, both of whom, it is feared, were with him at the time of his death, and shared the fate of the husband and father During the last few years Mr Lumsden's participation in the direction of the *Picayune* has been somewhat limited, by a change in the office of the firm, the a re arrangement of its executive department, and chief duty devolving upon Mr. Holbrook, its managing partner.

FURTHER FROM EUROPE.

THE PRINCE ALBERT AT NEW YORK

New York, Sept 9—The steamer Prince Albert, arr