NEW ORLEANS REPUBLICAN.

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VOLUME IX.—NO. 185. NEW ORLEANS, WEDNESDAY, NOVEMBER 10, 1875. WHOLE NUMBER 2646.

AMUSEMENTS.

OWELL'S ACADEMY OF MUSIC.
FOR ONE WEEK ONLY.
nday, November 7, Every Night, and
esday and Saturday Matinees, the latest
atic sensation, the popular young actor MIL-
BORLES, supported by J. B. Rogers' Dramatic
nity Company, who will present his success-
creation
JIM BLUDSOE,
Is his American drama of
OOTE'MIANS AND DETECTIVES.
e entertainment will commence with parlor
alties by the wonderful BYRES.
ge change on Thursday, November 11, Fri-
November 12, first and only benefit to Milton
es. Saturday, November 13, last matinee and
ing performance. Sunday, November 14, Miss
Eldridge, supported by the Academy's dra-
c company. no7

. CHARLES THEATRE.
last week of the eminent American actor,
R. OLIVER DOUD BYRON.
Wednesday and Thursday Evenings,
particular desire the great California success
BEN McCULLOUGH.
McCullough.....Oliver Doud Byron
day—Farwell Benefit of OLIVER DOUD
ON. The new contemporaneous drama
THOROUGHBRED.
urday—LAST BYRON MATINEE.
nday, November 15—The eminent tragedian,
LAWRENCE BARRETT.
ers commence at seven; performance at eight o'clock.
ox office open from ten to four o'clock. no10

RS. CHANFRAU'S
VARIETIES THEATRE.
FRENCH OPERA BOUFFE.
ery Evening and Saturday Matinee.
and To-morrow Evenings, November
10 and 11,
time in New Orleans of Offenbach's latest
and most successful Opera Bouffe,
MADAME L'ARCHIDUC,
will be presented with magnificent cos-
tumes and mise-en-scene.
the third act, Grand Military Review.
day and Saturday, first time here,
LA JOLIE PARFUMEUSE
urday Matinee—LA FILLE DE MME. ANGOT.
nday Night, November 14—Gala Performance.
ose-Orchestra, $1; (Reserved seats, 50 cents;
y Balcony, $5); Family Circle, 50 cents; Gal-
25 cents. no10

HE GAIETY THEATRE,
ner of Baronne and Common Streets.
IS FLYNNE.....Proprietor
RLES O. WHITE.....Stage Manager
E PEOPLE'S FAVORITE RESORT.
N EVERY NIGHT, WITH THE MOST POWER-
FUL VARIETY COMPANY ON THE
AMERICAN CONTINENT.
FORTY SELECTED SPECIALTY STARS
Appear at each entertainment.
ssion to suit the times—Fifteen, Twenty-five
and Fifty Cents.
NEW STARS EVERY WEEK.

BANKS AND BANKING.

OTICE TO DEPOSITORS.
e depositors of the New Orleans Branch
man's Savings and Trust Company are re-
sted to call immediately at the WORKING-
'S BANK, No. 94 Canal street, for official infor-
on concerning the payment of a twenty per
vidend, to be paid on the first of November
C. D. STURTEVANT,
10 tu Assistant Cashier.

ISIANA SAVINGS BANK
AND
AFE DEPOSIT COMPANY,
.....Camp street.....51
CAPITAL, $500,000.
R. C. PALMER, President.
JAMES JACKSON, Vice President.
Directors:
D. CONERY, FREDERICK WING,
R. S. KELLER, W. H. THOMAS,
W. E. SCHMIDT, JAMES JACKSON,
E. C. PALMER.
s company insures against loss by burglars,
ves and fire at low rates, and its capital gives
rity to depositors.
all deposits received, and six per cent inter-
per annum, payable semi-annually.
JOHN S. WALTON, Cashier.
11 tu

ITIZENS' SAVINGS BANK.
(A BANK FOR SMALL SAVINGS.)
Grunewald Hall.
Six per cent. Compound Interest.
DIRECTORS.
L. GUBERNATOR, ED. W. BURBANK,
ERSON ARMSTRONG, THOMAS HASAM,
M. BENNER,
J. L. GUBERNATOR, President.
BENNER, Cashier.
ow To Get Rich," sent free. ap20 1y

EW ORLEANS SAVINGS INSTITU-
TION, No. 158 Canal street. Trustees—Dr. W.
on Mercer, L. P. Generes, David Urquhart,
ge Denis, John G. Gaines, Thomas A. Adams,
Kohn, Thomas Allen Clarke, Christian
eider, Charles J. Leeds, Samuel Jamison.
Interest Allowed on Deposits.
L. P. GENERES, President.
ARLES KILBRAW, Treasurer. ap18 1y

STEAMSHIPS

BREMEN.
North German Lloyd.
AN BETWEEN BREMEN AND NEW ORLEANS,
A HAVRE, SOUTHAMPTON AND HAVANA.
The Steamships of the North
German Lloyd will run as follows:

	From Bremen.	From New Orleans.
HOVER	September 18	October 24.
EUFURT	October 13	November 14.
HOVER	November 17	———
EUFURT	December 10	———

These days of departure will be advertised after.
steamers touch outward at Havre and Ha-
and on their home trip at Havana and South-
ton to land and receive passengers and freight.
PRICES OF PASSAGE.
Bremen, Southampton or Havre to Havana or
New Orleans:
.....$150 gold
.....36 gold
New Orleans or Havana to Southampton,
London, Havre or Bremen:
.....$150 gold
.....40 gold
From New Orleans to Havana:
.....$35 gold
.....15 gold
ange tickets from Bremen, Southampton or
e to New Orleans issued by the undersigned.
further particulars apply to
ED. F. STOCKMEYER & CO., Agents,
y No. 43 Union street.

HAVANA VIA CEDAR KEYS AND
KEY WEST.
United States Mail Line.
Steamships
WILLIAM P. CLYDE, WILMINGTON,
MARGARET, EMILIA.
The New Orleans, Florida
and Havana Steamship Company
will dispatch one of the above first
class steamers from New Orleans to
Every Wednesday.
ching at Cedar Keys and Key West, and con-
ect with steamers for Apalachicola, St. Marks
Tampa.
RATES OF PASSAGE.

To Key West.	To Cedar Keys
.....$40	$25
.....20	15

ough bills of lading issued to all points in
, including Tampa, and to New York, Charles-
Savannah.
ow the company's bills of lading signed,
ed signed after the sailing of the steamer.
ould passenger accommodations, and through
given to above points.
freight received without permit from the
freight or passage apply to
I. K. ROBERTS, Agent,
No. 120 Common street.

FOR RENT.

ROOMS AND BOARD.
lies or single gentlemen may obtain hand-
furnished rooms, with or without board, at
Carondelet street. The house has been
ly refitted and furnished. References re-
oc24,1m
ELEGANT FURNISHED ROOMS—IN
ole or single, with or without board, for
gentlemen or families, at No. 202 Gravier
Rue Baronne. oc24 1m
TO RENT—PART OF A FURNISHED HOUSE
ms, suitable for a small family, or one or
gentlemen. No. 404 Magazine street. oc17

[Special Correspondence of the Republican.]

NORTHERN POLITICS.

The Presidential Contest of 1876 Begun—Effect of the Recent Elections on Parties—The Tammany Democracy No Longer a Force in American Politics—The Southern Whigs and their Opportunity—Duty of the Republican Leaders—Fight Transferred to the National Capital—Contest between Liberal Republicans and Tammany over the Speakership of the next Congress.

NEW YORK, November 3, 1875.

The preliminary skirmish along the line from Minnesota to Maine between the Confederate-Democracy and the National Republican party is over, and the pitched battle of 1876 begins. In this State the overthrow of the Democratic party is complete. It is possible that Bigelow may run ahead of his Democratic associations. But this fact does not alter the result. It will only prove that this Republican standard bearer of the declining Democracy has been able to attract to himself a large number of Republican voters on a question involving a purely State issue. This is all. As between him and Seward there can be no choice with Republicans. Seward is a trimmer and represents that so-called conservative element in the Republican organization at the North, which has so nearly wrecked the party by its want of moral courage and faith in Republican principles. Between him and Bigelow there is nothing, therefore, to gain or lose by the election or defeat of the one or the other. The Republicans occupy "the field" of the late conflict in all the Northern States, and New York is no exception.

The lesson taught by these elections is important, though simple and plain, to be read by all men. First, it testifies to the discipline, power and courage of the national Republican party. It is to be regretted that this exhibition of popular strength was not made manifest last winter, when the Louisiana and Arkansas policy of the President was before Congress. Secondly, the recent elections destroy forever the "old line Democratic leaders" of the North, like John Kelly, Fernando Wood, "Sunset" Cox, Hendricks et al. With the destruction of these old fashioned Bourbon Democrats and the overthrow of Tammany Hall, the party itself goes to pieces, and the fragments must now be reunited on some new basis of principle and policy and under new leaders. Thirdly, the result of the recent elections brings the Liberal Republicans of the North again to the front, and under circumstances which will prevent the possibility of any alliance with the Democracy in the future. For instance, Bigelow, if elected Secretary of State, will unite his influence with the Liberal Republicans. The protest of New York against the Tammany Democracy is a vote of instructions to Bigelow, and he will not be reluctant to avail himself of it. Fourthly, these Northern elections open the way once more by which the real statesmanship of the South can inaugurate the era of peace between the two great races inhabiting the late slave States of the Union, and the reconciliation of the long estranged section of the Union. This can now be done by an organized uprising of the Southern Whigs against the further leadership of the revolutionary "fire-eating" Confederate Democrats of the South. In other words, the culture and conservatism of the South must now do by these reactionary leaders what the conservtism of the city or New York has done by Tammany.

While the Northern Democrats are thus "reforming," the Northern "Liberals" are thus mustering their forces; while the fire eating Democratic Conservative leaders of the South are waiting to hear from Jefferson Davis, Houston, of Alabama, and Reagan, of Texas; and while the Southern Whigs are waiting to learn if they have any rights which a Democrat is bound to respect, the Republicans will do well to close up ranks, and if they sleep at all, *sleep on their arms*, having first stationed trusted sentinels at every point of danger.

There will now be a pause in the great conflict. But it will be only a pause. The struggle will be immediately renewed at the national capital. How the fight will be opened there no one can tell until he is on the ground. I incline to the opinion that the fight will commence on the election of Speaker, and that a Liberal Republican will be elected—possibly Banks, of Massachusetts. I have strong reasons for believing that the Liberal Republicans will open "rooms" in Washington between this and the assembling of Congress, and that a hand-to-hand contest will take place between them and the Tammany Democracy. In this contest between the Liberals and Tammany the Southern Confederates will be held to the faith plighted at Baltimore during the Greeley campaign. If they repudiate that pledge then the Liberal Republicans will join the national Republican party, and we shall in such case have a clean clear fight between the same parties which contested for the mastery in 1864 under Lincoln on the one hand and McClellan on the other. B.

Resumed Practice.

Charles Case, Esq., long favorably known in New Orleans as an eminent practitioner in the United States courts, has reopened his law office in Washington, District of Columbia, at Nos. 24 and 25 Le Droit building, No. 802 F street. He will practice in the federal courts and before the departments. Colonel Case has practiced law in Ohio, Indiana, Louisiana and, while in the government employ, in several other States, always with marked credit to himself and satisfaction to his clients. He has for some time resided in Washington, but has been in poor health. Being now fully restored, he proposes to resume practice there, and will prove a most worthy addition to the legal profession of the capital.

Appointment.

Governor Kellogg has appointed Etienne Le Borgeois, tax collector of Livingston parish, vice W. H. Huston, removed for failing to make the settlement required by law.

$500,000 in gold
Will be distributed
In the golden drawing, Louisiana State lottery,
Positively Next Christmas.
Positively Next Christmas.
Capital prize $100,000,
One chance in six.
Tickets only $50.
Purchase at once.

The Orphans in St. Louis.

The "Two Orphans" have had a stormy though profitable season in St. Louis. It will be remembered that last Monday the Shook & Palmer party procured from the State Circuit Court No. 4 an injunction against the McKee Rankin Orphans, and went so far as to cause the arrest of Mr. Rankin and his partner while on the stage at De Bar's Opera House. The next day Judge Lindley receded from his position so far as to decide to hear the case upon its merits. He appointed Thursday, and when plaintiffs came into court they asked for a continuance of the case, and also a restraining order against defendants. Defendants' attorney said the plaintiffs had been six months litigating the matter, and the counsel should have been ready to answer at any moment. The judge, however, said he felt compelled to grant a continuance of the case. The next day the plaintiffs did not appear in court, and the defendant's attorney asked for a transcript of the case and subsequently filed it in the United States District Court. In the meantime the rival companies have continued to play their versions of the "Two Orphans," both at De Bar's Opera House and at the Olympic Theatre, and both theatres have been so crowded at each performance that Mr. Furbish will be puzzled when he tries to tell how much he has been damaged by Rankin and the London edition. Such is justice in St. Louis. The *Journal* says: "The whole matter appears very much like petty spite and small-souled rivalry on the part of the Olympic management."

Honors to the Brave.

Shout, and let the grand tidings roll,
From climb to clime, from pole to pole.

We have been handed for publication the proceedings of a late meeting of the Barbers' Benevolent Association, with resolutions complimentary to our friend, Colonel R. M. Montgomery. Few men of his age have lived longer than the colonel, and he holds his age remarkably well. If his snowy beard is the result of barber's skill, it is not ours to know. If his hair on his crown's summit is "going, going, gone," ours is not the ear to hear it. The benevolent barbers like the colonel, and in that respect most everybody on Camp street are like the barbers. The resolutions are as follows:

HALL BARBERS' BENEVOLENT ASSOCIATION,
No. 51 Benwil e street,
New Orleans, November 7, 1875.

At the regular monthly meeting of this association, held this day, the following preamble and resolution was unanimously adopted:

WHEREAS, Benevolence is the foundation on which our association is established, and any action having for its object the furtherance thereof is to be desired; and

Whereas, It is our aim to associate the names of men whose record bear testimony of these merits, and appear to the community at large as household words; and

Whereas, Our old and tried friend and distinguished fellow-citizen, R. M. Montgomery, by a lifetime exhibition of those noble qualities so desirable in a friend and citizen, has merited the admiration of this association, and as a testimony of our confidence, respect and esteem, be it

Resolved, That Richard M. Montgomery be and is hereby declared an honorary member of the Barber's Benevolent Association, and that the secretary be directed to notify him of the action of this association in meeting, and that a copy of these resolutions be transmitted to him.

JOSEPH HIRN, President.
J. G. BLUMENSTEIN, Secretary.

Books at Auction.

Mr. James A. Gresham, the well known bookseller and stationer of No. 92 Camp street, and at the new store, No. 118 Canal street, wishing to reduce his stock, announces that on Saturday evening, at the store corner of Canal and St. Charles streets, he will commence the sale at auction of books and stationery. These sales will be continued every evening, and will be conducted in a perfectly legitimate manner, as in ordinary trading, where buyers will get what they purchase, and find their goods exactly as represented. Mr. Gresham has been in the book trade for very many years, and he has a most complete assortment of library books, Bibles, prayer and hymn books, law and medical works. His sales will afford gentlemen an excellent opportunity to secure valuable books at low rates.

The Jetty Commission.

Professor Mitchell, of the coast survey, one of the engineer commission which was to meet in this city to-day to examine the work of Captain Eads and his company at the South Pass, arrived yesterday, and is stopping at the St. Charles Hotel. Up to midnight last night none of the other gentlemen had arrived, though Captain Eads and Sir Charles Hartley are on their way from St. Louis.

Compliance with Law.

So far the only presidents of police juries, and mayors who have reported whether any defaulters exist in their bailliwicks, besides Mayor St. Clair, of Brashear City, are John Taaffe, Esq., president of the police jury of St. Bernard, and Mayor Dizier, of Plaquemine, parish of Iberville, who both say they know of none.

The Temperature.

The thermometer at Louis Frigerio's, No. 50 Chartres street, stood as follows November 9: At 8 A. M., 53°; at 2 P. M., 64°; at 6 P. M., 60°. Lowest point during the night of November 8, 52°. Rain during the night of November 8 and morning of the ninth, one inch and six-tenths.

Selling like wildfire,
Selling like wildfire,
State lottery tickets,
State lottery tickets,
For golden drawing,
For golden drawing,
December 25, 1875.
December 25, 1875.
$500,000 in prizes, all in gold.
$500,000 in prizes, all in gold.

The following is the passenger list of the steamship Frankfurt, Captain Von Bulow, from Bremen, Havre and Havana:

From Bremen—H. Friederiks, Mrs. O. Freyle and children, C. C. Huchting, wife and servant, Miss E. Freyle, Mrs. S. Schalk, Miss S. Leffler, John Meir and family, Mrs. G. Hohn, Ad. Frerichs, wife and servant, Miss Rathjen, F. Ernst, J. Frederich and family, Mrs. Lorion Pauli, W. Wendroth, P. Kuhl.

From Havre—Mr. Lambert and family, Miss Celestine Robelet, Charles Sagory and wife, F. Borger, G. Servat, A. Mocarty, J. Frank and family.

From Havana—A. Brenot, J. Merandi, E. Chandoux.

BY TELEGRAPH.

DISASTERS.

Burning of the Steamer City of Waco off Galveston—The Vessel and Cargo a Total Loss—The Passengers and Crew Take the Ship's Boats and are Blown Out to Sea.

GALVESTON, November 9.—The steamship City of Waco, of the Mallory line, arrived from New York yesterday, and was anchored outside with the fleet of vessels. At one o'clock this morning she was discovered to be on fire. A strong northeast wind was blowing, with showers of rain. The passengers, officers and crew took to the ship's open boats at three o'clock and passed through the fleet. The sea was so high the other vessels could render them no assistance. The last seen of the open boats they were drifting in a westerly direction down the coast. The agents of the line have telegraphed for a list of her passengers.

One of the Galveston pilots who had gone out on the steamer's arrival, was also on board. Carriages have been sent down the beach, and a steam tug dispatched to cruise outside in search of the missing passengers and crew. The steamer belonged to the water's edge, and is now reported sinking. It is supposed the vessel and cargo will prove a total loss.

Second Dispatch.

6:30 P. M.—The City of Waco, which had burned to the water's edge, with her hull rolling in a heavy sea, sunk at 1 P. M. today in seven fathoms of water. The vessel and cargo are a total loss. The wind this morning was blowing a gale. The passengers and crew put off in the ship's boats, of which she had four, besides a life raft. Persons who went near the burning steamer this morning report that her boats were all cast loose except one, which was hanging to the ship's side, one end of the boat having caught in the rigging and prevented it being launched. The mate of the ship Fusiyuma, which was lying about a quarter of a mile from the Waco, reports seeing a boat with persons in it pass his vessel at three o'clock in the morning, going westward. He could not say that there were other boats. The sea was running very high at the time. The steam tug Buck Thorn was dispatched outside this morning, and has been coasting in sight of land all day. She is reported outside now—6:30 P. M. Parties who have been out on the Gulf shore, to the western extremity of the island, have just returned, and bring no intelligence of the missing boats. The agents of the line have telegraphed to Indianola and Brownsville, notifying vessels to be on the lookout for them.

Fourth Dispatch.

7 P. M.—One of the pilot boats which has been outside all day has just returned, and brings no tidings.

Parties from down the island saw a farmer from near San Louis Pass, who reports having seen a small boat pass down this morning which, from his description, is thought may have been one of the boats from the Waco. It was some distance out in the Gulf, and he could not distinguish the persons in it, but saw what appeared to be temporary sails up. The boat was drifting rapidly to the westward.

Fourth Dispatch.

7:30 P. M.—The steam tug Buck Thorn has just arrived and brings the following additional particulars: Her officers stopped at the fleet when going out to ascertain, from the different vessels lying near where the Waco burned, all the information possible relative to her passengers and crew. Only one of them, the steamer Fusiyuma, could give any information. Her officers report having seen what appeared to be a raft pass them. They made an effort to launch one of their boats, but before it could be done the raft was lost sight of in the storm and darkness. The officers of the Buck Thorn report when about twelve miles west and five miles from shore, passing the foremast and foreyards of the Waco with sails attached, which were burned off just above deck, and they think this is what was taken for a raft by the Fusiyuma. The Buck Thorn went twenty miles west and could find no trace of the missing boats.

Fifth Dispatch.

8 P. M.—The steamship Clinton is just in from Indianola and brings no news.

The agent of the line is arranging to-night to dispatch another steamer at daylight in the morning, with hopes of finding them lower down on the coast. The wind changed to a northwester about two o'clock, and it is thought if the boats had not made a landing on the western coast, they have been carried out many miles to sea. It is stated that the lifeboats are all supplied with water, but it is thought the officers or passengers did not secure any provisions for the boats. There is no reliable information to be obtained as to the origin of the fire. There were heavy showers of rain early in the night, with occasional lightning. Some persons claim the ship was struck by lightning and, having a considerable quantity of oil on board, the flames could not be extinguished.

The following is a list of the cabin passengers: Miss Morelling, C. Rogers and wife, H. Meyer, Mrs. Horsely and child, Fanny Heiss, B. Wedemyer, and eleven steerage passengers, whose names are not known. The agent of the line states there were forty-seven or forty-eight persons on board the Waco, including passengers, officers and crew. Crowds have gathered at the company's office throughout the day to learn the latest news. There is much dissatisfaction expressed at the conduct of the officers and men on board the other vessels, which were all lying in sight, and a number of them very near the burning steamer. With the exception of the efforts made by the Fusiyuma there does not appear to have been any thing done toward saving the Waco people. Their excuse is the terrible sea, which would have swamped their boats had they succeeded in launching them.

Sixth Dispatch.

10 P. M.—From all the information it is possible to obtain to the present hour, it seems the Waco was lying with her head to the gale, and the fire, which first appeared forward on deck, had caught in the large quantity of oil, which swept over the vessel, burning everything before it. There were fifteen vessels lying at anchor, thirteen of which were leeward of the Waco. The supposition is if any of the passengers or crew had appeared aft on the vessel's deck, or if one of her boats had been launched, they would have been seen by some of the other vessels, none of which can confirm the first rumors of seeing her boats pass through the fleet. The impression is now gaining ground that not a soul on board the ill-fated vessel is alive.

History of the Burned Steamer—Her Passenger List.

NEW YORK, November 9.—The steamer City of Waco, burned off Galveston, was an iron screw steamship of 1500 tons burden. She was in thoroughly good condition, having been overhauled and repaired from this port. She left New York for Galvestbn Saturday, October 30, commanded by Captain Greenman, an experienced officer, who has been employed by Mallory & Co. for the last twenty years.

The City of Waco carried a valuable cargo. She had a crew of thirty men, including the officers. Her passenger list numbered twenty, in the cabin and steerage. Her cabin passengers were Miss Moelling, Mr. Rogers and wife, A. Meyer, Mrs. A. Horsley and child, Fanny Heller, B. Weidemyer. In the steerage there were twelve passengers, as follows: Robert Tarkenton, Mrs. Mary Ehrenberger, S. S. Duane, A. Frasier, William Mackintosh, Alexander Chrisholm, M. Minceta and son, A. Steinsmeke, E. Dreisbauch, J. L. Albert and P. J. Martin.

The steamer was valued at $150,000, and was partially insured in New York and Europe. She was three-quarters full of freight, general merchandise, which was valued at $100,000. She was built in 1873 at Chester, Pennsylvania.

Loss of the Steamship Pacific and all on Board Save One.

SEATTLE, W. T., November 7.—The *Daily Dispatch* received the following special from Port Townsend this morning:

The American ship Messenger, Captain Jilkey, arrived, nine days from San Francisco, reports picking up, twenty miles south of Cape Flattery, part of the pilot house and Henry L. Jelly, the only survivor of the steamer Pacific, which sailed from Victoria at 9 A. M. Thursday, and foundered forty miles south of Flattery at eight o'clock Thursday evening.

Jelly floated on the pilot house from 8 P. M. Thursday until ten o'clock on Saturday morning, when he was picked up by the Messenger. Several boats were launched, but all foundered.

Jelly is too low to give full particulars. He states he was in the boat which swamped, and with another man succeeded in reaching part of the pilothouse. The other man subsequently died from exposure and was cut loose by Jelly.

The following is the list of passengers, fourteen of the first ones mentioned, together with ten or twelve in the steerage, being from Puget Sound, the balance from Victoria: J. Hellmute and wife, Mrs. Mahon and child, H. C. Victor, G. T. Nining, Fred C. Hard, C. B. Davidson and wife, A. Robbins, T. Allison, O. McPherson, William Maxwell, B. Wood, John T. Arbell, William Omiss, M. Wilson, William Pardary, A. Lang, John G Ladd, John M. Chanders, Dock Young, J. Fitzgerald, J. Condon, C. Chisholm, A. Fraser, J. S. Webster, the Hurlburt and Rockwell troupe, Garresche, Miss A. Reynolds, Miss J. Balmer, Miss S. Balmer, Mrs. Mertes, Mrs. Lawson, Edwin H. Halter, James Henning, Mrs. S. Stiles and child, C. McIntire, C. B. Fairbanks, Captain and Mrs. Parson, A. B. Seay, W. J. Perry, Thomas Smith, John Cochrane, S. P. Moody, T. J. Terrell, M. Summers, J. Cahill, John Watson, William Wells, J. H. Webbs, William Polley, Colonel Mandeville, wife and child, R. Hudson, H. C. Linee, E. P. Atkins, Thomas Beverlee, R. Lasalle, W. Waldron, John Lee, G. Gribbell, George Morton, John McCormick, John Sampson, Isaac Webb, L. Chapman, and forty in the steerage.

The ship's complement was as follows: Master, J. D. Howell; first officer, A. N. McDonough; second officer, A. Wells; third officer, J. W. Lewis; purser, A. Hull, Jr.; freight clerk, S. H. Bigley; chief engineer, T. Houston; assistant, D. M. Basse; oilers, Thomas Listerage and J. Dugar, Jr.; carpenter, R. Errickson; watchman, Henry Norris; steward, J. Martin; second steward, Charles H. Jackson; steerage steward, S. McNichol; first cook, J. M. Holdsworth; second, S. Miles; third, C. H. Whiting; baker, Thomas Muller; porter, Robert T. McNamain; stewardess, Hannah Muir.

There were also five firemen, four coal-passers, ten seamen, two mess men, two pantrymen and eight waiters.

The New Orleans Mutual Insurance Company had a small risk on the Pacific.

It is stated that Captain Jonas D. Howell, of the lost steamer Pacific, was a brother-in-law of Jefferson Davis, and was formerly an officer of the Confederate navy. He was a young man, but was supposed to be an experienced navigator.

The Sole Survivor.

PORT TOWNSEND, November 9.—Jelly, the supposed sole survivor from the Pacific, was brought here by the ship Messenger in a wretched condition. He says the Pacific collided with some vessel whose lights he saw. Experienced navigators here think she struck a sunken rock.

His Statement.

I took passage on the Pacific from Victoria, leaving at fifteen minutes past nine o'clock on Thursday. There were about 200 persons on board.

The steamer was all day against an eastern gale. The crew were constantly pumping water into the boats to trim the ship. The boats abaft the paddle boxes had no oars in them; the other boats had oars. Between nine and ten o'clock, while in bed, heard a crash and felt a shock as if the boat had struck a rock. The bells struck "stop," "back her," "go ahead." I went on deck; heard voices say, "All right; we have struck a vessel."

I saw several lights at a distance; they were colored; went up to the pilothouse, and heard the remark, "She is making water fast." The captain came from his room; he burned five blue lights; the engines were still working; no one was at the wheel. I aided a number of men, who tried to launch the long boat, but could not. There were twenty women in the boat. I heard the boats abaft the paddles get off, but did not see them.

The steamer listed about an hour after she struck, so much, that the port boat was in the water. I was in that boat and cut it loose from the davits. The boat filled and turned over. I got on the bottom and helped several persons up. Immediately after the ship broke foxe and aft. The smokestack struck our boat and the steamer sunk. I think that all the women were in our boat. All were downed when the boat upset.

This was about ten o'clock. The night was not dark nor the sea very rough. I left the bottom of the boat with another man, and climbed to the top of the pilothouse; next morning I got some life preservers floating by. With their ropes I lashed myself and companion to the pilothouse.

I saw three rafts. The first had three men, the second two men and a woman; I could not make out the third. My companion died Friday afternoon. I saw a vessel; hailed and heard the people of the other raft call. The vessel did not come near us. I saw two other vessels before being picked up. The Hurlbut & Rockwell troupe were aboard.

Loss of the Boston Brig J. W. Spencer, with all on Board—Fear for the Safety of Companion Vessels.

BOSTON, November 9.—Intelligence has been received here of the supposed loss of the brig J. W. Spencer, of Boston, which sailed from Navassa September 11, bound to Charleston, South Carolina. Twenty-four hours after she sailed the terrific hurricane commenced which caused so much damage, and it is feared the brig was lost with all on board. Her crew consisted of Captain Joseph Thomas, of Ellsworth, Maine; John Albert Dawes, first mate, of Boston; Alfred R. Wildes, second mate, of Pembroke, Maine; J. Manuel Rodriguez, steward; William Broon, Charles Broon, Peter Peterson, John Perry and A. Adam, seamen, all of whom shipped in New York.

The Spencer was a good vessel, 315 tons register, was owned in Boston, valued at $12,000, and insured for about one-third of her value. When she sailed she left at the island the brig Toronto and the schooners Moses Patten and Nellie Chase, all of which put to sea during the hurricane, and none of which have ever been heard from except the brig Toronto which was seen drifting past Jamaica, dismasted and abandoned. The schooner Serene, Captain Jones, of Baltimore for Wilmington, sailed in company with the Spencer, and as it is now nearly two months since these sailed, it is doubtful if either of the five vessels or their crews will ever be heard from.

Wreck of the Pilot Boat Sam Houston off the Jetties.

PORT EADS, November 9, 6 P. M.—Wind southwest, fresh. Weather hazy, cloudy and cool.

The pilot boat Sam Houston went ashore at about two o'clock this morning near the outer end of the east jetty, South Point lighthouse, bearing west. Pilot R. T. Wilson, of the pilot boat Lone Star, boarded the Houston at eight o'clock this morning with his crew to render assistance. She lies in an upright position, broadside to the breakers, but can be gotten off if the weather moderates so as to permit a tow-boat to get near enough to make a line fast.

Coal Barges Sunk.

WASHINGTON, November 9.—The signal service observer, at Marietta, Ohio, reports the steamer Panther sunk two coal barges at Fishing Creek bar, the steamer Blackmore one, and the steamer Resolute one also. A brick boat was sunk at Mill Creek bar, opposite Stonewall.

WASHINGTON.

The District Bonds.

WASHINGTON, November 9.—The governing committee of the Washington Stock Exchange this evening adopted a resolution that in view of the opinion of the United States Attorney General, concerning the 3.65 District bonds, that "the United States authorized the issue of those bonds to secure their own debt," they shall hereafter be recognized and classed in all transactions of this Exchange as bonds of the United States.

Interior Department.

Alonzo Bell, of New York, has been appointed chief clerk of the Interior Department.

NEW YORK.

Failed.

NEW YORK, November 9.—Haight, Hoyt & Co., hat and cap trimming factory, have failed. Liabilities $750,000.

It is now said that the liabilities of L. J. Philips & Co., who failed last week, are estimated at $2,000,000.

The failure of Solomon Meyer, dealer in ladies' hats and trimmings, is announced.

News from Stanley.

A London dispatch says letters just received from Stanley, dated at Mogalla, in Uganda, giving an account of the continuation of the shores of the Victoria Niyanza, confirm Speke's view that the lake is one large body of water and not a series of small lakes as held by Livingstone.

Raid on an Illicit Distillery.

This afternoon, in Brooklyn, the deputy United States collectors made a raid on an illicit whisky still and captured 1500 gallons of mash and a barrel of whisky. A large crowd of rowdies surrounded the government officers and hurled stones at them during their operations.

AGRICULTURAL.

Crop Report of the Memphis Cotton Exchange.

MEMPHIS, November 9.—The Memphis Cotton Exchange's aggregate report for the month of October is as follows: Eighty-five correspondents report very favorable weather, forty-six more favorable than in 1874, thirty-two about the same, ten not as favorable; six report heavy winds and rain storms, eighty report killing frosts from the ninth to the twentieth. Average damage six per cent. Forty report no damage, twelve report beneficial results, eleven no killing frosts.

Tennessee reports forty-seven per cent of the crop picked; Northern Mississippi thirty-five per cent; Arkansas forty-two per cent. Total average for this department, forty, one per cent. Tennessee estimates that the picking season will close December 20; North Mississippi, January 14; Arkansas, January 11. Tennessee estimates the increased production over 1874 at eighteen per cent, North Mississippi at fifteen per cent, Arkansas at thirty-one per cent. The average increased production for the department is twenty-three per cent. Tennessee complains that the crop is very late, and consequently liable to serious damage by frost. Both in Tennessee and Arkansas the picking has been seriously retarded by sickness and the fact that the laborers have waited for extortionate wages. There has been considerable damage done by the boll worm. In Mississippi thirty-four report damage by rust, fifty five no damage. The damage from this source is estimated at four per cent. Forty-four report laborers working well, forty five not working well. Twenty-seven in Mississippi report political excitement as the cause, twenty-seven sickness, eighteen depressed by low prices and abandoning their own crops to work for wages. No fears, however, seem to be entertained but that with favorable weather the crop will be saved. Twenty-four answer that the September estimate of small grains and grasses to be sown is too large, and fifty-six answer that it is not. The estimate now given is sixteen per cent increase over last year. Aggregate for North Alabama—Fourteen report favorable weather, nine more favorable than last year and five about the same. All report a killing frost from the tenth to the eighteenth of October, eleven report damage, three no damage. The estimated average damage is eleven per cent. The crop is reported forty-six per cent picked. It is estimated that the picking season will close by December 17. Five report increased production, two about the same, and seven a decrease. The estimated decrease is one per cent. Under this head the crop is reported to have been very backward, very green and growing when overtaken by a killing frost. Three report damage by rust, two by rot, and eleven no damage. The estimated damage is two and a half per cent. Twelve report the laborers working well, and two not, the causes being sickness and depression by low prices. Three report the September estimate of small grains and grasses to be sown is too high, and eleven that it is not. The estimate now given is twenty per cent over last year.

FOREIGN.

Railroad Accident.

LONDON, November 9.—An accident occurred at the Ludgate Hill terminus of the Chatham and Dover railway, in this city, this evening. Thirty persons were more or less injured.

Illness of the Queen of Holland.

A special to the *Times* says the Queen of Holland is in a precarious condition.

Egyptian Finances.

A Reuter telegram confirms the dispatch to the *Times* of yesterday to the effect that the Egyptian government had applied to England for two experts to examine into and arrage its finances.

News from the Malay Peninsula.

A special telegram from Penang to the *Times* says all this side of the Malay peninsula is greatly excited. A general outbreak is feared. Hong Kong has been telegraphed to for troops. One man-of-war, two gunboats, and about 400 troops are now at Perak.

Lord Mayor's Day.

To-day is Lord Mayor's day, and business and street traffic was for a long while to a great extent suspended. The weather, which this morning was cold and foggy, cleared up in the afternoon and became pleasant and favorable for the great event of the day, the installation of Alderman W. J. R. Calton as lord mayor of London for the coming year. The general arrangements for the usual ceremonies were successfully carried out. After religious and other exercises had been performed at the Guildhall, the procession at about two o'clock started upon its march to Westminster Hall. Among the features of the procession were the band of the Grenadier Guards, the Twentieth Hussars' mounted cavalry band, the Honorable Artillery Company, 100 Odd Fellows of Manchester Unity, 100 boys from the Mansion House School, the usual deputy tipstaves from the city, liveried companies, and the new Lord Mayor and sheriffs in their gilded coaches. After a short stay at Westminster Hall, where the mayor and sheriffs took the necessary oaths, and went through other legal formalities, the procession returned to Guildhall. The route throughout was lined with thousands of people, and many houses were gaily decorated with flags and streamers.

Owing to the excellent police arrangements there was no disorder whatever being noticed in metropolitan or good humor usual on Lord Mayor's days. This evening his lordship will signalize his first occupation of the Mansion House by the customary good banquet.

In consequence of the report of the select committee of the House of Commons on loans to foreign States, it has been determined not to invite the ministers for Honduras, Paraguay and Costa Rica, but all the other members of the Corps Diplomatique will, as usual, receive invitations.

The Prince's Birthday.

To-day is also the anniversary of the birthday of his royal highness the Prince of Wales. The church bells were rung merrily during the forenoon, and salutes were fired from the Tower, the barracks, in St. James Park, at Windsor and elsewhere. The city will be partially illuminated this evening.

Spanish Troops in Cuba.

HAVANA, November 9.—Two transports arrived to day with reinforcements for the Spanish army. The weather is very dry, and great activity is manifested.

The Emperor's Congratulations.

BERLIN, November 9.—The Emperor William, on receiving the president and vice president of the Parliament to-day, laid stress on the eminently peaceful aspect of affairs. Though the Bosnian difficulty was still unsolved, he expressed himself as confident of a peaceful settlement of that question.

A Denial from the Ultramontanes.

The leaders of the Ultramontane party have published a notice declaring that no authority has been given to negotiate for the settlement of the ecclesiastical question.

The Suffrage Question.

PARIS, November 9.—At a meeting of the right centre it was decided to support the government, with the desire to maintain M. Buffet during the elections. The left, apprehensive of the defeat of the proposed system of *scrutin de liste*, are endeavoring to make arrangements with the Legitimist party.

The Assembly to-day, by a vote of 507 yeas to 26 nays, adopted the amendment to the electoral bill, enabling half yearly residents to vote, in accordance with an agreement with the government committee.

Marine.

QUEENSTOWN, November 9.—The German bark Eintracht, from Baltimore October 11, arrived to-day, with her bulwarks damaged and a part of her cargo thrown overboard.

The Fight with the Malayans.

PENANG, November 9.—The mutilated remains of Mr. Birch, late English resident at Perak, have been recovered after a sharp engag