

(CONTINUED FROM FIRST PAGE.)

Knoxville, so far as it relates to him is incorrect. Mayby has brought suit against Steers, and his assignee Grant, and attached the same claimed to be Steers' in the hands of Patterson, as president of the Blue Ridge railroad.

CHICAGO, June 8.—Further reports concerning the great fire which broke out in Central Illinois show that an immense amount of damage was done in Peoria, Fulton, Knox and other counties in that section of the State. The destruction of bridges on country roads has been almost universal. In the city of Peoria fences and trees were blown down, and cellars filled with water. Every railroad leading out of that city and the Peoria and St. Louis, no train left there yesterday. The Chicago, Burlington and Quincy railroad had about four miles of track washed away and many bridges destroyed. The Chicago and North Western also suffered severely, losing one bridge 150 feet in length, and the entire road-bed carried away in many places. A large force of men is at work repairing damages, and there will be but little interruption to travel.

In the town of Hilton the damages are fearful. The town is almost entirely under water, and barns, houses, etc., are being swept into the river. The singular circumstance of the storm is the running up stream of the Illinois river. The immense volume of water that poured into that stream has created a back water, and there is a strong current running northward. The river last night was still rising rapidly, and fears of serious damage from this source were entertained.

TROY, N. Y., June 8.—Hall's lively stable was damaged by fire this morning, and ten horses suffocated.

BALTIMORE, June 8.—The clerical committee, before which the charges against Dr. Hudson were investigated, consisted of Rev. Nelson Head, D. D., of Leeseburg, Virginia; Rev. H. E. Crenshaw, of Fairfax, Virginia; Rev. T. H. Carson, of Winchester, Virginia; Rev. J. M. Spangler, of Baltimore; and Rev. J. M. Spangler, of Baltimore, with the Rev. Dr. Rodgers, presiding elder, as president of the investigating committee. The report required to be signed by all the members of the committee.

LONDON, Ontario, June 8.—It is stated that an American named Rufus Britton, who had been in the city for some time, had been kidnapped by detectives, who chloroformed him.

TORONTO, June 8.—Advices from Fort Colquhoun state that the charges against the late Governor of Ontario, Mr. Colquhoun, are reported in a very unsettled condition. They are waiting on the Indian commission to treat with them.

The Hudson Bay Company has always made them a retention, and the captain postoffice, has been kidnapped by detectives, who chloroformed him.

PHILADELPHIA, June 8.—The gas men have resumed work, the companies having compromised with them.

BALTIMORE, June 8.—The game of base ball to-day between the Red Stockings, of Boston, and the Lightnings, of Baltimore, in favor of the Boston by a score of 15 to 2.

BOSTON, June 8.—Samuel Collins, one of the charterers and crew of the fishing schooner Enola, which was captured by the cutter Stella Maria, for alleged illegal fishing, arrived at Gloucester yesterday and was sworn to affidavits of particulars of seizure before Collector Robinson.

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Paragon at 11 P. M.—Passed up—Kelllogg and barges at 11 last night, Mary E. Poe at 9 last night, Louisville at 3 A. M. Weather warm and cloudy. River falling.

PEORIA, June 8.—The Chicago, Burlington and Quincy railroad had about four miles of track washed away and many bridges destroyed.

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Metropolitan and River Reports. The signal service, United States army, reports, for the benefit of commerce, the meteorological record, and rise or fall of the rivers, at 3:43 P. M., local time, yesterday, as follows:

Table with columns: Station, Ther., Wind, Weather, Bar. Includes stations like Annapolis, Baltimore, Boston, Buffalo, etc.

LOUISVILLE, June 8.—The river has risen eight inches in the past twenty-four hours; seven feet two inches in the canal. Weather cloudy and warm.

CHICAGO, June 8.—The Chicago, Burlington and Quincy railroad had about four miles of track washed away and many bridges destroyed.

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MONETARY—Commercial. MONETARY. OFFICE OF THE DAILY REPUBLICAN. THE PRINCIPAL FEATURES OF THE MARKET last week were more quiet than of late.

The principal features of the market last week were more quiet than of late. The offerings of short paper at the banks were limited, and much less than their available resources, but those of longer date were more liberal. On the street first-class signatures or paper secured by unquestionable collateral, could be readily placed at figures ranging up to our inside quotations, but it was difficult to negotiate second grade or paper secured by any other than first class collateral.

At the close of the week the market was quiet, and the receipts were very moderate. The offerings of short paper at the banks were limited, and much less than their available resources, but those of longer date were more liberal.

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Marine Intelligence. OFFICE OF THE REPUBLICAN. Sunday, June 9, 1872.

CLEARED YESTERDAY. Hall's bark Michele Galathea, Barre, for Cork Schooner Advance, Davis, for Freeport Schooner George, for New York, and the bark Belle, for New York.

ARRIVED YESTERDAY. French ship Formosa, Dussange, from Liverpool; March 21, from Georgia; and the bark Belle, from Cork.

TOWBOATS. Chamberlain, McLellan, from the Passaic-Torpedo; and the bark Belle, from Cork.

BELOW COMING UP. Schooner Helena, Hunter, 7 days from Uvilla, to water.

REPORTS. COCK-Back Michele Galathea—20,000 bushels corn in bulk.

IMPORTS. LIVERPOOL—Ship Formosa—400 tons sugar; 20,000 cigars and sundries.

REBOLTS OF PRODUCE. ST. LOUIS—Steamer Mary Alice and barges—200,000 bushels corn in bulk.

BY THE RAILROADS. NEW ORLEANS, MOBILE AND TEXAS RAILROAD. JUNE 8.—6 bushels molasses 97 1/2 cents.

STEAMBOATS. FOR ST. PAUL DIRECT. Leaves THURSDAY, June 13, at 5 P. M.

FOR GRAND ISLE. Leaves SATURDAY, June 15, at 5 P. M.

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RAILROADS. CHANGE OF TIME. On and after JUNE 7, 1872, trains of the GREAT JACKSON ROUTE.

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