EUROPE.

BY THE CABLE TO AUGUST 21.

The British Parliament Prorogued with a Peaceful Speech.

Napoleon's Councils at Salzburg and Paris.

Garibaldi's Revolution Suspended and Prim's Revolution Suppressed.

The Holy Land Excursionists Fumigated at Naples.

THE BRITISH PARLIAMENT.

Prerogatives of the Session—Queen Victoria's Speech and Hopes of Peace—Fenianism, Canada and the American Postal Treaty.

LONDON, August 21, 1867.

The imperial Parliament was prorogued to-day.

The Queen was not present, but the speech from the throne was read by royal commission.

The Queen declares that there is no longer any ground for apprehension of war in Europe.

The treasonable conspiracy in Ireland has proved futile, and the attempt at revolt has been suppressed, almost without bloodshed, by the valor of the troops, the vigilance and activity of the police and the general loyalty of the people. The law has been vindicated without the sacrifice of human life.

The speech refers with satisfaction to the new postal treaty made by her Majesty's government with the United States of America, and in conclusion congratulates the Parliament and the country on the completion of the Canadian union, the passage of the Reform bill and the adoption of other measures beneficial to the United Kingdom.

THE SALZBURG CONGRESS.

Hopes of Peace from the Imperial Meeting—Other Royal Councils in Prospect.

PARIS, August 21, 1867.

The semi-official press of this city declare that the conference of the Emperors at Salzburg ensures a long term of peace for Europe.

Another gathering of European sovereigns is expected to take place here.

It is reported that their Majesties Queen Victoria of England and the Emperor Francis Joseph of Austria will meet the Emperor Napoleon at Paris in October next.

TURKISK REFORM.

A New Imperial Council, Not Exclusive.

LONDON, August 21, 1867.

A despatch from Constantinople states that the Sultan has resolved to form a new council, composed in equal numbers of Greek and Turkish members.

ROMAN REVOLUTION.

The Garibaldian Movement Suspended.

FLORENCE, August 21, 1867.

Garibaldi has again been obliged to defer the movement on Rome, and the preparations which were being made by the party of action throughout Italy, under the orders of the General, have been suspended.

THE SPANISH REVOLUTION.

The Catalonian Revolution Suppressed.

LONDON, August 21, 1867.

It is to-day reported from Madrid that the revolt in Catalonia has failed, and that the authority of her Majesty's government is rapidly being re-established in the insurrectionary districts.

ITALY.

Parliament Prorogued.

FLORENCE, August 21, 1867.

The prorogation of the Italian Parliament took place to-day.

SHIPMENT OF EXPLOSIVES.

The Nitro-Glycerine Explosion at Aspinwall—Important Judicial Decision and Heavy Damages Assessed—The Arguments and Order.

LIVERPOOL, August 21, 1867.

The important suit of the West India and Pacific Steamship Company vs. Williams and Guion, just tried in the Liverpool Court of Assizes, has resulted in a judgment for the plaintiffs, with damages assessed at £130,000 sterling.

The suit grew out of the nitro-glycerine explosion at Aspinwall, New Granada, on the 3d of April, 1866, by which the steamship European, belonging to the plaintiffs, was nearly destroyed while lying at her wharf in the above named port.

The explosion also resulted in the loss of sixty lives, including those of the captain and other officers of the steamer. The steamship Caribbean, of the same line, being in port at the time, also sustained serious damage.

The ship was valued at from £36,000 to £40,000. Her cargo was insured for about £80,000. The damage to the Caribbean was estimated at nearly £10,000.

The owners of several buildings on shore, which were demolished, put in their claims for damages to a considerable amount additional.

The underwriters declined to make good the losses, and threw the responsibility upon the owners of the European, upon the ground that they were culpable in carrying explosive material on their ship and below deck.

The plaintiffs in turn brought suit against Williams and Guion as the shippers of the nitro-glycerine, claiming that they were guilty of deception in shipping the article under the name of "glouvin oil" (a substance unknown to chemists or to commerce), and thus involved the plaintiffs in their great losses and liabilities.

The defendants replied that they had acted in the matter only as "forwarders;" that the explosive material came to them from a Hamburg house, with instructions to forward to Bandman, Nelson & Co., San Francisco, via plaintiffs' line; that they were themselves deceived by the descriptive title of glouvin oil in the manifest, and had no knowledge nor suspicion of the dangerous character of the freight which thus passed through their hands in the usual course of their business.

The judgment rendered is understood to definitely settle the fact that the plaintiffs are entitled to damages, and that they cannot recover their losses from the underwriters; but the question whether the defendants are ultimately liable, or whether the plaintiffs must look to the original shippers at Hamburg, the originators of the fraud, goes to a higher tribunal for argument and decision.

THE TEA TRADE.

Active Business in the New Crop in China.

LONDON, August 21, 1867.

Advices have been received here from Shanghae, which state that the new crop of tea is coming in very rapidly, and that active sales are being made of it.

THE SALT TRADE.

Prussian Decree of Free Trade in the Article.

BERLIN, August 21, 1867.

The government of Prussia has decided free trade in salt.

THE ENGLISH TURF.

First Day of the York Races.

LONDON, August 21, 1867.

The races at York took place to-day and were well attended.

The principal race was for the Ebor Oaks stakes, which were won by Inea.

FINANCIAL AND COMMERCIAL.

THE LONDON MONEY MARKET.—LONDON, August 21—Evening.—Consols closed at 94 7-16 for money. American securities closed at the following rates:—United States five-twenty bonds, 73¾; Illinois Central Railway shares, 77½; Erie Railway shares, 45¾. Atlantic and Great Western Consolidated bonds, 21.

THE CONTINENTAL BOURSES.—FRANKFORT, August 21—Evening.—United States bonds were quoted at 77¼ for the issue of 1862.

THE LIVERPOOL COTTON MARKET.—LIVERPOOL, August 21.—Evening.—The cotton market closed quiet and steady at the following authorized quotations:—Middling uplands, 10½d.; middling Orleans, 11d. The sales of the day foot up 10,000 bales.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, August 21—Evening.—Wheat, 13s. 9d. Barley, 5s. Oats, 2s. 11d. Peas, 4ds. Flour, 34s.

LIVERPOOL PROVISION MARKET.—LIVERPOOL, August 21—Evening.—Cheese, 60s. Beef, 139s. Lard, 51s. 6d. Pork, 75s. 6d. Bacon, 43s. 6d.

LIVERPOOL PRODUCE MARKET.—LIVERPOOL, August 21—Evening.—Rosin, common, 7s. 6d. and middling, 13s. Tallow, 44s. 9d. Ashes, 31s. Petroleum, spirits, 8½d., and refined, 1s. 4d. Clover seed, 41s.

LONDON MARKETS.—LONDON, August 21—Evening.—Sugar dull at 25s. 6d. Iron, 53s. Whale oil, £40. Sperm oil, £115. Linseed oil, £39 10s. Linseed cakes, £10 5s. Linseed, 68s. 6d. for crude.

THE PETROLEUM MARKET.—ANTWERP, August 21—Evening.—Petroleum was quoted at the close of the market at 43 francs.

Marine Intelligence.

BREST, August 21.—The steamer St. Laurent, Capta n Bocande, from New York, on the 10th inst., has arrived here on route to Havre.

THE HOLY LAND EXCURSIONISTS.

SPECIAL CORRESPONDENCE OF THE HERALD.

More Trouble to the Party on the Quaker City—Purified by Fumigation at Naples.

NAPLES, August 2, 1867.

The American excursionists on board the steamship Quaker City were worried enough at Leghorn by the vigilant surveillance of government officials, who took them for Garibaldian conspirators, and now they have been "gobbled up" by the authorities here and quarantined on a lonely island in the harbor, and are undergoing purification, suffocation and fumigation through the medium of a combination of miraculous stinks and stenches such as only Italian ingenuity could contrive.

If they have picked up any cholera at Civita Vecchia they might survive it easily enough with a little care; but whether they can undergo Italian purification and live is another matter. They will be kept in quarantine four or five days.

This is bad enough; but there can be no excuse for the refinement of cruelty which permits no profanity there.

AQUATICS IN ENGLAND.

Royal Yacht Squadron Regatta.

[From Bell's Life, August 10.]

COWES, Tuesday, August 6, 1867.

The Royal Yacht Squadron Regatta of 1867 commenced to-day with a programme previously unsurpassed in yachting annals. Doubtless the sudden impetus may in some measure be due to the winter visit of the American yachts at headquarters; and after so many promises to take part in our sailing matches, it must be a matter of surprise there was not an American racing flag present ready to try conclusions with our modern clippers. The Commodore this season had hoisted the squadron broad pennant on his new schooner Nyanza, and somewhat earlier than this wont, which was not without its effect, the muster at the station throughout being as large as Cowes roads and harbor has ever seen. The Vice Commodore's flag on the Helen was also prominent, and with the squadron and representatives from almost every club in the kingdom made up a goodly fleet of about one hundred and fifty sail. The steam portion of the fleet, it was evident, has been considerably augmented since last season. There has been a slight change in the executive, and in several minor matters visible improvements have been made, the arrangements being this year carried out with a little less feeling of exclusiveness than on any previous occasion.

The royal gift, her Majesty's Cup, value 100 guineas, was first on the programme for competition, and open only to schooners belonging to the Royal Yacht Squadron; the New Queen's Course, as last year, was that appointed to be sailed over, viz., from off the Club Castle, hence to the eastward, keeping outside all buoys on the shoals (Pool included), except Middle and Sturbridge, round the Warner Light vessel, leaving that on the port hand, returning to the southward of the Brambles, round a markboat off Lepe, leaving that on the port hand, and back through Cowes Roads, passing between Castle flagstaff and a flagboat moored off the club house, twice round (distance, about fifty-two miles); time race, Royal Yacht Squadron scale, computed thus:—Aline allows Gelert 6 minutes 8 seconds, Egeria 8 minutes 34 seconds, Pantomime 12 minutes 7 seconds, Diadem 13 minutes 18 seconds, Intrepid 28 minutes 17 seconds. Gelert allows Egeria 2 minutes 30 seconds, Pantomime 5 minutes 59 seconds, Diadem 7 minutes 10 seconds, Intrepid 22 minutes 39 seconds. Egeria allows Pantomime 3 minutes 29 seconds, Diadem 4 minutes 40 seconds, Intrepid 20 minutes 9 seconds. Pantomime allows Diadem 1 minute 11 seconds, Intrepid 16 minutes 40 seconds. Diadem allows Intrepid 15 minutes 29 seconds. The following were the actual starters:—

Yachts.	Tons.	Owners.
Diadem	126	F. Sloane Stanley.
Egeria	161	J. Mulholland.
Aline	216	C. Thellusson.
Gelert	188	Colonel Loyd.
Intrepid	75	Count du Monceau.
Pantomime	140	Colonel Markham.

These vessels are all well known, with exception of Gelert, new this year by Ratsey, and which, if sparred and rigged for racing, could render a good account of herself. Albertine, Lord Londesborough and Nyanza, 214 tons, Commodore Lord Wilton, were entered but did not start, the Albertine having been afterwards sold. The morning bore a wild, squally appearance, and was ushered in with a light southwest breeze. From this time to the start there was one steady downpour of rain, and the dull, heavy clouds in the heavens were almost hid in a watery haze, presaging a continuance of the wet and squally weather. As the time advanced for the start the stations were taken up with little trouble, except Nyanza, which, after one or two futile attempts, was towed up in her place, and then for some reason almost immediately struck her racing flag and retired. The starting signal was given at 10:45, the vessels' heads at the time tending westerly, Diadem having the weather station, then came Egeria, Aline, Gelert, Intrepid and Pantomime. The young flood tide was sweeping to the eastward, so bows payed smartly round, and soon the fleet were under a tower of sail, all carrying fore and main square topsails and whole lower canvas, Egeria being decidedly the smartest off. The wind was about W. S. W., rather light, and the course eastward could be laid with flowing sheets, Egeria picking herself out, and going on with the lead, the race terminating at the following time:—

	H. M. S.		H. M. S.
Aline	5 40 30	Egeria	5 50 41
Gelert	5 53 33	Pantomime	5 54 07
Intrepid	6 12 58		

Aline thus winning her second Queen's cup, and beating Pantomime by 1 minute 30 seconds, Egeria by 1 minute 33 seconds, Intrepid by 4 minutes 11 seconds, and Gelert by 6 minutes 55 seconds. The Egeria, who was well sailed, may justly attribute her defeat due to a mishap experienced in the heavy squall off the Noman. At the same time every credit is due to the Aline for this really fine performance.

WEDNESDAY.—This day was appointed for the club prize of £100; a cutter match, open to vessels belonging to any royal yacht club of not less than 30 or exceeding 100 tons, to be divided as follows:—First vessel to receive £70, second £20, third £10. Royal Yacht Squadron scale as to time: Queen's Course; Thames measurement. The following entered and started, being as fine a fleet as ever hoisted racing flags, all being well known prize winners. The weather, as on the previous day, looked wild and squally, rain commencing about nine o'clock, continuing without cessation until noon, and throughout the rest of the day heavy squalls of wind and rain prevailing, but with occasional gleams of sunshine, the latter being decidedly at a premium; in fact, the weather must be thoroughly disheartening to those who make a harvest during the regatta week—not that many have any sympathy for the set of harpies infesting Cowes. The vessels were towed to their stations as follows:—

Yachts.	Tons.	Owners.
1. Dione	44	P. French.
2. Menai	79	W. F. Stuffield.
3. Phryne	55	T. Groves, Jr.
4. Sphinx	48	J. S. Earle.
5. Fiona	78	T. Boutcher.
6. Vindex	45	A. Duncan.
7. Vanguard	60	Captain Hughes.
8. Volante	59	H. C. Maudsley.
9. Hirondelle	68	Lord Lennox.

Eleven o'clock was the time appointed for the start, which was again delayed beyond Royal Yacht Squadron hours through Vindex not being afloat, and some half hour had elapsed before she got to her station. At last, on the signal being given, they got away moderately well together, and, as nondescript canvas was not allowed, contented themselves with balloon jibs and large topsails; the tide was going to the eastward, and they ran down fast with the starboard tack aboard.

Sphinx on running through the Roads fouled a vessel's jiboom, sadly spoiling the symmetry of her mainsail, and being put out of the race. The tide had turned as the vessel made Ryde, the first drain coming to the eastward, there being now a real hard wind. Fiona luffed at Vanguard, but the latter was equal to the emergency. This was, however, continued until both were compelled to bear away, but had the effect of letting the vessels astern get on somewhat better terms. When off the pier Vanguard was leading, then came Fiona, Hirondelle, Menai, Dione, Volante, Vindex, and Phryne, and there was no alteration in positions on the vessels jibing round the Warner, accomplished by the leaders thus:—

	H. M. S.		H. M. S.
Vanguard	4 00 15	Hirondelle	4 06 00
Fiona	4 05 50	Menai	4 07 30

The wind was now as much as they could well stagger under with whole canvas, and had veered to the southwest, Vanguard as before housing topmast, Fiona and the rest carrying jib-headers. They held their reach up past Ryde on the port tack, and from the Peel to Castle Point Fiona threatened Vanguard, but never once had a clear lead. In the West channel the ebb tide was running hard, Fiona and Vanguard at his point being close together, the latter to windward, and in the heavy squalls she launched from sea to sea, outing Fiona out of the wind surprisingly, going about on the north shore at 5:27:30, while Fiona could not hold her reach longer than 5:25. Vanguard tacked again for the buoy at 5:29:46, Fiona at 5:28:30, Menai having likewise to make two boards, but Dione, Hirondelle, Volante and Vindex lay their course from the Warner to Lepe throughout on the port tack, Lepe mark being rounded as follows:—Vanguard, 5:33:35; Fiona, 5:34:15; Hirondelle, 5:35:35; Menai, 5:37:00; Dione, 5:42:00; Volante, 5:44:00; Vindex, 5:47:10. After rounding Vanguard sent topmast on end and set jib-header, bravely holding her place to the finish, which was accomplished as follows:—

	H. M. S.		H. M. S.
Vanguard	5 54 40	Dione	6 04 40
Fiona	5 55 20	Volante	6 07 45
Hirondelle	5 56 40	Vindex	6 11 00
Menai	5 59 15		

THURSDAY.—The soaking wet of the last day or two gave place to a really fine, sunshiny day, with a rattling sailing breeze, and what was better, held true all day. The prize to be competed for was presented by Lord Conyngham, value one hundred guineas, for schooners not less than thirty nor exceeding two hundreds tons. Time race; R. Y. S. scale; Queen's course. The entries included the whole of those for the Queen's cup, with the addition of the Cambria; but the following were the actual starters, No. 1 station being to the southward:—

Yacht.	Tons.	Owner.
1. Cambria	117	J. Ashbury.
2. Gelert	188	Colonel Loyd.
3. Pantomime	140	Colonel Markham.
4. Egeria	131	J. Mulholland.

At ten o'clock, with business like punctuality, the starting signal was given, all having foretopmasts housed; wind S. W., strong. They severally cast to the eastward, Egeria, however, getting very badly away, in fact not even getting her head canted for fully four minutes. Cambria, meanwhile, had taken a good lead, and going on, with Pantomime second, Gelert third, the two latter setting balloon foresails and working jibs; Egeria carrying a balloon jib. The tide was fair to the Warner, and running down they severally raced through Cambria's lee, the lightship being rounded thus:—

	H. M. S.		H. M. S.
Pantomime	10 40 00	Gilbert	10 50 30
Egeria	10 50 00	Cambria	10 58 00

Gelert and Pantomime now carried jib-headed topsails to windward, making the first tack in for Ryde pier. Egeria and Cambria having both topmasts housed; on going about they were able to look up their course towards Cowes, Egeria on the reach slightly gaining, and Gelert going well in the strong wind.

The following time at which the race was completed will show:—

	H. M. S.		H. M. S.
Pantomime	4 25 00	Gelert	4 27 30
Egeria	4 26 25		

Pantomime thus winning the 100 guinea prize, without time allowance due to her from Egeria and Gelert, and proving herself on this occasion a fine powerful vessel.

FRIDAY.—To-day Earl Vane's prize, value 50gs, for cutters belonging to any royal yacht club of 30 and not exceeding 100 tons, Queen's course, R. Y. S. scale, competed the same as in the R. Y. S. on Wednesday. The following were the starters:—

Yachts.	Tons.	Owners.
Fiona	78	E. Bouchel.
Vindex	45	A. Duncan.
Sphinx	48	J. S. Earle.
Phryne	55	T. Groves.
Hirondelle	68	Lord H. Lennox.
Vanguard	60	Captain Hughes.
Dione	44	P. French.
Menai	79	W. F. Stuffield.

The morning was delightfully fine, with a fresh whole sail breeze from the S. W., and the vessels were again got away punctually at ten o'clock, Phryne slipping off with a good lead, Vanguard being to leeward and losing considerably in getting away. Fiona in running down took the lead, passing the Warner, and returning through Cowes Roads in the same position, Vanguard second, Menai third, Dione fourth, Hirondelle fifth, Vindex sixth, Sphinx seventh, Phryne eighth, Vanguard going well and likely to carry off the prize.

At the conclusion of the race the Fiona was declared the winner, the Vanguard taking the second prize of £30, and Dione third prize of £15. They had a rattling breeze all day.

The Royal Yacht Squadron Dinner.

(Cowes (August 9) correspondence of the London Post.)

The Royal Yacht Squadron Regatta dinner took place last night at the Castle, the Right Honorable the Earl of Wilton, Commodore, in the chair. The vice chair was taken by the Marquis of Conyngham, Vice Commodore.

On the removal of the cloth the noble CHAIRMAN gave "The Queen," followed by that of "The Prince and Princess of Wales," and both toasts were duly honored.

The COMMODORE gave "The Army and Navy," for which the Earl of CARDIGAN responded for the army, and Captain B. SEYMOUR, Flag Captain at Portsmouth, for the navy.

The COMMODORE next proposed "Success to the Royal Yacht Squadron," and in doing so said that the club was never before so numerous, nor had there ever been better entries. He congratulated them on the large number of steam yachts that had been introduced into the squadron, as it had been the means of numbering among their members some of the most intelligent engineers of the country.

The toast was enthusiastically responded to.

Captain B. SEYMOUR, in eulogistic terms, proposed the health of the Earl of Wilton, Commodore of the Royal Yacht Squadron.

The Earl of CARDIGAN supported the proposition, and spoke of the efficient services the noble Earl had rendered to the interests of the Royal Yacht Squadron.

The COMMODORE briefly responded to the toast.

Captain FELLOWS, of her Majesty's ship, the Duke of Wellington, proposed the health of the "Vice Commodore, the Marquis of Conyngham," which was most enthusiastically received.

The Marquis of CONYNGHAM returned thanks.

The COMMODORE proposed "The other Royal Yacht Clubs of the Kingdom," and the toast was respectively responded to by the Earl of Cardigan, Commodore of the Royal Southern Yacht Club, and Captain Thellusson, of the Royal Victoria Yacht Club.

The COMMODORE proposed the time honored toast of "Success to Fox Hunting," which was responded to in a very droll speech by Mr. Delane Radcliffe, who, in conclusion, proposed, "The Health of the Ladies."

Some minor toasts followed, and a very pleasant evening was spent.

POLICE INTELLIGENCE.

A DESPERATE REBORT.—Antonio Montenegro, the Spaniard who was arrested a few days ago on a charge of attempting to pass a forged check on the Market National Bank for $5,000, was yesterday morning arraigned before Justice Kelly, at the Tombs, on a charge of vagrancy, that being the only complaint that could be made against him, owing to the want of direct evidence that the check offered was a forgery. Francis Lindo, of No. 135 Maiden lane, made the necessary affidavit, and the magistrate granted Montenegro a pass for the healthful public institutions on Blackwell's Island, where he will reside for the space of six calendar months.

ALLEGED ARSON.—Four young men, members of a social club, the meeting room of which organization would seem to be located at No. 623 Sixth avenue, found themselves in rather an unpleasant predicament lately. They were arrested and taken before Justice Ledwith. Their names are George B. Reilly, the reputed proprietor of the establishment alleged to have been set on fire; W. R. Lindsay, John Morris and W. H. Morris. Reilly was arraigned on suspicion of arson. From the facts adduced on the sworn testimony of the parties it is shown that the four men were holding a meeting or discussion in relation to club matters, it is presumed, in the establishment in question, and that on leaving the premises, between eleven and twelve o'clock at night, one of the lights was left burning. Shortly after they had gone away a fire broke out in the room under the platform, near the window, and in close proximity to the gas meter. Reilly was arrested next day by order of Fire Marshal Baker, who has a suspicion that there has been some foul play going on. At the time of his arrest it is said he had in his possession several bills for collection, his policies of insurance and the minute book of the social club. Justice Ledwith decided on holding him for further examination and discharged the other three.

ALLEGED OUTRAGE ON THE HARLEM ROAD.—A prize fighter, known as Con Fitzgerald, together with a character known as James Williams, were taken before Justice Connolly and charged with outrages on the persons of three girls, who may be considered "fast," and whose names are Emma Wagner, Minnie Wilson and Ada Williams. It is alleged that the parties went out for a drive, and when in the neighborhood of 142d street the outrages are said to have been committed. The driver also preferred a charge against Fitzgerald of assault and battery. Quite an interest was apparently manifested in the prisoners by a special police officer of the Twenty-second precinct. He seemed to be quite solicitous about their welfare, and spent a considerable time in court which might have been more profitably employed in the discharge of his duty. Justice Connolly committed Fitzgerald in default of $3,300 bail, and his companion in default of $1,000.

THE GERMAN FESTIVAL AT BALTIMORE.

BALTIMORE, August 21, 1867.

The Schuetzenfest festival has been numerously attended to-day. Prize shooting, bowling, tight rope walking, music, dancing and other amusements were the order to a late hour.

A MAN, TWO WOMEN AND A CHILD DROWNED.

CHICAGO, August 21, 1867.

A Mr. Beadles, his wife and sister and a child of the latter were drowned in the Pecatonic river, near Rockford, on Saturday last. It appears that the child went into the water and got beyond its depth, and the others perished in the attempt to rescue it.

NEWS FROM SAN FRANCISCO.

SAN FRANCISCO, August 21, 1867.

United States District Attorney Lake has commenced a suit against the owners of the schooner Sarah, to recover $64,800 bond given for the exportation of a cargo to the Amoor river, which, it is alleged, was illegally and fraudulently secreted within the limits of the State.

The exports of California wheat are increasing. Thirty-four vessels are loading for foreign ports, mostly English.

RUNAWAY OF A PAIR OF CARRIAGE HORSES—ONE PERSON KILLED.

CONCORD, N. H., August 21, 1867.

Near Meredith village to-day a pair of horses, with a carriage, containing J. J. Hewes and family, of Boston, ran away. Mr. Hewes and wife jumped out receiving slight bruises. The mother of Mrs. Hewes and one child, were badly hurt, and the nurse, Annie Conners, was killed.

MURDER IN GALLATIN, TENN.

NASHVILLE, August 21, 1867.

The cabin of a negro named Franklin, at Gallatin, was entered this morning just before day, and Franklin was murdered. His son was also shot, but made his escape with a bad wound in the thigh. Franklin was coachman for Mr. Franklin, of Gallatin. The murderers are unknown, but are supposed to be negroes.

FATAL RAILROAD ACCIDENT.

BOSTON, August 21, 1867.

Kendall Osborne, aged sixty years, a highly respected resident of South Danvers, was killed this morning by a train on the Salem and Lowell Railroad.

CITY INTELLIGENCE.

PERSONAL.—It was rumored last evening that Major General Rousseau, the Commissioner appointed by President Johnson to receive the new possessions of the United States in Russian America, left this port yesterday, in the steamship Rising Star, for San Francisco, accompanied by the Commissioner on the part of Russia. On General Rousseau's arrival at San Francisco he will continue his journey on a special government vessel.

QUARANTINE MATTERS.—There was nothing of interest transpired at Quarantine yesterday. There were arrivals from Havana, Jamaica, Trinidad and Salt Key, but the crews of the respective vessels were all well. It is gratifying to chronicle that for over a fortnight there has not been a case of yellow fever in our port, and during the summer but four deaths have occurred from this insidious disease. Advices from Havana convey the pleasing announcement that the fever is declining there, but at some of the West India islands it still rages violently, while at Galveston it counts many victims.

DEPARTURE OF THE FRIGATE SABINE.—The school ship Sabine, that has been in this port for a week, giving our citizens an opportunity to inspect her roomy quarters and observe the routine of education that has already produced many intelligent seamen for the naval service, will leave her anchorage to-morrow at twelve o'clock, proceeding to New London via Hell Gate and the Sound.

EXHIBITION OF THE AMERICAN INSTITUTE.—Up to yesterday great progress had been made in the preliminaries for the forthcoming Exhibition of the American Institute, to be opened on the 12th of September next, in the spacious Armory of the Twenty-second regiment, on Fourteenth street, near Sixth avenue. The flooring is finished, together with two extensive galleries, at a cost of $10,000, and the applications for space are very numerous, more particularly in connection with machinery and manufactures. The groups of articles on exhibition are seven in number, viz:—Fine arts and education, dwellings, dress and handicraft, chemistry and mineralogy, engines and machinery, intercommunication and agriculture and horticulture. It is expected that the principal articles and products in the American department of the Paris Exposition will be on view.

THE NEW STEAM HEARSE FOR THE MORGUE.—Yesterday, after being inspected by the Commissioners of Public Charities and Corrections (Messrs. B. Nicholson, J. Bowen, I. Bell and O. W. Brennan) and her boiler and machinery satisfactorily tested by the United States Steamboat Inspectors (Messrs. W. Berryman and A. Craft), this vessel, christened The Hope, proceeded on her first experimental trip down the river to Ward's Island, returning thereafter to her station at Bellevue. She is fifty feet long, twelve wide and of forty horse power, and steams at the rate of twelve miles an hour. The Hope will be a companion vessel to the Bellevue, Captain Irving, engaged hourly in taking prisoners and provisions to the various institutions under the Commissioners of Public Charities and Corrections.

THE HELL GATE PILOT CONTROVERSY.—The war inaugurated a few weeks ago between the Hell Gate pilots and the owners of steamtugs in relation to the right of the latter to pilot vessels through Hell Gate, still continues. The pilots are acting as a unit to protect their alleged rights, and the steamboat owners have formed a protective association to contest the opposition of the pilots. Two of the steamboat owners have already been arrested for violating the pilot laws, and are now out on bail. One of them having been arrested on a fresh complaint, on a warrant issuing from Suffolk county to this county, demanded to be taken in accordance with the statute before a justice of this district, and the constable refusing, obtained through his counsel a warrant against the constable for false imprisonment, on which he was arrested and held to bail.

DUMMY ENGINE ACCIDENT.—Last evening, as a drove of cattle were going down on the Second avenue track, near Seventy-eighth street, they were run into by a dummy coming down, which struck a large bull, throwing it over on the other track and just before a dummy that was going up, and before the engine could be stopped the poor beast was run into and mangled in a most horrible manner. The shock was the cause of considerable commotion among the passengers, knocking them about promiscuously, but doing no material damage.

YELLOW FEVER.—The matter of the death of John O'Neil, a longshoreman, who was reported to have died of yellow fever, at No. 146 Cherry street, has been under inquiry by the Board of Health, whose officers make the following report:—The deceased, who was about thirty or thirty-three years of age, was married, and resided at the above number, in the rear. He was employed on board the steamship Montreal, from Matanzas, in unloading, and slept on board. On Monday night he complained of rigor and other symptoms, which increased up to the time of his death. The Register of the Metropolitan district, who examined the case, pronounced it a genuine case of yellow fever. Deceased was engaged by a Mr. Howard, of the same number, at the time of his death, who was at Quarantine the same day.

ACCIDENT ON THE HUDSON RIVER RAILROAD.—On yesterday the 8:35 A. M. train from West Point threw down and seriously injured a man who was walking on the track near Peekskill. He saw a train approaching on the up track and crossed to the other track, and was struck by a train coming in the opposite direction. He received serious injuries in the chest and a dislocation of the arm. The conductor ordered the return of the train, and had the injured man taken to Sing Sing, where he was placed under surgical treatment. The injured man was a laborer.

JUPITER MOONLESS.—Last night an event occurred which has only been twice recorded in astronomical history, viz:—Jupiter appeared without satellites. Three of them passed across the planet's disc, and the fourth was immersed in its shadow. The apparent absence of moons lasted two hours.

THE LOEW BRIDGE TO BE INSPECTED.—Several shopkeepers doing business near the corner of Broadway and Fulton street have just made an alliance for the purpose of initiating legal proceedings against the Loew or Fulton street bridge, on the ground that it is unwieldy, impracticable for the purpose intended, and, on the whole, is a first class nuisance.

SLAUGHTER OF THE INNOCENTS.—Up to yesterday nearly seven thousand dogs had been received at the dog pound in this city. Some of them were released on application of their owners, but the majority met their death by drowning.

OMNIBUS ACCIDENT.—Last evening, about half-past seven o'clock, Bridget McGowan, about fifty years of age and residing at 242 Mulberry street, attempted to cross Broadway, at the corner of Franklin street, when she was knocked down by stage No. 376, and sustained several severe contusions of the body. Officer Carson, of the Fifth precinct, had the injured woman promptly conveyed to the New York Hospital.

COMMISSIONERS OF EMIGRATION.

The Commissioners met yesterday afternoon, President Verplanck in the chair.

An invitation was extended to Governor Fenton to visit the emigrant institutions on the 5th proximo.

The Board resolved to suspend Mr. Kreager from the railroad department, for misconduct towards emigrants. Mr. Brodsky was expelled for the same cause.

A resolution was adopted asking that Mr. Bissinger be requested to furnish a report on the condition of the railroads to the Special Committee on Railroads.

Mr. Alfred Erbe was appointed Superintendent of the Labor Exchange, which is in progress of erection now on the Battery, contiguous to Castle Garden.

A resolution was adopted, demanding the railroad agency to refund the amount of money taken over and above the regular charge from an emigrant.

Number of emigrants arrived to August 14, 1867	156,806
Number of emigrants since to August 21, 1867	6,253
Total	163,059
To same date in 1866	163,051
Balance in bank January 1, 1867	$24,072
Aggregate receipts to August 14, 1867	$352,051
Received since to August 21, 1867, for commutation of passengers	13,847—365,899
Total	$389,972
Disbursements as per previous account to August 14, 1867	$257,348
No payments since.	
Balance in bank	$132,624

WESTCHESTER INTELLIGENCE.

THE METROPOLITAN BOARD OF HEALTH—INSPECTION OF MORBISANIA.—Yesterday afternoon Dr. Dalton and Engineer Worthen, of the Metropolitan Board of Health, made a thorough examination of certain portions of the villages of Mott Haven and Melrose, which had previously been reported as containing nuisances of various character. In many cases the owners of property, portions of which were in a disgusting state, had received orders from the Board to remedy the matter, but disregarded the same *in toto*. The result of their official investigation was that the representations of the local health inspector were correct in every essential, and instructions were given to the proper person in relation to the abatement of the evil at once.

THE COUNTY COURT AT WHITE PLAINS.—The County Court and Court of Sessions resumed its sitting at the Court House, White Plains, yesterday forenoon, Judge Robertson presiding, for the purpose of finishing the proceedings commenced at Bedford last week. Along with other cases disposed of was that of a man named Patrick McGee, who was convicted of a charge of having broken into a store at Peekskill some time since. He was sentenced to serve three years in the State Prison. A large meeting of the bar was subsequently held in relation to the death of the late Judge Scrugham, in the course of which resolutions were adopted setting forth their deep regret at the untimely death of so eminent a member of the legal profession.

NEWS FROM FORTRESS MONROE.

Arrival of Flint, the Alleged Absconding Navy Yard Clerk, Under Arrest.

FORTRESS MONROE, August 21, 1867.

C. C. Flint, formerly clerk at the Gosport Navy Yard, and proprietor of the *Old Dominion* newspaper at Norfolk, who absconded a year ago and went to England, having, as is alleged, committed frauds to the amount of $20,000, arrived at Norfolk to-day to be tried, having been arrested in New Orleans. The Exchange National Bank was one of the principal sufferers.

CONSTITUTIONAL CONVENTION.

Reorganization of the Militia—The Article on Banking and Corporations Adopted—Consideration of the Report on the Powers and Duties of the Governor and Lieutenant Governor—The Governor Prohibited from Signing Any Bill After the Adjournment of the Legislature.

ALBANY, August 21, 1867.

The Convention assembled at ten o'clock. Several memorials were presented and referred.

REORGANIZATION OF THE MILITIA.

Mr. MORRIS, from the standing Committee on the Militia and Public Defence, reported an article providing as follows:—

A militia force shall be maintained in order to repel invasion, suppress insurrection and to aid in the enforcement of the laws, and for this purpose all able bodied male citizens, between the ages of eighteen and forty-five years, shall be annually enrolled.

The militia shall be divided into the active and reserve forces; the former to be denominated the "National Guard," its numbers to be fixed by law, and at all times armed, equipped and disciplined. All the enrolled persons not belonging to the guard shall constitute the reserve force.

All persons honorably discharged from the army or navy of the United States, and all inhabitants whose religious feelings oppose war, shall in times of peace be exempt from militia service.

The Governor to be Commander-in-Chief, with power to appoint his assistants, with the advice and consent of the Senate as regards the general officers. General officers may appoint their staff officers.

All commissions shall expire in ten years from their date, except those of the National Guard reserves.

Section 5 provides that company commissioned officers shall be chosen by the written votes of the members of their respective companies, and field officers of regiments and separate battalions by the written votes of the commissioned officers of their respective regiments or separate battalions; but whenever the militia shall be in active service such right of election shall be suspended, and all commissioned officers shall be appointed by the Governor, and non-commissioned officers by the regimental or separate battalion commanders on the recommendation of their company commanders. Regimental and separate battalion commanders shall appoint their own staff officers.

All officers not specified in this article shall be appointed as may be prescribed by law, and in case the election and appointment of militia officers in the manner directed by this article shall not be found conducive to the improvement of the militia, the Legislature may change the same by law, provided two-thirds of the members elected to each House shall concur therein.

In the organization of the National Guard, provision shall be made for including therein a list of reserve officers of the National Guard or not less than ten years' service in the same grade, and of officers honorably discharged from the volunteer service of the United States who may be citizens of this State. They may be commissioned by the Governor with rank equal to that held by brevet, or otherwise, in the National Guard or United States Volunteers, and shall be entitled to such privileges.

BANKING AND CORPORATIONS.

Mr. SCHELL moved to reconsider the vote referring the report of the Committee on Banking and Corporations to the Committee on Revision. Carried.

Mr. BARKER moved to strike out the amendment prohibiting the consolidation of railroad corporations where the aggregate capital shall exceed $20,000,000.

The yeas and nays were ordered, and the motion to strike out was lost—48 to 63.

Mr. BARKER then moved to amend as follows:—"Provided the effect of this prohibition does not prevent the consolidation of railroad corporations with a capital less than $5,000,000."

Mr. PROSSER moved to make the sum $6,000,000.

Mr. BARKER accepted the amendment.

Mr. ROBERTSON moved to amend that "no corporation shall be created whose capital shall exceed $20,000,000, and any excess of property beyond that sum required by any corporation not distributed among its stockholders in one year after its acquisition shall be applied towards the payment of the debt of the State under laws to be enacted for the purpose." Lost.

The amendment of Mr. Barker was lost.

Mr. BARKER gave notice of a motion to reconsider.

The section was adopted.

Mr. PAINE offered the following as an additional section, which was lost:—

The