DISASTER ON THE HUDSON.

Collision at Night Between the Steamers Dean Richmond and C. Vanderbilt.

The Former Sunk and the Latter Seriously Injured.

PROBABLE LOSS OF TWO LIVES.

Fortunate Rescue of the Other Passengers.

Conflicting Statements as to the Cause of the Accident.

Intelligence reached this city at an early hour yesterday morning that the steamer Dean Richmond, of the People's line, running between this city and Athens, had been run into by the steamer C. Vanderbilt, of the Troy Steamboat Company, and sunk within twenty minutes of the time of colliding. The news caused the most intense excitement, similar in its exhibiton to that occasioned by the news brought to this city early one Sunday morning, some months ago, of the explosion on board the steamer St. John. It was known that the Richmond was heavily freighted with passengers and the friends of those of whose presence on board they had been advised, and others apprehensive that loved ones daily expected home might be returning by this route, anxiously sought the office of the HERALD, and the office of the different companies, eager to learn all the particulars they could of the disaster. The wildest sort of rumors were afloat respecting the affair, all of them, as is generally the case at such times, of the intensely fearful kind, and asserting a loss of life sufficiently great to excite in the highest degree the fears and anxieties of interested inquirers. Gradually as the day advanced these rumors settled into something of a connected story far less exciting than the earlier reports. It was thus learned, and subsequent inquiry served only to corroborate this statement, that the Dean Richmond left Athens about ten o'clock the previous night for this city, having on board about one hundred and fifty passengers. The night was clear, with a full moon lighting the course of the vessel. The Richmond proceeded on her way without interruption or thought of danger in the minds of the passengers, who retired to their staterooms about eleven o'clock, until when just below Rondout, the steamer C. Vanderbilt was observed approaching in a direct line towards the Richmond. Signals were at once sounded by each vessel, but, except from the respective pilots, it is not known how, or in what order. The effect, however, was not to occasion any change in the course or conduct of either vessel in avoidance of a collision; on the contrary, it is said the Richmond sheered slightly so as to bring her across the course of the Vanderbilt, so that the latter, under a full head of steam, struck the Richmond on the starboard side, about twenty feet aft of the bow, crashing through the heavy timber into the saloon and staterooms, and, striking the hull below the water line, making a tremendous hole in her side. The violent shock thus given both vessels, speedily aroused the passengers on each, who, scarcely waiting to attire themselves, came rushing from their staterooms to learn the cause of the concussion, the women shrieking in agonized affright. At first it was not known which vessel had sustained the greatest damage, and the consternation was about equal on both decks; but soon the rapidly gaining water gave warning to those on the Richmond that she was in a sinking condition. No time was to be lost in providing for their safety, and by the exertions of the officers and crews of the different vessels and a portion of the male passengers they were all transferred in safety to the Vanderbilt, which vessel, being provided with a water-tight bulkhead forward, escaped the fate of the Richmond.

A number of officers belonging to the railroad and the two steamboat companies left this city by the twelve o'clock train for the scene of the disaster, and arrived there at three o'clock, when, accompanied by Captain St. John, one of the owners of the Richmond, they visited

THE WRECK,

and there found the steamboat Herald endeavoring to tow the Richmond to the western shore. She was sunk to her hurricane deck, in the middle of the river, opposite Kelly's dock, two miles south of Rhinebeck.

She was heeled aport, and her after saloon was nearly broken off and partially turned up.

STATEMENT OF THE DEAN RICHMOND'S PILOT.

Mr. Judson Morey, pilot of the Dean Richmond, informed our reporter that he met the Vanderbilt near Esopus Island, when the latter blew two whistles for the Dean Richmond to go to the left. The second pilot of the Dean Richmond blew two whistles in response, which meant "all right." Then the Vanderbilt replied with one whistle, meaning go to the right. The Richmond was already going to the left and blew several whistles, indicating confusion, and then stopped. The collision took place almost immediately after—the Vanderbilt striking the Dean Richmond on the starboard gangway forward, penetrating to midships and cutting more than half way through her hull. She sunk in less than half an hour.

The occurrence took place between eleven and twelve o'clock.

THE POSITION OF THE BOATS ON THE RIVER.

Both steamers were east of and abreast of Esopus Island. On the west shore, going up, were the steamers St. John and Hero. The Drew, soon after the collision, took off the Dean Richmond's passengers, conveying them to New York, whither they were bound. The sunken vessel had three hundred tons of butter and cheese on board, and was furnished in magnificent style, but it is expected that almost all the furniture will be saved. It was thought, late yesterday afternoon, that her cargo had shifted. She lies in thirty feet of water, and at 4 P. M. three steamers were pulling her toward the west shore, the persons in command having concluded to fasten her to the dock at Port Ewen.

MISSING PARTIES.

One waiter, named John Manning, and the cook of the steamer are reported missing, but the officers and others on the wreck and who were on board of the boat at the time of the accident, say that none of the passengers were lost.

SAVING THE CARGO.

A great lot of floating articles, such as trunks, valises, bedding, &c., have been picked up by boats hired for that purpose, and from early morning those present at the wreck were engaged in taking from the staterooms bonnets, cloaks, books, packages and other miscellaneous articles and placing them on board a schooner, where they will be taken charge of until claimed by the owners. Where the wreck now lies there is but thirty feet of water, and it is hoped from the number of boats and schooners employed about her that a great deal of the cargo and passengers' baggage will be saved.

Another version of the case is that after the first whistle the Dean sheered, and not being able to recover herself, therefore gave four whistles to notify the Vanderbilt that she could not change her course, and she then slowed and stopped and rung the bell as a sign for the Vanderbilt to back and save a collision. The latter did so, but in such a manner as to strike the Richmond with terrific force on her starboard bow. Various stories are afloat relative to the cause of the collision. The following statements have been made by passengers in whose veracity reliance may be placed:—

STATEMENT OF PROFESSOR MARSH, OF FORT HAMILTON.

I went up on the Dean Richmond on Wednesday, and was so fearfully annoyed with the mosquitoes in my state room that on my return I changed and got a bridal room, the very forward room of the boat, and opened my window to let in the fresh air. I moved from room 120 to the front room in the bow, and soon after sent a colored man to fetch me some water from my other room. I then went to the bow of the boat and commenced smoking—this was about twenty minutes to one o'clock this morning.

I was about the only passenger on deck at this time, and could catch a faint glimmer of some light nearly half a mile off. This, as it afterwards appeared was the light of the Vanderbilt coming down the river. I watched her closely and saw she was coming in a straight line for our boat, but I thought she would turn off, unless the parties on board were asleep. She did not, however, do so until, when within fifty yards of each other, one of the boats blew a whistle, and then both turned sharp, but in the same direction—to the left—towards the New York shore. I saw them approach towards each other and when within fifteen yards of the Vanderbilt, knowing the collision was inevitable I ran for my friends to get them up, and routed all the people I could, and told them to get up as the boats were going to strike. I then ran towards the bow, and was about half-way, near the engine house, on the first saloon, when the crash came—and such a crash I never heard before. This took place a small distance above Rondout. I had just time to run to my cabin and save some of my property, my watch and money; but my friends had just only time to save themselves.

The two boats then stuck fast in each other and remained so until the Dean began to sink—when the state rooms of the Vanderbilt were all broken, and it was only then the two steamers got loose and the Dean Richmond went down.

The Vanderbilt struck the other in the bow and crushed some of the first class state rooms, and as the Richmond was sinking all the cabins rested on the Vanderbilt. The two boats presented a very shattered appearance, and the bow of the Vanderbilt, which was a false one, was to be seen all hanging in the water.

There were upwards of one hundred and seventy passengers on the Richmond, the greater number of whom were women and children, and the scene on board, both immediately before and after the collision, was very exciting. Women were running to and fro with scarcely any clothing than their nightdresses, and children were crying in every portion of the boat. People were looking for their baggage, while others were anxious to leave, if possible, without any. I took two little children off and also an old lady, who clung to me, saying she was all alone. With great exertions the purpose was carried out of having all the passengers transferred to the Vanderbilt.

But here the poor people were as uneasy as when on the Richmond, as the appearance of the steamer bo[illegible] anything but favorable for her safety, and the passengers began to leave her for small boats and schooners that came near. The captain then came on deck and told them there was no danger as there was but little water in that part of the river. This had the effect of quieting their fears, and the Vanderbilt proceeded on her journey.

The Captain and officers of the Richmond say that all the passengers were saved. The colored porters report one of their number missing.

STATEMENT OF FRANK W. LEVIEN.

The Dean Richmond started from Athens at ten o'clock last night, with about one hundred and fifty passengers on board, and, according to the statements of the deck hands of the boat, the heaviest freight that has been transported on this line during the season. I had two children, my little brother and sister, in my care, and these I placed in a stateroom on the second deck (above the main deck of the vessel), finding for myself a berth in the gentlemen's cabin, in the hold. I retired to my berth about a quarter after eleven. I laid awake for about half an hour, and it appeared to me that I had been sleeping for about an hour and a half longer, when I heard a terrific crash, accompanied with a severe grating sound which aroused me. I leaped out from my berth with only pantaloons and shirt on, and vaguely comprehending the cause of the sounds, rushed to the companionway, but decided to return to my berth for the rest of my clothing. As I stepped into the cabin on my way back I found the floor covered with water to the depth of about half a foot. Beside my berth I found two men sleeping soundly and snoring loudly. I kicked and aroused the men and then seizing my clothing, ran up to the room of my sister and brother, aroused the children and took them by the hand. At this time there was great commotion on board. Women and men were running hither and thither, shrieking loudly and adding to the alarm by their excitement, and there was a great noise of feet hurrying to and fro overhead. I asked one of the "hands," who was passing, how I could get off the boat, and he told me to go to the bow. I ran there, but found so great a crowd of horses and piles of freight that I could not get out. I then hurried back and found that the water was flowing up on the main deck. I ran up stairs to the saloon and running forward tried the doors leading to the upper deck, but found that they were locked and, therefore, I could not reach the bow in that way. The people on this deck were wild with consternation and were raging about utterly unconscious of their acts and incapable of taking any measures for their preservation. In running back through all this confusion towards the stern of the boat, I saw through the glass at the top of a stateroom door, the light on the steamer Vanderbilt, which had approached our boat. I immediately broke open the door of the stateroom, broke the window and handed the children out to the deck hands of the Vanderbilt, who worked assiduously in preserving life. After saving the children I returned to the Richmond and assisted several ladies through the window to the deck of the Vanderbilt. A crowd of male passengers who stood on the Dean Richmond passed the ladies hastily to the Vanderbilt. The deck hands of the Richmond ran on the first alarm, and thought of nothing but their own safety, but the captain and officers of the boat gallantly discharged the many onerous duties devolving on them at such a time. The colored woman who had charge of the ladies' cabin also acted bravely, and by her coolness succeeded in quieting the wild fears of many who seemed inclined to leap overboard under the excitement of the occasion. Two schooners which were passing hove to near the scene of the accident, and lowering their boats succeeded in taking off a number of passengers from the Richmond. It was reported in my hearing that the head waiter and another employé on the boat were missing, but no definite account could be learned of the number of casualties. While this work of rescuing the passengers was going on, the vessel was rapidly sinking, and in twenty minutes after I was aroused from my berth the Richmond had entirely gone down. The vessel was struck on the starboard side, about twenty feet from the bow, and was cut through her decks and hull below the water line, crushing her timbers so effectually that her sinking was inevitable.

SPECIAL CORRESPONDENCE OF THE HERALD.

Another Account—Statements of Passengers on Board the Vanderbilt.

TROY, Sept. 20, 1867.

The city was startled at a very early hour this morning by the announcement that a disastrous collision had occurred at 12:30 this A. M., on the Hudson, between the two freight and passenger steamers Dean Richmond and Cornelius Vanderbilt, and that it had been attended with loss of life, which latter event at this writing (3:30 P. M.) seems quite probable, although no one has verified the belief. The Vanderbilt left this city for the city of New York at the usual hour last evening, and at half-past twelve o'clock collided with the Richmond at a point about half a mile below Esopus Island, just above Hyde Park, and near Poughkeepsie. The Vanderbilt, it is stated with great unanimity by the passengers who have arrived here in her, was proceeding on her direct and proper eastern course up the river, making for the eastern line of Esopus Island. At this moment the Richmond rounded the southern point of the island from the west, but failed in some unaccountable manner to keep her course properly but steered directly across the river and immediately in front of the Vanderbilt. At this juncture the two steamers were sufficiently far apart, there being a bright moon, and everything in open view, so that the pilot of the Vanderbilt was enabled to sound his steam whistle to alarm the pilot and other officers of the Richmond, and when the collision took place the engines of the Vanderbilt had been reversed, and that steamer had already retroceded several lengths, without, however, averting the immediately subsequent calamity. Several gentlemen passengers on the Vanderbilt had found time between the blowing of the whistle and the collision to reach the deck and make inquiries as to "what was up." The Richmond made no response, but ran directly upon the bow of the Vanderbilt, and was very nearly cut in two at the forward quarter of the larboard side, and I am reliably informed that the bow of the Vanderbilt penetrated the colliding steamer about forty feet, which resulted in the Richmond's being kept from instantly sinking, which she at once did when abandoned to her fate by the Vanderbilt. When the proportions of the accident were developed the greatest consternation seized upon both the officers and passengers of the ill-boded Richmond, the terror and alarm continuing until they were transferred, through the agency of the Vanderbilt, to the consort steamer Daniel Drew, passing by *en route* for New York.

It is officially related that Captain Teson, commanding the Vanderbilt, not only successfully allayed the fears of his own passengers, but by his coolness and resolution did nearly all that was done to prevent the calamity from being far more serious than it was. Among the incidents I may mention that ten of the crew of the Vanderbilt at the time of the accident were sleeping in the forecastle, and being thus confined were unable to extricate themselves. They were directed to remain quiet, and told that they would be relieved at the earliest moment, it not being known how many of them were killed, wedged as they were between the debris of the two boats. They were all subsequently taken out alive, and only one of them injured and that so slightly that he is about the city today. As before intimated of the withdrawal of the prow of the Vanderbilt from the Richmond, the latter vessel instantly sunk in sixteen fathoms of water, with an immense and valuable freight, including two hundred and fifty tons of cheese.

The injuries to the Vanderbilt were somewhat extensive but not serious, owing to her having water tight compartments. From eight to ten feet of her upper works have been carried away and her hull injured in the forward part. She arrived here this morning in a leaky condition and will return to New York for repairs. The Washington volunteer steam fire engine pumped her out to-day, and her freight has been all safely removed.

The Richmond was comparatively a new boat, having been built four years ago, at a cost of $750,000. Up to the withdrawal of the Vanderbilt, a few days since, she was the consort of the Richmond on the Athens route.

A meeting of the passengers was held on board the Vanderbilt this morning, Hannibal Green, of this city, a passenger, presiding. The following exculpatory resolutions were adopted:—

Whereas, an unfortunate collision occurred last evening between the steamers C. Vanderbilt and Dean Richmond, by which the Richmond was sunk and the Vanderbilt seriously injured, and the lives of the passengers of both boats very much endangered; the circumstance reflecting great skill and efficiency on the part of the officers and crew of the Vanderbilt. Now, therefore, be it

Resolved, That the thanks of the passengers of the steamer Vanderbilt are eminently due to Captain Frank Teson and his officers for the cool, prompt and efficient manner in which, under the trying circumstances, they managed the Vanderbilt, and for their humane conduct toward the passengers of the Richmond in saving them from the wreck and transferring them to the Drew.

Resolved, That the collision aforesaid occurred in consequence of the neglect of the officers of the Richmond, and that the officers of the Vanderbilt did all in their power to prevent such collision.

An intelligent eye witness submits the subjoined card:—

ON BOARD STEAMER C. VANDERBILT, FRIDAY MORNING, Sept. 20, 1867.

The undersigned, passengers on board said boat at the time of the collision with the Dean Richmond, this morning, state that the Dean Richmond was greatly in fault in shifting her tack to the east, and that as soon as the same was discovered by the pilot of the Vanderbilt he rang his bell and reversed his engine, making two and a half revolutions back, doing all in his power to prevent such collision; that the undersigned had full opportunity at the time of observing all the circumstances, and the facts above stated are all in their personal knowledge. The Vanderbilt was as near the eastern shore at the time as it was safe for her to be, and the Dean Richmond stove in from the western shore without changing her course until the collision occurred. We believe that it was wholly impossible on the part of the C. Vanderbilt to avoid the collision, and we truly exonerate the officers of the Vanderbilt from all blame.

CLARENCE A. BURTIS, 27 Barrow street, New York
C. H. VAN OLINDA, Sandwich, Ill.
GEORGE W. CLUM, Troy, N. Y.

We certify that we were on the Vanderbilt as passengers at the time of the collision with the Dean Richmond, and observed the situation of the two boats; that from an observation of them at the time, we fully believe that the foregoing statement made by the eye-witnesses is in all respects true.—Dated Sept. 27, 1867.

PETER J. FOX, Troy, N. Y.
F. W. BISHOP, Troy, N. Y.
Capt. JOHN CONNOR, West Troy, N. Y.
H. S. SHED, Whitewater, Wis.
CEPHAS CHURCH, Winchester, Mass.
STEPHEN T. DUSENBURY, Troy, N. Y.
G. F. SAFFORD, Salem.
CALVIN SURDAM, North Hoosick, N. Y.
JOHN D. TAYLOR, Salem, N. Y.
E. GRATZ, Troy, N. Y.
HANNIBAL GREENE, Troy, N. Y.
T. COPYN, Troy, N. Y.
R. B. CURTIS, New York, 28 Park row.

THE LAW GOVERNING VESSELS MEETING AND PASSING EACH OTHER.

The law is so clear and explicit in its provisions as to guarantee, if proper attention were paid to the regulations set forth in the various rules subsidiary thereto, an immunity from any such occurrence as that above recorded. These rules are made by the Supervising Inspectors of steamboats empowered to make such by the twenty-ninth section of an act of Congress, approved August 30, 1852, entitled "An act to amend an act (very properly and necessarily) entitled an act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam, and for other purposes." The following rules are peculiarly applicable in the present instance:—

RULE 1.—When steamers are approaching each other, the signal for passing shall be one sound of the steam whistle to keep to the right, and two sounds of the steam whistle to keep to the left. These signals to be made first by the ascending steamer. If the dangers of navigation (darkness of the night, narrowness of the channel, or any other cause, render it necessary for the descending boat to take the other side, she can do so by making the necessary signals and the ascending steamer must govern herself accordingly. These signals to be observed by all steamers, either day or night.

RULE 2.—Should steamers be likely to pass near each other, and these signals should not be made and answered by the time such boats shall have arrived at the distance of eight hundred yards from each other, the engines of both boats shall be stopped; or should the signal be given and not properly understood from any cause whatever, both boats shall be backed until their headway shall be fully checked, and the engines shall not be again started ahead until the proper signals are made, answered and understood.

The regulations respecting signal lights are equally as direct and comprehensive, so much so that, taken in connection with the above, in the conception of any ordinary mind—that of a landsman, for instance, who knows nothing of the rivalry existing between different lines of steamboats—it would seem that proper provision was made against the occurrence of any such accident as that we record above.

Rule sixteen states—"Signal lights for steamers under way are provided by law as follows, the same to be carried between sunset and sunrise." For coasting steamers and those navigating inland waters, the law provides as follows:—

On the starboard side a green light, and on the port side a red light, each to throw the light through ten points of the compass on the respective sides, viz:—From right ahead to two points abaft the beam, and to be visible at least two miles. These colored lights are to be fitted with inboard screens, projecting at least three feet forward from the light to prevent them from being seen across the bow, and a central range of two white lights, the after light being carried at an elevation of at least fifteen feet above the light at the head of the vessel; the head light to show through twenty points of the compass, namely:—From right ahead to two points abaft the beam on either side of the vessel, and the after light to show all around the horizon.

THE TURF.

Third and Last Day of the Hoboken Races.

There was a greater throng of turfites, and more animation in betting, and more sanguine sporting men at Seacaucus yesterday than has been noted in all the previous days of this autumn's racing there. Conspicuous among the rest were old and jovial members of the turf, and they clustered around the portly form of the meritable "Jake," who zealously endeavored to suit the wishes of the throng.

There were five races advertised, and they were all very punctually and to the letter carried out, although in the end many of the turf wiseacres lost all their money and left the field in a condition that bordered on despondency.

THE FIRST RACE.

Steeple chase. A handicap premium of $350 to winner, and $50 to second horse; all ages; about three miles over a fair hunting country, and twenty-seven jumps.

Paul Wood named b. h. General Williams, by Lexington, dam by imp. William the Fourth, 136 lbs.. 1
George Pepper named b. h. Zigzag, by Ruric, dam Zeta, by Zenith, 126 lbs..... 2
Colonel D. McDaniel named b. h. Oakland, by Revenue, dam by imp. Margrave, 126 lbs..... 0

Time, 6:11.

Zigzag was the favorite, $100 to $30 against the field, and all betting men who presumed to be very greatly informed wagered their money upon him. At the word "go" he manifested but little inclination to beat his opponents, and Williams led the way and came home the victor, knocking down but two hurdles—the eighth and twelfth—leading the entire distance, and never tiring. Time, 6:11. Oakland refused to jump the first hurdles, and was at once considered out of the race.

THE SECOND RACE.

Hurdle race, mile heats, over three hurdles. Matched premium of $5,000.

Mr. P. Brady entered ch. m. Skylark..... 1 1
Mr. J. Donahue entered br. h. Garioune..... 2 2

Time, 2:11¼—2:14.

Skylark was greatly the favorite. He got away and led over the three hurdles three lengths ahead, making the mile in 2:11¼, and the second in 2:14, coming home the winner by 12 lengths.

THE THIRD RACE.

Premium of $400 for horses beaten at this meeting; those beaten once allowed seven pounds; twice, fourteen pounds. Dash of one and a half miles.

Dr. J. W. Weldon, named b. c. Jubal, by imp. Balrounie, dam Julia by imp. Glencoe..... 1
Colonel D. McDaniel named b. h. Oakland, by Revenue, dam by imp. Margrave..... 2
Dr. J. W. Weldon named Susie M., by imp. Cythian, dam young Meg, by imp. Glencoe..... 3
J. W. Pennock named ch. h. Passaic, by Dencalion, dam by imp. Glencoe..... 4

Time, 2:51.

Oakland was the favorite at large odds, but the lithe and handsome Jubal astonished them all by his celerity and victory.

THE FOURTH RACE.

Premium of $200; all ages; dash of a mile.

Colonel D. McDaniel entered br. c. Clement, by Lexington, out of Lucy Fowler..... 1
Dr. L. W. Weldon named b. f. Susie M. by imp. Cythian, dam by young Meg, by imp. Glencoe.. 2

Time, 1:52.

Clement was the favorite, $25 to $10; there were but few pools. Clement won the race easily, being three lengths ahead the entire distance.

THE FIFTH RACE.

Post stake premium, for three year olds, of $600; $50 entrance, p. p.; two mile heats.

J. W. Pennock named ch. c. James A. Connolly, by Vandal, dam. by imp. Margrave 1 1
Col. McDaniel named b. c. Morrissey, by Breckinridge, dam by Bonnie Scotland..... 2 2

Time, 3:42—3:42½.

The crowd had by this time become very enthusiastic, and Connolly was the favorite at $100 to $40. He held to his friends, and beat his opponent after an exciting race, the closely contested points of which have not been equalled this year.

The races at Seacaucus this autumn, although not at all remunerative to the association, have established the truth that wherever energy and faith are known upon the racing tracks there will be success.

TROTTING AT MYSTIC PARK, MASS.

SPECIAL CORRESPONDENCE OF THE HERALD.

BOSTON, Sept. 20, 1867, 8:30 o'Clock P. M.

The races at the National Trotting Fair at Mystic Park, Medford, ended this afternoon, and have been during the four days which the fair lasted among the finest on record. The fair has been marked by some noteworthy instances of speed, as in the case of Lancise, who made his best time in harness in 2:25¾, Jessie Wales her best time to road wagon in 2:26, and Jessie Wales and Ben Franklin the best double team time on record—2:32½. The attendance to-day was quite large, and the display of private turnouts extensive. In the race between Kangaroo and Mocking Bird, in harness, Kangaroo won, and in the double team race between India Rubber and McClellan and Ben Franlin and Jessie Wales, the latter team won. Best time, 2:32½. The fair was a pecuniary success.

CRICKET.

Match Between the St. George Club and the Young America, of Philadelphia.

Quite a large gathering of cricketers and lovers of the game came together yesterday at the Elysian Fields, Hoboken, to witness the interesting match that was advertised to take place between the Young America Cricket Club, from Philadelphia, and the St. George Club, of this city. The morning looked lowering and suggestive of rain; but, fortunately, the day kept fine all through, and not a drop of water descended, save, perhaps, from some disappointed eye at the defeat of a favorite champion or on account of the insertion of the unwelcome "duck's egg" in the score sheet.

The bowling, batting and fielding throughout the match were good, especially on the side of the St. George Club, which has only to make twenty-nine runs in the second innings, to be played to-day, in order to win the match.

The score, so far as the game has yet gone, is given below:—

FIRST INNINGS.

St. George Club.	*Runs.*	*Young America Club.*	*Runs.*
Bainbridge, b. C. Newhall	4	G. Newhall, c. Robinson, b. Norley	2
Norley, c. Johns, b. D. Newhall	5	Bayard, b. Norley	5
Ratcliff, b. C. Newhall	0	D. Newhall, b. Gibbes	7
Earnshaw, b. D. Newhall	0	Large, c. Bowman, b. Gibbes	1
Gibbes, b. D. Newhall	6	Tiffany, b. Gibbes	0
Robinson, b. D. Newhall	0	C. Newhall, c. Bainbridge, b. Gibbes	1
Cater, c. D. Newhall, b. C. Newhall	7	Sanderson, b. Norley	3
Hatfield, c. G. Newhall, b. D. Newhall	8	Russier, not out	14
Butterfield, b. D. Newhall	20	Baird, c. Hatfield, b. Gibbes	5
Bowman, not out	9	Johns, b. Norley	1
Pomeroy, c. C. Newhall, b. D. Newhall	5	E. Davis, b. Gibbes	0
Byes, 6; no balls, 2	8	Byes, 3; l. byes, 1	4
Total	62	Total	43

In the second innings the Philadelphians made 48 runs; all out. The match will be concluded to-day.

STEAMBOAT BOILER EXPLOSION ON THE CHATTAHOOCHIE—SIX PERSONS KILLED.

COLUMBUS, Ga., Sept. 20, 1867.

The steamboat Chipola, on the Chattahoochie river, bound for this point, exploded her boilers eighteen miles below here yesterday afternoon. Six persons, two white and four colored, all employés on the boat, were killed. Only one body has been recovered. The passengers are all safe. The boat is a total loss.

AFFAIRS ON THE PLAINS.

Alleged Murderers Arrested—Progress of the Pacific Railroad.

ELLSWORTH, Kansas, Sept. 20, 1867.

Two brothers named Farrell were arrested at Fort Harker to-day, charged with the murder of Frank Johnson a few days ago.

The track of the Union Pacific Railroad, Eastern division, is rapidly progressing, and has now reached a point fifteen miles from Fort Hayes.

THE POLITICAL PARTIES IN NORTH CAROLINA.

RALEIGH, N. C., Sept. 20, 1867.

The Raleigh *Register*, edited by Daniel R. Goodloe, and the recognized organ of the republican party of this State, denounces the recent radical convention in bitter and scathing terms, and excommunicates the Holden conjutors. The party is certainly hopelessly divided.

The Constitutional Union men hold an immense mass meeting next Friday, the 27th. All of the most influential and prominent citizens have signed the call.

JAPAN AND CHINA.

SPECIAL TELEGRAM TO THE HERALD.

Murderous Assaults of the Natives on Foreigners—An American Citizen Killed—Persecution of Native Christians and the Interference of the United States and France—Official Mission to the United States—Movements of War Vessels—Markets.

SAN FRANCISCO, Sept. 14, 1867.

There is news from Magank of a very murderous character. The Yokohomas have killed one American, two English and three Chinamen in the course of three weeks. The perpetrators are still at large. The Japanese authorities are imprisoning Japanese Christians in large numbers. The American Minister has protested against further arrests until he has seen the native officials at Yeddo. The French Minister proceeded there with the frigate L'Guerroire to investigate the matter and will probably release them.

If the Japanese persist in this course, trouble may be apprehended with the French, as the Christians assailed are under French protection. The harbor was full of steamers and sailing vessels, waiting for Japanese purchasers. Japanese have no money, and trade is dead.

The Tatarin who attacked Mr. Schnell, the Prussian diplomatic attaché, was secreted by his friends. The affair was reported to the authorities, who are trying to arrest the man.

The foreign Ministers have been urging on the authorities to do away with the practice of carrying swords by the lawless, vagabond class of the people, who use them only for the purpose of terrifying industrious people.

The United States steamship Shenandoah has returned from West coast with the Minister General Van Valkenberg.

A new port of trade was to be opened on the 1st of January, but until the foreign Ministers assemble it will not be known what port is decided on by the Japanese and other governments. The Colorado takes on board F. Darosa, who proceeds to Portugal with a letter from the Tycoon of Japan to the King of Portugal.

Another party of Japanese officials have arrived in San Francisco, going east to inspect the navy yards, ships-of-war, &c., of the United States.

One hundred and twenty-five bales of silk have arrived from Hong Kong, and fifty-two bales of silk and six hundred and thirty-six packages of tea from Yokohama; all for New York.

The United States ships Hartford and Wyoming have gone to Tensin.

The United States ship Supply is at Shanghae.

The mercantile news is of little importance. The Japanese are too much impoverished to make purchases, but with the prospect of peace a lively trade will soon spring up for foreign manufactures. Gray shirtings and cotton yarns were in good demand, selling freely at good prices; no demand for woollen goods and metals. The demand for firearms had quieted down, and it was difficult to cover the cost of importation.

The unfavorable state of the home markets has checked the demand for raw silk, and prices continue high and holders firm. The collections of new season crop of tea are large, principally for the New York market. The stock is composed of medium to good—medium, with small portion of fine grades. Prices advanced during the last fortnight from $2 to $3 per picul. Imports of rice and sugar have stopped. Prices were lower.

THE PRESS TELEGRAM.

SAN FRANCISCO, Sept. 14, 1867.

The steamship Colorado, at this port from China and Japan, made the voyage six days sooner than expected. She found the Costa Rica at Yokohama July 27, and reached Hong Kong August 5. She had three deaths among her Chinese steerage passengers.

Returning, she left Hong Kong August 15, reached Yokohama on the 22d, and left there on the 24th for this port. The Colorado brings three hundred and sixty-two passengers and eleven hundred and forty tons of merchandise. She experienced moderate weather, and all on board are in good health. Twenty-nine of her passengers are Japanese, and two hundred and sixty-five are bound to New York.

The *China Overland Mail* contradicts the report that the Hong Kong and Shanghae telegraph scheme is to be abandoned. On the contrary, it says the material is on the way for its construction forthwith, and some of it has already been received at Hong Kong.

The inquest into the Jeddo tragedy had resulted in several Chinese being held for trial for wilful murder. They were handed over to the Portuguese Consul.

The Agamemnon was undergoing repairs in dock.

Two Europeans had died at Shanghae from hydrophobia, and all unmuzzled dogs were being shot.

The Hankow Chamber of Commerce had discussed a project insisting upon cash payments from Chinese, but considered it as having a tendency to throw business into the hands of native merchants.

The bark John Adams had been sold to the British government for $7,500, to be used as a quarters for the police at Hong Kong.

The *North China Herald* gives accounts of the cruise of the United States steamer Shenandoah in search of a suitable port for an American establishment on the west coast of Japan. General Van Valkenburg accompanied Commodore Goldsborough. The cruise extended from July 12th to the 24th. Numerous places were visited, having from three to thirty-five thousand inhabitants. The people were everywhere friendly though sometimes timid. The result of the expedition is not stated, except that the point designated in the treaty is not adapted to foreign commerce.

The Yokahama *Herald* reports frequent murders at Nagasaki and the existence of much apprehension in consequence. Business was arrested by the great annual holiday of the Japanese.

The *Fête Napoleon* was celebrated at Yokohama with great *éclat*, all foreign nationalities participating.

The Yokohama *Herald* declares the proposition for the recall of the British troops from Japan unwise, and that their presence prevents violence against foreigners.

SAN FRANCISCO, Sept. 16, 1867.

The following despatch, dated Shanghae, China, August 16, was delayed in the post office of this city by a clerical blunder:—

The drouth in North China continued with great severity.

A proposal had been made to employ foreign instructors in astronomy and mathematics in China, but it met with great opposition. The Emperor had received numerous petitions praying him to prohibit such an invasion of the ancient customs. The Prince Regent is much abused and has tendered his resignation, but it has not been accepted.

A million taels are to be raised by taxation for a levy to supply the army of North China and to assist those who are suffering from the drouth at Chefoo, six hundred miles from Shanghae. Great fears are still entertained of the new rebels. Tantai once took refuge on an English gunboat. This has had a good result. He has shown his gratitude by allowing scientific men to examine some coal mines forty miles from Chefoo.

The Mahomedan rebels in Yunawa carry everything before them and have declared Sin Sin their emperor.

The British Minister has returned from a tour of the ports, at almost all of which he found invasions of the treaty were practiced. At Amoy from thirty to sixty per cent was charged on foreign goods in transit to the interior, while the treaty allowed only five per cent.

The Hong Kong Chamber of Commerce favors a revision of the treaty next year, and the reduction of the duty to two and a half per cent. When the treaty is revised all the Powers concerned will insist upon having railroads and telegraphs allowed.

The failure of the English tea house of Mackellan & Co. caused great excitement in Hankow among the native losers.

A mob of eighty attacked the British Consul and kicked and bruised him. No man-of-war was in the port at the time. The Chinese attempted to plunder a store.

The Americans think that the United States should have a gunboat on the Yangtsee-Kiang at once to protect the large interests at stake on that river.

The imports at Hankow by American steamers for the quarter ending with the month of June amount to $4,000,000 in value. The river is very high again, and the country is flooded for miles.

The American squadron now in the waters of China and Japan numbers six vessels, besides the supply ship. France is withdrawing her fleet from the Chinese waters, while England and the United States are increasing theirs.

NEWS FROM SAN FRANCISCO.

SPECIAL TELEGRAM TO THE HERALD.

Death of Commander G. W. Young, of the Navy.

SAN FRANCISCO, Sept. 14, 1867.

Commander G. W. Young, of the United States steamer Suwanee, died off Manzanilla about the 6th inst. He was buried at Manzanilla.

THE PRESS TELEGRAM.

The United States Steamer Shubrick Ashore—Heavy Guano Contract in Chili.

SAN FRANCISCO, Sept. 14, 1867.

The United States steamer Shubrick went ashore on the 8th inst. in a fog, thirty miles below Cape Mendocino. She was returning from a trip to convey lighthouse material. It is not known if she can be saved. The bark Milan cleared from San Francisco to-day for Sitka with a cargo of building material for the government.

The overland mail last night brought dates from New York to August 28.

The *Bulletin* has advices from Chili that J. L. Whitman and Harry Meigs have a contract with a French company, amounting to $6,000,000, for the removal of the immense deposit of guano from Megillones Point, which is held jointly by Bolivia and Chili.

Result of the Election—Marine Intelligence.

SAN FRANCISCO, Sept. 16, 1867.

Returns from forty-eight counties, partly official, give Haight 42,300 votes, Gorham 33,740 and Fay 1,568. The returns of the vote for Congressmen have been received from a few counties only, and the will not all be known for several days, but it is certain that only one Union candidate (Higby) is elected. The Union majority in the Senate is now positively known to be four, which is enough to prevent the repeal of the Registry law or the division of the school fund, which was favored by a large portion of the democratic party.

The French transport Danaide has arrived from Tahite on her second trip for the government mails.

The ships Robin Hood and Eben Sears, from Baltimore, have also arrived. The ship Enoch Train has cleared for Liverpool with over fifty thousand sacks of wheat.

NEWS BY THE GOLDEN CABLE.

SPECIAL TELEGRAM TO THE HERALD.

The Havana Municipality and an English Loan—The Banco Espagnol.

HAVANA, Sept. 20, 1867.

The Havana municipality has secured a loan in London.

The administration are deliberating on the expediency of increasing the rate of interest allowed by the Banco Espagnol beyond eight per cent.

Exchange in currency on the United States sells at 25 per cent discount. Gold at 10 per cent premium.

The following is a list of vessels arrived at and departed from this port since the 17th:—Arrived on the 19th steamer Missouri, from New York, and schooner George Dooly, from Matanzas. Sailed on the 18th schooner Victoria, for Pensacola; on the 19th the brig Poinsett, for Sierra Leone, and the schooner Oriental, for New Orleans.

Salnave's Warning to Foreigners—Destitution and Robberies Prevailing in Hayti—Another Revolution Inevitable.

PORT AU PRINCE, HAYTI, Sept. 8, VIA HAVANA, Sept. 20, 1867.

Salnave has submitted to the Chambers an order warning foreigners against any public expression of opinion regarding the political affairs of the country. Another revolution is inevitable. The most horrible destitution prevails and robberies are perpetrated almost with impunity. Business has become paralyzed.

Dearth of Business in Jamaica—Small Pox—The Reported Rising in Saint Domingo a Canard.

JAMAICA, Sept. 16, via HAVANA, Sept. 20, 1867.

Business is dull, and the weather is fine. The small pox prevails at Montego Bay. The reported insurrection in Saint Domingo is a canard started by the Haytien authorities.

THE PRESS TELEGRAMS.

Reported Trouble in the Haytien Capital—New Customs Regulations in Havana.

HAVANA, Sept. 20, 1867.

Advices from Jamaica to the 12th inst. have been received. They state that the small pox has appeared in Montego bay. Commerce was stagnated.

The Governor of Jamaica has authorized the building of a railroad branch from Spanish Town to Old Harbor.

The weather was good and the crops promising.

Reports have arrived here from Hayti which state that there has been some trouble in the capital, but the particulars are not known.

By a Custom House order just issued all entries of goods at the Port of Havana must be accompanied by minute and exact invoices.

Exchange rates steady on London and Paris; United States currency, 25¼ a 25 discount; Gold, short 9¾