THE NEW YORK HERALD.

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THE EUROPEAN CAPITALISTS.

PROGRESS OF THEIR TOUR.

THE COMPOSITION OF THE PARTY.

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&c. &c. &c.

Our Special Correspondence.

JAMESTOWN, N. Y., Sept. 8, 1865.

The party of European gentlemen, including Sir Morton Peto, Bart., James McHenry, Esq., Senor Leon Lillo, and about twenty others, who arrived by the Cunard steamship Scotia on Wednesday last, left the city of New York on Thursday, September 7, at one o'clock P. M., taking carriages from the office of the Atlantic and Great Western Railroad Company, No. 12 Pine street.

JERSEY CITY LOCOMOTIVE WORKS.

Taking the ferry at the foot of Cortlandt street, they proceeded to the Jersey City Locomotive Works and passed an interesting hour or two in examining them. These works were leased some two years since by Mr. James McHenry for the purpose of building the locomotives and railway material required for the Atlantic and Great Western Railway. These works are very extensive. They cover the greater portion of two entire blocks, the shops being connected by a bridge one hundred feet in length, spanning the intervening street. About one thousand hands are employed in these works, which are under the general management of W. G. Hamilton, Esq., mechanical engineer on the staff of Mr. McHenry. These works construct eight locomotives per month, besides the iron work for one hundred and twenty freight cars, and an endless number of crossings and other species of iron work consumed in building a railway of six hundred miles. The American system of locomotive building, and the superior class of tools used in the works, were a subject of much interest to the distinguished visitors, especially the ponderous machinery for the manufacture of fire engines.

AT PAVONIA.

After inspecting the works at Jersey City, the most extensive of the kind in the country, and partaking of a collation, the party proceeded in carriages to the long wharf of the Erie Railroad Company at Pavonia, a ride of about one mile and a half. Here, at a quarter past three P. M., they took a special train, provided by the directors of the Erie road, to commence a thorough inspection of the American system of railways.

WHO THEY ARE.

As this body of strangers comprises the most influential and scientific body of foreign capitalists that has ever visited this country on a similar errand, a description of some of the most prominent characters attached to it will not be uninteresting.

The chief of the party, Sir Morton Peto, won his baronetcy by placing at the command of the Queen's officers, in the time of the Crimean war, a force of some twenty thousand "navvies," or laborers, whose familiarity with the work of constructing railways and canals rendered them particularly serviceable in the building of military railways at the seat of war. The principal feature in these enterprises was the building of the railroad at Balaklava at a critical period in the campaign. The reputation of Sir Morton Peto is world-wide. He has been prominently before the English public as a partner in the eminent firm of Grissell & Peto. This firm have become famous as the contractors who built the Houses of Parliament, the government docks at Malta, &c., and in the firm of Messrs. Peto, Brassy & Betts, employing on an average twenty thousand men—sometimes as high as forty thousand. The Chester and Holyhead Railway, the extensive system of railways in Spain and India, the railway works in Denmark, the magnificent Victoria bridge spanning the St. Lawrence, the Eastern Counties (England) Railroad, the London, Chatham and Dover line, of only one hundred and forty-nine miles in extent, but which cost seven million pounds sterling, or nearly thirty-five millions of dollars, with a shore branch of less than half a mile, which, with the station, cost one million four hundred thousand pounds sterling, probably the most expensive piece of line in the world of its length. Sir Morton Peto has recently received from the Emperor Napoleon the concession for the entire railway system of Algeria, and he now revisits our shores for the purpose of exploring new fields of progress.

James McHenry, Esq., whose name is associated with some of the greatest railway enterprises in the world. The abilities and indomitable energies of Mr. McHenry wrought out that splendid monument to his fame—the Atlantic and Great Western Railway. Mr. McHenry is not only known to the business world for his peculiar powers of mind and adaptative intellect, but also to the social world as a gentleman of unblemished honor and integrity and remarkable amiability of disposition. He has as many friends for his amiability as he has admirers for his wonderful capacity as a scientific and irresistibly progressive gentleman in the business affairs of life.

Mr. Leon Lillo, the partner of the Marquis of Salamanca and the Duke of Riancarez in many gigantic railway enterprises, including that of the Atlantic and Great Western Railway. Senor Lillo is also the confidential financial agent of the Emperor Napoleon in several undertakings of a public and general character. He has family affiliations in America, one of his sons having married a daughter of the Hon. Robert Morris, of Philadelphia.

Mr. Goddard, Chairman of the Rock Insurance Company of London, a gentleman of means, refinement and taste, a lover of the curious in nature, and whose graceful ease, polished manners and neatness of attire have won for him among his friends the title of Archdeacon.

Mr. Satterthwaite, an eminent stock broker of London, a large dealer in American securities, and a warm friend of the United States in its most trying financial embarrassments.

Mr. Forbes, manager of the London, Chatham and Dover Railroad, largely interested in American securities, an amiable gentleman and an intelligent observer of men and things.

Mr. Kelsall, a prominent merchant of Liverpool.

Dr. Black, medical adviser to the party.

Mr. Morton Peto, son of Sir Morton, a tall young man with aristocratic tastes and inclinations, an artist by culture and a genius naturally.

Mr. Morton Betts, son of Mr. Betts, the partner of Sir Morton Peto.

Mr. Bevan, firm of Barclay, Bevan & Co., bankers, London.

Mr. Arthur Kinnaird, Jr., son of the Hon. A. Kinnaird, M. P., the latter having left the party on its departure for the purpose of paying his respects to the President of the United States at Washington.

Mr. Cosham, an extensive collier of Bristol, England, and an earnest friend of the United States.

Captain Judkins, the Rear Admiral of the Cunard fleet of ocean steamers.

Mr. Rixon, a gentleman and a scholar, a man of wealth and a true John Bull.

Mr. Belcher, an English gentleman of elegant ease and ample fortune.

Mr. Hull, a popular solicitor from Liverpool, an English barrister of pure British stock, and a seeker after the curiosities of American life and system of government.

Mr. Woodman, a quiet, gentlemanly sort of personage, the private secretary of Sir Morton Peto.

Mr. Grain, the son-in-law of Archdeacon Goddard.

Messrs. Woods, of the London *Times*; Hewitt, of the London *Star*; McDermott, of the London *Post* and *Railway Times*.

The above, with probably one or two others, constitute the original company. They represent at least five hundred million pounds sterling of foreign capital.

Among the gentlemen who joined the party at Pavonia were Mr. T. W. Kennard, Esq., engineer-in-chief and attorney for James McHenry; Robert J. Walker, ex-Secretary United States Treasury, who has five hundred thousand dollars invested in Atlantic and Great Western first mortgage bonds; Samuel Wann, of the firm of McAndrew & Wann, agents of the Atlantic and Great Western Company in New York; Judge Church, of Meadville, solicitor and director in the Company of the Atlantic and Great Western, who has been identified with the company from the start; Wm. G. Hamilton, mechanic and engineer for Mr. McHenry; Mr. Gayle, director in the Erie Railway Company; Mr. Devin, Mr. Skidmore, Mr. Brooks, and a number of others, with a platoon of servants and subordinates.

THE TRAIN

was composed of one ordinary passenger car, one sleeping car, and the Superintendent's splendid and commodious private car, or grand railway saloon. The latter car is arranged with state rooms, as upon a first class river steamer—the St. John or Dean Richmond, for instance—has a front parlor, dining hall, back kitchen, and all the other appurtenances, fashioned with an eye to comfort and convenience. It was supplied with a superb larder, with wines, fruits, cigars, &c., in abundance.

TURNER'S.

After passing Suffern, which our foreign friends mistook for "Suffrage," and passed several dry jokes upon the popularity and misnomers of some American institutions, the free ballot constituting one of them, we reached Turner's. Here we found an excellent dinner all ready, and into which the party went with great relish. What attracted the strangers' particular attention were Turner's prodigious tomatoes, which were about the size of a palm leaf fan. They did not know what to make of them, saying they never saw anything of the kind at home, not even if raised in a hothouse. The question whether a clergyman was on hand elicited a reply that the nearest they came to one was the Archdeacon, Mr. Goddard, the worthy and highly respected President of the Rock Insurance Company, of London. In the meantime the American gentlemen present had mistaken Judge Church, a director in the Atlantic and Great Western Railroad Company, for the Rev. Dr. Chapin, to whom the Judge bore a striking resemblance, and that is saying he is a very respectable and intellectual looking middle aged gentleman in gold spectacles.

Just before leaving Turner's, Mr. T. came on board with a huge dish of his most expansive tomatoes, whereupon Mr. McHenry remarked that he (Turner) and himself had the reputation of keeping the two best hotels on the line, referring to the McHenry House at Meadville.

A NIGHT ON THE RAIL.

The evening was passed in forming acquaintances, whist playing and general conversation, in which the peculiarities of our foreign guests had ample opportunity of display. Governor Walker was the principal conversationalist, and it was amusing to observe the handsome way in which the various discussions were managed by that adroit old politician. There was occasion also for the display of a little Spanish politeness, which Senor Lillo, the representative of monarchies and millions, did with infinite grace. Mr. Wann, of New York, was the chief caterer to the entertainment, as well as the appetites of the travellers, being continually on the alert, administering to their bodily comforts as well as their intellectual gratification.

OLEAN.

After having a good night's rest the party arose at eight A. M. (September 8) to breakfast at Olean. It was a good breakfast, with milk so thick that it made a distinguished English steamship captain quite unwell. One English gentleman watered his milk, stating that he could not drink it so strong. A dish of peeled tomatoes excited the wonderment of the strangers, who mistook them for peaches. Everybody seemed to be in good spirits, with good appetites, and prepared for a fine day's travel.

ON THE ATLANTIC AND GREAT WESTERN ROAD.

We started from Olean about half-past eight, with a light fall of rain. At Salamanca we reached the Atlantic and Great Western road, and here we had an unusual delay. Quite a crowd had assembled at the depot whose curiosity was excited to get a sight of the foreign gentlemen. No less curious and far more astonished were the latter at seeing two or three specimens of the aboriginals of America, a squaw and two half breed youths of the Seneca tribe of Indians. One English solicitor declared them to resemble the Aztecs, specimens of which had been exhibited in London. An American thought they resembled the last stages of the asthma.

Senor Lillo looked from the platform amid the rain, and peering around inquired, with considerable earnestness, "Is this Salamanca?" He saw no gorgeous palaces, it is true; but as the town was named after the noble Duke his partner, he could not, of course, help feeling an interest in the locality.

After a tedious delay of a couple of hours a down train from Meadville brought to us Mr. Shyrock, the Vice President of the Atlantic and Great Western Railroad Company, and the Superintendent of the road, General McLaren.

RANDOLPH—BAD PROSPECTS.

At twelve o'clock noon we reached Randolph. The rain commenced pouring down heavily, and immediately following a single flash of lightning, unaccompanied with thunder, a deluge seemed to pour suddenly upon us. The report came that there was danger ahead, and that the wires were down. Mr. Shyrock said "it looked bad." Mr. Kennard imagined that the rain would serve a good purpose, as it would "lay the dust." About this time the heat and fatigue of the previous day and the night's travel overcame Mr. McHenry, and he became somewhat indisposed. After a short time, however, he rallied, and became again quite cheerful.

KENNEDY—A TERRIFIC WATERFALL.

About fifteen minutes after this we reached the station called Kennedy, about six miles from Jamestown and thirty from Corry. The torrents of water that had fallen within the space of only twenty minutes had covered the track, and the danger was that some of the sleepers had been undermined, if bridges had not been carried away beyond.

The sight at this time was one of extreme interest and grandeur. The water dashed down from the hills in immense volumes, carrying away everything before it, and carving out huge chasms in the hillsides, and filling the lowlands, as if by magic, with a flood from five to ten feet deep. Trees, fences and every moveable thing were swept along in its course. The depot at Kennedy was submerged, and the streets of the village presented the appearance of rapid running rivers improvised by the Rain King for the especial delectation of the foreign gentlemen who were, for the first time, witnessing one of the terrific natural phenomena of America. Roads became rivers, fields became lakes, and the mountain tops were bared of their forest foliage as if by the wave of an Almighty hand. We start the train; but a bank of sand and gravel, washed across the track, prevents our progress. And luckily it did so, for while the navvies were clearing away the impediment word was brought that a railroad bridge forty feet long, half a mile above, had been absolutely lifted from its abutments by the torrent, carried a long distance off and landed almost undamaged upon a bank. Three hundred feet of rails, with the sleepers, had also been undermined, raised and carried along. Fields of growing corn were levelled as if by a scythe. Loads of pumpkins and potatoes and other productions of the soil were carried off without the aid of man or beast. You may well wonder at the astonishment of our foreign capitalists at this remarkable specimen of a stupendous Yankee notion. They were not only astonished, they were astounded.

A DAMPER ON THE LONDON TIMES.

While the distinguished party were amusing themselves in various ways during the detention, I am sorry to say that the representative of the London *Times* came near meeting a serious mishap. He was endeavoring to cross upon a single rail a space about eight feet wide, above a body of water six feet deep. Captain Judkins subsequently fathomed it, and that was understood to be its depth. The *Times* correspondent slipped his footing when about midway, and was partly submerged, when, with remarkable presence of mind, as he explained it, he saved himself by "turning quickly on his 'eel, and grabbing the harm of a friend." Our ruddy transatlantic contemporary forbore to use his prerogative as a John Bull, and grumble and swear, but took the thing pleasantly, and seemed rather to like the idea of his becoming at such short notice the Blondin of the distinguished party.

WHAT IS TO BE DONE?

It was of course impossible to proceed by rail under these circumstances. To go ahead was running into a yawning chasm; to return was probably to encounter other perils. There was no safety either in bridge, culvert or track. What, then, is to be done? With that commendable spirit of enterprise which characterizes all the movements of the gentlemen connected with the official management of the Atlantic and Great Western road, a temporary telegraph station was established on the brink of the rushing torrent, and a young disciple of Morse—Mr. Odell, of the Meadville, Atlantic and Great Western telegraph office, who was on board the train—immediately went to work rigging a temporary telegraph station, as every army correspondent has seen before on the field of battle, and in a few minutes we were in communication with some other part of creation than the flood of water that engulfed the village of Kennedy. Mr. Bradley, Superintendent of the Atlantic and Great Western telegraph line at Meadville, deserves credit for efficiency and politeness.

TRAMP—TRAMP—TRAMP.

Mr. McHenry and Mr. Kennard sent telegraphic messages to the proper quarters for assistance to repair the damage to the track, have carriages sent from Jamestown to carry the party overland to that lively and thriving place, about six miles distant, and to convey the luggage to the depot. Meanwhile most of the passengers, becoming impatient at the fancied delay, started on foot, with valise and satchel in hand, to meet the expected conveyances. The march was rather an amusing one, considering the character of the party; but no one seemed to be out of humor. On the contrary, the tramp, although rather straggling, was conducted with as much decorum as any hasty retrograde movement ever witnessed by either of our late armies, North or South. It was no strange sight to see the representatives of £500,000 or £1,000,000 sterling tramp, tramp, tramping through the mud and gulches, and passing comments upon what more than one characterized as the "intelligent peasantry of America."

HON. R. J. WALKER ON THE STUMP.

Night was coming on and no carriages or other conveyances had as yet made their appearance. The Hon. Bobbie Walker had given out and was seated on a stump by the roadside, holding his luggage under his arm, and meditating the correlative influences of a progressive educational movement with an inflated and non-specie paying currency. This was the first time Governor Walker had taken the stump for some time. The Hon. Jimmy Brooks had keeled himself upon a shed constructed of loose boards, with his base upon the turf and his petroleum castor on a level with the top spar of a ten-foot Virginia rail fence. The remainder of the party was dispersed at intervals along the road. Not a man whistled either "God Save the Queen" or "Yankee Doodle;" no one sang "We'll be gay and happy," nor "Away down in Dixie," nor "The cot where I was born;" not a voice proclaimed that the "'Orn of the 'unter was 'eard hon the 'ill," nor that "Awound the wugged wocks the wagged wascals wan."

BRITISH GOLD, SPANISH FLORINS, YANKEE GREENBACKS.

Presently a voice from the hills de is heard—"A Bristol! a Bristol! ho! a Bristol to the rescue!" The Hon. Sir Morton Peto was the member of Parliament from the city of Bristol, England; Mr. Cosham was from the same city, and so were several others of the party. On reaching the spot upon the hill where the alarm was given, it was ascertained that one of the company had fallen upon an elderly lady in a farm house who was originally from Bristol. She had oceans of sweet milk, all nice and creamy, in shining tin pans. The old lady, you may be sure, was over glad to see so many of her old countrymen, and the freedom of the house and the dairy was promptly extended to all. Cup after cup of the delicious lacteal was swallowed. Captain Judkins drank rather too deep, and became sick at his stomach. Sir Morton imbibed wisely and carefully, and all the young nobs followed his example. Their thirsty palates quenched, then came the pleasant task of indemnification. Hi! see the British gold. Golden sovereigns, by the Lord! Spanish florins and ducats, by St. Lazarus! A five dollar greenback was nowhere. "See here, Bobby," cried the good old lady to her son, a brawny lad of some twenty-seven summers, as she displayed her suddenly acquired riches, "I've got enough to buy a cow. May there be a water spout every day if it will bring such good customers."

As the munificent party left, I ventured to advance and crave a cup of milk. "My good woman," I said, "those gentlemen are millionaires—I am nothing but a poor Yankee. Pray give me a little milk, and here is thy reward." She gave me the milk. I handed her a half dollar greenback. The next moment Towser was at my heels. I kicked at the cursed cur, and slid half way down the embankment. Somebody laughed. It was not, I am sure, Sir Morton.

ALL ABOARD!

These cheerful words, uttered with such a cheery voice as our friend Wann possesses, gave notice that wagons were approaching. All aboard, indeed. After a funny ride in company with Rixon, of England, Thomson without the "p," who straddles from Buffalo to the Canada shore, like the Atlantic and Great Western, on the Mahoning branch, without an effort; Director Church, of Meadville; Chancellor Satterthwaite, of the British realm, and one or two gentlemanly private secretaries and a few snobs, we reached some house or other in Jamestown, where, after an indigestible supper, I am now writing this, without knowing when or how it will reach you. Railway communications are looking rather queer about these latitudes. But there are energy and cash enough among the crowd to meet any emergency.

THE CAUSE OF THE TORRENT.

After examining the crevasses created in the hillsides and the more level tracts by the torrent, Sir Morton Peto came to the conclusion that the sudden and immense volume of water, breaking with such great violence, in so narrow a circumference, could only be attributed to the bursting of a huge water spout upon the hilltops. This theory is sustained by the fact that similar phenomena are known to have occasionally occurred near the same locality, but upon a smaller scale than the present. The water seems to rise like a vast pillar in Lake Erie, and coursing toward the ridge of hills that lies above Kennedy, and reaching a spot called Allerton, bursts with tremendous fury. Upon this ridge the water breaks, one portion taking its course toward the Allegheny river and thence to the Gulf of Mexico, the other returning to the lake. Ten minutes earlier and the train would have been at the spot where the greatest volume of water poured down like a cataract, and might have been swept away in its furious course. It is well the affair turned out no worse.

MEADVILLE, Pa., Sept. 9, 1865.

ARRIVAL AT MEADVILLE.

Of the arrival of our distinguished party here you have already been advised by telegraph. It was a strange, nay a melancholy sight to see so many good-looking men, wearied nigh unto death, become at two o'clock in the morning, after suffering so many accidents by flood and field—particularly the flood—the recipients of the kid gloved attentions of the fair ladies of Meadville. But they stood it like heroes and noble Britons as they are. The dancing was kept up until the dawn "stood tiptoe on the misty mountain top." Mr. R. M. N. Taylor, of the McHenry House, deserves credit for the handsome decorations and general arrangements gotten up to celebrate the arrival of the honored guests.

To bed at five o'clock A. M., with instructions to prepare for a visit to the oil regions at nine same diem.

THE OIL REGIONS.

FIVE O'CLOCK P. M.—Mr. McHenry having very kindly had a special train prepared for a visit to Oil City, about twenty of the party availed themselves of the opportunity to see the wonders of that curious region. The train carried them up to Oil City, that was enough. The mud in shallow places was about a foot and a half deep—and there "wasn't any sidewalk." What could fashionable gaiters and thin shoes do in such an emergency? Absolutely nothing. Not more than half a dozen of the party could be prevailed upon to go even as far as the Graff & Hassan farm, belonging to the United Petroleum Farm Association, and view a single pumping well. Not being expected, of course Petrolia had nothing prepared for the visitors, and it was altogether nothing but a hot, dirty, disagreeable excursion. The gentlemanly agent of the above named association did all in his power to make the stay of the party pleasant, and arranged for horses and vehicles for a subsequent excursion, when the party is expected to visit the celebrated locality known as Pithole Creek.

TEN P. M.—The banquet in honor of Sir Morton Peto, Mr. McHenry, &c., is now in full blast and is really a grand affair.

As it will be necessary to telegraph a full report in order to be in time for Wednesday's English steamer from Boston, I will forbear any further mention of it at this time.

MEADVILLE, Pa., Sept. 10, 1865.

TESTIMONIAL TO MR. KENNARD.

Previous to the dinner last evening Mr. Kennard was presented with an elegant device, which we shall presently describe, by J. H. R. Rose, Esq., chief of his staff of engineers, who accompanied the gift with the following remarks:—

REMARKS OF MR. ROSE.

MR. KENNARD—On the part of ourselves and a large number of others who have been connected with you on the works of the Atlantic and Great Western Railway, we have the pleasure of presenting you with this little token of our regard and esteem. We have seen with much gratification the account of the manner in which your labors have been appreciated in England, and we wish to show these gentlemen that you are equally valued and liked here. We have only to add the sincere expression of our wishes that you may be long spared to enjoy the honors and well earned reputation you have acquired, both at home and abroad.

MR. KENNARD'S REPLY.

Mr. Kennard, in reply, expressed his very great pleasure in receiving the testimonial. He regarded it with especial consideration, because it came from those with whom he had been officially associated. He knew that it was necessary, in order to carry out great undertakings, that there should be entire unity of purpose and action among those engaged in it.

DESCRIPTION OF THE TESTIMONIAL.

This testimonial consists of a beautiful piece of silver gilt plate, eighteen inches high, representing a figure of Fame, standing on a handsome pedestal. Fame holds in her left hand a scroll containing the names of eminent men. With a stylus in her right hand she is pointing to the name of T. W. Kennard, which she has just added to the list. The pedestal is enriched with pendant wreaths and brackets of elegant design. The base is surrounded by five figures, emblematical of the different sections of labor which have aided Mr. Kennard in the construction of his great work, the Atlantic and Great Western Railway. In the front is the civil engineer sitting on a stump, pencil in hand, casting his level book. He is flanked by the mason with his double pointed pick and the navvy leaning on his shovel. The two other figures consist of a carpenter with adze and rule in hand, and a locomotive engineer, holding in one hand his oil can and in the other a lump of waste. The front and rear panels of the base contain a suitable inscription.

The side panels contain on one side the crest of Mr. Kennard, and on the other the armorial bearings of his lady, properly emblazoned in their appropriate heraldic colors. The testimonial is valued at $2,500, and was executed by Messrs. Ball, Black & Co., of New York, who, we understand, have fulfilled their task to the entire satisfaction of the subscribers. The testimonial is presented by the engineers and the rest of the construction staff who have been employed under Mr. Kennard. An elegantly got up list of the names of the subscribers, arranged in alphabetical order, accompanies the gift, which by the numerous signatures will show how widely he is esteemed and appreciated by those who have labored with him.

MEADVILLE, Sept. 11, 1865.

VISIT TO THE PITHOLE REGION ABANDONED.

Notwithstanding the preparatory arrangements for a visit to Pithole this morning, the state of the weather and the pressure of time determined our foreign friends to abandon the undertaking entirely, at least for the present. It is probably well that it is so; for, after the trying scenes of the past few days—actually only two working days since leaving New York last Thursday—and the great fatigue of a sea voyage and incessant land travel, it is no wonder that some of the party are well nigh broken down. The grass has not been allowed to grow under their feet since they have landed on our shores; and look what a career is before them for weeks to come. Some of the party have not slept for two nights even thus far. Their excursion, so far as it has gone, has afforded them considerable amusement, and it is to be hoped will not be allowed to end until some practical good to both countries is accomplished.

NEAR COLUMBUS, Ohio, Sept. 11, 1865.

LEAVING MEADVILLE.

At six o'clock this morning Sir Morton Peto and his party embarked on the special train which had arrived over night from the scene of the recent accident to the road. The locomotive was decorated with the flags of the three nations interested in the road.

After a repast at the McHenry House the party took their seats in the train, and, amid the adieus of the people, who had gathered at so early an hour, the train moved out of the depot *en route* for Cincinnati.

THE WELCOME AT WARREN.

A run of nearly three hours, at a speed sometimes exceeding a mile a minute, brought the train to Warren, Ohio, the first indication of whose contiguity was announced by the sudden and startling discharge of a sonorous piece of artillery. The train, as it slowed and halted at the depot, was greeted with enthusiastic cheering by a concourse of people from the town, who numbered a large delegation of the fair sex. The platform was surmounted with an arch worked in flowers and greens, suspending the inscription "Welcome to Ohio." Amid the continued discharges of a cannon and the music of a band at the depot the gentlemen of the party were presented to the people from their station on the rear platform of the train. Each, as he appeared and bowed his acknowledgments, was received with great cheering, Sir Morton himself coming in for a lion's share of the popular favor. At the conclusion of the introduction thus extemporized so informally,

THE ADDRESS OF WELCOME

was made by General McClain, of the State troops, who said:—

DISTINGUISHED GUESTS—Most cordially do we welcome you to Ohio. As distinguished men and eminent capitalists from a foreign country, who have so liberally—may we not say lavishly?—expended your means in the construction of this great railroad, of which we Ohioans are so proud, we welcome you among us. We rejoice that, braving the dangers of a voyage from your far distant homes, you have landed on the shores of our glorious republic with a determination to see for yourselves the grand result of the expenditure of your money. Permit us to congratulate you, gentlemen capitalists, upon the eminent success of your undertaking. The names of McHenry, Kennard, Sir Morton Peto, Rose and their honored associates, have entered largely into the history of this work. Long will they be cherished among us. As capitalists you were fortunate indeed in selecting Mr. Kennard. His indomitable and untiring energy, his industry and perseverance, have carried him and his work over all difficulty. And no less fortunate were you in the choice of engineer in Mr. Rose. Wide awake to your interests, he has ever kept in view those of the country traversed by your road. We regret that you cannot stay longer with us, so that we might make your individual acquaintance. We are pleased with this brief call, however. In passing over the extent of this road we feel assured that you will be satisfied with what you have done in its behalf. In conclusion, I bid you welcome to Ohio, and assure you that we all unite in wishing you a pleasant journey and a safe and happy return to your homes.

Sir Morton Peto, in responding, expressed on behalf of the party their thanks for so earnest a welcome. This visit was no political one; it was simply in their course as capitalists, and as men interested in the Atlantic and Great Western enterprise. He wished to their country peace and prosperity, the full development of its vast and rich resources and an increase in its wealth. The people of the two countries should know each other thoroughly, and then the present regard which they mutually felt would ripen into love and affection.

Messrs. McHenry and Kennard, the Hon. Robert J. Walker and Mr. Cosham briefly addressed the assemblage.

Upon reiterated calls Sir Morton Peto again presented himself amid much enthusiasm, the band striking up "God Save the Queen."

Finally the signal for departure was given by the locomotive, and amid renewed discharges from the little field piece, the cheers of the crowd, the waving of handkerchiefs and the music of the band, the train moved off.

AMUSEMENTS BY THE WAY.

Among the distinguished guests of the present portion of the trip are Mrs. General Schenck and Mrs. Senator Hall and daughter, of Ohio. A card party has been organized by some of the enterprising gentlemen, with the ladies as partners, and, while the train rattles along at a rate of some fifty miles an hour, the mysteries of the right and left bowers receive prompt solution in the elegant saloon car which comprises a portion of the train. Other gentlemen, equally, if not more, enterprising, find a pleasant retreat and apparently a source of much delight in the department where the most pleasant liquids stand in readiness to remove the dust which will accumulate from railroad travelling. A more genial party has seldom been assembled, and if pleasure fails to any one connected with the trip it will not be through any want of the means of supplying it.

BREAKFAST AT KENT.

During a shower, which was most refreshing after the dust and sultriness of the early hours of the morning, the party arrived at the town of Kent, where breakfast was served at the Franklin House. The meal passed off without any particular incident, and at its conclusion the party re-embarked on the train.

VISIT TO JOHN BROWN'S HOUSE—AN INTERESTING INCIDENT.

It will be remembered that John Brown originally resided in this town. On the announcement of this fact a wish was expressed by many to visit the dwelling, and the train accordingly "pulled up" in close proximity to the building. One of the attaches was despatched with a pick to remove one of the bricks, and during his absence the assemblage, gathered on the platform of the train, gave vent to their feelings in the melody of "John Brown"—that portion referring to the desired execution of "Jeff. Davis on a sour apple tree" not being forgotten. The man at last returned with the brick—a "specimen brick" in this instance—which by common consent was awarded to Mr. Cosham, the great English abolitionist and advocate of the federal cause, who intends taking it home to England to preserve in his museum.

The company shops near Kent were next visited, after which the train proceeded to Akron, where the party inspected the extensive agricultural works whose erection had been attendant upon the completion of the road.

At the present time the train is flying along toward Cincinnati at a rate (somebody says the last stretch of thirty miles we made in forty minutes) which will bring us there by sunset.

The foreign gentlemen on board express the greatest admiration at the magnificent section of country through which the journey has been made this forenoon. This section embraces a portion of the famous Western Reserve, whose neat farm houses and fertile farms have won many encomiums from the travelling spectators.

Arrival of the English Party at St. Louis.

ST. LOUIS, Sept. 14, 1865.

The English party arrived this morning, and proceeded to the Lindall Hotel, where rooms had been reserved for them. A steamboat excursion on the river, witnessing the capacity and efficiency of the steam fire engines, a drive to the botanical gardens of Henry Shaw, at Lower Grove, and other prominent points about the city, have been the order of the day. A grand supper at the Southern Hotel will be given them to-night, to which all the distinguished persons in the city are invited. They leave to-morrow morning for Chicago, via Terre Haute and Alton and Illinois Central Railroads, in the same train and accompanied by the same party that escorted General Grant to the city.

General Grant at St. Louis.

ST. LOUIS, Sept. 14, 1865.

General Grant and family spent the day at the homestead of his father-in-law, General Dent, nine miles from this city. No public demonstrations have yet been made in his favor; but, at the request of Mayor Thomas and a number of prominent citizens, he will visit and remain three hours at Lafayette Park to-morrow afternoon, and give the masses of people an opportunity of paying their respects.

Large Fire at Liverpool, Nova Scotia.

HALIFAX, Sept. 14, 1865.

A large fire is now raging at Liverpool, N. S., the capital of Queens county. The whole town is in danger. The city, which is one of the most important in Nova Scotia, is situated on the right bank of the river Mersey, seventy miles from this place. It contains about fifteen hundred inhabitants, several churches, a court house and other public buildings.

Loss of a Gulf Steamer.

CAIRO, Ill., Sept. 14, 1865.

New Orleans papers of the 8th have been received. They contain an account of the wreck of the steamer Shooting Star on the night of the 6th instant, fifteen miles west of Timbelier lighthouse, while on her way from New Orleans to Galveston. The steamer and the greater part of her cargo are a total loss. No lives were lost. It is feared that the gale in which she was wrecked swept over the Gulf of Mexico, as no vessels had arrived at New Orleans for three days previous to the 8th.

The Oswego and Rome Railroad.

OSWEGO, N. Y., Sept. 14, 1865.

The Oswego and Rome Railroad, which intersects the Rome, Watertown and Ogdensburg Railroad at Richland Station, has been completed westward as far as Mexico, and the first freight train leaves the latter place to-day for the East. The road is being pushed forward for completion as fast as possible, and it is expected that the track will be laid to this city by the latter part of October, when trains will run between Oswego and Rome.

THE INDIAN COUNCIL.

The Treaty of Peace Submitted to the Indian Tribes—They Signify Their Willingness to Sign It—The Rebellious Tribes Desirous of Making Peace with Their Loyal Brethren, &c.

CHICAGO, Sept. 14, 1865.

A special despatch to the *Republican*, dated Fort Smith, September 13, says:—The council was opened at one o'clock by Commissioner Cooley, who asked if the different tribes were ready to sign the treaty of peace. The agents for the Seminoles and Cherokees said their people had read it and would sign it to-morrow. The treaty was read between the Commissioners designated by the President and the representatives of the Cherokees, Creeks, Choctaws, Chickasaws, Osages, Senecas, Seminoles, Shawnees and Onapaws. It is to the effect that they had entered into treaties with the so-called Confederate States and forfeited all their rights; but the government would exercise clemency and re-establish order among the different tribes, as they had become satisfied that it was for the good of their people to unite and establish the relations with the government which formerly existed between them, and hereafter recognize it as exercising exclusive jurisdiction over them, and not enter into alliance with any other State, nation, power or sovereignty. In accordance with the above stipulations the government will afford protection and security for the persons and property of the respective tribes.

A message was received from the delegates at Armstrong's Academy, to the effect that the rebels are desirous of coming in to make peace with their loyal brethren.

The council adjourned until ten A. M. to-morrow.

FORT SMITH, Ark., Sept. 14, 1865.

The treaty of general amity and peace was submitted to the Indians to-day, and until to-morrow was given them to examine it.

Governor Colbert, of Arkansas, has arrived here. He reports large numbers of red men from the different tribes on their way here.

The Seminoles have presented papers showing their relations with the rebellion.

THE WIRZ TRIAL.

Adjournment of the Court until Monday Next in Consequence of the Illness of the Prisoner.

WASHINGTON, Sept. 14, 1865.

The Wirz Military Commission reassembled this morning.

Colonel CHIPMAN read a note addressed to him by George West, Captain and Military Superintendent of the Old Capitol Prison, dated to-day, enclosing a communication from Dr. Ford, Surgeon of the post, relative to the condition of Captain Wirz, in which he states that "the prisoner is somewhat better, but is unable to leave his room to day."

The Commission being desirous of obtaining further information on the subject, despatched an orderly in quest of Dr. Ford, who this morning could not be found either at the Old Capitol or at his residence.

After a recess the messenger returned, saying that he could not find that gentleman.

Mr. BAKER said that he saw Captain Wirz yesterday afternoon at four o'clock. His mind was evidently much deranged, and he could not concentrate it on any subject. He (Mr. Baker) took hold of his limbs, which seemed entirely without strength. He held them, and, letting go, they fell like those of a dead person. The prisoner did not seem to have any control over himself. So far as he was able to judge, Captain Wirz seemed like a man broken up. He supposed the prisoner was under the influence of opiates. Though Wirz might be able to come here for a day, the physical exertion and mental excitement that he would have to undergo might again prostrate him, and the Commission would have to adjourn over; but by adjourning over now for a few days the prisoner might acquire strength enough to go on without further interruption. The defendant was most anxious that the trial should be brought to an end.

In reply to a question of the President of the Court, Mr. Baker said that the prisoner was as comfortable as he could be in the Old Capitol. The officers were very kind to him.

The Commission, owing to the sickness of the prisoner, adjourned until Monday morning.

THE WALL STREET FORGERIES.

The Phenix Bank Defalcation—Finding of Indictments Against the Alleged Defaulter—Henry B. Jenkins and Edward B. Ketchum Arraigned in Court—They Plead "Not Guilty"—The Trial Set Down for the October Term, &c.

COURT OF GENERAL SESSIONS.

Before Judge Russel.

The Grand Jury came into court yesterday afternoon, and among the indictments found were two against Henry B. Jenkins for embezzlement and grand larceny. Before the court adjourned Jenkins was arraigned in order that he might plead to them. Edward B. Ketchum, against whom the present Grand Jury found twelve indictments for forgery, was also brought into court at the same time.

The one indictment against Jenkins charges him, first, with taking into his possession $85,733 04, on the 17th of February, and embezzling it. The second count (without repeating the legal verbiage) alleges that he converted $18,000 to his own use, and the third count charges him with stealing in the aggregate thirty thousand dollars in bank notes, the property of the Phenix Bank.

The second indictment, the wording of which is similar to the other, charges Jenkins, first, with appropriating to his own use fifty thousand dollars in Treasury notes, and secondly, with taking five thousand dollars in Treasury notes, five thousand in promissory notes, and twenty thousand dollars in bills of different banks, "to the jurors unknown." The aggregate amount is nearly two hundred thousand dollars.

Henry B. Jenkins was then placed at the bar, when the following colloquy took place:—

Mr. Vandevoort, the Clerk of the Court (to the prisoner)—Have you counsel?

Ex-Judge Stuart—I represent him.

The Clerk—He is indicted for embezzlement and grand larceny. The indictments are lengthy and quite special.

Ex-Judge Stuart—I understand that the indictments are special and lengthy. It may be possible that a demurrer will be interposed. I will plead now with permission to demur if we shall see best to do so.

Judge Russel—What does the District Attorney say to this?

District Attorney Hall—I consent to that. I am always very happy to get a demurrer from counsel, because I always hold them to it. The understanding must be that there shall be no postponement of the trial on account of that hereafter.

Judge Russel—Let that be understood.

Ex-Judge Stuart—When the indictment comes up on demurrer we will argue that.

District Attorney Hall—Of course if the demurrer is put in I shall move for judgment in case the demurrer goes against the prisoner.

Ex-Judge Stuart—The gentleman has an English case to that effect, but the law of this country is contrary to that.

Mr. John McKeon (associated with the prosecution)—There is a case in our own courts.

Ex-Judge Stuart—There is not. We plead not guilty.

District Attorney Hall—I will set it down for trial on the first Monday in October.

This concluded the conversation in reference to Jenkins, who was immediately removed from the bar.

ARRAIGNMENT OF EDWARD B. KETCHUM.

The Clerk then announced the name of Edward B. Ketchum, who walked toward the bar, accompanied by his father and two brothers, who asked permission to stand by the accused whenever he was arraigned at the criminal bar.

District Attorney Hall said—I understand that next week a number of capital cases are set down for trial, which may consume the rest of the term.

Judge Russel—I have no doubt but they will, and I think we have cases enough to occupy the time, even without the capital cases.

The Clerk of the Court—There are twelve indictments for forgery against Edward B. Ketchum. Do you demand that each indictment shall be read?

Ex-Judge Allen (counsel for Ketchum)—No, sir. In respect to the time of trial, I will confer with the District Attorney and agree with him personally some few days hence.

District Attorney Hall—It will stand for the first day of the next term, for the same reason that I assigned in the other case.

Judge Russel—You can agree with the District Attorney and fix your own time.

The prisoner, who did not appear to exhibit any apparent emotion, was then taken in charge by the officers, who conveyed him to the Tombs.

The whole scene did not take five minutes, and as the public were not apprised of the exact time when the arraignment would take place the court room was not unusually crowded. Those who were present exhibited great interest in the proceedings, many of whom had never seen those Wall street financiers.

National Society for Christian Work.

PHILADELPHIA, Sept. 14, 1865.

A movement has been started to form a national society for Christian work among the masses, like that of the Christian Commission among the soldiers.

A convention is to meet in Cleveland on the 27th of September for that purpose. The call is signed by upwards of one hundred distinguished men of twenty different States.

THE ALABAMA CONVENTION.

Alabama the Second State to Wheel Into Line.

Organization of the Reconstruction Convention.

The Members Claim to Have Been Original Union Men.

&c. &c. &c.

MONTGOMERY, Ala., Sept. 12, 1865.

The Alabama State Convention convened at twelve M. to-day and organized. Ninety-two delegates were present.

TEMPORARY OFFICERS.

Robert M. Patten, of Louderdale, was elected temporary chairman, and A. B. Chitheral secretary *pro tem*.

THE MEMBERS SWORN IN.

Governor Parsons administered the oath proclaimed by President Johnson, and declared the members of the convention duly authorized to make a permanent organization.

PERMANENT OFFICERS.

Ex-Governor Benjamin Fitzpatrick, formerly a Senator in the United States Congress, and President *pro tem.* of the Senate of the Thirty-fifth Congress, was nominated for President of the convention and elected by acclamation. After several ballots Mr. Osbourne was elected clerk by one majority. W. W. Stevens was elected assistant secretary.

THE POLITICAL COMPLEXION OF THE MEMBERS.

No business was transacted to-day by the convention. It is comprised of some of the first men in the State, and all appear anxious to do everything possible to get back into the Union at the earliest moment practicable. A majority of the convention claim to be original Union men and to have opposed secession from the first.

Sketch of the President of the Convention.

Benjamin Fitzpatrick, the President of the Alabama Reconstructionary Convention, will be remembered as the successor in the United States Senate of Hon. W. R. King, who was a Senator from Alabama from 1819 to 1844 and from 1846 to 1852, and Vice President of the United States in 1852. Mr. Fitzpatrick was born in Greene county, Georgia, June 30, 1802, but emigrated in 1815 in search of employment to Montgomery, Alabama. He is self-educated. He studied for the bar, and was admitted to practice in 1821. He was soon after elected solicitor of the State judicial district in which he resided, was re-elected in 1825 and held the position until 1829. His health at this time became precarious, and he purchased a farm near Wetumpka and settled upon it. He was a democratic Presidential elector in 1840, voting in the college for Martin Van Buren. In 1841 he was elected Governor of Alabama and re-elected in 1843. He then retired from public life, and though Alabama continued to be strongly democratic he was permitted to remain quiet in his seclusion until the death of Hon. W. R. King, in 1852, when Governor Henry W. Collier appointed Mr. Fitzpatrick to the vacant senatorship. The appointment was confirmed, and on the conclusion of the term for which he had been appointed (1855) he was re-elected for the term ending in 1861. He was President *pro tem.* of the Thirty-fifth Senate. On the secession of Alabama, February 11, 1861, Mr. Fitzpatrick withdrew from the Senate and retired to his residence at Wetumpka. What his feelings have been on the subject of secession and the war we do not know, but it does not appear, as has been stated, that he has taken an active part in the rebellion. He appears, on the contrary, to have remained quietly secluded, leaving it to younger and weaker heads and hotter blood to attempt to carry out their bloody designs and purposes of a dissolution of the Union.

THE SOUTH CAROLINA CONVENTION.

The Convention Regarded as the Ablest Body Ever Convened in South Carolina—Resolutions of Discontent Voted Down, &c.

WASHINGTON, Sept. 14, 1865.

It is said a telegram has been received here from Columbia, S. C., that the State Convention assembled yesterday with one hundred members present. It is regarded as the ablest body ever convened in that State.

Resolutions of discontent were offered and received only five votes, and they were laid on the table after a refusal to print them. The Governor's message strongly sustains the President's reconstruction policy.

Movements of the French Admiral.

VISIT TO THE NAVY YARD.

The visit of the French Rear Admiral Didelot to the Brooklyn Navy Yard, which was exclusively announced in the HERALD of yesterday, took place yesterday afternoon at half-past one o'clock. It was supposed by the naval authorities that it was to have been a visit of ceremony, and Acting Rear Admiral Bell had made arrangements to receive the distinguished visitor with full naval honors.

At the time above mentioned a plain carriage appeared in front of the Naval Lyceum (Admiral Bell's quarters), when the French Admiral, attended by the French Consul at New York, Mr. Gauldre Boilleau, and three aids, alighted. The French officers were in full uniform. They were received on alighting by Captain Alexander M. Pennock, the first executive officer of the yard. After an exchange of compliments the party were conducted to the residence of Acting Rear Admiral C. H. Bell, where an hour or two was spent in pleasant conversation, during which the French Admiral took occasion to say that his visit was not one of ceremony, but that he would make an informal visit before he left port. Shortly after the arrival of the French visitors a salute of thirteen guns was fired from the Cob dock by a detachment of sailors under the command of Ensign Oberly, of the receiving ship Vermont. The works in the yard were not visited. The guests were then reconducted to their carriage by Captains Pennock and S. D. Trenchard. A detachment of marines, in full uniform, numbering sixty-four men, under command of Captain G. W. Collier and Lieutenants Ford and Morris, were formed in front of the Admiral's quarters, and saluted the guests as they took their departure.

Admiral Didelot is the new commander of the French West India squadron. He has recently come from France, and has just been on a visit to the fisheries on the coast of Newfoundland and the French islands in the Gulf of St. Lawrence. He has visited this country before, and visited the Brooklyn Navy Yard in 1849. He is about fifty-five years of age, tall, erect and active, and is a good representative of the French naval commanders.

VISIT TO THE MAYOR'S OFFICE.

The French Admiral the Baron de Didelot, Rear Admiral commanding the French Imperial Naval division; Captain de Verneuil, Captain de Fregate, chief of staff, and M. Basset, Lieutenant de Vaisseau, chief of staff, paid a visit to the Mayor's office yesterday, and were introduced to his Honor the Mayor by Hon. Louis Borg, Acting Consul General of France. The Mayor, in a few words, welcomed the aristocratic party to the city, and hoped they might carry with them to France a favorable idea of American hospitality. They were shown through the Governor's Room, and viewed with considerable interest the various portraits, of whose history the Mayor informed them. They also examined with considerable pleasure the relics of Washington preserved there. On leaving Baron de Didelot thanked the Mayor for his kindness and invited him to visit his vessel, with some of our principal citizens, on Monday next, an invitation which was accepted.

The Helvetia Prize Shooting.

SECOND DAY.

The great prize shooting contest of the Swiss Society Helvetia was continued yesterday at Meckerts' Park, at Guttenberg, and a great deal of interest is manifested by the marksmen. This prize shooting differs much from the usual target shooting. Only first class rifles are used. The shooting is at a target at a distance of six hundred feet, and only those shots piercing the centre are counted. The "bull's eye" of the main target "Helvetia" was pierced fifteen times yesterday. For this target, which has the most prizes and premiums, only one chance for three shots is given to each of the shooters. Those who distinguished themselves as first class marksmen yesterday were Messrs. N. Lewis, of Troy; and Rudolph Ehrbar, of Williamsburg. A delegation of Troy sharpshooters was on the ground yesterday, composed of Messrs. Lewis, ex-Sheriff Battershall, Allen, Thompson, White and Jesse Battershall, who proved to be first class marksmen. They brought with them a valuable and rare specimen of a gun, the property of ex-Sheriff Battershall, which was exhibited on the ground. There were only a few visitors on the grounds, and no special festivities were arranged, which are to take place on Saturday. To-day the shooting contest will be continued, from eight o'clock in the morning until six in the evening.

The Ohio State Treasurership.

CINCINNATI, Sept. 14, 1865.

The office of State Treasurer still remains vacant, Mr. Winn having declined the appointment.