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FIRST EDITION.

MIDNIGHT.

FORTY-FIRST CONGRESS.

(SECOND SESSION.)

SENATE: The Georgia Senators—The Civil Service Bill Reported—The New York Rescinding Resolutions. HOUSE: The Case of Judge Busteed—Alleged Abuse of Privilege by Mr. Mungen—Special Naval Appropriation Bill—Legislative Appropriation Bill Still Undisposed Of.

(By Telegraph to the Pittsburgh Gazette.)

WASHINGTON, February 22, 1870.

SENATE.

Mr. VICKERS presented a memorial of the National Board of Trade for the passage of a marine apprentice law. Referred to Committee on Commerce.

Mr. STEWART presented the credentials of Messrs. Farrow and Whitley, Senators elect from Georgia, and asked their reference to the Judiciary Committee.

Mr. DRAKE said the papers were simply communications from the Governor of Georgia. The manner of the election of Senators and of the authenticating of the fact to the Senate was prescribed by the Constitution, and nothing in that instrument or in any act of Congress authorized any Governor of any State to communicate any name as Senator of the United States. It did not appear from the paper when the party was elected, nor was his election certified to by the President of the Sixth Senate, as required by law. He thought the paper ought not to be received.

Mr. POMEROY said the Constitution requires each House to judge of the qualifications and election of its members; therefore he favored reference to the Committee, so the facts might be investigated.

Mr. DRAKE insisted on his objection, and Mr. STEWART withdrew the papers for the present.

Mr. HOWARD, from the Committee on Pacific Railroad, reported a joint resolution authorizing the Northern Pacific Railroad to issue mortgage bonds, with an amendment providing that the company may make good deficiencies in its land grants, arising from the previous disposition of lands along its lines, by taking an equal quantity with an additional limit of thirty miles.

Mr. WILSON, from the Committee on Military Affairs, reported without amendment a bill providing for the disposition of various useless military reservations.

Also, the House joint resolution authorizing the sale of certain lands at Springfield, Mass.

Mr. SCHURZ, from the Joint Committee on Retrenchment, reported with an amendment the bill introduced by himself last December to reform the civil service. It provides for the appointment by the President, with the consent of the Senate and of the Civil Service Board, of Commissioners, who shall prescribe the qualifications requisite for appointment into each of the branches and grades of the civil service, and examine applicants for such positions, excepting judges and clerks of the United States Courts, members of the cabinet, ministers to foreign courts and officers of the Senate and House of Representatives, and hereafter all other appointments of civil officers shall be made from persons who have been found duly qualified under the regulations established by this Board. Appointments by boards of departments are to be made in the order of seniority and merit. The board may call to its assistance such officers of the Government as may be of learning as it deems meet. Officers now in the civil service may be required by the President to submit to the test of examination, and if not found qualified shall be dismissed. Otherwise present officers shall hold their positions for five years from the date of commissions. Officers appointed on recommendation of the board are all to be appointed for twelve years, but of the first nine appointed three shall go out at the expiration of four years. Their salaries are fixed at six thousand dollars per annum. Women are to be equally eligible with men for examination and appointment to all offices they can fill equally well.

Mr. CONKLING, from Committee on Revision of Laws, recommended the indefinite postponement of the consideration of the resolutions of the New York Legislature rescinding the ratification of the Fifteenth Amendment.

Mr. CONKLING then spoke at some length, showing the effect this amendment would have throughout the country, extending right of suffrage to hundreds of thousands of the down-trodden race, and claiming there was no more fitting time for rejoicing over this great accomplished reform than on the birthday of Washington.

Mr. DAVIS delivered an argument to show that the power to reject a constitutional amendment existed in the State by implication.

Mr. POMEROY moved as a tribute of respect for the day, that the Senate now, at two o'clock, adjourn.

Before putting the motion the chair called attention to the invitation from the Maryland Legislature to visit Annapolis, near which city the British ship Monarch was now lying.

Adjourned.

HOUSE OF REPRESENTATIVES.

Mr. BINGHAM, from Committee on Judiciary, reported there was not sufficient evidence in support of charges against Judge Busteed on which to impeach him, and asked that the Committee be discharged from further consideration of the matter, and that it be laid on the table. So ordered.

Mr. ELDRIDGE asked leave to submit a minority report on behalf of himself and Mr. Kerr, but Mr. BUTLER, of Massachusetts, objected.

The Speaker announced the appointment of the following additional members of the Committee on Elections, so as to make the whole number fifteen: Messrs. Beaman, Kerr, McCrary and Potter.

Mr. JULIAN, from the Committee on Public Lands, reported a bill extending the benefit of the Homestead law to children of deceased soldiers. Passed.

Mr. DAWES, rising to a question of privilege, referred to the speech of Mr. Mungen, published in the *Globe* of last Saturday, purporting to have been made in the House, but not actually delivered, and which reflected on Senator Sumner, and offered a resolution that the Committee on Rules be instructed to inquire and report whether said Mr. Mungen has not abused the privilege thus obtained, violated the rules of the House and deserved its censure; and that in the meantime said speech be excluded from the *Congressional Globe*. The speech he referred to was in violation of both.

Mr. COX expressed a desire for the abolition of the privilege of printing undelivered speeches in the *Globe*.

Mr. DAWES said permission to print speeches involved the implied assurance that whatever was printed would not be in violation of the rules of the House, much less in violation of common decency.

Mr. MUNGEN disclaimed any intention to violate the rules of the House and defied the gentleman from Massachusetts to point out any objectionable passage in his speech. He had read a sentence from the speech, declaring anything he should say had no reference to any sector word of Mr. Sumner in the Senate, but to his public lectures and speeches. He stood here the representative of his constituents and he demanded the right of free speech under the Constitution. He would not permit any one to attempt to deprive him of the right to discuss public questions. There was no foul or vulgar language in that speech. Was it a violation of the rules of the House to quote from classics or from Gibbon? If the gentleman from Massachusetts, or his friend the Senator, chose to make an application of his remarks, he was not to be held responsible for that. If the remarks suited the Senator, let him wear them. Could this House gag in discussing the doctrines of the impertinent lecturer, who was cramming his theories and his illogical, damnable doctrines on the people of the North? Had he not the right to discuss them, and to show their absurdity? He assured the House he had been respectful to it in that speech, but would not allow some new rule of etiquette to forbid him criticising the sayings of a man who was eternally thrusting himself in the face of every body with his impudence.

Mr. DAWES called Mr. Mungen to order. He did not think it proper to speak of the impudence of the Senator.

Mr. MUNGEN—I speak of him not as a Senator, but as a public lecturer. I take issue with the gentleman on that point, and I leave it to the House.

The SPEAKER—The Chair rules the language unparliamentary and out of order.

Mr. MUNGEN went on to argue he had not been guilty of a violation of the rules of the House and he scorned the imputation of being guilty of any indecency. He was perfectly willing to have the matter referred to the Committee on Rules.

This discussion was further participated in by Messrs. Schenck, Garfield, Jones, (of Ky.,) Voorhees, (Farnsworth, and Dawes, and then the resolution was agreed to.

Mr. MYERS, from the Conference Committee on the special naval appropriation bill, reported the Committee had agreed to fix the appropriation at $2,000,000. The report was adopted.

Mr. VOORHEES, rising to a personal explanation, referred to an insinuation in Mr. Benton's speech, of Saturday, coupling him with the Knights of the Golden Circle and indignantly denying all connection with secret political organizations.

Mr. SARGENT asked leave to offer a resolution instructing the Committee on Ways and Means to inquire into the expediency of providing separate legislation for taxation of fruit distillation, and especially whether the latter interest cannot be properly relieved of capacity and per diem taxes, and of regulations not properly applicable thereto.

Mr. MCARTHY objected.

Mr. SWANN, moved to adjourn in honor of Washington's birthday. Rejected—yeas 70, nays 103.

The House then went into Committee of the Whole on the legislative appropriation bill.

The amendment offered by Mr. Axtell, last Saturday, appropriating $14,500 for the Bureau of Education, elicited a lengthy discussion.

Finally the Committee rose, and the House having closed the debate on all items under the head of Department of the Interior, again went into committee, and the amendment was agreed to.

Mr. BECK gave a humorous description of the circumlocution which a lawyer had to pass through to get a judgment from the Court of Claims.

The Committee rose before the bill was disposed of.

Mr. Beaman was excused from service on the Committee on Elections, and Mr. Hale appointed in his place.

At half past four adjourned.

HARRISBURG.

Ohio River Bridges—Speech of Representative Walton.

(Special Correspondence to Pittsburgh Gazette.)

HARRISBURG, February 21, 1870.

The speech of the Hon. Joseph Walton, in the House, on the 18th instant, having attracted considerable attention in the columns of the Pittsburgh press and elsewhere, I forward you a report of that gentleman's speech in the House on his resolutions relative to bridging the Ohio river, and so much of his remarks touching the action of Mr. Graham, in the Senate, as seems necessary to a correct understanding of the question. It will be recollected that the day subsequent to the offering of the resolutions by Mr. Walton in the House, Senator Graham referred to the matter as involving a breach of faith on the part of the former. On calling up his resolution in the House, Mr. Walton, after making some preliminary remarks, proceeded to address the House as follows:

Now, Mr. Speaker, I send to the desk the Pittsburgh Commercial, of Wednesday, the 16th, showing the language that was said to have been used by Senator Graham on these resolutions, and the phonographic report of the actual language that was used by the gentleman on the same:

Mr. GRAHAM. Mr. Speaker, after some consultation with some gentlemen who were at Harrisburg some days since, who are largely in business on our western waters, I had prepared this preamble and resolution. Last Friday I gave them to an officer of the House for the purpose of transcribing four copies and sending them home to our Pittsburgh papers for publication. Very much to my surprise, the resolution was read in my surprise by a member of the House of Representatives on Monday evening. I had not intended to do this, but I had found that the gentleman to whom I had given it to transcribe had been induced to furnish a member of the House of Representatives with a copy, and the gentleman, being interested in the subject, read it and put it in place on Monday evening. I have no particular objection to this appropriation of my resolutions, if he had given them verbatim, but he has transposed two words, which may, I think, the features of my resolutions, and he has also inserted a clause of four lines, which I also think detract very much from the harmony and fair proportions of my bill. I object to these interpolations in my bill.

Now, Mr. Speaker, I propose to give a clear and unvarnished account of the whole business. It is well known by every gentleman, at least from Allegheny county, that I have been laboring for the last four years—I might say seven years—to have this iniquitous law of 1862 repealed. And, sir, it is known to almost every gentleman on this floor, that there is a party now trying to legislate for a ship canal from Erie to Pittsburgh, and a great many of the supporters of the measure have persuaded me from presenting my resolutions in the early part of the session. And, sir, on last Friday, as I was coming up from the Lochiel hotel, in company with Colonel Kerr, an eminent lawyer of Pittsburgh, I said to him that I hoped you Erie Canal men would get along with your project; as I wanted to get offering my Ohio river improvement resolution. Why, said he, I have just completed a set of joint resolutions for Senator Graham to offer on next Monday—in reply to this. I informed him that I would offer mine on Monday night. If there were wheels enough on the Pennsylvania Railroad to carry me here. I came on up to the Capitol, went to the Postoffice, received my mail, and finding I had no time to answer my correspondents, I went into the Transcribing Clerk's office to see Captain Humes. He informed me that he was busy writing four copies of a set of joint resolutions, to send to the Pittsburgh papers for Senator Graham. I informed him that I had some resolutions to offer also, and that the Senator had one written in his; that they were written by Col. Kerr, of Pittsburgh; that I thought that my offering them would interfere to any way with the measure. He would refer his from offering mine. He replied that the Senator could put them through; whereupon I asked him for a copy to compare with mine, remarking at the same time that he would give them to me or any other gentleman. Upon examining these resolutions, and finding the phraseology somewhat better than mine, and feeling at the same time that I was not appropriating the language of my honorable friend, Senator Graham, although it was in the handwriting of that gentleman, I took them home, and submitted them to my attorney, Mr. M. W. Acheson, as a basis from which to write me a new set. Feeling that I would be acting in the interest of my constituents, and performing a special duty for which I have been sent here, and in doing so that I would not be infringing upon the rights of any of my colleagues, I concluded to read them in place on the Night of Monday, February 14th, as they had been prepared by Mr. Acheson. On the Tuesday following, Captain Humes came to my seat in the House, in a very excited manner, saying the Senator was much displeased with him. I went with him to the Senator, explaining the whole matter, as I supposed, to his entire satisfaction, until Wednesday the 16th, when he offered his resolutions, and made his statement.

Mr. BYRNES—The Joint resolution which I have had the honor to present, is one that interests not only my constituents but every citizen of this great Commonwealth, and all the States south and southwest, as every city in the United States is lit up by gas and much of the coal from the mines of Pennsylvania. I am the citizens of this Commonwealth, for what interests one portion of the State will give impetus to all other portions, although not directly interested. The State of Ohio, at the last session of her Legislature, passed a law prohibiting the Baltimore and Ohio Railroad from connecting on her shore a bridge, of less span than four hundred feet, over the main channel-way, under a penalty of $10,000. This, of course, the company will pay, and go on with their obstruction of this highway.

Ever since the year 1864, we have been urging upon Congress the necessity of repealing the obnoxious act of 1862, allowing the erecting of spans of three hundred feet; and as our efforts, in all other directions have proved ineffectual, we now propose, through this honorable body, to effect some action in the matter. What we want is immediate action. Delay will result in irreticvable disaster to all the great interests involved, interests so widespread and extended as to embrace the limits and demands of an empire. Our objection to pier bridges spanning the Ohio is not based upon conjectural damages. It may be quite an easy affair for the advocates of the bridges, in windy speeches and newspaper columns, to steer clear of stone piers; but practical river men and experienced navigators, who have spent long laborious years learning the tortuous channel and cross currents of the Ohio river, and the handling of immense tows, find it exceedingly dangerous and uncertain, requiring the most consummate skill and experience.

The 300 feet channel span bridges have been demonstrated beyond all controversy to be a serious and costly obstruction to navigation, and no amount of misrepresentation or bogus certificates can reverse the disasters of the past, or change the convictions of those who have to pass them in charge of their valuable cargoes. Only a few months since, one of our finest and most magnificent steamers, the "New State," laden with a valuable cargo of freight, besides a great number of passengers, collided with one of these incompleted piers, and we lost the former, with a portion of her entire cargo. And but a few weeks since, a similar disaster occurred with the steamtug boat "Star," by which she was unavoidably collision with one of these unfinished piers, causing a loss of the steamboat and her tow of eleven coal barges, containing 120,000 bushels of coal, valued at about $100,000, and two more human beings sent hurriedly into eternity.

Had some obstruction of a railroad resulted in like damage, long and loud would have been the complaints and excorations of such an act. But if the steamboat had destroyed an equal amount of property, the honest indignation of the community would have been unbounded. But the loss by actual contact with the piers, is but a fraction of the enormous tax imposed upon the coal trade, by the narrow channel-ways. Every trip made by our boats from twelve to twenty-four hours are lost by having to land and wait for daylight to pass these artificial obstructions, and frequently days are consumed in sight of the bridges waiting for favorable weather and water, to insure a safe passage, and not unfrequently an additional trip is lost by the detention imposed by this unnecessary obstruction. These are the items of the loss and expenditure which constitute the ruinous tax upon the trade. Some say there are employed in the coal trade from Pittsburgh, to towns and cities below, averaging ten trips yearly, aggregating 2,000 trips, and a proportionate number of the boats employed. The daily expense of a fully equipped tug boat is about $200. The loss of time incident to the first item of delay, happens very frequently a like result the second night, owing to the portion of river reached, which otherwise would have been passed, but to exempt my figures from the possibility of cavil, I will exclude this from my calculation, and take the loss of time solely to the immediate and direct results arising from the construction of these bridges, which impose upon the trade the yearly 600 hands and the consequent loss of time, at an expense upon the lowest possible estimate of $45,000. Including the loss of time incident to such landings, the frequent loss of entire trips, the expense of sending extra towboats to the bridge with a portion of the regular tow, and we have another sum exceeding the above; but placing it at the same figure, we have the sum of $90,000. Add to this the amount lost by collision with the piers, and we have the annual sum of $110,000, to be paid by the coal trade alone, in order that the corporators of these bridges might be saved this extra cost of a 400 feet span. Now, suppose a bridge properly constructed, with a 400 feet span, would cost $800,000, (and we have authority for saying it would not have much more than half sufficient,) the interest on this sum would be $48,000, and $62,000 less than the coal interest. We have shown in connection with this obstruction to navigation. Such are the unimpeachable facts, such the detention and losses resulting from one "pier bridge."

What will be the result when ten or a dozen similar obstructions, located at as many different points, some of them even more dangerous to navigation than this, shall block up the river, we will leave others to figure; for long before they are completed we will have ceased to have any interest in the matter, as not one-fourth of the number will be necessary to seal the doom of the river as a navigable stream, and drive us all from the ocean. Coal men, at incredible sacrifice and toil, have built up a vast business, employing tens of thousands of vessels, and adapting to the extent of million of dollars in money, and accommodating their trade to the peculiar condition of the river, and now to have this great and increasing trade so crippled as to virtually amount to a confiscation of our rights, a sacrifice, is an invasion of our interests, so flagrantly unjust as to entitle us to the protection of national legislation, to which we now confidently appeal. The wanton invasion and disregard of pre existing rights is more inexcusable, in view of the fact that science and experience have demonstrated that at some additional expense railroad bridges, spanning navigable rivers, can be so constructed as not to materially obstruct navigation.

Some years ago I examined the Niagara Suspension railroad bridge, crossing across the Niagara river below the falls, of John A. Roebling, Esq. I watched the passage of heavy trains of cars with locomotives, while running on carriages and wagons and foot passengers were passing on the same bridge, immediately under these heavy trains, all in perfect safety. I have not been at the bridge since, but I know that it has continued to this day in perfect order, doing an equally large carrying business. That bridge has a single span of more than 500 feet long.

But modern engineering experience has settled the question that spans of 400 feet can be readily built, and safely used for all purposes of a bridge, including the passage of the heaviest locomotives and trains. It costs somewhat more in first construction, but little or nothing more afterwards. Why then should not Congress be asked to prevent additional obstructions from going into the river, as well as to order the removal of obstructions that are already in? Every additional bridge with spans limited to 500 feet will certainly be cutting the national water-way from one thousand or more feet, as it is naturally, to three hundred feet, or less than one-third, and in many cases more than one-fourth. With 400 feet between the piers, which is less than half the natural way, the largest fleets, with ordinary care, could pass in tolerable safety. They will then have some chance to maneuvre in security.

The matter seems so plain, that when fairly presented it ought to command general assent. The railroad and the river interests are not really antagonistic; they ought never to be; both are alike different means of accomplishing the business of millions of our people, who are interested in the successful maintenance of both in their integrity, and if individuals or corporations shall undertake arbitrarily to interfere with what has been made national, the only source left for the people is to the national Government. Let Congress do the thing that is right, and neither railroad nor river interests can have any just cause of complaint.

Congress, after making a complete survey of the Ohio river, has appropriated several millions of dollars, from time to time, for the improvement of said river, and removing natural obstructions, such as trees, snags, sunken boats, wrecks, &c., and shoals and bars. Do I refer you for particulars of which. I would refer you to the report of the Surveyor General of the United States, where you will find, sir, a great amount of money has been expended in maintaining a large fleet of steamboats and snag-boats, with a great number of men.

This I regard as a fruitless waste of public funds, to appropriate large sums to improve navigation, while more dangerous obstructions than ever existed become established by legislative authority. We are authorized by law to remove them. It is conceded that the general welfare demands the construction of railroad bridges over our greatest rivers; but it is not yet conceded that they shall be allowed to be put in at random, or haphazard, and without proper regard to the navigation interests. It is to be presumed that competent judgment would be exercised by the railroad interests, in securing the erection of structures which, while benefiting their railroad traffic, should not necessarily interfere with the river commerce.

The Ohio river is a magnificent stream, notwithstanding that almost every season the navigation nearly ceases for several months, owing to low water. It is, nevertheless, acknowledged to be one of the great National commercial highways of our country, accommodating upon its placid waters, through much of the year, an immense general commerce, a vast coal trade, and a very heavy lumber business, the aggregate amount of which is known to be several hundred millions of dollars annually. It is no part of my intention here to enter upon the details in regard to these matters. I merely desire that we should refresh ourselves with a few facts, which happen to be in harmony with the object of these resolutions.

I have referred you to the Niagara suspension railroad bridge, with a span of 800 feet. In the face of such experiences as this, is it not childish for any one to argue that there is any engineering difficulty in constructing bridge spans of 400 feet, only one-half the length of that perfectly successful structure? But we have a later and still more magnificent bridge erected by Mr. Roebling, at Cincinnati, which is 1,057 feet span, upon which the city cars run, and over which an immense traffic by wagons, omnibuses, drays, &c., is hourly passing, and which, upon the testimony of Mr. Roebling, would carry a locomotive and twenty-five heavily ladened cars with safety. Furthermore, the same eminent bridge builder, previous to his death, had completed his plans for the erection of a bridge over the East river, at New York, of more than 1,600 feet span, which it now rests their son and former partner.

There is, therefore, nothing unreasonable in asking Congress to require that bridges across the Ohio river should place at least two of their piers 490 feet apart. But, besides the reasonableness and modesty of this requirement, it is of the importance to the safety of the river trade, while it is really no injury to the railroad business. It is sometimes necessary to preserve human life; and while you are legislating for the preservation of human lives in coal mines, it is just as necessary to provide for the preservation of the lives of men in the navigation of our rivers. If the river interests were asking something that would hurt railroad traffic, Congress might properly pause; but it is not so.

I feel the same warm interest in the successful operation of railroads that I have ever felt, and believe that they are among the greatest of modern national agencies for good. But I have never been inattentive to the water communications which pervade our land, and now, as formerly, I regard them as the great arteries of our national commerce; especially the great rivers, such as the Mississippi, the Missouri, the Ohio, and I propose to perform the solemn duty to ourselves and to posterity, on the part of the people's representatives, that they should be preserved and improved as much as possible. Congress has undertaken their preservation and improvement, and it is the duty of Congress to call their attention fairly to the facts bearing upon the present question to induce such wise action as will, without injuring the great railroad interest, protect the equally important river interests of our people.

The report of the Committee sent to Washington on the 17th of April, 1869, was here read, with a number of resolutions, the last of which was as follows:

Resolved, That Simpson Horner, Captain N. J. Bigley and W. H. Brown are appointed a Commission on the part of the citizens of the Baltimore and Ohio Railroad in regard to the placing of piers in the Ohio at Bellair and Parkersburg.

Now, sir, it appears from the labors of that committee was, that they could not induce him to alter his mind; but still persisted in having a bridge with pier-ways hundred feet apart. And, sir, they found that this company had already located their piers in the Ohio river, with the most almost an entire blockade as far as the coal trade was concerned. They (the committee) also found that the company had then locate the channel span so as to interfere as little as possible with navigation, but this they refused to do, and made no concession upon the committee induced the company to make another span next to the Ohio shore, which is always free from any obstruction, and for heavily laden barges. And, sir, for the use of this privilege they paid Mr. John W. Garrett, President of the Baltimore and Ohio Railroad Company, thirty thousand dollars. I speak, sir, from the book, for I paid of that amount, $14,250, which was found to my proportion. There is no longer room for doubt that the secret of all this bitter opposition on the part of the corporation is the saving of an expenditure of a few thousand dollars. The best engineering skill has been employed to demonstrate that a bridge can be built as easily and as safely as of 300 feet spans, the only difference being in cost. Last session, with an additional wing of $150,000 will enable the Baltimore and Ohio Railroad to construct each of its bridges at Bellair and Parkersburg so as to allow a channel way of 400 feet. Shall this corporation, then, jeopardize the entire commerce of a great national highway, the property, and the lives of hundreds therein, simply to save a cost so trifling? Will Congressmen, pretending to legislate for the good of the whole country, fail to protect the rights of all classes, legalize such a monstrous wrong as this?

THE LAST DISASTER.

Further Particulars of the Loss of the Steamer Emma No. 3.

(By Telegraph to the Pittsburgh Gazette.)

CAIRO, February 22.—The steamer Emma No. 3 struck a snag on Chute Island, No. 35, on Saturday morning about ten o'clock, and while sinking slowly careened and upset the stoves, setting fire to the cabin and driving every person into the water except Capt. James Maratta, who was saved by clinging to the wheel, and the mate, Carlo Maratta, Pilot Altenburgh, three passengers, the head chambermaid and seamen, who managed to remain on a small strip of the forecastle, sheltered behind some casks of iron, which they prevented from burning by throwing water upon them with their hats. The officers launched a yawl and succeeded in keeping back the affrighted passengers until the ladies on board, five in number, were in it and as many passengers as was considered safe. Before the yawl could be cleared from the steamer the flames burst out with such fury that others could not be launched, and they jumped into the swamping yawl and turned it bottom upwards, by which all the ladies were lost, and some twenty others. The survivors, except those saved on the bow and on the wheel, managed to reach the shore on floats, planks and cotton bales, and were picked up by the people along River avenue, and by the steamer Columbian, which brought a number to this city. Other survivors were taken to farm houses in the neighborhood, and have not yet arrived. Engineer Lyonberger died from exhaustion after reaching the shore; also a passenger named McFarland. The steward, James Ford, is not expected to live from the same cause.

The following is a list of those known to be saved when the Columbian left: Passengers—John Fawcett, Cincinnati; Dan Pincott, Quincy; William Voogt, Cincinnati; J. Lynch, St. Louis; Joseph George, Carmelton, Indiana; William Rodenbach, Wheeling; Adams Fleister, Owensboro, Kentucky; George Casey, Ottawa, Canada; A. J. Morris, C. Wesley and Alf. McFarland, Gayoso Landing, Mo.; James Cameron and J. Stafford, Mount Vernon, Ind.; T. English, Cincinnati; Michael Murphy, St. Louis; J. Darling, Cincinnati; James Rudedecker, Dayton, Kentucky. Officers: James Maratta, captain; Caleb Maratta, mate; David Porter, second clerk; Charles Charleston, second mate; Edward Wylie, watchman; William Altenburgh, pilot; James Ford, steward. Badly drowned—Parker, fireman; second cook, name unknown; Charley Brown, porter; head chambermaid, unknown; George Webster, engineer; Henry Nelson, fireman; and about fourteen of the deck-hand crew. Walter Maratta, first clerk, in noble discharge of duty, perished in the flames. Carlo Maratta, first clerk, in noble discharge of danger to himself, made an attempt to save a lady passenger, and perished with others.

CINCINNATI, February 22.—The captain of the Emma No. 3 telegraphs from Cairo that seventy lives were lost by the recent disaster.

SECOND EDITION.

FOUR O'CLOCK, A. M.

THE CAPITAL.

The Cadetships Investigation—The Situation in Cuba—Col. Baker's Indian Fight—Sickening Details.

(By Telegraph to the Pittsburgh Gazette.)

WASHINGTON, February 22, 1870.

THE CADETSHIPS INVESTIGATION.

The investigation of the mercantile transactions of members in Cadetships has thus far implicated several members. The secrets of the Committee-room are not fully known, and when they are, more startling facts will be disclosed than have already come to light.

Fernando Wood, it appears, took no money, but he appointed a cadet who was not legally entitled to it as a resident of his district.

J. S. Golladay, of Kentucky, will be thoroughly investigated. No witnesses have been examined in his case, but he is one of the most anxious of the victims of Congressional scrutiny.

Mr. Hoge, of South Carolina, is a member of the Committee. He, it is charged, appointed a boy at Annapolis, but allowed him to resign, for which $1,000 was paid. Subsequently a son of Mr. Upsher, of New York, was appointed. It is inferred that Mr. Hoge is having a jolly time on that Committee.

The East of Morley signified the bill had the approval of the Government.

The Lord Chancellor said the bill would have the effect of depriving laborers of the recreation to which they were entitled on Sunday, and doubled the wisdom and foresight of the measure.

The bill had a second reading.

In the Commons, Mr. Bruce, Home Secretary, said the conduct of the law had been fully vindicated in the recent events in Ireland.

The Postmaster General said the Government was disposed to suffer a branch of the German American Cable to be landed at Lowesmaff to connect with the office of the Anglo American Cable Company at London.

FRANCE.

PARIS, February 22.—M. Valdrome, Minister of the Interior, has submitted to the Emperor and to the Legislative bodies a report favoring decentralization in the executive administration. The Corps Legislatif has referred it to a committee, consisting of Barrot, Guizot and Prevost Paradal.

The *Journal Officiel* publishes a list of persons appointed to revise and codify the administrative legislation throughout the Empire, on the suggestions made by the Minister of the Interior and approved by the Emperor. Some of the names on the list are the following Liberals: Benoist, Duay, Desmarz, Guillaume, Guizot, Louis, Lacaze, Delavergne and Prevost Paradal.

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PARIS, Feb. 22.—Rentes active at 73 francs 87 centimes.

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HAMBURG, Feb. 22.—Petroleum flat at 15 marks 8 schillings.

LIVERPOOL, February 22.—Cotton firm with sales 10,000 bales uplands at 11¼@11¾, Orleans 11¾. Breadstuffs quiet. Receipts of wheat past three days 7,500 qrs, all American; red western 7s 6d, winter and spring 7s 7d, winter 10s 9d. Oats 2s 8d. Peas 39s. Pork dull at 94s. Beef 103s 6d. Bacon 56s. Lard 76s. Cheese 75s 6d. Produce remains without change.

LONDON, February 22.—Refined petroleum is 9¼d@1s 10d: linseed oil 32s. Sterling 5s. Turpentine dull.

INDIANA.

Republican State Convention.

(By Telegraph to the Pittsburgh Gazette.)

INDIANAPOLIS, February 22.—The Republican State Convention met here this afternoon. General Thomas M. Brown, of Randolph county, was made permanent Chairman, with one Vice President from each Congressional District, and the Rev. W. T. Malone, colored, of New Albany, as Vice President from the State at large. The colored Vice President was conducted to the platform amid the most deafening cheers of the delegates. There are two colored delegates from Wayne county and three from Floyd. The Convention is largely attended, every county in the State being quite represented.

The present State officers were renominated, with the exception of the Treasurer of State, one of the Supreme Judges and Attorney General. Gen. R. H. Milroy, or Carroll county, was nominated for Secretary of State, Nelson Trusler, of Fayette county, for Attorney General, and Judge A. L. Osborn, of Laporte county, for Supreme Judge, in place of Judge Frazer, who declined to be a candidate for re-election.

Serious Fire at Plymouth, Ohio.

(By Telegraph to the Pittsburgh Gazette.)

PLYMOUTH, February 22.—A fire broke out in this place this morning about 7 o'clock, and extended to the clothing store of Spear & Shield, the dry goods establishment of R. McDonough, post office building, photograph gallery of R. Emery, boot and shoe store of J. McLaughlin, and grocery store of J. D. Bryant, destroying nearly an entire block. Amount of loss is not known. The origin of the fire is unknown. The insurance as far as known is Home, Columbus, $2,500; Queen City, Cincinnati, $2,000; Lafayette, Cincinnati, $2,000; Knox Mutual, Mt. Vernon, $4,000; Richland Mutual, Mansfield, $3,000.

NEWS BY CABLE.

Petroleum Tests—Telegraph Difficulty—Sunday Observance—Cable Monopoly—French Government Reforms—The Interpellation Regarding Domestic Policy—Attempt to Assassinate Another American at Havana—Belgium Postal Affairs—Crisis in Spanish Cortes.

(By Telegraph to the Pittsburgh Gazette.)

GREAT BRITAIN.

LONDON, Feb. 22.—In view of the many shocking accidents caused by petroleum, a law has been projected for subjecting it to still severer tests. A bill will soon be brought before Parliament looking to this end.

A letter to the *Daily News* denounces the curtailment of telegraphic facilities in London and Liverpool, when the authorities had no reason to anticipate and time to prepare for an indefinite expansion of business on the transfer of the telegraph wires to the Government.

In the House of Lords to-day Lord Chelmsford introduced a bill to secure the better observance of the Lord's Day. It restrains, and in some cases entirely prohibits, trading on Sunday. Lord Chelmsford said the bill was intended to check a growing evil, and read statistics showing that over ten thousand grog shops were kept open in London alone.

The Bishop of London spoke in support of the bill.

The Earl of Morley signified the bill had the approval of the Government.

The Lord Chancellor said the bill would have the effect of depriving laborers of the recreation to which they were entitled on Sunday, and doubled the wisdom and foresight of the measure.

The bill had a second reading.

In the Commons, Mr. Bruce, Home Secretary, said the conduct of the law had been fully vindicated in the recent events in Ireland.

The Postmaster General said the Government was disposed to suffer a branch of the German American Cable to be landed at Lowesmaff to connect with the office of the Anglo American Cable Company at London.

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