

TELEGRAPHIC NEWS FROM ALL PARTS OF THE WORLD. Further About the Steamship Pereire Accident.

DESTRUCTIVE FIRE IN TRIESTE. A New Decree of the Spanish Government.

Defeat of the Paraguayans at Angostura.

CAPTURE OF THE TOWN. An English Schooner Seized in the Gulf of Mexico by a Spanish Man-of-War.

Cuban Reinforcements Found on Board. THE STEAMSHIP DISASTER.

Further Particulars of the Accident to the Steamship Pereire.

The Steamship Pereire, Captain Duchesne, sailed from Havre on Friday, the 15th inst., for New York, touching at Brest, which left the day following, the 16th.

The storm increased in violence until, when five days out from Brest, it became a furious gale which threatened the destruction of the ship.

Heavy seas broke over her, carrying away entirely her forward deck cabin, the dining saloon for the second class passengers, deluging the engine room and partially disabling the ship.

The storm caused the vessel to lurch tremendously, and the passengers and crew were thrown from place to place with great violence.

At length on the 21st instant the Pereire shipped an immense sea, estimated at 1,000 tons, which completely flooded the cabin and killed one of the passengers—outright—a Miss Funchelberg, from Germany.

The storm coming from the west Captain Duchesne, doubtful of his ability to safely ride it out, thought it prudent to put the vessel about, which was done, and she arrived safely at Havre on the 26th instant.

As before stated three of the crew and three of the second class passengers were killed and many others injured.

The injuries, however, were mainly slight, and all are now doing well.

The Pereire's passengers will go forward to New York in the St. Laurent next Saturday.

Before the arrival of the Pereire at Havre the passengers assembled in the cabin and unanimously passed resolutions complimenting the commander of the steamship, Captain Duchesne, for his courage and seamanship, as demonstrated not only by the present case, but many times before, and especially in the collision of the Vespa with the Arctic on the American coast years ago.

ENGLAND. Weekly Statement of the Bank of England.

The regular weekly statement of the Bank of England, made public to-day, shows that the amount of bullion in vault has increased £212,000 sterling since last week.

SPAIN. Religious Equality.

The provisional government, for the purpose of preventing the repetition of such outrages as the one just perpetrated at Burgos, has issued a decree establishing the equality of religious sects before the law.

AUSTRIA. Distress in Trieste.

An extensive fire occurred in the business portion of the city last night. The custom house, the railroad depot in the vicinity and several government warehouses were destroyed.

SOUTH AMERICA. The Paraguayans War—Capture of Angostura by the Allies—Flight of Lopez with the Remnants of His Army to the Interior.

Later news has been received from the seat of war in Paraguay via Rio Janeiro.

EUROPEAN MARKETS. LONDON MONEY MARKET.

LONDON, Jan. 28.—4 3/4. The market for cotton closed quiet at the following quotations:—Siam, 11 1/4; Middling Orleans, 11 1/4; Middling Java, 11 1/4.

THE NEW DOMINION. Nova Scotia Politics—Meeting of the Royal League of Halifax.

It is asserted by the friends of the local government that although requested through the Lieutenant Governor to send a representative with Messrs. Howe and McLean to Ottawa they declined to do so.

ILLINOIS. General Sherman As Hosts for New Orleans—Woman's Rights Convention—Progress of the Pacific Railroad.

General Sherman and his secretary, Colonel Dayton, with their families, leave for New Orleans to-day.

EUROPEAN MARINE NEWS. LONDON, Jan. 28.—The North American arrived to-day.

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OHIO. The Cleveland and Mahoning Railroad.

The annual meeting of the Cleveland and Mahoning Railroad Company was held yesterday.

CUBA. Capture of a Schooner with Insurgent Crews on Board—Reports from Spanish Sources—Havana, Jan. 28, 1869.

The Spanish man-of-war Venadito, after a sharp chase, captured, near Romano Key, an English schooner ballina from Havana.

GEORGIA. Investigation of State Finances Ordered—Lawlessness and Disturbances to be Suppressed.

A joint committee of the Legislature has been appointed to inquire whether any money has been drawn from the Treasury except by appropriations made by law.

ARKANSAS. Operations of the Militia—Prompt Punishment for Lawlessness and Crime—Measures for the Restoration of Peace and Order.

Governor Clayton, of Arkansas, says in regard to affairs in the State that the militia had committed some outrages, for which, as far as practicable, they had been summarily dealt with.

MARYLAND. Commodore Purviance Assaulted and Robbed.

Commodore Hugh V. Purviance was attacked last night near his residence by three desperadoes, knocked down and robbed of a valuable gold watch and a pocketbook containing ten dollars.

MASSACHUSETTS. Proceedings of the New England Labor Convention—Social Session of the Anti-Slavery Society—Petition Against Confirming the Alabama Claims Treaty.

The New England Labor Convention continued its session to-day and was largely attended.

MASSACHUSETTS. Proceedings of the New England Labor Convention.

The session was devoted to the discussion of financial questions without any apparent unity of purpose.

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CALIFORNIA. Opposition to Senator Cole's Alaska Bill—San Francisco, Jan. 28, 1869.

A memorial to Congress was circulated in this city yesterday and signed by many of the principal merchants against the passage of Senator Cole's Alaska bill.

CONNECTICUT. THIEVES ARRESTED—Yesterday the police arrested a man named Henry Tucker for stealing fifty dollars from a man living in Massachusetts.

The man pursued him to this city to secure his arrest. He had been thirteen days on the run.

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AMUSEMENTS. THEATRE HALL.

This beautiful and spacious hall was last evening filled to its utmost capacity.

The occasion being a grand concert for the benefit of the German Ladies' Society for Widows and Orphans.

Aside from the pleasing satisfaction of contributing to this well deserved charity there was the additional gratification of listening to some of the very finest vocal and instrumental music as rendered by some of our very finest artists.

The programme was an excellent one. It opened with the organ by Mr. Ernst Eberhard—a piece not only showing the mastery skill of the organist but the extraordinary compass of the instrument.

Herr Fred von Inten gave proof of marvellous power of execution on the piano and delicacy of touch very rarely exhibited.

He performed two pieces—a ballad by Chopin and a waltz by Strauss.

Madame Deparis (Schubert), from Lindt. Mr. William Oudin, the tenor, sang an aria from "La Juive."

His voice is admirably sweet. He and Mr. Fred Steina, the baritone, sang also a duet from "Stradella," by Flotow, in which the sweetness and power of their two voices were most artistically and effectively united.

During the evening also sang a solo from the "Gardeners," by Reisinger. But the musical gems and specially attractive features of the evening were the performances on his violin by Ole Bull, that sovereign violinist, and singing by Madame Gazzaniga, the basso, from an overture by D. Don.

Madame Deparis, the soprano, sang a piece, "Cantabile," by Mendelssohn, a German opera composition, and the "Witches' Dance," by Wagner.

He was in his best playing mood. His dancing was most graceful and elegant.

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DISCUSSION OF THE BROOKLYN BRIDGE.

The polytechnic branch of the American Institute met yesterday evening in room No. 24, Cooper Institute.

After the usual presentation of new inventions, &c., the question of a bridge to Brooklyn was discussed.

Samuel D. Tilden occurred in the discussion and presented the following plans for the consideration of a well attended meeting:—

Leman Well-ton's plan combined the suspension and the arch. It may be said to consist of a series of iron ribs so connected and arranged as to sustain or support the pressure and tension of each other, and the form of ribs may partake of any curvature, or, like the common girder, may be brought nearly level.

All pressure is equally distributed throughout the whole structure or framework.

Dr. Rich thought that all plans for bridges were but mere chimerical experiments, and that the desideratum to be attained would be better accomplished by the erection of a causeway, as the level of a bridge of sufficient length to permit ships to pass under it would be at least three-quarters of a mile from the river front on each side, and the distance would be too great for such a busy people as we, in this city, to traverse.

It was also suggested that the commerce of New York will eventually become greater than that of any other city of ancient or modern times, and that the city will become the centre of trade and exchanges, the storehouse and metropolis of the commercial world—and relief in some way must be obtained from the cramped and unimproved state of things.

The project of a causeway will supply all that we need, and its influence in deepening the channel of Skidway Bay, and in opening up the harbor, will be a great and wise improvement of the harbor, also strongly recommended.

The East river being merely an arm of the sea and not a true river, this affords such an opportunity of doing as we please with it everywhere. It is proposed to occupy the East river, between Corlear's Hook, at the foot of Broad street, or Old Slip, making the pier at least three miles in length, and surrounding warehouses, the South stevedores to be kept on the eastern side of the docks and accommodations to be provided for the accommodation of the whole of each class of vessels of all descriptions and sizes to pass through a high tide or staid periods of the day or night.

The wharves and piers are to be faced with concrete filled in with earth, making solid ground for buildings and stores, except at the ship passage ways, which are to be crossed by a bridge, and are to be five feet long, and 100 feet wide. On one side of the bridge is the width of the centre street, the store, and a hundred feet on each side being 150 feet deep.

The signal flag to be used shows when the cause way is open for passing vessels, the times of opening to be alternate as follows:—The first opening to be made between the two cities. The cost will be many millions of dollars, but the plan carries with it the prospect of a great increase in the value of the city, and that no municipal aid will be required.

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