THE EVENING TELEGRAPH.

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FIRST EDITION

FROM OCEAN TO OCEAN.

A Northern Route of Commercial Transit Between Puget Sound and the Atlantic—The Proposed Niagara Ship Canal.

The article given below, which is taken from the Detroit *Free Press* of a recent date, will be read with deep interest by all our commercial citizens. The project referred to is in fitting keeping with the spirit of the age, and is shown to be not only eminently desirable but entirely feasible:—

At a meeting of the Detroit Board of Trade yesterday, General T. J. Cram, of the United States Corps of Engineers, read, by invitation, a memoir upon the northern interoceanic route of commercial transit between tidewater of Puget Sound of the Pacific, and tidewater on the Gulf of St. Lawrence of the Atlantic Ocean. The paper had been prepared with a vast amount of labor and scientific research, and will be a valuable reference.

The General favored the construction of a Northern Pacific road from a point at the head of Lake Superior, through Wisconsin, Minnesota, Dakotah, Montana, Idaho, and Washington, with a branch through Oregon.

The Northwest which this route will serve contains 560,000,000 upon which the construction of this railway will bring prosperity. It embraces the winter wheat region; it is supplied with valuable deposits of the priceless metals, timber, and stone, an abundance of water, and with a temperature so mild as to render it extremely healthful and prolific. It can supply vast quantities of game as well as subsist countless herd of cattle; and for the development of this region railways are absolutely essential.

Congress has donated a strip of land about ten miles wide through Minnesota, and during the remaining 1543 miles, twenty miles on either side. Its length will be 1775 miles from Lake Superior to Puget's Sound, and the lands donated will embrace 66,360 square miles, or 42,170,400 acres, which, at a valuation of $2·50 per acre, would create a fund amounting to $159,817 per mile, for the construction of the line. The rivers which traverse the section will greatly assist in bringing trade to the road, and along their banks great cities may be built, and an agricultural population find every means of support. The necessary iron can be secured from the Lake Superior region. An extent of country equal to that before mentioned will be found in British America, which will also furnish business for the proposed line, and which it will, in turn, aid in developing.

From the eastern terminus of the road, at the west end of Lake Superior, the remainder of the distance to the East ought to be by water, in which connection the General touched upon the condition of the lake and river outlets, and the improvements now required upon them. If Superior City be made the terminus, the harbor and docks can be built at a cost of $750,000; if Ashland or Bayfield, the cost of these improvements would be greatly lessened, but this would necessitate the construction of fifty or sixty miles more of railroad. If Duluth should be the terminus, the harbor and docks would cost $1,000,000.

The next important improvement on the route is St. Mary's Canal, the docks in which ought to be deepened so as to give sixteen feet upon the mitre sills, against only ten and two-thirds feet at the present time, and the canal should be made seventeen feet deep with vertical. The entrance should be made safe, and another lock should be built alongside the present lock, with a chamber 350 by 50 feet, overcoming the fall with one lift. The estimated cost of these improvements is $250,000, all of which can be accomplished without detriment to the present canal. Some improvements, such as removing rocks, straightening of some channels, etc., would be required in St. Mary's river, the entire cost of which, it is thought, will not exceed $149,021. These improvements once made, vessels could pass in the channel and make the passage as well in darkness as in light, which they cannot do at present.

The ship canal on the St. Clair Flats ought, in the opinion of General Cram, to be deepened so as to give sixteen feet of water, which can be done at an additional cost of $50,000, or it may be made twenty feet deep at an expenditure of $50,000. It is already seven-eighths finished, and will be completed about the first of August, 1870.

The important question of constructing a ship canal around Niagara Falls, on the American side, was next discussed. Of the numerous plans proposed for carrying this stupendous project into execution, the General expressed his preference for that of Mr. John Burr, of Detroit, who proposes to make a short cut of eight miles from Slosser to Lewiston, and to overcome the entire fall by one lock of more than 300 feet rise. [The details of the plan have been already published in the *Free Press*.] The Well and Canal is not adequate to the demands of commerce, and it would be a bad idea to expend our money for its enlargement, especially as it is upon foreign soil. The other plans proposed by Colonels Blount and Forshey may properly be reckoned of questionable utility, the first involving numerous locks, and the other being a complex and dangerous system. If the Welland Canal were sought to be enlarged, it would be necessary, no doubt, to dispose of a large amount of rock at the entrance in Lake Erie, which would involve much too great expense and delay. The speaker stated that there were some questions yet remaining to be determined, principally concerning the practicability of Mr. Burt's plan, as arrangements for preventing the damaging effects of cascades from the rocks, which might perhaps be accomplished by a plating of iron, the resisting power of his great gates, and the ingenious arrangement of his counterpones. The plan, however, looks promising, and he would not be surprised to find that it will eventually be adopted.

General Cram considered the plan proposed by Colonel Forshey, a description of which could be little understood, by no means practicable, and withal fraught with danger, and likely to result in reactions and damaging delays, repairing and adjusting machinery. The canal of the short route could, in his opinion, be easily defended in case of war, and, taking all things into consideration, he was in favor of that route over the others. The probable cost would be some $13,000,000.

After passing Lewiston there are no obstructions to navigation until reaching Gulop Rapids, in the river St. Lawrence. Here is encountered a reach of 106 miles, extending as far down as Montreal, in which there are seven rapids, around which Canadians have constructed small canals. Passenger steamers jump these rapids. Other craft go through the canals, which allow the passage of vessels only 186 feet long, and 45 feet beam, the maximum burden of which is 300 tons, equal to a carrying capacity of 10,000 bushels of wheat. The cost of enlarging these canals to chambers 46 by 250 feet, giving a depth of 16 feet of water, would be about $5,200,000. From Montreal to Three Rivers, up to which latter place tidewater comes, is 90 miles, in which ships drawing 20 feet of water safely navigate, and from Three Rivers to the Gulf of St. Lawrence is 500 miles more.

The extent of the various branches of the proposed inter-oceanic line is shown in the following table:—

	Miles.
Northern Pacific Railroad	1775
Lake Superior, Huron "	1087
River navigation	353
Canal navigation	53
Total	3268

The following shows the estimated expenses:—

Northern Pacific, $46,253 per mile	$82,152,825
Harbors and docks	1,000,000
Improving Sault Canals	250,000
Deepening St. Clair Flats, canal, etc	45,000
Niagara Ship Canal	13,457,250
Enlarging St. Lawrence Canals	5,200,000
Total	$102,253,605

The cost of all the work, except the construction of the railroads, would be $20,101,280.

The estimated time that would be required for moving heavy freight from Puget Sound to tide water is: by rail, six days and two hours would be consumed; on the lakes, allowing one day for transshipment, six days and fifteen hours; on the canals, one day and three hours, and in the locks one day and three hours, making a total of sixteen days and eighteen hours.

The cost per ton of freight from Puget Sound to Lake Superior would be $22·19 upon the water, afterwards $8·33, making a total from tidewater to tidewater of $25·52. At the present time it costs $9·25 to move a ton of freight from Lake Superior via Erie Canal to the seaboard.

Unobstructed navigation would be gained by the proposed improvements on the American side of the lakes and rivers as far as a point in the river St. Lawrence, sixty-five miles east of Lake Ontario, and their construction would pay if only to accomplish this. It is probable that our future relations with Canada will be such that no difficulties need be apprehended, and that the works on both sides would constitute one harmonious whole.

The address was listened to with deep interest, and, at its conclusion, a unanimous vote of thanks was tendered General Cram for his address, 500 copies of which have been ordered printed in pamphlet form.

—Almost every day's Southern exchanges mention the fact that gin houses, frequently containing many bales of cotton, here and there in the South, have been burned by incendiaries.

STATE FINANCES.

The Annual Report of the State Treasurer—The Financial Condition of the Commonwealth During the Year 1869—Suggestions to the Legislature.

The following is the report of R. W. Mackey, State Treasurer, showing the financial operations of the Commonwealth during the fiscal year ending November 30, 1869:—

To the Senate and House of Representatives of the Commonwealth of Pennsylvania.—Gentlemen:—In the performance of my duty I have the honor to submit the following report of the finances of the State, and my action since these affairs have been under my control:—

The indebtedness of the Commonwealth at the end of the fiscal year ending November 30, 1868, was $33,286,946·13.

The indebtedness at the close of the fiscal year ending November 30, 1869, was $32,814,540·95, showing a reduction during the period of $472,405·18.

The total debt as given above amounts to the sum of $32,814,540·95, from which sum should be deducted the following amounts, now in the Treasury, and set apart for the payment of the debt. Amount on hand for the payment of overdue loans, interest certificates, and relief notes, $382,314·02; amount applicable to the payment of the five per cent. loan maturing July 1, 1870, and now payable on call, $1,018,548·47; total, $1,400,862·49.

Total debt, less cash in the Treasury on November 30, 1869, $31,413,678·46.

The receipts for the fiscal year ending November 30, 1868, exclusive of loans and premiums and interest thereon, were $5,214,867·61. For the fiscal year ending November 30, 1869, with similar deductions, $5,230,264·94.

The total payments for the year ending November 30, 1868, exclusive of loans redeemed and interest paid on overdue loans, amounted to $4,392,539·19. The total payments for the year ending November 30, 1869, with similar exceptions, amounted to $4,381,356·98.

The total receipts for the year ending November 30, 1869, amounted to $5,241,711·28. Balance in the Treasury November 30, 1868, $1,012,925·37.

Total moneys received by me, $6,254,636·65. The total payments for the year ending November 30, 1869, were $4,853,774·16. Showing a balance in the Treasury on November 30, 1869, of $1,400,862·49.

THE SINKING FUND.

At this point I deem it proper to explain to the Legislature the action of the Commissioners of the Sinking Fund with reference to this balance, and also to show the exact obligations assumed by them, and the reasons which governed their action in the premises.

The amount of debt payable on call on the 30th of day of October, 1869, was $385,668·87, and the moneys held by the Treasurer, in excess of these claims, amounted to $1,140,781·17. To let this money remain idle while the State owed a large debt, seemed doubtful policy, particularly as our State now enjoys a very high character for excellent credit—admitted to be higher than that of any other State in the Union. If our credit had been liable to any unfavorable shock, holding a considerable balance might, perhaps, have been defended on some financial principles. But, in view of our good standing in the money market, the retention of so large a sum seemed to me unnecessary, if it were not unwise. I therefore proposed to the Commissioners of the Sinking Fund to call in the five per cent. loan maturing July 1, 1870, and to offer to pay it on demand with accrued interest to date of presentation, giving notice at the same time, that interest would cease on July 1, 1870. The amount of this loan was $1,642,158·29.

While I do not hesitate to affirm the wisdom of this act, it has placed the Treasury in the position of being voluntarily liable for a sum much greater than the amount of cash on hand. Its liabilities now are as follows:—

The amount outstanding, and payable on call, of overdue loans, etc., is $382,314·02; the amount of the loan outstanding, which I am now authorized and directed to pay, is $1,483,815·65; showing a total of liabilities of $1,866,129·67, or an excess over the amount of cash on hand of $465,367·18. My ability to meet these calls will depend, first, on a prompt and rigid collection of the revenue; second, unremitting efforts to force the payment of taxes heretofore evaded, and now the subject of legal action; third, the gradual presentation of the loan at the office of the Treasury for redemption. For the first two of these I hold myself responsible. For the last I rely on the unsullied and excellent credit of the Commonwealth.

THE RECEIPTS.

The gross receipts from all sources into the Treasury for the last fiscal year were $5,241,711·18, a sum which appears to be sufficient for the current expenses of the Government and a gradual extinction of the State debt. But the attention of the Legislature is respectfully called to the manner in which the income is distributed by law, and a necessity for a change in its distribution. As the law now stands, the amount set apart for the payment of the general expenses of the Government was, for the past year, $1,677,151·91, while the actual amount paid on account of general expenses was $2,596,059·86, or $916,907·95 more than the sum provided to meet this item of expenditure. In my judgment a change in the law will be necessary to meet this difficulty, and I content myself with directing the attention of the Legislature to this subject.

UNCOLLECTED TAXES.

A large amount of uncollected taxes has accumulated in times past, until it has reached the enormous total of $1,300,000. Efforts are now being made to collect this by legal process. I am sanguine that a large proportion of this sum will be recovered, and to that extent relieve the tax payers. So far as the suits of the Commonwealth against these delinquents have progressed, we are justified in looking forward with hope. One of them—that against the Credit Mobilier of America—has been tried, and resulted in a verdict against that corporation, and in favor of the Commonwealth, for $407,000. The claims yet in controversy possess equal merit with the one just decided in our favor, and it is fair to hope for final triumph in them all.

ESTIMATED INCOME.

The revenues are believed to be ample; and with economy will enable the State to meet its current expenses, and to continue the payment of a portion of the funded debt yearly without negotiating a loan for that purpose. This has been done during my administration of the Treasury, for the first time, I think, in the history of the State. And while I am not vain enough to claim any credit for the improved condition of our finances, I am ardent enough to hope that there may not be any retrogression from this flattering prosperity; and I trust my successors may be enabled to continue a course which commends itself to every tax-payer in the State.

SURPLUS FUNDS.

Notwithstanding the calling in of a large portion of the debt, there still is a large amount of money accumulated in the Treasury, as will be seen from the annexed statements. The State should derive some benefit from this accumulation. To secure this benefit, I suggest that the Commissioners of the Sinking Fund be authorized to purchase the bonds of the Commonwealth at the price which they command from time to time. In speaking simply as a business man, this appears to me the proper course to pursue. It is certainly wise to reduce the debt with the surplus fund. It is impossible to do this if an arbitrary price is fixed on the bonds below their commercial value. The commercial theory is, that if the bonds of the State are worth more than par to the holder, they are worth no less a sum to the State; for by the payment of one premium the debt is permanently reduced, and the interest ceases for all time to come.

My wish is that the Legislature shall provide some way to utilize the balance, which cannot be prevented from accumulating, and I commit the subject to their wisdom.

BOND OF THE TREASURER.

The bond now required of the Treasurer is $80,000. If any bond can furnish the State additional security where the officer has at stake not only his reputation, but his character for the faithful performance of a public trust, then this bond is ridiculously inadequate as a safeguard to the State. To secure such a safeguard, through this agency, the bond should be largely increased, and I recommend that it be raised to a sum not less than $250,000.

CREDIT OF THE STATE.

The vocation of those who once insisted that our debt could never be paid ended the moment we began to reduce its total. In like manner the people will not be apt to believe those who insist that our financial affairs are mismanaged, in the face of the inexorable fact that Pennsylvania maintains a credit in every money market and on stock exchange superior to that of any State in the American Union.

I am justified, I hope, in congratulating the Legislature on the excellent condition of our finances; on the fact that the estimated revenues are sufficient for the current year; that no increase of taxation is necessary; that the prosperity of the people renders the usual income sure, and that, under this prosperity, we are each year paying, without distress to our citizens, the great debt bequeathed to us by the last generation.

The Legislature has cast upon it the responsibility of levying all taxes, by means of which money flows into the Treasury. By their direction alone can any money be paid out. As they have the responsibility of providing ways and means, and directing all expenditures, so, too, have they a right to all the honor which must flow from the successful working of our financial affairs. Economy in legislation relating to expenditures on their part, and an intelligent management on the part of the executive officer whom they choose to collect and manage the revenue, now seem to be the only things necessary to enable Pennsylvania to speedily pay off the residue of her once enormous debt, and to assume a position of prosperity which shall render her alike the pride of her own people and the envy of her sister States.

Very respectfully, your obedient servant,
R. W. MACKEY,
State Treasurer.

EXCITING SCENE.

A Madman Breaks from an Asylum—A Wild Chase and Desperate Struggle.

The Chicago *Tribune* of Wednesday has the following:—

Alexander Dutton, proprietor of the livery stable in the rear of the Sherman House, who is an old and well-known resident of this city, was suddenly and quite unaccountably afflicted with mental derangement on last Monday. He came to the barn at the usual hour in the morning, and soon began to show symptoms of mental aberration, which shortly developed into unmistakable proofs of insanity. Mr. Dutton is a man of prodigious physical strength, and it was not long before he brought some of it to play upon the stable men. Nothing serious occurred, however, and with kind words he was kept in pretty good humor. Mr. Dutton's friends, having a feeling of delicacy about keeping him shackled, or otherwise in close confinement, yesterday gave him into the hands of the Sheriff for safe keeping, until such time as might elapse before he could be removed to the Insane Asylum at Jacksonville. Yesterday afternoon he was quite docile, and the officers allowed him the privilege of the Sheriff's office in the basement. He seemed well pleased with the arrangement, and for a time amused himself in giving all manner of orders to all sorts of imaginary people. But suddenly a great change came over him. His eyes began to look fierce and wild, he rolled up his sleeves as for combat, and suddenly, to the surprise of a half a dozen bailiffs and a dozen loungers, jumped upon a table, and with a yell, sprang through the window. He carried sash and all before him, and the clatter was great. Before the Sheriff's officers could fairly realize the situation he was half a block away. As soon as possible the men entered upon the chase, and filled the air with their cries of "stop that man." At the northeast corner of the square a dozen or more hackmen are usually congregated, and fully that number placed themselves in line, at the gate, to stop the madman's progress. But they proved little better than straws in his way, and he brushed them away as he would a cobweb. But the hackmen were persistent, and harassed him in a way that delayed his progress, and allowed Jailor Foltz to come upon the scene. They grappled each other with the strength of Samsons. They swayed to and fro like mountains in labor, and it was only after a Herculean effort that Mr. Foltz got any advantage over his maddened and powerful adversary. When finally secured, the unfortunate man raved in a distressing manner, and it was long before his wrath could be appeased. Finally, on being returned to jail, he became good-natured again, and took great delight in ordering about more imaginary hirelings. This case is truly a sad one. It is to be hoped that this attack of insanity will be of but short duration.

THE GENTLEMEN'S JOURNALS.

"Wilkes' Spirit" Agt. "Turf, Field, and Farm."

Yesterday afternoon Charles J. Foster appeared before Justice Dowling, at the Tombs, New York, and made complaint that *The Turf, Field, and Farm*, a newspaper published at No. 37 Park row, had published an editorial, entitled "Dying of Criticism," which he believes to mean George Wilkes, editor and proprietor of *Wilkes' Spirit*, and that the words and language used are libellous and scandalous towards Mr. Wilkes, who is meant, as deponent believes. *The Turf, Field, and Farm*, it is further alleged in the affidavit, is edited by Saunders D. Bunce and J. C. Simpson, and that the printing, publishing, and circulating of the newspaper containing this article was done maliciously and wilfully by Bunce and Simpson, "with the intent to degrade the said Wilkes in the community, and has a tendency to provoke a breach of the peace." The following is the portion of the article complained of:—

"Unlike the famous author of polished epigrams, the second Sampson is an editor and not a popular orator. He opened his infant eyes upon this earth, Heaven knows how, when, or where. He grew to manhood, loving Governor Seward much because he refused to pardon a youthful indiscretion. For a while he made his home on the Pacific coast, teaching the adventurous men of that golden land the value of law and order; winning immortality as the friend and heir of the murdered Broderick, and then returning to New York with the spoils of friendship to establish a sporting paper, gaining fresh laurels by driving the genial Wm. T. Porter, a ruined man, into a drunkard's grave. Since then he has figured as many a prize fight, has been an honored guest at the Palace of St. James without the knowledge of the Queen; assisted in carrying on a stupendous war by speculating in substitutes; has furnished Congress and the Government with ideas of practical importance; has become a moral censor; has purified and elevated the turf; has ably represented American character abroad; has demonstrated the generosity of his nature by riding through the streets of Paris in an open carriage with the Menken; has grown merry at the courtesan's wine table, and then has shown his gratitude to the profession by making it the subject of a sensational newspaper article. Recently he has amused himself with slaughtering the entire English nation, Queen and all, and has knocked the Harvard Four on the head, simply because they had the manliness to confess that they had been fairly beaten in the late international match on the Thames. His ambition is boundless. Like Alexander, he continually sighs for new worlds to conquer. Having killed off everybody of importance with his sledge-hammer criticism, he now designs, with a single stroke of his pen, to wipe out of existence the *Turf, Field, and Farm*. We are extremely sensitive, and it is not to be presumed that we can withstand his ferocious assaults. Already we are wounded to the heart, and have written to Mr. Conner, the 'able Maurice,' to prepare our obituary; or, if he has not time to get up a first-class obituary, to at least furnish us with a brief but touching epitaph."

FROM BALTIMORE.

Political Matters.

Special Despatch to The Evening Telegraph.

BALTIMORE, Jan. 7.—The political excitement at Annapolis yesterday grew into a considerable fight amongst several axe-grinders, who were arrested and held to keep the peace.

John Thompson, in the interest of Colton Edelton, the Annapolis representative, gets the State printing, in which A. Mills, of Baltimore, has also a compromise interest.

Nearly half the Baltimore Democracy are applicants for office under Governo. Bowie.

SECOND EDITION

LATEST BY TELEGRAPH.

The Operators' Strike—They Euchre the Bankers' and Brokers' Line—California News—Maryland Politics.

Financial and Commercial

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Scattering of Army Officers.

Special Despatch to The Evening Telegraph.

WASHINGTON, Jan. 7.—Secretary Belknap is determined to clear Washington of army officers as far as possible. Accordingly, he will shortly order nearly all the officers in charge of the different branches of the War Department to stations in the Far West, where he thinks they can better serve their country than in idleness in Washington.

Our Iron-clads.

The iron-clads which were brought to New Orleans from Mound City last summer for repairs will remain there during the winter, where they will be kept in proper order to be brought to a Northern station early in the spring.

The Strike in the South.

WASHINGTON, Jan. 7.—The Richmond *State Journal*, received here this morning, states that in consequence of the strike they have no news from any point. This contradicts the statement of the Telegraph Company that Richmond operatives had resumed work.

The Executive Committee of the National Labor Union is in session at Willard's to-day, and will pass resolutions sustaining the telegraph strikers.

FROM NEW YORK.

The Telegraphic Strike.

Special Despatch to The Evening Telegraph.

NEW YORK, Jan. 7.—The Bankers' and Brokers' Telegraph Company was this morning officially notified by the Telegraphers' Protective League that they must stop sending and receiving the business of the Western Union Company. It appears that the Bankers' and Brokers' is in a great measure owned and controlled by the Western Union, which has been using it to help them out of their present difficulties. The Bankers' and Brokers' line operators are nearly all members of the League, and if the company persists in doing the business of the Western Union they will strike at a moment's notice when ordered to do so by the Grand Chief Operator of the League.

A despatch was received here this morning at the headquarters of the strikers, dated Freeport, Ill., stating that the operators of the Northern Division of the Illinois Central Railroad, held a meeting last night and resolved to sustain the strikers and give them all the material aid in their power.

FROM THE PACIFIC COAST.

Billiards in San Francisco.

SAN FRANCISCO, Jan. 6.—Deery and Dion are practising daily for the championship billiard match to come off on Saturday. Much excitement is felt in the result. The indications are that the case will be closely contested.

Newspaper Enterprise.

The *Bulletin* to-day is printed on its eight-cylinder lightning press, the first of the kind on the Pacific coast.

Coal Oil Declined.

Devves coal oil is quoted at 55c., a decline of 20c.

New Steamship Line.

William H. Webb, of New York, and the merchants of Los Angelos were in consultation yesterday, with reference to the establishment of a line of opposition steamers on the Southern coast. The interview was satisfactory.

More Earthquakes.

A severe earthquake occurred at Bakersville on the night of the 3d inst.

Mining Matters.

The Crown Point Mining Company have levied an assessment of $7·50 per share, which will be delinquent on the 8th of February.

California Markets.

SAN FRANCISCO, Jan. 7.—Flour quiet at $4·62½@5·50. Choice wheat $1·65. Legal-tenders, 83½.

FROM NEW ENGLAND.

A Relic of Port Royal.

Special Despatch to The Evening Telegraph.

BOSTON, Jan. 6.—The U. S. steamer Wabash, 42 guns, now undergoing repairs at the navy yard here, was in the thickest of the fight in the great naval bombardment of the forts at Port Royal in November, 1861, taking the lead, as the flag-ship of Commodore Dupont. At one time she was within six hundred yards of the Rebel batteries. The shot from Fort Walker penetrated her hull in several places, and a considerable number lodged in her timbers, besides cutting off her mainmast and disabling one gun. On Monday the workmen extracted two solid shot from her frame—one a shot from a ten-inch Columbiad, which entered beneath the water's edge, abaft the mainmast; the other a six-inch 32-pounder shot, from another portion of her hull; both being on the starboard side, which lay next to Fort Walker. The wood of the vessel adhered to portions of the surface very closely, and both of them had a very rough and ugly look. They are to be placed in the Navy Yard Museum at Boston, and will remain valuable and suggestive souvenirs of the part taken by the United States navy in the "war for freedom."

FROM THE WEST.

Meeting of Strikers in Cleveland.

Special Despatch to The Evening Telegraph.

CLEVELAND, Jan. 7.—A large meeting of telegraph strikers of this and neighboring cities was held here last night, and addressed by R. F. Trevellick, President of the National Labor Union of the United States. He said that 600,000 men sympathized with them in their struggle for justice, and that he pledged the telegraphers the support of the entire Labor Union throughout the length and breadth of the United States. After the meeting Mr. Trevellick sent despatches to officers of the Union at New York, Boston, Philadelphia, and other places, telling them to do all in their power to aid the strikers.

FROM EUROPE.

This Morning's Quotations.

By the Anglo-American Cable.

PARIS, Jan. 7.—The Bourse opened quiet. Rentes 73f. 90c.

ANTWERP, Jan. 7.—Petroleum opened firmer but unchanged.

BREMEN, Jan. 7.—Petroleum closed quiet and unchanged last night.

HAMBURG, Jan. 7.—Petroleum closed quiet and unchanged last night.

LONDON, Jan. 7—11 A. M.—Consols for money, 92½; for account, 92⅝. U. S. Five-twenties of 1862, 87; 1865s, old, 86½; 1867s, 85⅝; ten-forties, 84⅝. Erie, 17¾; Illinois Central, 102½; Atlantic and Great Western, 25¼.

LIVERPOOL, Jan. 7—11 A. M.—Cotton quiet; middling uplands, 11½d.; middling Orleans, 11¾d. The sales of the day are estimated at 10,000 bales. The sales of the week have been 66,000 bales, of which 9000 were for export and 8000 for speculation. Stock 352,000 bales, of which 91,000 bales are American. Receipts of the week 61,000 bales, of which 31,000 are American. California Wheat, 9s. 6d.; red Western, 8s. 1d.@8s. 2d.

LONDON, Jan. 7—11 A. M.—Turpentine, 28s.@28s. 3d.

This Evening's Quotations.

LONDON, Jan. 7—1 P. M.—Consols for money, 92½; for account, 92⅝. American securities dull; 5-20s of 1862, 86¾. Stocks quiet; Erie, 17¼.

LIVERPOOL, Jan. 7—1 P. M.—Cotton—The sales are now estimated at 12,000 bales. Stock of Cotton afloat, 270,000 bales, of which 186,000 are American. Yarns and Fabrics at Manchester are quiet. Wheat, 9s 4d.@9s. 5d. for California white, and 8s. 9d.@8s. 10d. for red winter. Receipts of Wheat at this port for the past three days, 20,000 quarters, of which 15,000 are American. Flour, 22s. Corn, 28s. 6d. Lard, 71s. Bacon, 61s. 6d.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Friday, Jan. 7, 1870.

Judging by the freer action of the banks in the matter of discounts, the turning point of the currency market has been reached, and appearances generally indicate easier rates for all classes of loans early in the coming week. The wants of depositors are supplied at the banks on limited amounts at the usual rates, but in the outside matket the very best mercantile paper passes at 10 per cent. or over, according to the pressure or credit of the applicants. The activity in stocks is absorbing considerable loose funds, and as prices are somewhat inflated, it will take more money to carry them, and this feature will continue to affect the business in call loans. The rates are 6@7 per cent., the latter on the street.

Gold is again strong, opening at 121¼, advancing as high as 121⅞, and closing strong at noon at 121¾.

The market in Government bonds follows in the wake of specie, and prices have generally advanced.

There was a very active demand for stocks this morning, and the transactions were heavy at a further advance.

City loans were active, with sales at 100½ for the new issues. Lehigh gold loan sold at 91¼, strong.

Reading Railroad was active; sales at 47½@47⅝, and 47¾, b. 30. Pennsylvania Railroad was wanted, and sold at 55. Camden and Amboy Railroad was taken at 119¾; Minehill Railroad at 52; and Philadelphia and Erie at 28⅝, and 28¾, b. o.

In Canal stocks there was more doing; sales of Lehigh at 35¾, and ¾, b. o.

In Bank stocks there were sales of Philadelphia at 155, and Northern Liberties at 123. The balance of the list was neglected.

—The Pennsylvania Fire Insurance Company, in accordance with the act of Assembly, publish a list of their assets, consisting of mortgages, loans, bank, railroad, and other corporation shares, real estate, and cash, and amounting in the aggregate to $1,034,290·42.

PHILADELPHIA STOCK EXCHANGE SALES.

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

FIRST BOARD.

$1200 City 6s, New	100¼	42 sh Penna RR	54¼
$700 do	100¼	2 do	54¾
$1000 do	100¼	150 do	55
$4000 do	100¼	300 Reading	47⅛
$200 do	100¼	100 do	47⅛
$4200 do	100¼	300 do	47⅛
$8000 C & A m 6s, 89	93	200 do	47⅛
$1000 do	93	200 do	47·56
$1000 C & Am 6s, 89	82	100 sh Leh N St	33⅝
$1500 Leh Con 6s	76	200 do	33⅝
$1000 N Pa 10s	108	51 sh Minehill R	52
$2000 Leh gold L	91¼	160 sh Leh Val	52¾
$1000 Phil & E 7s	84⅝	12 sh Phil Bk	155½
$200 do	84⅝	10 sh Bk N Lib	123
27 sh Cam & Am	119	200 sh Phil & E R	28⅝
		100 do	28¾

MESSRS. DE HAVEN & BROTHER, 40 No. S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 116⅛@116⅜; do. 1862, 114⅜@114⅝; do. 1864, 114@114¼; do. 1865, 114@114⅜; do. 1865, new, 113⅞@113¾; do. 1867, do. 113⅝@113⅞; do. 1868, do., 113⅜@113⅝; 10-40s, 111⅞@111⅞; U. S. 30 Year 6 per cent. Currency, 109¾@109⅞; Due Comp. Int. Notes, 19; Gold, 121⅛@121¼; Silver, 117@119.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 116⅛@116¼; 5-20s of 1862, 114⅜@114⅝; do., 1864, 114@114¼; do., 1865, 114@114⅜; do., July, 1865, 113⅞@113⅞; do. do., 1867, 113¾@113¾; do., 1868, 113⅝@113¾; 10-40s, 111¾@112; Cur. 6s, 109⅜@109¾. Gold, 121⅛.

Philadelphia Trade Report.

FRIDAY, Jan. 7.—The Flour market is without change, there being no demand for shipment, and only a limited inquiry from the home consumers, who manifest no disposition to purchase beyond their immediate wants. A few hundred barrels were taken, including superfine at $4·25@4·50; extras at $4·75@5; Iowa, Wisconsin, and Minnesota extra family at $5·25@6·25; Pennsylvania do. do. at $5·25@5·75; Ohio and Indiana do. do. at $5·75@6·25; and fancy brands at $6·50@7·50, according to quality, including 500 barrels Quaker City Mills on private terms. Rye Flour sells at $5@5·12½ per barrel. Nothing doing in Corn Meal.

There is not much activity in Wheat, but prices remain without change. Sales of 2000 bushels Pennsylvania red at $1·28@1·30, and Delaware do. at $1·30@1·32. 500 bushels Western Rye sold at $1. Corn is without quotable change; sales of old yellow at $1@1·02; 3000 bushels new do. at 88@93c., and Western mixed at $1. Oat are without improvement; sale of Pennsylvania at 55@57c. Nothing doing in Barley or Malt.

Bark—In the absence of sales we quote No. 1 Quercitron at $30 per ton.

Whisky is steady at 99c for wood, and $1·02. for iron-bound Western.

—The papers have been reporting for the last two months that "a young lady is running for Engrossing Clerk in the California Legislature." As the office was filled long ago by the election of a man, and as the young lady must be weary from running by this time, it is suggested that she be permitted to rest in the future.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(*By Telegraph.*)

WASHINGTON, Jan. 7.—Passed out from Norfolk—Brig Cecelia, for Liverpool. Arrived, barquentine Wyborg, from Rio in 52 days, for orders. The steamship Liberty passed out, bound to Havana.

SAN FRANCISCO, Jan. 7.—Arrived, ships Asa Eldridge, Dexter, and S. G. Reed, from New York; Emma Maria, from Hamburg; and Montana, from Australia. Cleared, ship Speranza, for London, with 14,000 sacks of wheat. Sailed, ship Jessica, for Liverpool.

PORT OF PHILADELPHIA.....JANUARY 7.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....37 | 11 A. M.....35 | 2 P. M.....36

ARRIVED THIS MORNING.

Ship Tuscarora, Rowland, 26 days from Liverpool, with mdse. and 55 passengers to Cope Bros.

Br ship John Barbour, Chapman, 43 days from Liverpool, with mdse. to Penrose, Massey & Co.

Steamer J. S. Shriver, Iler, 12 hours from Baltimore, with mdse. to A. Groves, Jr.

Steamer H. L. Gaw, Webb, 13 hours from Baltimore, with mdse. to A. Groves, Jr.

N. G. barque Statsraad Brock, Nicolayson, 48 days from Liverpool, with mdse. to Penrose, Massey & Co.—vessel to L. Westergaard & Co.

Schr J. S. Hewitt, Foster, 6 days from Providence, with mdse. to captain.

Schr Charles E. Jackson, Cullin, 5 days from Salem, Mass., with mdse. to captain.

Schr Ocean Wave, Bryant, from Newport.

Schr R. Seaman, Seaman, from Providence.

Schr M. Fillmore, Chase, from New York.

MEMORANDA.

Ship Sanspareil, McAlpine, from Antwerp for Savannah, was off Hastings 22d ult.

Barque Mariadus I, Santos, for Philadelphia, remained at Lisbon 21st ult., wind bound.

Barque Soli deo Gloria, Wienandt, hence, at Bremerhaven 21st ult.

Barque Malvina Degner, Sprenger, hence, at Genoa 21st ultimo.

Brig J. R. Dewes, Hand, for Philadelphia, sailed from Messina 16th ult.

THAT "CHILD OF SIN."

More About Medora Leigh—Her Melancholy Story and Her "Strange, Abnormal Propensities."

We referred a few days ago to the story of Medora Leigh, just published in England, and the book itself having now come to hand, we lay before our readers the essential portions of it. Like Mrs. Stowe's *Atlantic* article and her "Lady Byron Vindicated," this volume is got up for sale, and it is filled with a vast amount of irrelevant matter that has no positive value. The editor is Dr. Charles Mackay, well known as a bitter British Copperhead, and the fact of Mrs. Stowe being a Northern woman and an abolitionist is made the pretext for numerous sneers at the loyal portion of the American people, whom Dr. Mackay attempts to make responsible for Mrs. Stowe's indiscretion and bad taste. More than one-third of the book is a review of her *Atlantic* article, in which the editor goes over the same ground, and not by any means in as able a manner, as most of the newspapers and magazines of America and England; and another third is taken up with a vindication of Lord Byron and a report of conversations with Lord Byron in Greece by the gentleman who afterwards acted in behalf of Medora Leigh. All this is pure padding, intended to swell the volume to a salable size, and much of it is but a repetition of what has been said again and again. The matter of real importance is the autobiography of Medora Leigh, the fourth daughter of Lord Byron's sister, and the unfortunate creature whom Mrs. Stowe designates as the "child of sin." This autobiography is introduced as follows:—

In the summer of 1843, twenty-seven years after the separation of Lord and Lady Byron, and nineteen years after the death of Lord Byron at Missolonghi, there arrived in London from Paris and the south of France, where she had resided for some time previously, a young lady, with a pretty little daughter, nine or ten years old. The lady represented herself as the fourth child of the Hon. Augusta Leigh, the sister of Lord Byron. She was born, she said, in 1815, and was consequently in her twenty-eighth year. She was good-looking rather than eminently handsome, had dark eyes and hair, and a dark complexion, and was altogether a very lively and agreeable person. She was not, however, in strong health; and, worst of all to her at the moment, she was without the means of subsistence for herself and daughter, the little girl Marie, to whom she was passionately attached, and whom she had brought with her from Hyeres. She had come to England to urge a claim which she had, or fancied she had, upon the generosity and kind feeling of Lady Byron; and her expenses from Paris to London had been defrayed by Captain De B——, a gallant veteran of the British army, who had served through the Peninsular war in the 71st Regiment, and had received several severe wounds at the battle of Waterloo, for which he enjoyed a pension of £100 per annum. This officer, who had long been resident in the South of France, had found Miss Leigh in Paris in a state of utter destitution, had heard her sad story, had relieved her to the extent his limited means allowed, and had defrayed the charges of her return to England, in order that she might plead her cause in person with her wealthy and powerful relatives, and especially with Lady Byron, who had long treated her with motherly affection, and paid for her maintenance, but who had suddenly withdrawn her favor, and left her and her child to perish of neglect and hunger. Captain De B—— (the officer just