# THE EVENING TELEGRAPH.

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## FIRST EDITION

## SHIPWRECKED.

### A Fearful Story of Disaster, Destitution, and Death—Loss of the Whaling Schooner Susan B. Smith—Twenty-two Persons Drowned—The Survivors, and How They Fared.

*From the Hartford (Conn.) Courant, Nov. 1.*

Our brief despatches by cable concerning the loss of the whaling schooner Susan N. Smith, of Boston, in August last, have been published, and none of the foreign papers have given more than a brief account of the disaster. Captain Job P. Rounseville, master of the vessel, has arrived in this city, and is now stopping with his brother-in-law, James L. Chapman, Esq., No. 251 Asylum avenue. From him we have a full and complete narrative of the terrible occurrence, which is one of the most remarkable cases of shipwreck on record. The schooner sailed from Boston on the 20th of February, 1868, on a general whaling voyage in the Atlantic Ocean. She was a stanch, thorough-built craft, capable of encountering the roughest weather.

MRS. ROUNSEVILLE AND CHILDREN.

Mrs. Rounseville, with her two children, a bright little girl of eight years and a promising boy of six, had frequently visited in Hartford, during the absence of her husband, at Mr. Chapman's, and very many people upon the hill made her acquaintance and formed a most favorable impression of her character. She was here during last spring, and on the 20th of April left on a vessel belonging to Elisha T. Smith & Co., for Barbadoes, where she was to meet her husband and join him in his voyage. She reached there on the 13th of May, and on that very day, only two hours after her arrival, her husband's vessel came into port and soon the family was united. Setting sail from Barbadoes, with officers and crew to the number of twenty-four, Mrs. Rounseville and children making twenty-seven persons in all on board, the vessel proceeded to the island of Dominique; but nothing of special account transpired until the hour of the dreadful catastrophe came.

A TORNADO.

On the 28th of August the wind had been blowing fresh, and continued into the night; but it was nothing like a gale of wind. At 2 o'clock the next night so severe was the tempest that all hands were called to close reef the sails, which was done speedily. Half an hour later the wind blew a perfect hurricane; yet under close sail the vessel was kept off before it, and plunged madly through the heavy sea, the high-rolling waves making clear over her decks and sweeping every portable thing away. At 3 o'clock the gale, still growing more furious, tore the sails from their fastenings as if they were paper balloons, and, at the same time, a heavy sea washed the decks from stem to stern again, and every small boat was carried into the ocean. The vessel then ran under bare poles until about 4 o'clock, when she "broached to"—that is, came to the wind—the man at the wheel evidently losing all control of the helm. He had been obliged to steer by the wind, as the compass in the midst of the gale gave no direction whatever, but constantly whirled around and around. This was the critical time. Could the original course have been taken the struggling vessel might have rode out the storm in safety, but the fatal turn of the wheel had lost control of everything, and it was now life or death—an earnest struggle to save in the face of overwhelming disadvantages.

THE CAPTAIN'S EFFORTS.

Captain Rounseville had left his wife and children in the cabin when first his services were required upon deck, but he had no fear then that the vessel would be wrecked. He realized the severity of the storm, but had confidence in his vessel, and so long as she was kept steady with the wind he apprehended no danger. The "broaching to" was not looked for; it came suddenly, and then there was desperate work to do. Just as soon as this took place the high sea buried the vessel's rail some two or three feet under water. Captain Rounseville immediately seized an axe and went forward to cut away the foremast, in order that the vessel might right up. After cutting the rigging all clear, he found the mast would not fall and commenced cutting that, but had not given more than two or three blows before the schooner began to go over gradually, and in half a minute, at the longest, the masts were lying upon the water, the vessel was clear over. At this time the wind was blowing like a hurricane and roared like heavy thunder. The sea was chopping ugly and dashing in wildly from all quarters. The going over and all was so quickly done that the captain could not change his position to get aft where his wife and children and most of his crew were; for, as soon as the masts touched the water, the vessel settled down bodily, and he was washed away from the foremast. After being in the water two or three minutes—most of the time under—he washed against the rigging of the mainmast and caught there, getting badly hurt on the breast as he brought up heavily against the spar. He got on to the rigging at the top of the mast, by crawling through the lanyards, and there found nearly the whole crew and the officers collected, and holding on to ropes and chains. While there he secured himself with a rope, and the first mate did the same.

TWENTY FEET UNDER WATER.

Here were twenty or more men in the rigging. Just as the captain and mate had got secured a very heavy sea swept over the ill-fated schooner and buried the mast fifteen or twenty feet under water. Captain Rounseville says that he thinks he was under water at least a minute; he came up strangled and gasping, and when he could look about him he found that all were gone except himself and the mate. Another furious sea swept over and broke their fastenings, and both went under water. The captain does not know how long he was buried, but he never expected to rise again, though his head struck against something, and he found he was in the rigging at the end of the mast, and by clinching in between the cross-trees he secured himself again. Here he saw the mate trying to get hold of some portion of the rigging, but he didn't succeed, and the poor fellow dropped away and was never seen again.

MORE MEN DISCOVERED.

Captain Rounesvile also found here one of the crew who had been washed away, holding on to the rigging, and an hour later another man swam up and got hold of the mast. When daylight came two men were discovered sitting on the vessel's bow. These men had been in the forecastle, and when the schooner went over got out, and as the mast broke secured a place to hold on until the hull partially righted. At about half past 7 o'clock one of the officers came in swimming and got on the deck, but, after speaking a few words to those on the bow, laid down and immediately died from exhaustion. He had been in the water about three hours, and was naked and chilled. At about the same time one of the men found on the mast left and succeeded in getting on board the vessel, the only portion of which out of water was a part of the port bow. The other man in the rigging was washed away and drowned.

THE CAPTAIN GETS ON BOARD.

Now left alone on the mast, Captain Rounseville found it exceedingly difficult to sustain himself. Every sea that washed over the prostrate spar buried him from two to ten feet under water, barely giving him time to catch breath as each rolling wave in turn covered him. So often were these seas upon him that three or four times a minute he was under water and the waves dashed against him with terrific force. At 2 o'clock in the afternoon the mast slewed around and the men on the vessel got a rope to him, and by its aid he was drawn on board to keep company with the other survivors there awaiting their fate.

THIRTY HOURS MORE.

Nothing of special interest occurred during the following thirty hours; all this time, through the dismal watches of the night, the rescued, but not saved men, held firmly to their places, hoping for help on the coming day. On Monday afternoon another of the crew swam towards the vessel and joined the vessel, now five in all. He was seen for two hours before he came up, and was floating on a cabin door, on which he had been for thirty-six hours. All that these men had to hold them was a portion of the rail, about six feet long and eight inches wide. Here they sat, with their feet on the sides, making fast to each other.

GOING TO THE CABIN.

On Wednesday, the condition of the weather and the vessel was such that the captain was able to go to the cabin. He had hoped that he might learn something of the fate of his loved ones, and it was also desirable that something to eat or drink should be found, if anything remained, but the cabin had been washed completely out, and neither the bodies were discovered nor could anything be got to appease hunger or thirst. This was a bitter disappointment, for it had been believed that when the cabin could be explored, provisions would be obtained, and it had now been four days since a particle of food had been eaten or a drop of fresh water tasted. It was with heavy hearts that the sufferers returned to their narrow sitting place on the rail, with but little hope left to encourage them. One ray of hope came, however, as a barrel was discovered floating out of the vessel. Thinking that it might contain provisions of some sort, two of the men started for it, and after two hours' steady work in the water, secured it, but found to their disappointment that it was a barrel of epsom salts.

VESSELS IN SIGHT.

All through the week the captain and his four companions clung to the wreck—eight days without food or water. There is hardly another such a case on record. The testimony of all is that the thought of food scarcely entered their minds, but their burning thirst nearly drove them to distraction. Eight days without a drop of water! What a miracle of suffering! What heroism that can outlive such a terrible ordeal! It came to be, through this dreadful parching, that neither one could talk. Each tongue was swollen and hung without the mouth. As it touched the roof of the mouth it glued there and scaled off in large flakes. Such suffering as was experienced cannot be described. It was fearful beyond telling. On Sunday morning the first sail that had been in sight since the disaster occurred appeared, some distance off—too far off to be attracted. The little hope that was excited suddenly departed as the whitened sail were lost to view in the distance. But two hours later another vessel came in sight, about three miles off, and here was new hope to the wretched men; but the vessel passed on, unattracted by the low lines of the wreck.

DELIVERANCE AT LAST.

These two last sad disappointments led to the raising of a signal of distress, and an old blue coat was hoisted. At about four o'clock in the afternoon another vessel appeared about four miles off to the windward, and before dark the captain of this vessel, Captain Oxley, of the ship Flatworth, *en route* from China to London, discovered the wreck, and by dark had got within one hundred yards of it. He got out a boat and sent it alongside. Captain Rounseville and his companions were so weak that they could not stand, and by another day, at the longest, must have perished, and as the boat came up they slid into it helplessly and were taken to the Flatworth, where every attention was paid them by the kind-hearted Englishman in command. When taken off two of the sailors were entirely naked, as they had been during the whole week. The sun had blistered them, as it had the captain and the others. All were the merest skeletons. Captain Rounseville, who weighed before the wreck 190 pounds, had lost nearly ninety pounds in his eight days of suffering. A teaspoonful of brandy was given each one to start with, but even this was too much for their shattered systems, and very soon after reaching the ship all were unconscious, and remained in that state for two days. On reaching London the survivors were removed to the Sailors' Home, in Well street, where they met with every attention. As soon as he was able Captain Rounseville published a card of thanks to Captain Oxley, and took measures to communicate his gallant conduct to the American Consul, through whom the Government will be advised, and will undoubtedly make some suitable acknowledgment.

THE LOST AND SAVED.

The following is the only published list of the lost and saved, and does not include, by name, those of the crew who were foreigners:—

*Lost.*

Mrs. Rounseville and two children, Mattapoisett, Mass.
George W. Fox, first mate, Milton, Mass.
Josiah W. Bates, second mate, Sandwich, Mass.
Joseph Young, boat steerer, Princeton, Mass.
William O. Eager, New Hampshire.
Edward Roberts, Lancaster, England.
Frank Hussey, Beverly, Massachusetts.
Henry W. Bolles, Hartford, Conn.
Edward Bedell, Somerville, Mass.
Hugh Cameron, Nova Scotia.
Joseph Partlett, New York city.
Isaac Aiken, New Hampshire.
And eight others, residence unknown, all foreigners.

*Saved.*

Job P. Rounseville, master, Mattapoisett, Mass.
Martin Cavanaugh, Clarendon, Vt.
And three Portuguese.

## EUROPE.

### EXCERPTS FROM OUR FOREIGN FILES.

These items of interest are taken from the latest European exchanges that have reached us:—

**Tea Ship Race.**

It is understood that the ocean tea ship race has been won by the Sir Lancelot, Captain Robinson, which left Foo Chow Foo on the 18th of July, and arrived in the East India Docks on Thursday morning, after a passage of eighty-nine days, said to be the shortest on record. The Sir Lancelot is a Clyde clipper. She was first in the tea race in 1867, and lost it last year only by a few hours.

**A Clerical Protest.**

The General Assembly of the Lutheran Church at Pesth has voted an energetic protestation against the Papal letter convoking the Council, a document in which the Protestants are adjured to return to the bosom of the Roman Catholic Church. The statements made by the Pope with regard to Protestantism were declared to be inaccurate and defamatory, and the Assembly expressed a hope that it would be able, in conjunction with the Roman Catholic population of Hungary, to accelerate the progress of spiritual emancipation.

**Sainte-Beuve's Funeral.**

The funeral of Sainte-Beuve took place October 16, in strict accordance with his directions. A plain hearse left the house followed by a large crowd, conspicuous among whom were Emile de Girardin, Prevost Paradol and Ratisbonne, Weiss and Herve-Renan, John Lemoine, Isaac Pereire, old Raspail and all his sons, Jules Sandeau, Madame George Sand, and Madame Ratazzi. Arrived at the churchyard the coffin was lowered into the grave, when Sainte-Beuve's cousin, M. Lacaussare, stood forward and said, "Adieu, Sainte-Beuve, our friend—adieu!" and then, turning to the public, "Gentlemen who have accompanied him thus far, be thanked in his name. Gentlemen, the ceremony is over." And so ended (according to the *Temps*) "those really democratic obsequies—really democratic, not only from their simplicity, but by the great number of men they had drawn together, united in a common bond of sympathy, respect, and austere meditation." It had been announced that Prince Napoleon would come up from Prangins to act as chief mourner at this free-thinking funeral. He was not there.

**The Fatal Riot at Aubin.**

The *Journal Officiel* publishes, October 17, a narrative of the fatal riot at Aubin. It is sober, clear, and interesting, and bears on the face of it unmistakable proofs of sincerity and impartiality. It demonstrates irrefutably that the conduct of the detachment which was driven to the necessity of firing, and of the officer who gave the order to fire, was wholly free from blame. The officer and his detachment—only thirty men—were cooped up in a corner, assailed by a mob of several hundred pitmen armed with stones, picks, and crowbars, and it was only after several men had been knocked down and wounded that, to save the detachment being borne down by weight of numbers and exterminated, he gave the order to fire. It is objected that if a larger detachment had been on the spot there would have been no need to resort to firearms. This may be; but there are no troops habitually in the mining district, and unless the authorities had had previous notice of the riot they could not possibly have concentrated a large force on the spot, the nearest large garrison town being Toulouse, about sixty miles off. It is to be deplored that several unoffending persons were shot down, but that was purely accidental; when a detachment fires it is not to be expected that every man will shoot straight before him.

## VERY LIKELY.

### Supernatural Agency in the Marriage of a Widower with a Spinster.

The London *Era*, of October 16, relates the particulars of the death of a Mrs. Charles Matthews, the mother of the now living comedian and the widow of the eminent English actor, who departed this life thirty years ago.

This lady, whose maiden name was Lucy Jackson, was married to Mr. Matthews soon after the death of his first wife, it being the wish of the latter person, expressed but shortly before her illness proved fatal, that the two former should bear the relation of man and wife. But this appeal of the dying wife was not so potent as the circumstance which Mr. Matthews gives, as follows:—

"He had gone to rest after a very late night's performance at the theatre, finding himself too fatigued to sit up till his usual hour to read, but after he was in bed he discovered—as will happen when persons attempt to sleep before their accustomed time—that to close his eyes was an impossibility. He had no light, nor the means of getting one, all the family being in bed, but the night was not absolutely dark—it was only too dark for the purpose of reading; indeed, every object was visible. Still he endeavored to go to sleep, but his eyes refused to close, and in this state of restlessness he remained, when suddenly a slight rustling, as if of a hasty approach of something, induced him to turn his head to that side of the bed whence the noise seemed to proceed, and there he clearly beheld the figure of his late wife, in her habit as she lived, who, smiling sweetly upon him, put forth her hand as if to take his, as she bent forward. This was all he could relate, for in shrinking from the contact with the figure he beheld he threw himself out of bed upon the floor, where, the fall having alarmed the house, his landlord found him a fit. On his recovery he related the cause of the accident, and the whole of the following day he remained extremely ill and was unable to quit his room." The remarkable fact is that at the exact hour at which Mr. Matthews was thus affected a vision of the same kind occurred to Miss Jackson. "The same sleepless effect," she says, "the same cause of terror, had occasioned me to seize the bell-rope in order to summon the people of the house, which giving way at the moment, I fell with it in my hand upon the ground.

"My impressions of this visitation, as I persisted it was, were exactly similar to those of Mr. Matthews. The parties with whom we resided at the time were perfect strangers to each other, and living widely apart, and they recounted severally to those about them the extraordinary dream—for such it will be called—although my entire belief will never be shaken that I was as perfectly awake as at this moment. These persons recounted the story to many before they were requested to meet and compare accounts. There could, consequently, be no doubt of the facts, and the circumstance became a matter of much general interest among all who knew us."

After such a sympathy between the widow and the friend of the departed wife, it was not surprising that the dying request should be fulfilled. On the 28th of March, 1803, Miss Jackson became the wife of Mr. Matthews.

## TOBACCO.

### The Production in the United States.

The following interesting statistical article upon the production of tobacco in this country is condensed from the Richmond (Va.) *Whig*:—

"The amount of tobacco raised in the States and Territories of the Union in 1850 was 199,752,655 pounds. In 1860 it reached 434,209,461 pounds, an increase of nearly 220 per cent. In 1850 Virginia raised 56,893,227 pounds, and Kentucky 55,501,195 pounds. In other words, in 1850, out of a total product of tobacco of less than two hundred million pounds in the States and Territories, these two States produced over one hundred and twelve millions. Of the amount of 434,209,461 pounds produced in all the States and Territories in 1860, Virginia produced 123,968,312 pounds, and Kentucky 108,126,840 pounds. In other words, Virginia and Kentucky produced in 1860 more than half the tobacco grown in the United States.

"It is a curious fact that more or less tobacco is raised in every State and Territory except Dacotah.

"The amount raised in the New England States in 1850 was 1,465,920 pounds; in 1860 9,266,445 pounds. Connecticut rose from 1,266,624 pounds in 1860 to 6,000,133 pounds; Massachusetts from 138,246 pounds in 1850 to 3,263,198 pounds in 1860.

"The amount raised in the Middle States in 1850 was 22,411,447 pounds; in 1860, 47,531,517 pounds. New York increased her production from 83,189 pounds in 1850 to 5,764,582 pounds in 1860. Pennsylvania increased from 912,651 pounds in 1850 to 3,181,586 pounds in 1860. The increase in Maryland was from 21,408,497 pounds to 38,410,965 pounds.

"The amount raised in the Southern States in 1850 was 90,961,429 pounds; in 1860, 203,642,593. Of these two hundred and three and a-half million pounds raised in the Southern States in 1860, Virginia, Tennessee, and North Carolina raised two hundred millions.

"The amount raised in the Western States in 1850 was 84,963,997 pounds; in 1860, 173,758,787 pounds.

"Next to Kentucky, Ohio and Missouri are the greatest tobacco-growing States in the West.

"The amount raised in the Pacific States in 1850 was 9862 pounds; in 1860, 10,609 pounds.

"The collection of tax on tobacco in Virginia for the seven months ending September 30 was $2,194,553·99, against $225,614·61 for the same period of last year, the increase this year being $1,968,739·38. The Supervisor estimates that the revenue from tobacco in Virginia for the year commencing March, 1869, and ending March, 1870, will be at least $3,000,000 greater than for the previous year."

## TRAUPMANN.

### A Letter from the Pantin Murderer.

Traupmann, the atrocious assassin of the Kinck family, still denies his guilt. He has written the following letter to his brother, who is an engineer in the French navy:—

"My Dear Brother:—Do not reject these few lines, as I have not the courage to write to our poor parents. Endeavor to console them as well as in your power. Tell them that they ought not to consider me so culpable as the journals assert. You can assure them that I am not a murderer, as they perhaps believe me at this moment, although I am accused as such. I wish that you were not a soldier, so that you might at least aid in solacing the distress with which our family is overwhelmed, or that you could invent something which would produce a little money to enable them to go to America; for in France they will never hear again be at rest. In the United States at least they would not be the mark of scorn. Do what you can to comfort them; for myself I can do nothing but weep for them. If anything happens in our family, you will be kind enough to write to me. I do not ask for news, for I know well in what position they are. If I am downhearted, it is only on their account; misfortune has fallen upon me and I submit. Embrace my parents for me, although they perhaps believe me unworthy of their favor. Your unhappy brother,

"J. B. TRAUPMANN."

This letter was forwarded to his sister Francoise with the addition of the following few lines from Edmund, who has always borne an excellent character:—

"I at once replied, adjuring him to denounce his accomplices. I will send you his answer when I receive it. Tell our parents that I still remain their devoted son. E. TRAUPMANN.

"P. S.—Endeavor principally to console our poor mother."

## NAPOLEON.

### His Life in Real Danger.

A letter from Compeigne, France, of the 18th of October, relates the following exciting occurrences:

The Emperor, attended by General Fajol, his aide-de-camp, and two orderly officers, took a walk yesterday in the town. In passing into the long avenue his Majesty perceived a cabriolet advancing at a rapid pace and was obliged to step aside to avoid being run over. Just as the horse, which had taken the bit in its teeth and could not be stopped, arrived opposite the cavalry barracks, a carbineer of the Guard, a powerful man, placed himself in the middle of the road and, seizing the bridle of the furious animal, succeeded, after a struggle in which a corporal lent his assistance, in effectually subduing it. The Emperor complimented the two soldiers on their courage, and some hours after a chamberlain handed them, from the Sovereign, a gold medal and forty francs.

Last evening a grand dinner was given at the palace, the guests being the civil and military authorities of the town. There were sixty covers, and the Prince Imperial was seated at his Majesty's right. During the repast the band of the Zouaves, placed in the inner court of the palace, executed symphonies. The company withdrew at about 11 o'clock.

### An Accommodating Husband.

The Hartford *Courant* tells of a fickle wife who left her husband in Providence and went to Hartford to live with another man. Tiring of him, this discontented woman left her paramour also, and reported that fact to the Chief of Police in this terse expression:—"I've left that man and there's trouble." The *Courant* says:—

What that trouble was may here be stated. It appears that her husband, not knowing of her whereabouts, had come to Hartford and secured work in one of the machine shops here, where he met the very man who had run away with his wife. Instead of getting square upon his dignity or setting up a shooting gallery, he treated the matter of seduction as being the business of his wife entirely, who had a mind of her own and probably knew what she was about, but he desired some sort of a settlement. In fact, he didn't know but she had been imposed upon and was willing to be forgiven. If it was so, and she would come back and live with him again, he wanted to know it. The other fellow, who sympathized with him in his troubles, as he ought to have done under the circumstances, said that he had left the woman, as they did not live happily together, and if it would be any accommodation he would go around with the husband and call upon her, and furthermore use his influence to bring about a reconciliation. So much kindness, volunteered at that, nearly brought the husband to tears, and he took the hand of the eloper, and pressing it warmly gazed into his eyes affectionately, as much as to say, "This is too much!" But finally both started and sought the woman, though instead of talking fairly with her it was proposed that of these two men, who had each been rejected, she must choose one anyway, or she would be prosecuted for adultery. Time was given her to consider this delightful proposition, and meanwhile she visited the police headquarters and had the conference above referred to.

## SECOND EDITION

## LATEST BY TELEGRAPH.

### THE EXPLORER LIVINGSTONE.

His Expedition into the Heart of Africa—The Sources of the Nile—His Supplies Fail Him.

## GENERAL NEWS.

The Bible in the Cincinnati Schools—Destructive Fire in Baltimore—Financial and Commercial.

### *FROM AFRICA.*

**Dr. Livingstone's Travels and Explorations—The Sources of the Nile—The Doctor to Remain Longer.**

*By the Anglo-American Cable.*

LONDON, Nov. 2.—A special news letter, dated at Zanzibar on the 9th of September, states that the writer had pleasure in conveying the information that on the day previous letters had been received by the British consul at that place from Dr. Livingstone, the explorer. The communications were dated to the 8th day of August, 1868.

Dr. Livingstone was in good health.

He spent the year previous exploring the section of the country lying south of Tangamjaka lake, which he found to contain many small springs or inner lake fountains, which he claims to be the true sources of the river Nile.

Dr. Livingstone states that he had heard that two different instalments of supplies had reached Uioji from Zanibar for his use, but they had been received at a time previous to his arrival there, so as to have them early, and thus render them beneficial. In these letters he requests that further supplies of necessaries be despatched to him, including nautical instruments and copies of English almanacs for the years 1869 and 1870. This fact indicates, it is supposed, that the Doctor purposed remaining in the country for a lengthy period of time, more particularly as he has given no idea of his intentions for the future, and has not mentioned at what place or point of the territory he purposed to come out on his journey homeward.

The letters are written on small scraps of paper, which Dr. Livingstone begged from the Arabs, who conveyed the written documents to the coast for transmission to England.

The communications are exceedingly meagre so far as regards general news.

### *FROM THE WEST.*

**Change of Proprietors.**

CINCINNATI, Nov. 2.—T. H. Harder, of the Marion (Ohio) *Mirror*, has purchased the Dayton *Ledger*, and will add $30,000 to the capital stock and change it to a morning issue.

**Dead.**

Henry Stoddard, a leading lawyer of Dayton, died yesterday, aged eighty-two.

**The Bible in the Schools.**

Of the 22 votes by the Board of Education last night for excluding the Bible from the public schools, 10 were Republicans and 12 Democrats, and their religion as follows:—3 Protestants, 10 Catholics, 8 Freethinkers, and 1 Jew. Of the 15 votes against excluding, 12 were Republicans and 3 Democrats, and their religion as follows:—13 Protestants, 1 Freethinker, and 1 Jew. The champion of the party for expulsion was the Rev. Thomas H. Vickers, and the champion for retaining the Bible, the Rev. A. D. Mayo. The resolutions forbid religious books and the singing of sacred songs.

### *FROM THE SOUTH.*

**Destruction of the Abbott Rolling Mills.**

BALTIMORE, Nov. 2.—A destructive fire occurred last night at the Abbott Iron Rolling Mills at Canton, the extreme eastern end of the city. The portion used for rolling railroad iron was entirely destroyed, and also much valuable machinery, and only a part of the main building was saved. The amount of loss has not yet been ascertained, but is estimated at over $100,000. Several hundred workmen are temporarily thrown out of employment.

**The Baltimore Produce Market.**

BALTIMORE, Nov. 2.—Cotton steady at 25½c. Flour dull and prices favor buyers; Howard Street superfine, $5·50@5·75; do. extra, $6·25@7; do. family, $7@8·25; City Mills superfine, $5·50@6·25; do. extra, $6·25@7·00; do. family, $7·50@9·50; Western superfine, $5·50@5·75; do. extra, $5·75@6·50; do. family, $7@7·75. Wheat firmer; prime to choice red, $1·38@1·43. Corn dull; white, $1@1·08; new, 80@90. Oats dull at 56@58c. Rye dull at $1@1·08. Mess Pork quiet at $33. Bacon quiet; rib sides, 19@19½c.; clear do., 19½@19¾c.; shoulders, 16@16¼c. Hams, 24@25c. Lard quiet at 18@18½c. Whisky in good demand and receipts large; sales at $1·16.

### *FROM EUROPE.*

**This Morning's Quotations.**

*By the Anglo-American Cable.*

LONDON, Nov. 2—11 A. M.—Consols, 93⅞ for both money and account. American securities quiet and steady; United States 5-20s of 1862, 82¾; of 1865, old, 81½; of 1867, 83½; 10-40s, 75½. American stocks steady; Erie Railroad, 21¼; Illinois Central, 97½; Great Western, 24½.

LIVERPOOL, Nov. 2—11 A. M.—Cotton firm; upland middlings, 12½d.; Orleans middlings, 12¾d. The sales to-day are estimated at 12,000 bales. Shipments of cotton from Bombay up to the 22d ult., 7000 bales.

LONDON, Nov. 2.—Spirits Petroleum, 1s. 3½d. Fine rosin, 17s. Turpentine, 29s.@29s. 3d.

PARIS, Nov. 2.—The Bourse opened quiet; Rentes, 71f. 40c.

ANTWERP, Nov. 2.—Petroleum opens firm at 60f. 50c.

**This Afternoon's Quotations.**

LONDON, Nov. 2—1 P. M.—United States 5-20s of 1862, 82¾; of 1865, old, 81¾; of 1867, 83¾; 10-40s, 76¼. American stocks quiet.

LIVERPOOL, Nov. 2—1 P. M.—Cotton steady; the sales to-day will not exceed 10,000 bales.

Yarns and fabrics at Manchester are firmer.

Red Western Wheat, 9s. 2d. Receipts of wheat for three days 10,000 quarters, of which 7500 were American.

**The Money and Stock Markets.**

NEW YORK, Nov. 2.—Stocks weak. Money sharp at 7 per cent. Gold, 127¼. Five twenties, 1862, coupon, 115½; do. 1864, do., 112½; do. 1865, do., 113½; do. do., new, 116⅛; do. 1867, 115¾; do. 1868, 115⅝; Ten-forties, 107⅛. Virginia 6s, new, 52; Missouri 6s, 87¼; Canton Company, 51¾. Cumberland preferred, 27; New York Central, 182; Erie, 29½; Reading, 95½; Hudson River, 168; Michigan Central, 119; Michigan Southern, 89⅛; Illinois Central, 137¼; Cleveland and Pittsburg, 88¼; Chicago and Rock Island, 102½; Pittsburg and Fort Wayne, 184½; Western Union Telegraph, 36½.

**New York Produce Market.**

NEW YORK, Nov. 2.—Cotton quiet; sales of 500 bales at 26¼c. Flour heavy and prices favor buyers, but is without decided change; sales of 9500 barrels. Wheat dull; sales of 38,000 bushels winter red at $1·41@1·44. Corn firmer; sales of 49,000 bushels mixed Western at $1·02@1·04. Oats firmer, and advanced 1c.; sales of 36,000 bushels at 62@63c. Beef quiet. Pork dull; new mess, $30·50@31. Lard quiet and unchanged. Whisky dull at $1·20.

## ANOTHER HORROR.

### A Man Roasted Alive.

The New York *World* of this morning publishes the following:—

PORT JERVIS, Nov. 1.—A railroad accident occurred near Narrowsburg, twenty-six miles west of Port Jervis, about 4 o'clock this morning, by which one man was burned to death, and fourteen cars loaded with coal, oil, tobacco, and cotton, were entirely consumed.

When the fire had reached its height a man was seen in the midst of the glaring flames, but it was impossible to approach near enough to render the victim any aid, and he was in a short time completely roasted. His name was James Rourke, and he was a brakeman on the train.

It is supposed he had in some manner become fastened between the cars in such a way as to be unable to extricate himself before being suffocated by the rapidly approaching flames. He resided at Lackawaxen.

The fire is supposed to have originated from the locomotive. Eight cars of oil and six of cotton and tobacco were consumed. Trains were detained until this evening.

## RUSSIA.

### An Eastern Mission to the Czar.

The *Invalide Russe* announces that an embassy is on its way from the Emir of Bokhara to the Czar. At the head of it is his Highness' fourth son, Seid-Abdu-Fattan-Khan, twelve years of age, who is accompanied by the father-in-law and brother-in-law of the Emir, and twelve other persons. In the official letters addressed to the Russian general officers, the ruler declares that the object of this mission is to consolidate good relations with Russia and to inform the Emperor Alexander of the hostile designs and proceedings of the English and Afghans.

But, according to non-official information, the real aim is different, and perhaps more important—viz., that of securing the throne of Bokhara to the before mentioned son, for whom the father has an unbounded affection. The young prince has three elder brothers who have been declared deposed from all right of succession on account of rebellion. The eldest, Katty Turia, who is nineteen, has long been attempting to dethrone his father and very nearly attained his end last year; but, defeated near Karach by the Russian troops, he was obliged to fly to Khiva to implore the help of the chief of that Khanat.

## GENERALITIES.

### An Insane Horse.

There is a horse at Marshall, Mo., which is subject to fits of insanity, in one of which a few nights ago it left its stable, broke into the yard of a Mrs. Walker, then through the hall door of the house, and a door leading into a private sleeping apartment, where it concluded its erring by falling upon and smashing a bed in the room. Nobody was at home except two boys, who were sleeping in an adjoining room and thus had their slumbers disturbed by the entrance of this mad animal. It remained in the room until day, when, with the help of neighbors, the boys put it out again upon the commons.

### An Oxford Student in Egypt.

*From the London Telegraph, Oct. 19.*

Prince Hassan, the second son of the Viceroy of Egypt, and suite arrived in Oxford on Sunday from Claridge's Hotel, and proceeded to Grandpont House, St. Aldate's, which has been taken for his Royal Highness during his stay at Oxford. The Prince yesterday morning, according to etiquette, called on the Very Reverend the Dean of Christ Church, of which society he has become a member, and will at once enter on the duties of college life. Mr. G. S. Murray, late scholar of Wadham College, and now student of Christ Church, has been appointed private tutor to his Royal Highness.

### The Fortunes of ex-Slaves.

A correspondent says that some of the slaves in Richmond have accumulated considerable fortunes. One who began to save while he was a slave, is now the possessor of an excellent livery business, and is said to be worth $50,000; another, a plasterer by trade, owns twenty-two houses and lots and twelve vacant lots—he is worth $25,000; another, who is half hackman and half parson, is doing a fine business and owns property worth $7,000; there are a dozen worth from $2000 to $3000, and quite a number with $1000 fortunes. Some of them buy real estate, but investments in horses, mules, hacks, wagons, little stores, and stocks seem to be the most attractive. One congregation has built (and paid for) a church costing $19,000.

### Submarine Steamships.

The accounts given of the new submarine steamship invented by Otto Vogel sound fabulous, and yet the Berlin *Borsenzeitung* asserts that the Prussian Admiralty has approved of the plans submitted to them for inspection. The vessel, covered with strong plating, is entirely below the surface of the sea, with the exception of the deck, which is surmounted by a vaulted roof of immense strength. Beneath this covering heavy guns are placed, so that the whole greatly resembles a first-rate iron-clad. It is said, however, that besides all the advantages of such men-of-war the new ship may be entirely submerged, and in this position is so completely under command that it can outweather a storm or attack an enemy with submarine cannon and torpedoes. Vogel is now engaged in constructing a large model twenty-four feet in length, which will soon be finished.

### A New Oil Well and Disaster.

The Titusville (Pa.) *Herald* of Thursday says:—

"About nine o'clock on Tuesday night last a new flowing well was struck on the tract on Cottage Hill, Oil City, owned by Kier, Basson & Co. The well was drilled through large casing, and after the oil-bearing sand rock had been penetrated by the tools, it commenced to gas heavily and to flow at the rate of about thirty barrels a day through the casing. About the hour named above, while preparations were being made to tube the well, the gas arising from it took fire from a lighted lantern that had been left near the derrick and exploded, enveloping the derrick and engine-house and two men who were at work on the well in a sheet of flame.

"One of the men escaped without serious injury, but the other was frightfully burned, and is not expected to survive more than a day or two. The derricks and engine-house and a small quantity of oil that had been produced were destroyed. The well flowed at intervals of five or ten minutes throughout the night, and up to about noon yesterday. During this time the oil and gas caught fire as they came to the surface, and burned furiously, emitting large volumes of black smoke, which from other parts of the oil district were taken as indications that an oil conflagration was in progress. Yesterday afternoon the flames were quenched, and up to six o'clock last evening the well flowed through the casing at the rate of twenty-five to thirty barrels daily."

## FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Tuesday, Nov. 2, 1869.

The weekly report of our city banks is, on the whole, very favorable. There is, in fact, a decided improvement in the amount of the supply, which, with the present conservative course pursued, will in a few weeks enable them to meet any demand which may be made upon them from any source. The deposits have increased $990,611, and the legal tenders $665,445, which figures contrast singularly enough with the contraction of loans to the tune of $177,845. The course of the banks certainly appears wayward and mysterious in contracting loans in proportion to the means of expansion. The decrease in the clearings of over 4½ millions for the week is large, and shows the programme to be contraction, for some reason or other.

We notice no material change in the current rates of loans or discounts.

Gold is again weak, opening at 128, and closing at noon at 127¾.

United States securities are dull and weak, and the tendency is in harmony with that of coin.

There was a very spiritless movement this morning at the Stock Board, and prices were generally soft. State loans move more sluggishly, with sales at 102½ for the first series. City 6s sold at 100⅝, no change. There were some bids for Lehigh Gold Loan at 94¾, but no sales.

Reading Railroad sold on a small scale at 47⅝@47·81, a decline of ⅛ since yesterday. Pennsylvania Railroad was rather steady but decidedly dull at 56. Lehigh Valley Railroad was taken at 52¼. 39 was offered for North Pennsylvania; 28 for Philadelphia and Erie; and 57½ b. o. for Catawissa preferred.

Miscellaneous stocks received only a passing notice from buyers. 33 was bid for Lehigh Navigation, but it was not taken up. Passenger Railways were without spirit. 40 was offered for Second and Third; 26 for Spruce and Pine; and 11¾ for Hestonville. Coal and Bank Stocks escaped attention.

—The Catawissa Railroad Company has declared a dividend of 5½ per cent. on account of dividends due to holders of preferred stock.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

| | | | |
|---|---|---|---|
| $2200 City 6s, New | 100⅜ | 7 sh Penna R.d.b. | 56 |
| $1000 do. | 100⅜ | 50 sh Minehill R. | 53⅛ |
| $8000 Pa 6s, 1 se. | 102⅛ | 4 sh Leh V R. rec. | 52⅝ |
| 400 sh Reading, b. o. | 47⅞ | 25 do. | 52⅝ |
| 500 do. | 47·81 | 75 do. | 52¾ |
| 100 do. | 47·81 | 100 do. | 52¾ |

—The Philadelphia Exchange Company has declared a dividend of $2·50 per share, free of taxes.

—The following banks have this day declared the dividends annexed:—

| Banks. | Dividend. |
|---|---|
| Southwark National | 12 per cent. |
| National Bank of Commerce | 5 " |
| Commercial National | 5 " |
| Corn Exchange | 6 " |
| City National | 6 " |
| Manufacturers' National | 5 " |
| Girard National | 6 " |
| National Bank of the Republic | 3½ " |
| Commonwealth National | 5 " |
| Mechanics' National | 6 " |
| Kensington National | 13 " |
| Consolidation National | 6 " |

MESSRS. DE HAVEN & BROTHER, 40 No. S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 118½@119; do 1862, 114 @115; do. 1864, 112½@113; do. 1865, 113@114; do., 1865, new, 115½@115¾; do. 1867, do. 115¾@116; do. 1868, do., 115⅝@115¾; 10-40s, 107½@108; U. S. 30 Year 6 per cent. Currency, 107½@107¾; Due Comp. Int. Notes, 19¾; Gold, 127½@127¾; Silver, 128@125.

JAY COOKE & CO. quote Government securities as follows:—U. S. 6s of 1881, 118½@119; 5-20s of 1862, 114½@115; do., 1864, 112¾@113; do., 1865, 113@113½; do., July, 1865, 115⅛@115⅜; do. do., 1867, 115¾@116; do., 1868, 115⅝@116; 10-40s, 107¾@108; Cur. 6s, 107⅝@108; Gold, 127