

Elopement Extraordinary. A NEW YORK MERCHANT ACTS IN A MATRIMONIAL DRAMA.

"Barleigh," the New York correspondent of the Boston Journal, sells the following story—extraordinary in its nature, and where I write, one of the most interesting elopements has taken place with a most tragical sequel.

On Monday morning the merchant informed his wife that he was going to California, and take the girl with him. Her father, he said, had given his consent, and agreed to keep the things for her.

At about seven o'clock yesterday morning she appeared at a side door. The family, or part of it, was at breakfast, and they asked Addresser to sit down with them.

At last she turned to leave, and she was standing near a bureau, she drew a revolver from her pocket, and she took aim at her husband.

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General Grant, accompanied by his illustrious family, arrived at Fort Leavenworth, and was received by the citizens of that place with the most respectful attention.

Both looks remarkably well all over. He is a soldier and a gentleman, without fear and without reproach.

CITY INTELLIGENCE.

DISASTER.

A Terrible Accident on the Camden and Atlantic Railroad Company—A Whole Train Passes Over a Chasm—A Miraculous Escape of Life—The Engineer Scalded to Death, the Fireman, an Employee, and Three Passengers Badly Hurt.

The Camden and Atlantic Railroad Company, for the first time since its organization, met with a disaster of a most extraordinary nature, which they sustain a very heavy loss, and by which one man was killed and five others badly injured.

On the location above indicated was a culvert for the feet of the engine, and from the surface of the railroad track, and so great was the force of water that the structure was washed entirely away, leaving the rails and a quantity of coal which was held together by the ties.

The engine did not notice on its approach anything unusual until it reached the western end of the culvert, but it was too late. On went the locomotive until it reached the eastern end, when the rails gave way; it hit bounded on to the embankment, and went headlong for over a hundred feet, when it made a complete somersault to the right of the track.

The smoking car bounded over the chasm, and landed on the embankment below, and landed across the track. It was full at the time, but fortunately but two passengers received severe bruises; notwithstanding that the seats were twisted into every conceivable shape.

By the time the third car reached the eastern embankment the train had come to a halt, and the lives of its occupants were saved by the couplings holding fast. It dropped on the embankment, thus bringing the engine and the train to a halt.

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gauge master, was attending to his work, when he says he was quickly lifted off his feet, and thrown violently against the trunk; and when the car had halted they were piled around him.

OUR PUBLIC SCHOOLS.

The Annual Report of the Board of Commissioners—General Summary for 1867.

The annual report of the Board of School Commissioners has just been issued in pamphlet form. From the report of Mr. Shippen, President of the Board, we extract the following concerning the cost of education.

Table with columns: AVERAGE DAILY ATTENDANCE, NUMBER BELONGING TO EACH SCHOOL, NUMBER OF PUPILS, and various school types like High School, Normal School, Grammar, etc.

The average cost per pupil for salaries in the following cities is as follows: New York, \$11.60; New Orleans, \$10.40; Philadelphia, \$10.40; Baltimore, \$10.40; Chicago, \$10.40.

As salaries have been increased generally during the year, and the average cost per pupil has increased, it is not surprising that the cost of education has increased.

It will thus be perceived that Philadelphia has paid for public school teachers, per pupil in actual attendance, less than any other city, and that it is not far behind in other cities.

The number of pupils attending the schools during the year 1867 is shown in the following statement: Total number of pupils, 78,213.

Table showing the number of pupils attending schools in various districts and the percentage of average attendance.

The number has doubled in 18 years. The number of pupils attending the schools during the year 1867 is shown in the following statement.

CITY CRIMINAL CALENDAR.

Interfering with Officers—Larceny of a Pistol—Assault on a Child—Larceny of Clothes, Etc. Etc.

Philip Hoffman was arrested at Twenty-second and Callowhill streets, charged with being concerned in the rescue of a prisoner from an officer on Sunday night.

James Adams was held by Alderman Hood for a further hearing on the charge of larceny of towels and clothes from a house in the neighborhood of Fifth and Thompson. The articles were found in his trunk.

Josephine Blackstone stole a dress valued at \$10 from the store of Mrs. Bedford streets. Alderman Bonall committed her.

Heard before the United States Commissioner—John Moore, Daniel Carr, John McKenna, Patrick Keblin, John McVey, Thomas McVey, James Noonan, and Patrick McDevitt were arraigned before United States Commissioner Hobler, charged with carrying on the distillery business.

Several witnesses corroborated the above. Noonan was held in \$1000 to answer, and McDevitt was discharged.

RECORDED'S CASES.—As the boat was returning from Smyth's Island, last evening, a Dublin steamer, the John Kirby, was seen.

FIRE.—A fire occurred about 7 o'clock this morning in the basement of Mr. J. W. Mitchell's building, No. 233 South Fifth street.

THE SCRF HOUSE.—A few good, pleasant, and commodious rooms can be had by applying immediately to R. R. Thompson, proprietor of the Surf House, Atlantic City.

FROM A. WINCH we have received the latest number of the London Society of the Journal and the St. James' Magazine. Mr. Winch's collection of periodical literature at No. 505 Chestnut street is unsurpassed for variety.

THE EUROPEAN MARKETS.

Afternoon Quotations. LONDON, July 22—1:20 P. M.—Atlantic and Great Western, 38 1/2.

LIVERPOOL, July 22—1:20 P. M.—Cotton declining; middling upland, 10 1/2 @ 10 3/4; middling Orleans, 10 1/2 @ 10 3/4.

NEW YORK, July 22—Arrived, steamship Virgo, from Vera Cruz, and Commander Iron Bernards.

THE WEATHER AT THE SEASHORE. CAPE MAY, July 22.—The weather is heavy with the wind from the South. Thermometer 71.

DEATH OF ENGINEER HUTCHINSON. ATLANTIC CITY, July 22.—John Hutchinson, the engineer of the 2 o'clock train yesterday, which met with the accident below Halldorf, was brought to this place last night.

PHILADELPHIA STOCK EXCHANGE SALES, JULY 22. Reported by LEAVENWORTH & CO., 40 N. Third street.

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PROGRESS OF RECONSTRUCTION—PROVISIONAL GOVERNMENT FOR TEXAS.

WASHINGTON, July 22.—The Sub-Committee of the Reconstruction Committee, composed of Messrs. Bingham, Farnsworth, and Beck, have prepared the following bill for establishing a provisional Government in Texas.

Be it enacted, etc., that for the better security of persons and property in Texas, in consequence of the provisions of the State of Texas, now in session under and in pursuance of an act of Congress passed March 2, 1867, entitled "An Act for the more efficient government of the Rebel States, and the several acts of Congress supplementary thereto and amendatory thereof."

Section 2. And be it further enacted, That all persons who are now in Texas, and who are officers of the provisional Government of said State, to authorize its provisional Governor to retain and appoint registers and judges of election, and to provide for the election of electors and judges of election shall not be void.

Section 3. And be it further enacted, That all acts and resolutions of the provisional Government of Texas, which are in violation of the provisions of this act, be and they are hereby repealed.

RECAPITULATION OF THE PROCEEDINGS OF THE PROVISIONAL GOVERNMENT OF TEXAS. The Provisional Government of Texas, organized on the 19th of July, 1867, has since that time been engaged in the execution of its duties.

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