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AMUSEMENTS.

SHAKESPEARE CLUB,
CORNER ROYAL AND CUSTOMHOUSE STREETS.
New Orleans, August 16, 1873.

Members are hereby notified that the tickets for the next Complimentary entertainment, to be given on WEDNESDAY EVENING, August 27, are now in the hands of the Janitor for distribution. The performance on this occasion will consist of Sheridan Knowles beautiful play—

THE HUNCHBACK.

Miss Louise Hawthorne as.....Julia
Miss Frankie McClellan as.....Helen

Tickets for the benefit of Miss Hawthorne, which takes place on the eighteenth proximo, will be ready for delivery during the ensuing week.

E. A. BURKE, Vice President.
FRANK H. WILSON, Secretary. au17 24 27

MISCELLANEOUS.

NOTICE.....NOTICE.

To Whom It May Concern.

Take notice, that on the twenty-ninth day of September, 1868, letters patent were issued to the undersigned, for his invention of "Patent Name Plates for Street Lamps." Now, having been informed that other parties are using this, my said patent, without having first obtained authority from me, I hereby warn all such parties, and all other parties, city and other corporations, to discontinue the use of my said patent until they have obtained my permission. And I further warn all parties that I will prosecute any infringement of my rights, unless the royalty due me be first paid.

C. J. O'HARA.
au19 3t No. 119 Carondelet street.

FLEUR DE SAUTERNES MOUSSEUX.

SPARKLING SAUTERNE WINE.
25 cases quarts and pints.
For sale by
BERCIER & DE SMET,
Sole Agents for the South, No. 5 Tchoupitoulas street. au17 3t

HIDES.....SKINS.....FURS

JOSEPH B. WILKINSON, JR.,
Dealer in
Hides, Skins and Furs, Moss, Wool, Tallow, Etc.,
No. 29 Peters street, near the Customhouse, New Orleans, Louisiana.
Liberal advancement made on consignments.
ja14 1y

MISSISSIPPI VALLEY
Typographical Ink Works.

COLLINS & JOURDAN,
Proprietors and Manufacturers.
We offer to the trade of the Mississippi Valley PRINTING INKS of every variety and guaranteed quality, at Northern prices.
Manufacturing works, Tangipahoa, Louisiana.
Business office, No. 145 Gravier street, New Orleans. my23 1y 1t2p

NEW ORLEANS, RED RIVER LANDING
AND
ALEXANDRIA LINE OF UNITED STATES MAIL COACHES.

A Concord Coach will leave Red River Landing, Louisiana, EVERY SUNDAY, WEDNESDAY and FRIDAY, at 4 P. M., on the arrival of the packets KATIE, FRANK PARGOUD and NATCHEZ from New Orleans, for Simsport, Moreauville, Mansura, Marksville, Evergreen, Cheneyville, Lecompt, arriving at Alexandria at 7 A. M. next morning, making close connection with stages for Natchitoches, Louisiana, San Augustine and Nacogdoches, Texas.
The mail leaves Red River Landing DAILY for the above places.
ap27 6m B. H. PETERSON, Proprietor.

MARSHAL'S MONITIONS.

William T. Levine vs. Steamship Louisiana—No. 10,272.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana.—In obedience to an admiralty warrant, to me directed in the above entitled suit, I have seized and taken into my possession—
THE STEAMSHIP LOUISIANA, now libeled by William T. Levine for the causes set forth in the libel now pending in the District Court of the United States.
And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a district court of the United States, for the district aforesaid, to be holden at the city of New Orleans, on the first Monday of September, to show cause, if any they have or can, why the said steamship Louisiana should not be condemned and be sold agreeably to the prayer of libelant.
United States Marshal's office, New Orleans, tenth day of August, 1873.
S. B. PACKARD,
au12 16 23 30 United States Marshal.

Peter Jolly vs. Schooner Mary Jane—No. 10,266.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana.—In obedience to an admiralty warrant, to me directed in the above entitled suit, I have seized and taken into my possession—
THE SCHOONER MARY JANE, now libeled by Peter Jolly for the causes set forth in the libel now pending in the District Court of the United States.
And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having, or pretending to have, any right, title or interest in or to the same, to be and appear at a District Court of the United States, for the district aforesaid, to be holden at the city of New Orleans, on the third Monday of September, to show cause, if any they have or can, why the said schooner Mary Jane should not be condemned and be sold agreeably to the prayer of libelant.
United States Marshal's office, New Orleans, fifteenth day of August, 1873.
S. B. PACKARD,
au16 23 se6 13 United States Marshal.

Nicholas Bouchman vs. Steamboat Sabine—No. 10,273.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana.—In obedience to an admiralty warrant, to me directed in the above entitled suit, I have seized and taken into my possession—
THE STEAMBOAT SABINE, her engines, furniture, etc., now libeled by Nicholas Bouchman, for the causes set forth in the libel now pending in the District Court of the United States.
And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same to be and appear at a District Court of the United States, for the district aforesaid, to be holden at the city of New Orleans, on the first Monday in September, to show cause, if any they have or can, why the said steamboat Sabine should not be condemned, and be sold agreeably to the prayer of libelant.
United States Marshal's office, New Orleans, thirteenth day of August, 1873.
S. B. PACKARD,
au15 16 23 30 United States Marshal.

S. Mendelsohn vs. Steamship Louisiana—No. 10,269.

IN THE UNITED STATES DISTRICT COURT, District of Louisiana.—In obedience to an admiralty warrant to me directed in the above entitled suit, I have seized and taken into my possession—
THE STEAMSHIP LOUISIANA, her tackle, etc., now libeled by S. Mendelsohn, for the causes set forth in the libel now pending in the District Court of the United States.
And I do hereby cite and admonish the owner or owners thereof, and all and every person or persons having or pretending to have any right, title or interest in or to the same, to be and appear at a District Court of the United States for the district aforesaid, to be holden at the city of New Orleans, on the first Monday of September, to show cause, if any they have or can, why the said steamship should not be condemned and be sold agreeably to the prayer of libelant.
United States Marshal's office, New Orleans, eighth day of August, 1873.
S. B. PACKARD,
au9 16 23 31 United States Marshal.

COAL.

TO THE PUBLIC.

The undersigned coal merchants having suffered in the past season heavy losses in the way of bad bills, have been compelled to issue this card to the public, notifying all consumers of coal that from and after this date "Our terms for coal will invariably be in cash when ordered or on delivery." No exceptions will be made to this rule.

W. G. WILMOT & CO.,
KENNIG & CO.,
BEALES & LAINE,
W. G. COYLE & CO.,
SPENCER FIELD, JR., & CO.,
P. & R. DeVERGES,
H. & C. TYLER,
B. D. WOODS & BROTHERS,
R. D. MACLIN,
MACHRAY & KELT.
jy25 30t

FOR RENT.

FOR RENT—STORE NO. 35 CHARTRES street, between Customhouse and Bienville. Apply on the premises. au14 1w

THE ROYAL PAUPERS.

An English Back Pay Steal.

The popular discontent at the vote of the House of Commons giving alms to Prince Albert on his approaching marriage is deeper and more wide spread than at first appeared. Invidious comparisons are made between the parsimony of his prolific mother with her enormous savings, and the generosity with which she invites Parliament to bestow the money of the people on her boy. It is cruelly suggested that she ought to be able to start one of her offspring out of an income of $1,500,000. The London dailies have little to say about the matter, but the leading provincial journals are unsparing in their treatment of the subject. The late Prince Albert is called a German sycophant, and the name has truth enough in it to stick. "Pauper" is one of the mild terms applied to the candidate for charity. The following extracts show the state of feeling in the country:

When the poor laborers on the Queen's estate at Osborne humbly and respectfully solicited a slight increase to their paltry wages of fourteen shillings weekly, they were rudely rebuffed; some were dismissed, others "cautioned." Surely the time has arrived for "cautioning" the Queen against perpetually foisting her sons and daughters on the public purse."

The Queen, with her millions, and her children all provided for, fed, clad, and lodged at the public expense, asks Parliament to give her son £25,000 per annum instead of £15,000 and the request is immediately conceded!

The nation will demand the abolition of a monarchy which entails an extravagant and wasteful expenditure, and is entirely and utterly useless.

These grants are robberies upon the people; let us get rid of them, and of all these royal cadgers.

If this young man is incapable of earning a living, let him apply to his own parish, and, if need be, go into the workhouse.

In a short time we shall hear of similar demands for Prince Arthur, Prince Leopold and the Princess Beatrice; but before these come let us resolve that there shall be an end of these donations. The rule which applies to us all—that we shall save in the days of our health and strength sufficient for our old age and for our children—ought to be applied to royalty as well as to commonalty. Princes and princesses had better, therefore, take note in time that the republic is behind them.

On this grant the annual income of the couple will be equal to that of 1868 laborers and their families. With these facts and sentiments to back him, no wonder the "Radical" Bradlaugh calls a meeting in Hyde Park and addresses a letter to the Prince, in which he says a few things like the following:

For 160 years your family, brought here neither by merit nor by courage, has waxed fat and numerous at the cost not alone of England's money—this by itself we would hardly grudge, although our peasants grow wondrous lean—but, what is worse, of England's fame, the fame of the land of Cromwell, in whose laurels you have no share; the fame of a nation which has anchored its ships in every corner of the world, not the fame of a petty race of plunder-seeking princes, who hired their bodies to any fight until the day dawned when plunder came by the tax-gatherer's dredge without the risk of fighting.

After suggesting that Albert would comprehend his letter "written in the language of Shakespeare," as the Prince does, his thinking, "in a sort of Dutch," he says:

I write moved by the memories of the old glories of the English race, when the swords of its princes were not mere darning needles in silken sheaths. I write spurred by the memory of a wise Alfred, wise though royal, and royally wise; who left traces of his grandeur through a chiliad of history's page. And my pen halts in dismay at that Ernest of Cumberland, who, like a plague-stricken leper, fouls the pathway of our nation as he begs for more gold from the Parliament which turns from him in disgust. Alfred has traditions of nobility in our muster roll, but Ernest is a name accursed. To you, Alfred Ernest Albert, I offer no love, I tender no allegiance. I plead in the name of my fellow-countrymen against the longer durance of an alien rule.

In Parliament Mr. P. A. Taylor made a bitter speech in opposing the bill, declaring the Queen's savings out of the civil list "stealings." Only 180 members out of 658 were present, and eighteen voted against the bill.

It looks as if the wind wouldn't have to blow very hard to irritate the shorn lamb, and that the Guelph tribe might pay very dear for their whistle.

Why Harvey Brown Gave up the Medal.

Harvey Brown, of Cleveland, who won the Lorillard medal at the recent contest at Saratoga for the championship of the United States in trap shooting, has returned the medal to the donor, accompanied by a letter, in which he says:

I deem it proper to return the medal to you, as the original owner, to be disposed of as may best suit your views and wishes. The reason for this action is, that my recent experience at Saratoga Springs satisfied me that the contest in defending the badges is likely to be of such a character that no gentleman can consistently enter into them. I regret that the initiatory step in your praiseworthy effort to encourage trap shooting in field sports in this country should have developed the gamblers' greed for gain, rather than an honest desire to test the comparative merits of contestants. I trust our second sweepstakes for this medal will start out under such auspices that future contests in its defense would be all you and other true sportsmen could desire.

Mr. Brown fairly won the medal by superior skill in shooting, but he does not choose to compromise his position as a gentleman by continuing to compete in a contest which, as shown at Saratoga, involves all the base acts of a pool stand.

"Touch Mexico and Die."

[From the Brownsville Ranchero, August 15.]

A small party of immigrants passed through this city a few weeks since en route for Tuxpan, Mexico. In the party there were a number of ladies and several girls thirteen or fourteen years of age. They were well fitted out with good teams and wagons, and, in fact, everything requisite for their perilous journey.

It now becomes our painful duty to publish what appears to be a well authenticated report that the party was set upon by a band of outlaws, the men murdered, the women ravished in a most outrageous and cruel manner, and the entire outfit appropriated by the villains, a short distance beyond Victoria.

It is a well known fact that Americans can not visit the land of "God and liberty," with anything of value in their possession, unless in force sufficient to overawe the prowling villians who live by plunder. It makes the blood run cold when we remember the atrocities which are being committed almost daily against Americans, and others, in this land that claims to have arrived at the acme of civilization.

We shall follow this last devilish outrage upon Americans in Mexico, until the Governor of the State in which it was perpetrated, adopts Santa Anna's principle—hang every ranchero within twenty miles of the spot where these infamous crimes are committed, unless they surrender the criminals.

Entertainment at St. John's Church.

The announcement that an entertainment would be given for the benefit of St. Vincent's Home Model Farm and School of Industry drew a large crowd to St. John's Church last Sunday evening. At a more agreeable entertainment we have seldom had the pleasure to be present. Great care was taken in selecting the programme, which was highly appreciated by the audience, and the services of our most eminent amateurs were engaged.

The Hibernia cornet band enlivened the moments before the exercises commenced with its melody.

The entertainment opened with the reading of "Mercutio's Death" by Mrs. V. D. Ruth. "Medicine Jack," by the boys of the Home, was sung without losing any of its humor. "Dutch Specialties" was rendered in a lively and humorous manner by Mr. J. Bowden. This gentleman displayed great talent for rendering Dutch peculiarities. Mr. Van Hufflen and Mrs. Natali sang "Le Preaux Clercs" excellently well. Mr. Van Hufflen's rich bass has lost none of its power and flexibility. Mrs. Natali was a real favorite with the audience. Her sweet yet powerful voice was exercised to great advantage in this duet. "I've No Mother Now" was sung by the small boys of the Home. So touchingly did they sing it that many of the fair ones in the audience shed tears.

The entertainment closed with the laughable farce entitled "The Review, or the Wags of Windsor."

Terrible Collision on the Chicago and Alton Railroad.

We condense the following statement from the press dispatches of yesterday morning:

An accident occurred last night near Lemont, on the Chicago and Alton railroad, the incoming freight train colliding with the south bound express passenger train, almost entirely wrecking the latter, killing six persons outright and fearfully injuring thirty-seven others, many of whom will die.

There were no Southerners in the list. The fatalities were confined to the smoking and second class cars. Regular passenger coaches and sleepers escaped.

The following account of the accident is from officers of the road:

The regular passenger train for St. Louis left Chicago at 9 P. M., and consisted of one baggage car, express, three day coaches, the head one a second class or smoking car, and two sleepers.

At 10:20 P. M., when three miles north of Lemont and about twenty-two miles south of Chicago, at a curve in the road, suddenly appeared a coal train of thirty-five cars, running at the rate of about twenty miles an hour. The passenger train was running at the rate of probably thirty miles an hour, and neither engineer saw the other's engine till it was too late to reverse—a fact accounted for by a curve in the road and partly by dense fog.

The two trains came together with full force, being on a curve. However, each engine left the track, and they passed each other, that attached to the coal train striking the baggage car a few feet from the end, breaking the coupling between it and the smoking car, which the engine struck square in the end, and with such force as to throw the forward end in the air, so that the engine ran under it, tearing the floor completely out, and hurling the fifty or sixty unfortunates who were in the car into a struggling mass to the lower end, whence there was no chance for escape.

And now ensued a scene of horrors which can not adequately be described. The smokestack and dome of the engine were knocked off by the collision, and broken timbers of the smoking car penetrated the boiler, letting loose a dense volume of hot steam, which poured in the car, blinding and scalding the helpless inmates, who, with heart-rending shrieks, struggled vainly to extricate themselves. In the meantime Conductor Russell, of the passenger train, who was unhurt, and a number of passengers from the rear coaches, came forward and endeavored to assist the poor victims, but there was little left to do beyond taking from the wreck the dying and wounded, many of whom were fearfully scalded.

Seven died soon after they were taken out, and four have since died. The point where the accident occurred is near what is known as the Sag, a low, marshy meadow, about half way between Lemont and Willow Springs station, and there is not a house in the neighborhood. Unhurt passengers, however, took bedding from the sleepers, and ministered as much as was possible under the circumstances to those wounded, while Conductor Russell hurried back on foot to Lemont, and telegraphed Superintendent McMuller, Chicago, for surgeons and aid.

Mr. McMullen hastily got together a half-dozen physicians, and supplies of such articles as were necessary, and started about midnight with a special train for the scene of the disaster, arriving there about 1:30 A. M. Everything possible was done for the sufferers, and at 6 A. M. the train returned to the city, bringing the uninjured coaches of the wrecked train, and all the dead and wounded, except two firemen, who were left at Lemont for burial. On arrival at Chicago, those of the wounded who resided there were taken to their homes, and the others were taken to the hospital, with the exception of two, who were taken to the west side to the Briggs House.

The cause of the accident was the criminal recklessness of the conductor and engineer of the coal train, whose duty it was to remain at Lemont until the passenger train had passed, unless they had received positive orders to proceed. This, the officers of the road say, was not the case, and that the coal train should have stayed at Lemont. The conductor of the coal train is named Bean, and had been running the train for a year, and was considered a first class man. He has not been seen since the disaster, and is thought to have escaped and fled, as the last seen of him he was in the caboose of his train, which was uninjured. No blame is attached to the officers of the passenger train, which is said to have been on time and had the right of track.

The roadway has been cleared of the wreck, and trains will run out from here to-night as usual.

A Foolish Canard.

A special dispatch to the *Times* from Washington, dated August 14, says:

The sensational story to the effect that there is a deficit of ten millions in the cash in the treasury has been current here for some days, but no attention has been paid to it until to-day, when it was revived by its reiteration from Wall street, whither it had been pertinaciously sent by interested parties here. Of course it has no foundation in truth, and the report arises wholly from the operations of the treasury in the redemption of the called five-twenty bonds. The Secretary of the Treasury to-night denounced it as a canard, manufactured out of whole cloth, and significantly added that to make a deficiency of $10,000,000 in the treasury coin would require the carting off of fifteen tons of gold. The story has been thoroughly used by the sick "bulls" in gold to-day, who hadn't stomach enough to take more than half the amount offered by the treasury—a thing which has not happened before in four years—and who have been appealing by telegraph to parties here to invoke some influence to stiffen their backbone.

State Securities.

In the New York papers of the fourteenth instant Louisiana State securities are quoted as follows: Sixes 48 and 50; sixes, new, 43 and 46; levee sixes 55 and 60; levee eights 53 and —.

Mexican War Veterans.

About a hundred and fifty gentlemen assembled in the hall of Louisiana Hose Company last evening in response to the published call.

Colonel J. B. Walton called the meeting to order and nominated for temporary chairman General A. G. Blanchard, who was unanimously accepted.

Colonel Walton then explained the object of the meeting by reading the call. It was under the same heading as cards and orders, which had been previously published. There were two objects. To secure, if possible, a pension to all who served in the Mexican war and their widows and orphans. There would be no distinction of rank or class. It was to co-operate with other associations of the same character throughout the country.

Mr. S. C. Reid moved that Mr. Chandler act as temporary secretary. Carried.

General Hays explained more fully the objects of the meeting, and denounced the previous meetings. He had got to the meeting in Orleans Hotel after it was organized, and didn't know till the next day who was at the head of it. He characterized the publication of the card calling a meeting to elect him president as a gross piece of presumption. He had not joined heartily in the movement at first, because he thought the Southern States would be cut off from its benefits. But he was convinced that that was an error. The other associations would refuse to receive a dollar unless shared by their brethren of the South. This is a new movement with us, but it was organized in California in 1866.

Mr. S. M. Kennedy, secretary of the Washington Association, was introduced. The secretary read a letter from him addressed to Mr. S. D. Allis, and some extracts from the constitution on the subject. The letter stated that Colonel Edmonston could have no authority from Washington to enroll men, because that body did not pretend to exercise any control outside of the District. In May last they extended an invitation to all kindred associations to send delegates to Washington, January 15, 1874, to prepare a memorial to Congress, to establish the brotherhood and take measures to take part in the centennial celebration at Philadelphia July 4, 1876.

The meeting then proceeded to a permanent organization.

Colonel J. B. Walton being nominated for president declined, and General Harry T. Hays was elected by acclamation.

S. C. Reid nominated General Blanchard for first vice president, who wished to decline, but after an energetic eulogy by Colonel Walton was forced to accept by a unanimous vote.

Colonel Walton tried to prevent the meeting from electing him second vice president, but the same rule he had applied to General Blanchard was found to work equally well in his case, and he had to be elected.

Mr. J. B. Chandler was elected recording secretary by acclamation.

Mr. S. C. Reid declined being corresponding secretary on the ground that it required some one that was competent to fill the position. Besides that his professional engagements were too heavy to permit him to accept.

Mr. S. D. Allis was unanimously elected.

Captain J. M. Vandergriff was unanimously elected treasurer and said he would be happy to receive all the money they could give him, would put it in the proper place to be called for, and have it on hand when wanted.

On the question of enrollment Colonel Edmonston's name was brought up, but the members thought all he had said about it was "bosh."

General Baldey moved that all that chose should enroll themselves then, giving the capacity in which they served. Carried.

Mr. Ried then proceeded to expound the pension law as it formerly existed, as it stands now, and what sort of a law Congress was going to pass, with a detail of the forms required, number of witnesses, and other voluminous information. He had carried his history nearly to modern times, when the meeting adjourned and proceeded to enroll their names.

For Grand Isle.

The Bossier, under command of Captain Gus Richards, leaves Harvey's canal this morning on her regular semi-weekly trip from Harvey's canal to Grand Isle. Those who have not yet enjoyed the pleasant excursion down the bayou, partaken of the generous hospitality of B. Margot, who runs a hotel as it should be run, and plunged into the surf, are reminded that the season is now half over. Saturday morning you can have another chance. Go down and spend Sunday, and when you get back Monday night you will feel as if ten years of new life had been gained by the sea air.

Recruits for the Navy.

Up to last night the shipping commissioner had secured 101 sailors for the navy. The recruits are represented as a more than ordinarily fine class of men. As a matter of curiosity we publish the nativity of the recruits: United States, 35; England 20; Ireland 19, Germany 7; France 3; Scotland 3; Italy, Denmark, Russia, Sweden, New Zealand, 2 each; Prussia, Australia, Norway, Bavaria, West Indies and Spain 1 each.

Reunion.

On Thursday of this week the surviving officers and men of the ninth, twelfth and thirteenth regiments of Connecticut volunteers will reunite at Bridgeport, Connecticut. These three regiments, it will be remembered, served in this department during the war, under Colonels Thomas W. Cahill, H. C. Deming and Henry W. Birge, respectively. A large number of the officers and men made Louisiana their home at the close of the war, while some hundreds lie buried at Chalmette. Generals Butler, Phelps, Franklin and Weitzel are expected to be present.

Mr. E. P. Schneider, B. A., late a candidate for holy orders in the Roman communion, has applied to the Bishop of Louisiana to be received as a postulant for holy orders. Mr. Schneider is a graduate of the University of Berlin, Prussia, and two years since was adjunct professor of philosophy and classics in the University of Notre Dame, Indiana. He brings full credentials as to character and qualifications from the New Orleans Seminary.—*New York Churchman.*

BY TELEGRAPH.

NEW YORK.

The Yellowstone Expedition—General Custar Placed in Arrest by General Stanley.

NEW YORK, August 18.—A letter from the Yellowstone expedition reports much ill feeling between the infantry and cavalry, owing to the arrest of General Custar by General Stanley, and compelling him to march one whole day in the rear of his command. No cause is assigned for this act.

Cerebro-Spinal Meningitis.

Charles Smock, of Freehold, New Jersey, lost five valuable horses from cerebro-spinal meningitis last week. The disease is reported rapidly spreading in that vicinity.

National Revenue Reform Association.

The National Revenue Reform Association has addressed a communication to the Secretary of the Treasury, asking him to revoke the order recently issued by Collector Arthur, of the customhouse, requiring merchants in person to make affidavits of entries.

The letter adds that the real motive for the issuance of that order was simply the gratification of self-consequence, and to compel personally the attendance of merchants in order to humble and still further hamper them with unnecessary, illegal and arbitrary requirements made under color of the law.

Wall Street.

The gold operations in Wall street on Saturday have given rise to the feeling that the gold clique purposes trying again the tactics which led to "Black Friday," and the bears are preparing an appeal to the President to interfere on this occasion in time to prevent the bulls from succeeding.

A German Movement for "Sun Set" Cox.

A German mass meeting will be held this evening for the purpose of expressing the wish that Hon. S. S. Cox succeed the late James Brooks in Congress.

At a meeting of the German Democratic citizens of the sixth congressional district held to-night, Hon. S. S. Cox was unanimously nominated to fill the vacancy caused by the death of Hon. James Brooks. After the meeting a committee of two from the various wards in the district waited on Mr. Cox at his residence and tendered him the nomination, which he accepted in a grateful manner, promising unswerving fidelity to the Democrats of New York.

Cheap Coal.

Anthracite coal is retailing here for $3 60 to $3 80 for chestnut, and $3 80 for stove and grate sizes, caused by competition by the local agencies, which began Saturday.

The Flag on the Andes.

A party of American engineers raised the American flag on the highest peak of the Andes on the fourth of July, in snow knee deep.

Patent Cigar Boxes.

The cigar makers of this city are signing a petition against the proposed patent cigar box.

Customhouse Inspectors Removed.

It is stated that four inspectors at the customhouse have been removed.

Marine.

The steamer Alabama, from Glasgow, is in Tower bay.

The schooner Matt Bedell, from Georgetown, reports that on August 16, off Abasicom, she passed a large steamer lying head to westward supposed to be broken down.

Arrived—City of Antonio and Colon. Arrived out—Manhattan, Baltic, New York and Thuringia.

The steamship Colon, from Aspinwall, is detained at quarantine on account of sickness. Her mails have been delivered.

Dead.

Professor Russell, the well known teacher and author of elocution, is dead.

The President Gone to the White Mountains.

The President has left Portland for North Conway.

Pilgrimages Banned.

A letter from Rome says the Syndic have posted up a notice prohibiting all persons, under pretence of making pilgrimages, whether singly or in groups, from passing through the city. It is regarded as a fanaticism not to be encouraged, and as a means used for keeping up political excitement as well as detrimental to the public health. Allowing a great crowd to come together at Assisi or other similar places, with the very imperfect means of accommodation, might be attended with serious harm. The pilgrimage of the Mussulmen to Mecca served to propagate cholera and other maladies.

DISASTER.

Further Particulars of the Terrible Disaster on the Chicago and Alton Railroad.

NEW YORK, August 18.—Additional accounts of the railroad accident on the Chicago and Alton road, state that the train started from Willow station, according to the best evidence, ten minutes behind time, and as it is customary on this road to make up for lost time, undoubtedly the race of speed was somewhat accelerated.

The conductor and engineer knew they were to pass the coal train at Lemont, seven miles distant; but unhappily that train did not wait as it should have done, but came on toward the passenger train, expecting to make Willow station.

It was a race for life. The conductor and engineer of the coal train knew that a passenger train laden with precious lives was in front, and if they did not reach the switch by a certain time, a collision was inevitable.

Both trains were rushing toward their destination. As they flew over the iron rail through the darkness, their speed increasing at every revolution of the wheels.

There were three concussions; the first when the engines met and were destroyed, the second when the baggage cars struck and were smashed into fragments, and the third when the smoking car collided and leaped into the air, alighting on the fractured boiler of the freight engine. The remains of the passenger train engine were thrown from the track toward the east, and so were the ruins of the baggage car.

Then came the smoking car on the top of the boiler. The forepart of this car was burst open by the force with which it struck, the hind wheels remaining on the track.

The passengers were imprisoned in the broken iron and wood, while the deadly steam came up with terrific force from the boiler below, scalding those whom it touched, instantly peeling off the skin and causing the most excruciating agony, one moment of which was sufficient to cause death. Many were there several minutes before being extricated.

CHICAGO, August 18.—J. H. Smith and J. W. Fleury, victims of the Chicago and Alton railroad disaster, died this morning.

Coroner Stephens has commenced an inquest on the bodies of the persons killed at the Lemont disaster. The agent at that point testified that he protested strongly against the freight train pushing forward, and notified the train dispatcher at Bloomington that a slaughter was impending. The number of deaths from the accident has reached eighteen.

The managers of the road have caused the arrest of John Puffenberger, the freight engineer, and officers have been sent to Joliet for Edward Bean, the freight conductor.

SPRINGFIELD, Ill, August 18.—A great deal of indignation is expressed here concerning the action of the Chicago and Alton railroad officers. The collision occurred at twenty minutes past ten o'clock, and the fact was telegraphed to the superintendent within an hour, but not a word was sent to the friends of the wounded, and the news of the accident studiously kept from the press until it could no longer be reserved

The passengers who were on the ill-fated train and who came down last night from Chicago state that till the arrival of the relief train in charge of Superintendent McMullan, everything that was done to release the unfortunates from the wreck and alleviate the sufferings of the scalded victims had to be done by the uninjured passengers. The conductor, they say, left the wreck before a single person was extricated and went to Lemont to telegraph to the suprintendent, while the passengers carried the wounded and dying from the wreck and with such appliances as they had; ministered to their wants, tearing up pillow-cases from the sleeping cars for bandages and improvising beds for them.

Two physicians came from Lemont soon after the collision occurred, but, it is said, brought nothing in the way of medicines or instruments, and were, therefore, of little use.

Miss Tracy, the daughter of the editor of the Houston *Union*, who was with her father on the train, is spoken of in terms of the highest praise for her noble attentions to the wounded.

When the relief train from Chicago arrived it brought everything necessary for the comfort of the victims, several of whom, however, had by this time found relief in death. Some of the passengers say it was 2:30 A. M. before the relief train arrived, and one gentleman says it was 3 A. M.

CRIME.

A Swindle.

NEW YORK, August 18.—In the Supreme Court chamber, before Judge Daniel, counsel appeared on behalf of Chisholm Brothers, fancy goods merchants, to oppose the motion to vacate warrant for arrest. Julius P. Tradez, connsel, stated that the defendant and his brother John, together with a man named Caro, obtained by false representations $604 worth of goods, describing themselves as a solvent firm doing business in New Orleans and New York; that soon after they gave notice that they were bankrupts and could only pay ten cents on the dollar. The complaint charged fraud from the inception, and claimed defendant having remained in the city after others fled, was responsible even though they were minors, being but nineteen years old. Judge Daniel reserved his decision.

Kicked to Death.

John Lyons, who kicked the rough, McLaughlin, to death to-day was arrested to-night and admitted the kicking.

A Horrible Mystery.

SEAFORTH, Ont., August 18.—A man passing through the woods near here heard a child crying, and hastening to the spot from whence the sounds proceeded, he found the father and mother of the child with their throats cut. The affair is shrouded in mystery.

A Blackmailer.

LOUISVILLE, August 18.—George Seybrook has been arrested, charged with representing himself to be a revenue officer. He mulcted several large beer establishments.

Foul Play Apprehended.

A man named Lord, said to be traveling correspondent of the New York *Herald*, has disappeared since Tuesday last, and fears of foul play are entertained. Lord left Shelbyville, Kentucky, that day for the purpose of visiting a fair at Eminence. The horse he was riding was found the next day near Shelbyville riderless. Lord left a trunk and other articles at Shelbyville, and no possible cause can be assigned for his disappearance. He had considerable money on his person.

A Horrible Murder.

CINCINNATI, August 18.—A Fort Scott, Kansas, special from Twin Springs, Linn county, says a horrible murder was perpetrated near that place, last night. A man named Kellar killed his wife, her sister, and his two children, and piled their bodies upon the floor, covered them with straw, and then set fire to the heap. Kellar was arrested to-day. There is strong talk of lynching him.

The Lynching of Kessler.

ST. LOUIS, August 18.—A Jefferson City special says Governor Woodson has issued an order to convene a special term of the Calloway circuit court for the investigation of the lynching of Peter Kessler at Fulton on Friday last.

The Railroad Robbers.

A desperate encounter may soon be expected between the railroad train robbers and an Iowa sheriff, armed with a requisition from the Governor. The encounter will probably take place in Lafayette, Clay or Jackson counties, where these robbers alternately rendezvous under the lead of the notorious desperado, George McKey.

Trouble at Grenada.

MEMPHIS, August 18.—A threatened riot at Grenada, Mississippi, on Saturday evening, caused by a drunken negro, ended in the negroes in attendance at the convention, who had attempted to release their obstreperous leader, scattering for their homes on the report that armed bodies of men were coming from the neighboring towns.

Murderers at Large.

The parties who burned the negro Dan Calhoun to death in Dyer county, recently, have not been arrested. Two of them have left the country, and Vaughn, the remaining one, will surrender himself, it is said.

A Murderer Takes his own Life.

PHILADELPHIA, August 18.—Perry Haas, convicted of murder, fatally cut himself with a razor.

Killed in a Fight.

Two colored men engaged in a fight yesterday; one was fatally injured by a bowie knife.

SPAIN.

Carthagena Besieged.

LONDON, August 18.—The *Herald* correspondent at Carthagena telegraphs that Martinez Campas besieges that city with six thousand soldiers, two batteries and twelve mortars. The British fleet continues to guard the rebel frigates. The German and British Consuls have left the city.

Repulse of the Carlists.

MADRID, August 18.—There is no truth in the dispatch sent to the Carlist Junta at Bayonne. The attack was gallantly repulsed by the Republicans, who, after a severe contest, defeated the insurgents and drove them from the town.

Incendiaries Condemed to Death.

Several persons have been condemned to death by the tribunal of justice at Seville, for firing buildings by means of petroleum while that city was occupied by the insurgents. Many others charged with the same crime escaped to Portugal, but a number have been arrested by the authorities of that country and surrendered to Spanish officers.

The internationalists encourage the burning of factories, by their companions, claiming to believe that all such property will soon be theirs.

Proposed French Recognition of Carlos.

A *Herald* special, dated Carlist headquarters, Sanguesa, August 17, says the French government has taken initiatory steps toward recognizing the Carlists as belligerents, having issued orders permitting the transit of arms and munitions of war between the two customhouse lines in the south of France.

The decree, dated in March, 1805, which prohibited such transportation on the borders is now rescinded by the Paris government. The border authorities have been notified by a circular, thus enabling the Carlists to dispense with the use of a steamer and the risk of her capture.

Carthagena.

A correspondent at Carthagena, under date of August 16, telegraphs that all noncombatants, women and children are ordered to leave the city during the impending struggle.

Capture of Murcia.

The city of Murcia was taken yesterday by Martinez Campas. The firing commenced at the Spanish fleet, under Admiral Lobas, blockading San Pedro.

The Insurgent Fleet.

The British commander refuses to surrender the insurgent frigates Vittoria and Allamanca; both are ordered to proceed to Gibraltar.

The insurgent frigates Mendez, Nunez, and Fernando El Catalicaid, it is expected will fight the Spanish gunboats off the Island of Escombera.

Foreign Vessels at Escombera.

Foreign ships lying in the Bay of Escombera, include the United States frigate Wabash, one French man-of-war, two Italian, the British ships Lord Worden, Surf House and four others.

French Sympathy for Carlos.

The *Epoca* of this city alleges that the French government is secretly favoring the operations of the Carlists in order to strengthen the cause of the Count de Chambord.

Capture of Prisoners.

BAYONNE, August 18.—The Carlist Junta has dispatches announcing the capture of 1500 prisoners, a number of cannon and much ammunition, at Berga, when they captured the town.

CUBA.

Battles with the Insurgents.

HAVANA, August 18.—A telegram from Puerto Principe says on the twelfth a body of insurrectionists under the command of Maximo Gomez attacked a force of Spanish cavalry stationed on a cattle farm near Puerto Principe. After a short fight the insurgents withdrew, but not before they had captured nineteen horses. Spanish less, thirty-one killed.

On the seventeenth a band of insurgents, commanded by Gomez, San Quintl and other prominent chiefs, attacked the village of Yegues, but were finally repulsed after a sharp engagement.

CENTRAL AMERICA

The Troubles in Panama.

NEW YORK, August 18.—Late Panama papers are received, containing the following:

A heavy storm of wind and rain visited the isthmus on the twenty fifth of July. Much property was destroyed.

The steamer Ville de St. Nazaire, while entering the harbor of Callao on the twentieth of July, ran into the floating dock, cutting it down on one side from top to bottom and causing heavy damage.

The sanitary condition of Panama is good.

The United States steamer Benicia, which left Mazatlan, Mexico, on June 14, for Panama, has not been heard from.

Panama still suffers from political uneasiness. Several prominent persons have been arrested on suspicion of being concerned in revolutionary plots.

In Guatemala, in view of the threatened invasion of the republic by Enrique Palacois, all the city municipalitias in the name of the people have sent in their adhesion to the government. Opposition between the government and church authorities continues.

Sickness on the Canandaigua.

The Panama *Star* says the sickness which compelled the gunboat Canandaigua to leave Aspinwall for Jamaica with over sixty men down with the isthmus fever was caused by keeping the men confined in unhealthy quarters below deck, which led many of them to seek the decks and open air in which to sleep, the result being they caught the malarial fever, so prevalent there in hot weather. None of her officers are sick, they having comfortable quarters. The *Star* says the men have not had shore liberty for nine months.

The Isthmus Route.

A Lima, Peru, letter states that the commission which explored the isthmus for a canal route has returned, and report the route surveyed impracticable, but favor that surveyed by the Americans under Captain Selfridge.

THE TURF.

The Races at Utica.

UTICA, N. Y., August 18.—All the races to-day at the Utica park course were trotted in a drizzling rain. The first race for horses that had never beaten 2:38 was won by Little Longfellow. Five heats were trotted, Vanity Fair winning the first, Planter the third and Little Longfellow the second, fourth and last. Time—2:37¾, 2:38¼, 2:39½,