FIRE AND FLOOD.

Immense Conflagrations in the Woods of Michigan.

FIVE VILLAGES BURNED.

SEVERAL OTHERS PARTLY DAMAGED.

Great Loss of Life and Property.

Efforts for the Relief of the Sufferers.

Revenue Steamers Coasting Along the Shore to Pick Up the Victims.

Great Loss of Life in the Wisconsin Conflagrations.

Burning of Windsor, Canada West.

FLOODS IN THE EAST.

The Heavy Rain Storm in Maine and Rhode Island.

The Raging Fires in Michigan—Five Villages Totally Destroyed and Several Others Partially Damaged—Many Lives Lost and Much Valuable Property Ruined—Relief for the Sufferers—Revenue Cutters Aiding the Distressed People.

DETROIT, Oct. 11, 1871.

The news from San Clair and Huron counties of this date is of the most distressing character. All that portion of the State east of Saginaw Bay and north of a point forty miles above Port Huron has been completely swept by fire. A number of persons perished, and, it is feared, we have not heard the worst.

VILLAGES BURNED.

The flourishing villages of Forestville, White Rock, Elm Creek, Sandbeach and Huron City are entirely destroyed. Rock Falls and Port Hope are partially destroyed. Nothing has yet been heard from Port Austin or Port Crescent, but it is hardly possible they escaped. At all these towns there were large stores, many of which were filled with winter stock; extensive sawmills, shingle mills and docks covered with lumber, all of which have been swept away. It is said there is but one dock left on the shore about Forestville.

THE SUFFERERS.

A steamer which left Port Huron last night for the relief of the sufferers, returned this morning with about forty men, women and children, five of whom are severely burned. The revenue cutter Fessenden, which started for Port Austria, picked up a sailboat on the lake, containing Issac Green, principal owner of Forestville, together with his family and eighteen or twenty others, who had escaped the flames at Forestville. The telegraph operator at Forestville escaped through the fire back into the country. All the telegraph offices along the shore have been destroyed, but communication will be restored as soon as the damage done to the lines can be repaired. Five children are known to have perished near Rock Falls.

PROPERTY DESTROYED.

R. B. Hubbard, at Huron City, shot all his fine horses and cattle to prevent their perishing by fire. He loses very heavily, having had a large store, mills, docks, &c. The extensive property of Stafford & Hayward, at Port Hope, is about the only one which escaped. Five thousand dollars was subscribed to-night for the relief of the sufferers of this State.

The light rain of yesterday seems to have greatly abated the fires throughout the State, and it is believed the worst is passed. There is

SCARCELY A COUNTY

in the State but what has suffered more or less from fire, and the loss will amount to hundreds of thousands of dollars. The damage to the pine land is incalculable. Saginaw City only escaped destruction through the determined efforts of her citizens, who fought the fire back. The town of Bridgeport was only saved from destruction by a shower of rain yesterday morning. Charles Chandler's barns, on his farm near Lansing, were burned yesterday, together with several fine horses.

At Holland, on the east shore of Lake Michigan, the flames made

A CLEAN SWEEP

scarcely a building being left. The sufferings of the people were promptly cared for by the Mayor and citizens of Grand Haven.

Professor Charles Scott, of Hope College, perished; also a minister, whose name was not ascertained.

A CITY DESTROYED.

News has just been received that the largest portion of the city of Manistee, Mich., has been destroyed by fire. Manistee is on the east coast of Lake Michigan, a place of 4,000 inhabitants and one of the greatest lumber producing towns in the State. There is no telegraph station within thirty miles of the town. The fire commenced at ten o'clock on Sunday night, and raged until five o'clock on Monday morning destroying 200 buildings, six large mills and a vessel lying at the dock. Half of the entire town is burned. The loss is estimated at $1,800,000.

Fires in Michigan.

DETROIT, Mich., Oct. 12, 1871.

FORT AUSTIN SAVED.

The cutter Fessenden reached Port Huron this morning with seventeen refugees from the lake shore, two of whom were fatally burned. Port Austin escaped the flames.

DESTRUCTION OF THE TOWN OF WINDSOR, CANADA.

This morning an alarm of fire was given in Windsor, opposite Detroit. In a few moments the flames spread in every direction, consuming the principal business portion of the town. The Great Western Railroad depot was saved through the exertions of the railroad employés. There was no wind or probably not a building would have escaped. A man was arrested while in the act of firing a building, and was lodged in jail.

The Western Fire—Secretary Boutwell Orders Revenue Cutters to the Relief of the Sufferers.

WASHINGTON, D. C., Oct. 12, 1871.

Secretary Boutwell this morning received the following telegram:—

PORT HURON, Mich., Oct. 12, 1871.

The villages and houses along the coast from the foot of Lake Huron around into Saginaw Bay are exposed to a terrible conflagration by fires in the woods. Hundreds of people have been burned out and are starving. We ask orders for the revenue steamer Fessenden to go along the coast and relieve the sufferers as long as necessary. The Fessenden has been up and is now here. The people, in many cases, are driven into the lake to escape burning. Over three hundred have been brought here already. We are doing all we can and need the service of this vessel. Answer immediately.

O. D. CONGER, M. C.
J. H. SANBORN, Collector of Customs.

The Secretary in reply ordered the commanding officer of the Fessenden to report to Collector Sanborn, in accordance with the request.

Further Particulars of the Windsor Fire.

WINDSOR, Ont., Oct. 12, 1871.

A fire broke out last night in McGregor's Bank, opposite Hinn's House, burning the whole block up to the western Hotel East. Hinn's House is now on fire. The Post Office, telegraph office, Great Western Railroad station and many other buildings have been destroyed. The loss is estimated at $150,000. The insurances are heavy, and in the following companies:—North British, Mercantile, Imperial, Royal, Ætna, British American, Western and Provincial.

Arrival of Refugees in Canada.

KINCARDINE, Oct. 12, 1871.

A boat containing two men, a woman and nine children and the dead body of a child who had died from exhaustion, arrived here yesterday from Sand Beach, Michigan, having left there on Monday to escape the fires raging in the neighborhood. High winds and the dense smoke prevented their reaching shore until they made this port, having been without food the whole time. They arrived drenched and completely exhausted. Clothing has been given them and their wants have been attended to.

Fire in Raleigh, N. C.—Damage to Tucker's Hall.

RALEIGH, N. C., Oct. 12, 1871.

About eight o'clock this morning a fire broke out in the insurance office of General Hoke, in Tucker Hall, on Fayetville street, which at first threatened the entire destruction of the building. The Fire Department succeeded in subduing the flames by the utmost exertions. Tucker Hall is one of the largest and most imposing buildings in the State, the first floor of which is occupied by H. H. & R. S. Tucker & Co., dealers in dry goods. There was $30,000 insurance on the building and dry goods in the Pesina's agency, other companies carrying additional amounts on stock. Many of the goods in the building were saved undamaged by being removed.

FLOODS IN THE EAST.

Heavy Thunder Storm and Rainfall in Maine—Threatened Destruction of Bridges at Lewiston.

LEWISTON, Me., Oct. 12, 1871.

Rain commenced falling at eleven o'clock last night and continues with no indications of holding up. Early this morning a heavy thunder storm—the most severe for two years—set in. The river is rising rapidly and the roads are badly gullied. To prevent the freshet from carrying off the temporary floating bridge across the river workmen are now taking off the planks with the view of separating the timbers and swinging them to the banks on either side. The trains are delayed by washouts.

The rainfall up to this time (two o'clock P. M.) reaches nine inches. The railroads are badly washed. No train left at noon on the Androscoggin division, and the train from Bangor over the Lewiston division, it is said, cannot get by the Greene washout.

Railroad Trains Delayed by Washed Out Culverts.

PORTLAND, Me., Oct. 12, 1871.

Washed out culverts on most of our railroads delay the trains. The Boston morning train will probably not arrive until five o'clock this afternoon, owing to a culvert being washed out at Milliken's crossing, one mile this side of Saco. The construction train is replacing it.

Severe Storm in Maine.

BANGOR, Oct. 12, 1871.

The heaviest rain that has fallen here for several years prevailed for twenty-four hours preceding nine o'clock this evening, when it cleared off cold, with a high wind from the north. An immense quantity of water has fallen, which has swelled the streams, gullied out the roads and interrupted railroad communication in every direction. The noon train on the Maine Central Railroad returned to the city after getting no further than Etna, and no train has arrived or left to-night. The European and North American train, due at half-past six P. M., had not arrived at eleven P. M.

Damage to Maine Railroads by the Flood.

AUGUSTA, Me., Oct. 12, 1871.

The most copious rain of the season began last evening, and continued for fifteen hours. Seven regular trains were imprisoned along the line of the Maine Central Railroad, the culverts in front and rear of them having been washed away. It will be at least twenty-four hours before trains can run regularly again. No extensive damage has yet been done, but the storm, though abated, has not yet entirely subsided.

The Rain Storm in Providence.

PROVIDENCE, R. I., Oct. 12, 1871.

The rain last night was very heavy. Between seven A. M. yesterday and ten A. M. to-day 4.65 inches of rain fell.

THE WISCONSIN HOLOCAUST.

Horrible Devastations by Fire in the Northern Counties.

THE WHOLE COUNTRY DESOLATED.

Hundreds of Unfortunates Drowned.

CHICAGO, Oct. 12, 1871.

A despatch has just been received from Green Bay, Wis., stating that a steamer had just arrived bringing a report that 325 bodies were buried at Pishtego last night and as many more are still missing.

SEVENTY-FIVE PERSONS

were burned to death at Little Sturgeon Bay, and the suffering throughout the North is terrible. With the exception of the loss of property the calamity is almost as appalling as the burning of Chicago.

ONE HUNDRED AND FIFTY MEN

were burned to death in a large barn in which they had taken refuge. Hundreds of people were driven by the flames into the river, where most of them perished.

A later despatch from Green Bay says that on Sunday night a fire broke out in the Belgian settlement of Brussels, in Door county, Wis., destroying

ONE HUNDRED AND EIGHTY HOUSES,

all the place contained excepting five. Nine persons are missing. It is supposed they perished in the flames. The inhabitants lost everything. Active measures for their relief are being taken at Duluth and other places, but before assistance can reach them they must suffer severely.

WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, Oct. 13—1 A. M.

Synopsis for the Past Twenty-four Hours.

The low barometer which was Wednesday night off the Middle Atlantic Coast has moved northward over Massachusetts and northeast to the Bay of Fundy, with heavy rain on the New England coast, followed, however, at the present hour by clear weather and northeasterly winds. Brisk northwest winds have also prevailed in the Middle States, but have now greatly subsided. The high pressure in Arkansas has moved northeastward and is now central over Virginia, with clear weather at all points east of Michigan and Missouri. Cloudy weather is reported from Iowa and Nebaaska, with fresh southerly winds. Easterly winds with cloudy weather has prevailed on the coast of Texas. The temperature has risen decidedly from the lower lakes and Ohio valley westward.

Probabilities.

Clear weather and rising barometer are probable for Friday in the Middle and Eastern States; partially cloudy weather, with easterly winds, in the Southern and Gulf States; falling barometer and southeasterly winds west of the Mississippi; rising temperature, southerly winds and threatening weather on the upper lakes and westward to the Missouri River.

THE PRESIDENTIAL JUNKETING PARTY.

WASHINGTON, Oct. 12, 1871.

Secretary Boutwell left to-day for Boston, as the advance guard of the Presidential party. He wants to spend a day among his chickens and geese at Groton before the arrival of the President and the other members of the Cabinet. As the reception of the Russian fleet and the Grand Duke Alexis will not take place for some weeks yet, because of the roundabout course by way of Maderia which Admiral Poisset has adopted, President Grant will be in no haste to return, but goes as far as Bangor, to participate in the opening of the International Railway. The Presidential party will be a large one, including the Cabinet officers, Generals Babcock and Porter and a number of other prominent gentlemen. Secretary Robeson returned from his western tour to-night just in time to join the grand junketing party, which will leave here to-morrow.

SOUTH CAROLINA KU KLUX.

Proclamation by the President Calling on the Ku Klux to Disperse Within Five Days.

WASHINGTON, Oct. 12, 1871.

The President has issued a proclamation setting forth that unlawful combinations and conspiracies still exist in the counties of Spartansburg, York, Marion, Chester, Laurens, Newberry, Fairfield, Lancaster and Chesterfield, thus obstructing and hindering the execution of the laws of South Carolina and of the United States, and calls upon all combinations to disperse within five days and to deliver up arms, disguises, &c., to the United States Marshals and their deputies. The President has just issued the following proclamation:—

Whereas unlawful combinations and conspiracies have long existed and do still exist in the State of South Carolina for the purpose of depriving certain portions and classes of the people of that State of the rights, privileges, immunities and protection named in the constitution of the United States and secured by the act of Congress approved April 20, 1871, entitled "An act to enforce the provisions of the fourteenth amendment to the constitution of the United States;" and whereas, in certain parts of said State, to wit:—In the counties of Spartansburg, York, Marion, Chester, Laurens, Newberry, Fairfield, Lancaster and Chesterfield—such combination, and conspiracies do so obstruct and hinder the execution of the laws of said State of the United States as to deprive the people aforesaid of the rights, privileges, immunities and protection aforesaid, and do oppose and obstruct the laws of the United States and their due execution, and impede and obstruct the due course of justice under the same; and whereas the constituted authorities of said State are unable to protect the people aforesaid in such rights within the said counties; and whereas the combinations and conspiracies aforesaid within the counties aforesaid are organized and armed, and are so numerous and powerful as to be able to defy the constituted authorities of said State and of the United States within the said State; and by reason of said causes the conviction of such offenders and the preservation and safety of life and property have become impracticable in said counties;

Now, therefore, I, Ulysses S. Grant, President of the United States of America, do hereby command all persons composing the unlawful combinations and conspiracies aforesaid to disperse and to retire peaceably to their homes within five days of the date hereof, and to deliver either to the Marshal of the United States for the District of South Carolina, or to any of his deputies, or to any military officer of the United States within said counties, all arms, ammunition, uniforms, disguises and other means and implements used, kept, possessed or controlled by them for carrying out the unlawful purposes for which the combinations and conspiracies are engaged.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington the 12th day of October, in the year of our Lord 1871, and of the independence of the United States of America the ninety-sixth.

By the President. U. S. GRANT.
HAMILTON FISH, Secretary of State.

THE FREE RIDERS OF MISSOURI.

Bands of Ku Klux Horse Thieves in Dunklin and Stoddard Counties—Proclamation of Governor Brown for their Suppression.

ST. LOUIS, Oct. 11, 1871.

The proclamation of Governor Brown, calling out the militia in Dunklin and Stoddard counties, in Southeastern Missouri, is based upon a report made to Adjutant General Sigel by Captain Woog, who was sent to investigate the condition of affairs in those counties. Captain Woog's report says that it is not denied by any citizen in Stoddard county that there exists an organized band of men in that county, called by some "Ku Klux," by others, "Dead Men." This band is composed of six companies, each fifty strong, with a captain in command. Captain Woog further states that this organization was first intended for political purposes, and that some influential citizens of the county either became members of the organization or countenanced the same, but that the organization is now nothing but a band of horse thieves, robbers and murderers, opposed to all who are in favor of enforcing the laws, be they democrats or republicans, and for whose conduct no political party ought to be held responsible. The band is said to be composed mainly of fugitives from justice from Illinois, Arkansas and Kentucky.

COLUMBUS.

Celebrating the Anniversary of the Discovery of America by the Great Columbus—The Italian Guards at Jones' Wood Yesterday—Music, Dancing and Shooting—Address of the Vice Consul of Italy and Distribution of Prizes.

The fifth anniversary of the discovery of America by Christopher Columbus was celebrated yesterday at Jones' Wood, under the auspices of the Italian Rifle Association, known among the Italian residents of New York as the "Colombo Guard." This celebration would seem to be a fitting chapter in Italian history, and equally interesting to the American public, but, as in the case of their procession a few weeks ago, the elements yesterday were decidedly averse to the carrying of their project properly into execution. Then the giant Aquafuens nearly floated everything, including the maidens in delicate raiment, and the thousands of silken banners hung downward as if in despair. Yesterday Ventosas, strong, cold and uncomfortable, cast disorder into the ranks of the festive Italians, and rendered it anything but a day for outdoor pastime. Early in the morning the "Colombo Guard," fully accoutred and dressed in their new dress, representing the sharpshooters usually employed by Garibaldi, left their headquarters, at the Fifth Regiment Armory, and marched to the City Hall, where they formed in line, and then took the cars, in accordance with a previous arrangement with the Third Avenue Company, to Jones' Wood. Here everything seemed cheerless. The wind whistled through the almost leafless branches of the long-stemmed trees, but it did not sound like "music in the air," and the strains of martial music from Grafulla's band had but little influence on the spirits of the men, who had arrived at the conclusion that the day was most unpropitious. At the hotel and dancing rink near the river side matters did not look much more encouraging. The

HUGE HALLS, VACANT AND HOLLOW,

re-echoed the rustling of the dry leaves that rattled across the floor in thick layers, while the splashing of the water of the river seemed to chill one to the heart, and but for the passing of an occasional schooner or yacht to vary the monotony it would have been at that hour a miserable place. There were no decorations, not even a flag representing Italy, or a piece of linen with the figure of Victor Emmanuel or Mazzini daubed upon it. No festoons or Chinese lanterns representing the fashion of anniversaries of their parent land were to be seen; no paintings of glorious Como, or, what would have been more appropriate, something to represent one of the greatest men known to modern historians—Christopher Columbus. The weather had evidently dispirited the originators of the movement. Up to one o'clock not more than a hundred persons had assembled, although at that hour dancing—the most important part of the programme, as far as the ladies were concerned—was to be commenced. The "Colomoos" were under the command of Captain R. Castelvechi, and the festival was in charge of a committee consisting of the following Italian gentlemen:—Gion Cavagnaro, G. Demartini, A. Podesta, S. Bacigalupo, G. F. Secchi de Casali, and Messrs. Fardella, Corvadi, Manara, Campora and Canepa. After some little manœuvring had been accomplished by the Guards they entered upon the rifle contests for the various prizes which had been

CONTRIBUTED BY PROMINENT ITALIANS

throughout the country. At three o'clock about 200 ladies and gentlemen were engaged in dancing on the upper platform, but it was too cold to permit of any pleasure. Having concluded their shooting contest the Guards assembled on the same platform to receive the prizes from the hands of Chevalier Paolo Bainotti, Vice Consul of Italy, who had promised to hand them to the successful competitors. The music being hushed, a table was drawn into the centre of the rink, with the prizes, consisting of gold, silver and currency, meerschaum pipes, articles of utility, umbrellas, &c., laid out upon it. Mr. Bainotti and his friends stood around the table, and these were surrounded by the soldiers.

THE VICE CONSUL'S ADDRESS.

Addressing the officers the Vice Consul said he was "happy to meet his compatriots at such a time and in commemoration of one of the greatest events in the world's history. Italy had not only contributed to the general weal by the production of such a man as Columbus, but her influence in letters, art and science had also been acknowledged by all other civilized nations. If they wanted evidence of her letters let them look into every college in existence; if they desired a proof of her scientific achievements let them look at the accomplishment of the greatest engineering triumph the world had ever seen—the tunnelling of Mount Cenis—a feat which years before emanated in the master mind of Cavour. As to geography the discovery of the American Continent spoke for itself. In political progress he would point to the unity of the Italian people, and the subjection of the temporal power; the latter not as a movement against the Church, but to complete what every patriot desired, the unification of their nation and the occupation of Rome as the natural seat of government." He then handed the prizes to the various competitors.

The company resumed the dancing and continued until about seven o'clock, when the festivities were declared to be at an end.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, Oct. 12—4:30 P. M.—Consols closed at 92⅝ for money and 92¾ for the account. United States five-twenty bonds, 1862's, 92½; 1865's, old, 92¾; 1867's, 91⅞; ten-forties, 88⅝.

PARIS BOURSE.—PARIS, Oct. 12.—Rentes, 56f. 75c.

LIVERPOOL COTTON MARKET.—LIVERPOOL, Oct. 12—4:30 P. M.—The cotton market closed firm. Middling uplands, 9¾d.; middling Orleans, 10d. The sales of the day have been 12,000 bales, including 2,000 for export and speculation. Sales of cotton on ship named at Charleston or Savannah have been made at 9 9-16d. for middlings.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, Oct. 12—4:30 P. M.—Wheat, 13s. 1d. per central for California white and 11s. a 11s. 6d. for No. 2 red Western spring; flour, 25s. a 27s. 9d. per bbl. for Western canal. Corn, 36s. 6d. per quarter.

LIVERPOOL PROVISIONS MARKET.—LIVERPOOL, Oct. 12—Evening.—Bacon, 46s. per cwt. for short rib middles.

LONDON PRODUCE MARKET.—LONDON, Oct. 12.—Tallow, 47s. per cwt. for new.

THE CHICAGO FIRE.

The Old World Actively Engaged in the Work of Charity.

London, Birmingham, Frankfort and Vienna Send Words of Sympathy and Substantial Benefit—The Corporation of London Likely to Vote a Large Sum.

TELEGRAMS TO THE NEW YORK HERALD.

LONDON, Oct. 12, 1871.

The feeling of sympathy for the sufferers by the Chicago fire is deep and wide-spread, and active measures for relief are being taken on all sides.

The Lord Mayor of London, supported by the leading commercial and banking houses of the city, has issued an appeal for subscriptions, to be forwarded to designated agents.

It is probable that the Canonical Council of the city of London will vote a large sum.

The meeting called by Minister Schenck at the Langham Hotel to-day will be largely attended.

A meeting was held at Birmingham last night, and committees appointed to collect funds in aid of the sufferers.

The meeting was presided over by the Mayor of the city, and in addition to the action taken for the future was very successful in its immediate results.

Six trading firms of the city gave £100 sterling each on the spot.

The amount collected will be sent by cable to Mayor Hall of New York to-night, so that it may be used immediately.

Hon. George Dixon, Member of Parliament for Birmingham, has been zealous in pushing forward the relief movement.

The most heartfelt sympathy for the victims of the calamity is everywhere expressed, and the amount of money contributed for relief in Great Britain will be large.

Noble Response to the Call of Minister Schenck—Americans and Englishmen Combined in the Common Cause—Ten Thousand Pounds Sterling Raised in the Room—Chicago Merchants Present.

LONDON, Oct. 12—Midnight.

In response to the call of the American Minister for a meeting to express sympathy and provide relief for the people of Chicago over four hundred American and English gentlemen assembled at the Langham Hotel to-night.

The parlors of the hotel were crowded to excess, and many persons were unable to obtain admittance.

Among the well known persons present were:—Hon. A. G. Curtin, Minister to Russia; General A. E. Burnside, Major General J. G. Barnard, Hon. Hugh McCulloch; Messrs. Moran and Woodhull, of the American Legation; Adam Badeau, Consul General of London; Hon. W. E. Dodge, of New York; John J. Cisco, of New York; Messrs. Nunn, Starring, Habichts, Bowles, Randolph, Clay, George Wilkes, Boughton, the artist, John Hoey and Thaddeus Hyatt.

Many eminent Englishmen also attended the meeting and manifested their interest in its objects liberally by word and deed.

The meeting organized with the Hon. Robert C. Schenck as chairman.

Brief but stirring appeals were made by several speakers.

Maps of the unfortunate city, with the burned quarter designated, had been hung on the walls and were explained by gentlemen well acquainted with the ground.

One of the speakers drew a parallel between the conflagration in Chicago and the great fire in London, which elicited prolonged applause. But the enthusiasm which was evident from the opening of the meeting needed no stimulus. Everybody was eager to contribute and within a short time from the opening of the list ten thousand pounds sterling was subscribed *viva voce*.

Conspicuous among the subscribers were several Southern Confederates, who requested that their names should not appear.

A few merchants of Chicago, whose establishments were destroyed by the fire, also offered their contributions, amid the cheers of the assemblage.

Resolutions expressing the deepest sympathy for the sufferers and pledging further aid were adopted by acclamation.

A committee was appointed, with Mr. J. S. Morgan and Mr. Schenck at its head, to procure additional subscriptions in London and throughout the kingdom, and there is every reason to expect that a very large sum will be raised. Expressions of sympathy were received by telegraph and by mail from all parts of the country, and read by the Chairman.

In Frankfort.

FRANKFORT, Oct. 12, 1871.

As soon as the news of the terrible fire at Chicago reached here an extra edition of the *German-American Economist* was issued, giving such details as were known and calling for prompt action on behalf of the sufferers. Pursuant to this call a meeting was held, at which the leading banking houses of the city were represented and a relief committee organized for the collection and disposition of funds.

Frankfort will send a liberal contribution.

In Vienna.

VIENNA, Oct. 12, 1871.

The leading merchants and bankers of this city have opened a subscription for the relief of the sufferers by the Chicago fire.

Appeal for Aid from the Catholic Bishop of Chicago.

BALTIMORE, Oct. 12, 1871.

The following despatch was received to-day by Archbishop Spalding:—

CHICAGO, Oct. 12, 1871.

Archbishop SPALDING:—

The Cathedral, six churches, orphan asylums, hospitals, House of the Good Shepherd, schools, charitable institutions and the Bishop's house are in ruins. Over one hundred thousand people are homeless. I beg you for a general collection in all your churches next Sunday. The superintendent of the telegraph company asks you to repeat this message to the prelates of the country, as our wires are too crowded and few. Request all remittances to be made to yourself. THOMAS FOLEY,
Bishop of Chicago.

The Archbishop avails himself of the kindness of the associated press in communicating this appeal to the public.

Substantial Sympathy in Canada—Offers of Blankets and Tents by the British Government.

QUEBEC, Oct. 12, 1871.

A cable telegram has been received here by Mr. James Ross from the city of Dublin, to forward five hundred pounds sterling to Chicago.

A meeting of citizens to-night passed resolutions of sympathy for Chicago and acknowledging the noble assistance received by Quebec in a similar calamity. A committee was appointed to collect subscriptions.

A cable despatch has been received from the English government to offer to Chicago all the military tents and blankets in the Dominion. Of the latter there are over 500,000.

Collections are to be taken up in all the churches for the relief of Chicago.

MUSICAL AND DRAMATIC AID.

The following performances in aid of the Chicago sufferers are announced:—

On Saturday evening Mme. Parepa-Rosa, Mrs. Jenny Van Zandt, Miss Clara Doria, Mrs. Seguin, Tom Karl, Castle, Campbell, Aynsley Cooke, Seguin and the other members of the English Opera Company will appear in three acts of favorite operas at the Academy of Music.

Mr. J. N. Pattison, the eminent pianist, will give a concert matinee on Saturday at Association Hall. The committee of arrangements comprises the names of our most distinguished citizens, and the very best artists in the city have volunteered their services. Already 1,500 tickets have been sold.

Mr. Daniel E. Bandmann, the celebrated tragedian, will appear at the Stadt Theatre in German drama, first time in many years, on Tuesday next, supported by a large company.

Messrs. Duff, Hayes and Fox have arranged a special matinée of "Humpty Dumpty" for Monday, on which occasion the entire gross receipts will be handed over to the committee of the Chicago relief fund.

Dan Bryant also steps forward to the rescue. He gives a matinée on Saturday for the sufferers.

Dan Rice gives all the receipts of a matinée at the Paris Pavilion Circus to-day for thesame benevolent purpose.

The New York Museum of Anatomy donates all the day's receipts on Monday to the relief fund.

The entire receipts of the American Institute Fair to-day will be handed over to the relief committee.

The Pavilion, 688 Broadway, gives a benefit to the sufferers on Sunday, in the shape of a grand concert.

THE CONTRIBUTIONS.

New York City.

RECAPITULATION OF THE CONTRIBUTIONS YESTERDAY.

Cotton Exchange	$12,735 00
Paper, book and stationery trade	16,000 00
Chamber of Commerce	133,650 94
Importers and Grocers	27,000 00
Stock Exchange	7,634 00
Paid at Herald office	4,057 00
Produce Exchange	18,581 00
Drug Exchange	4,370 00
Miscellaneous, yesterday	71,818 25
Total	$307,795 19
Add previous donations	484,553 85
Total	$1,322,242 04
Add supplies	500,000 00
Grand total New York city	$1,822,242 04

Subscriptions in Other Places.

Brooklyn	$130,000	Washington, D. C.	$39,503
Boston	250,000	Oswego, N. Y.	12,000
Newark, N. J.	13,000	Hudson, N. Y.	500
Middletown, N. Y.	2,500	Bridgeport, Conn.	5,000
Trenton, N. J.	26,000	Schenectady, N. Y.	5,000
Toronto (in gold)	10,000	Suspension Bridge	2,000
San Francisco	100,000	Scranton, Pa.	10,000
Hartford, Conn.	24,344	Norwich, Conn.	10,000
Hartford Freemasons	700	Montreal	4,000
Miss Kellogg's concert at Hartford	400	Jamestown, N. Y.	1,000
Worcester, Mass.	15,000	Williamston, Mass.	250
Rondout, N. Y.	2,000	Paterson, N. J.	14,000
Albany, N. Y.	30,000	Cohoes, N. Y.	5,000
Newport, R. I.	3,000	Salt Lake City	50,000
Orange, N. J.	2,500	Middletown, Conn.	2,500
Rochester	500	Bangor, Me.	4,000
		New Orleans	10,000
Total			$814,194

The Erie Relief Train.

CHICAGO, Oct. 12, 1871.

The Erie relief train from New York arrived here this evening, and was met by a large crowd at the depot.

YACHTING.

Commodore Ashbury's Latest Communication.

He is Now Willing to Accept the New York Yacht Club's Original Proposition—Seven Races for the America's Cup.

What the Committee Have Done—They Will Accommodate Him, as the Representative of the Royal Harwich Yacht Club Only, and Propose Monday Next for the First Race.

Yesterday afternoon the committee of the New York Yacht Club, appointed to take charge of and arrange all necessary details for the America's Cup races with the Livonia, met again in pursuance of adjournment. The object of the meeting was to receive Commodore Ashbury's reply to their communication of the 11th inst., wherein they assumed that he had declined the New York Yacht Club's offer to sail seven races, and then fell back upon the terms of the Deed of Gift—to sail one race only over the club course. That determination seems to have fully aroused Commodore Ashbury, and he again addressed the committee in the annexed lengthy letter, going over the whole ground of the controversy anew, and at last arriving at the conclusion, "as an act of courtesy," that it is quite agreeable now to reduce the races to six or seven—the original proposition of the club.

The committee fully considered Commodore Ashbury's communication, and at last resolved to return to their first proposal and sail the Livonia a series of seven races, the best four out of that number to win. These races, it is to be understood, must be sailed with Commodore Ashbury as the representative of the Royal Harwich Yacht Club only. The communication of Commodore Ashbury and the ultimatum of the committee are as follows:—

COMMODORE ASHBURY'S LAST COMMUNICATION.

BREVOORT HOTEL, NEW YORK, Oct. 11—8 P. M.

TO THE SPECIAL COMMITTEE OF THE NEW YORK YACHT CLUB:—

GENTLEMEN—I have just returned from Staten Island and find your reply to mine of the 10th. I left for the Livonia by the eleven o'clock ferry and previously personally called at No. 26 Broad street with my communication, and I am at a loss to know why it was not at once delivered.

The fact of my having declined the six or seven races proposed by the committee gives no option or power to the committee or club to sail a single match with the Livonia under the Royal Harwich Yacht Club flag. I note the committee decline to take any official notice of my letter of the 10th, wherein I state my possible intention to sail over the course under the Royal Albert Yacht Club flag, and for reasons and under conditions therein given.

The committee take exception to my right to sail for the R.A.Y.C., on the grounds that the N.Y.Y.C. have had no correspondence with the club referred to.

The committee, on the other hand, say that, because I decline the six or seven races specined in the letter of the 10th, "we necessarily fall back upon the terms of the deed of gift, viz.:—'In case of disagreement as to terms, the match shall be sailed over the usual course for the annual regatta of the yacht club in possession of the Cup and subject to its rules and sailing regulations.'" You then express your readiness to send your representative vessel over the club course against the Livonia, at such time, &c., as I may indicate, but in my capacity as representative of the Royal Harwich Yacht Club only, as a consequence of a supposed challenge by that club and an assumed acceptance thereof by the New York Yacht Club.

As regards your argument concerning the R.H.Y.C., I may simply say that there can be no acceptance where no challenge was given, and I can clearly demonstrate no challenge by the R.H.Y.C. was either given or promised, beyond the one enclosed to the N.Y.Y.C. in my official communication of the 12th August, 1871. My first telegram in connection with the subject matter in dispute, was on the 27th of May, 1871.

TELEGRAM NO. 1.

Commodore ASHBURY, of Sussex place, Hyde Park, to Commodore JAMES GORDON BENNETT, Jr., New York:—

The question of your champion vessel being settled, I now purpose giving the stipulated six months' notice. If the club waives this condition the Livonia will start for New York in September. Reply paid.

If this period of the usual six months' notice had been insisted on the races could not have taken place before December, and exception might have been taken to racing so late in the year.

TELEGRAM NO. 2.

BENNETT, New York, to JAMES ASHBURY, of Sussex place, Hyde park, London:—

Your despatch has been received. Have been away from city. What do you mean by "if club waives condition?" Please answer immediately. Reply, twenty words, paid.

TELEGRAM NO. 3.

ASHBURY to Commodore BENNETT, New York:—

Six months' notice required. This condition waived, the Livonia would leave in September.

TELEGRAM NO. 4.

BENNETT, New York, to Commodore ASHBURY, of Sussex place, Hyde Park, London:—

Will call meeting of the club and telegraph you result. What month do you wish to race in?

TELEGRAM NO. 5.

ASHBURY to Commodore BENNETT, New York:—

Propose racing for the Cup in October, as the Livonia will leave the first week in September.

TELEGRAM NO. 6.

JAMES GORDON BENNETT, Jr., Commodore N.Y.Y.C., to JAMES ASHBURY, London, Commodore Royal Harwich Yacht Club:—

The New York Yacht Club consents to waive the six months' notice, and accepts your challenge as representative of the Royal Harwich Yacht Club. Race for America's Cup next October. Name day in October you desire to race and answer immediately.

TELEGRAM NO. 7.

ASHBURY to Commodore BENNETT, N.Y.Y.C.:—

The stipulated notice having been waived, the several clubs will shortly send you necessary certificates for the Livonia's matches some time in October.

Prior to No. 1 telegram there had been no correspondence by wire or otherwise. Telegrams Nos. 1, 2, 3, 4 and 5 had solely reference to the simple question as to whether you insisted on the usual six months' notice.

The New York Yacht Club appear to have assumed that because one or more telegrams were sent in my capacity as commodore that I must be coming for the R.H.Y.C., and that it was competent for the N.Y.Y.C. to give an acceptance for a challenge from the R.H.Y.C., which at that period had not even been requested.

The committee, nor yacht owners, do not appear to know that when writing on yachting matters it is the usual etiquette to give the word "Commodore," and Mr. Bennett himself, in No. 1 telegram, properly styled himself Commodore of the New York Yacht Club. Now inasmuch as he is a yacht-owner and essentially a representative yachtsman, according to your pleadings I might have assumed that the single vessel I expected to meet would be the Dauntless, because he was a racing man and the Commodore.

One of the articles of the deed of gift says:—"Any organized yacht club of any foreign country shall always be entitled, through any one or more of its members, to claim the right to sail a match for this cup with any yacht or other vessel of not less than thirty nor more than three hundred tons, measured by the custom house rule of the country to which the vessel belongs."

Having even in May the then and now admitted right to meet a single vessel, and in view of the opinion in England that it is unsportsmanlike to send a centre board against a keel boat, I had certainly more right to assume the New York Yacht Club had deputed their Commodore to sail the Dauntless as their representative vessel than the club had to assume that it was for them to stipulate what claus I should represent, because, as a matter of etiquette, I addressed the club as Commodore, and at a time when there was only one question before the New York Yacht Club—viz., will you or will you not waive the six months' notice?

The first line of telegram No. 6 was, or should have been, the answer:—"The New York Yacht Club consents to waive the six months' notice." If I had telegraphed asking the waiving for several clubs, then and then only, the N.Y.Y.C. could have done so in favor of as many clubs as they thought proper. The waiving of six months' notice was unconditional.

Finding from telegram No. 6 that the New York Yacht Club believed I was coming out for the Royal Harwich Yacht Club alone, I immediately put the club right by sending despatch No. 7 in my private capacity, without the word Commodore. In order that there might be no misunderstanding and to show that I purposed representing not one, but several clubs, I thus sent telegram No. 7:—"The stipulated notice having been waived, the several clubs will shortly send you necessary certificates for the Livonia's matches some time in October."

Upon the receipt of this telegram, No. 7, which nullified No. 6, the course of the New York Yacht Club was quite clear. Not only as an act of courtesy, but as a matter of business for the protection of the cup, the club should have advised me by telegram or by letter that the waiving of the six months' notice was conditional, or for one club only, and was not intended to apply to as many clubs as might give me certificates. I say "might" advisedly, because at that period I had no positive knowledge I could obtain them. One club, the R.C.Y.C., of Queenstown, did refuse, although I afterwards received an explanation that it was the result of a misunderstanding as to what I required.

All the telegrams were embodied in my official challenge of the 12th August, which enclosed twelve certificates—an exact copy of the one sent to the R.Y.Y.C. last year and accepted by the N.Y.Y.C. Two of the twelve are the Royal Harwich Yacht Club and the Royal Albert Yacht Club—both objected to: the first on the ground that the challenge was accepted by telegram No. 6—accepted when I had never asked for it. The latter—R.A.Y.C.—is objected to by the committee