ALEXIS ALEXANDROVITCH.

His Convoy, Attendants and Officers.

Programme of the Executive Committee—Arrangements of the American Fleet to Meet His Royal Highness in the Bay—Eight Thousand of the National Guard to Welcome Him—After the Return from Washington.

The arrival of His Imperial Highness the Grand Duke Alexis Alexandrovitch is daily expected; and though the preparations made to receive him are of the most extensive, not to say extravagent nature, becoming the son of one of the most powerful royal families in Europe, they are gradually approaching completion. Apart from the arrangements made by the government of the United States to receive him as representing the most friendly European Power toward this country as, a testimony of reciprocity and as a return of the extremely courteous reception of the late lamented Admiral Farragut by the Russian authorities during his stay in that country, the citizens of New York have prepared a programme of entertainments such as would satisfy any prince or potentate.

THE IMPERIAL VISITOR

is the third son of the Emperor of Russia, and twenty-one years of age. He is highly cultivated, has passed successfully several examinations in the highest colleges of his native city, is a brilliant speaker, and converses in several European languages, including English. He is a lieutenant in the navy and a captain in the guards. He comes accompanied by the Aide-de-Camp General and Vice Admiral Possiet, who is his guardian; the Actual High Councillor of State Vessilly, Actual Councillor of State Machine, professor of the English language to the imperial family; Count Olsonfieff, Lieutenant of the Horse Artillery of the Guards and aide-de-camp to the heir to the throne, and Count Schouvaloff, Cornet of Hussars of the Guard and personal attendant on His Imperial Highness Grand Duke Vladimir Alexandrovitch.

THE RUSSIAN FLEET AND OFFICERS

accompanying the royal squadron are as follows:—

Frigate Svetlana, carries ten guns, eight-inch rifle bore, steel, breech loaders, and is 2,000 tons burden and 400 horse power. List of officers:—General Adjutant Vice Admiral Possiet, Chief of the Squadron; Oscar Kremer, Adjutant to the Emperor, commander of the frigate; Captain Lieutenant Leonide Michloff, first officer; His Imperial Highness Prince Alexis Alexandrovitch, officer of the first watch; Lieutenants, Alex. Delivronz, Feodore Hessen, Ivan Kosloff, Constantine Lang (Paymaster), Karl Tudor (flag Officer), Prince Yakoff Schakofski; Passed Midshipmen, Alexander Ergomistoff, Alexander Krieger, Alexander Mensnikoff; First Artillery Officer, Nicolay Befolousky; First Master, Staff Captain Michael Hochloff; Junior Masters, Second Lieutenant Valerian Kazerinof and Ensign Peter Novitsky; Chief Engineer, Second Lieutenant Peter Mackinn; Assistant Engineers, Ensigns Peter Zotoff and Constantine Petroff; Stormmaster, Lieutenant Vassily Sholkunoff; Commissary, Vassily Ivanhoff; Storekeeper, Vassily Philipoff; Chaplain, Pakomy; Head Surgeon, Vladimir Kadrin; Assistant Surgeon, Vladimir Popoff; Midshipmen, Alexander Bertakoff, Victor Janish, Marmal Beroff, Vladimir Vlooff, Ivezanca Foretenoff, Joan Lebedoff, Paul Nicolaeff (third assistant engineer).

Corvette Bogatire, 8 guns, 4 inch rifle bore, steel breech loaders, and 4 rifle bore brass eight-pounders, 2,125 tons, 360 horse-power. List of officers—Commander, Captain-Lieutenant Dimitre Sharoff; Lieutenants, Yakoff Geldebrand, (first officer), Feodore Timirazoff, Vladimir Long, Nicolay Polemkin, Constantine Ostelitsky, Peter Chikofsky; Passed Midshipman, Peter Venokurum; Paymaster, Alexander Von Glasanupp; Artillery Officer, Second Lieutenant Nicolay Pokoopky; Master, Kasign Yokoff Golomet; Assistant Master, Constantine Takaron; Chief Engineer, Second Lieutenant Polikarp Korsak; Assistant Engineers, Platon Ivanhoff and Ensign Vladimir Var-oloff, Chaplain, Platon; Midshipmen, Jarif Melefsky, Peter Timofyeff, Gustav Schmidt, Alexander Rogertversky, Constantine Domojeroff, Ivganea Von Ruktershell, Nicolay Beklemishoff, Peter Ostellitsky; Third Assistant Masters, Polikar Pavelloff, Ludwig Helerts, Victor Samuelensko; Second Assistant Engineers, Alexander Tronkanoff, Leopold Yacobsen, Snepan Kusnin; Surgeon, Otton Krecofsky.

Clipper Abreck, seven guns, three six inch rifle bore steel breach-loaders and four rifle bore brass eight-pounders, 1,039 tons, 300 horse power. List of officers:—Commander, Captain Lieutenant Frederick Shautz; Lieutenants, Nicolay Valetzky (first officer), Alexander Sedensner, Oscar Stark, Prince Cergy Uktomsky, Paul Levenhagen (paymaster), Alexey Zinkoff; Passed midshipman, Constantine Cleopin; Master, Ensign Peter Karakin; Engineers, Ensigns Nicolav Von Eltsner and Lavrenti Reiter; Surgeon, Apollon Juraplon; Midshipmen, Gregory Zoloff, Feodore Vichnevetzy and Baron Carl Ungern Schternberg; Third Assistant Master, Cergy Vajalinsky; Third Assistant Engineers, Prohran Danilloff and Vladimir Nabotoff.

So much for the Prince, the fleet and attendants.

THE PROGRAMME.

The Executive Committee is composed of the following gentlemen, viz.:—Mr. W. H. Aspinwall, Chairman; Mr. M. H. Grinnell, Mr. E. W. Stoughton, Mr. W. E. Duncan, I. McDowell, U. S. A.; Mr. E. D. Morgan, S. W. Godon, U. S. N.; Mr. W. T. Blodgett, Mr. J. Taylor Johnston, General Alexander Shaler, Mr. A. Bierstadt, Mr. Henry Clews, Mr. S. J. Macy, Mr. S. L. M. Barlow, Mr. Lloyd Aspinwall, Mr. Howard Potter, Mr. James E. Montgomery, Mr. R. L. Stuart, Mr. Henry Bergh, Mr. C. C. Dodge, Mr. R. W. Howes, Treasurer; James E Montgomery, Secretary; and these gentlemen have for the past month been engaged in providing for what is intended to be a reception befitting their visitor, and one that will redound to the credit of the citizens of the Empire City. The programme, so far as it had been arranged up to last evening, is substantially this:—

On the first intimation of the approach of the Russian squadron from Sandy Hook the American fleet, under the command of Vice Admiral Rowan, which is now anchored off the lower quarantine, will get underway and go out to meet the imperial convoy. On approaching to within a given distance of the nagship, commanded by Admiral Possiet, carrying the Prince, a salute of twenty-one guns will be fired from the American flagship and answered as a matter of international naval etiquette by the former. According to his instructions from the War Department Admiral Rowan will then convoy the Russian fleet into the bay. If the vessels arrive at any time before ten o'clock in the morning, so as to permit of communication being had with the committees and the police and military in the city, they will be detained in the bay sufficiently long to admit of all the following arrangements being carried into execution; but should they arrive later in the day they will be detained until such time as everything shall have been completed to receive him as befits his position. The latter will most likely be the arrangement, although the revenue cutter Northerner has been placed at the disposal of the Russian Minister, M. Catacazy, that he might meet them as far out as possible, so as to prevent delay. The telegraph will be employed to notify the members of the Executive and Reception Committees, in accordance with an understanding already entered into, and the chief of the executive will notify all other parties who are to take part in the pageant.

The Mary Powell has been chartered as a special steamer to carry the members of the Reception Committee, which will be about one hundred and fifty in number, consisting of the most respectable citizens of New York, each of whom will be entitled to take two ladies on the same boat. On this boat, which will start from about pier 44 North River, will also be the Governor of the State, John T. Hoffman, accompanied by his staff, consisting of Major General Franklin Towsend, Adjutant General; Brigadier General James McQuade, Inspector General; Brigadier General Samuel William Johnson, Commissary General and Chief of Ordnance; Brigadier General William M. Tweed, Jr., Engineer in Chief; Brigadier General James B. Craig, Judge Advocate General; Brigadier General Jacob S. Mosher, Surgeon General; Brigadier General Robert Lenox Banks, Quartermaster General; Brigadier General George J. Magee, Paymaster General; Brigadier General Albert Steinway, Commissary General of Subsistence; Colonel Walter P. Warren, Aide-de-Camp; Colonel J. Townsend Connolly, Aide-de-Camp; Colonel William F. Moller, Aide-de-Camp; Colonel Lester B. Faulkner, Aide-de-Camp; Colonel Herman Uhl, Aide-de-Camp, and Colonel Frank N. Lord, Aide-de-Camp.

In addition the Henry Smith, a government steamer attached to General McDowell's department for inspecting the harbor defences and forts, will be pressed into service to carry the members of the Executive Committee above mentioned, with whatever friends they may be desirous of inviting. At a given signal these two steamers will proceed down the bay to meet the combined fleets, which will then be nearing the Narrows if the programme be properly carried out. Simultaneously with this movement it is understood that a squadron of yachts from the New York, Brooklyn and Atlantic Yacht Clubs will pass through the Narrows, and, after saluting the fleet, return as a part of the convoy to the Russian war vessels as far as the Battery.

PASSING THROUGH THE NARROWS

the ships will be saluted by Forts Columbus and Hamilton, and again from the forts on Governor's Island. Arriving off the Battery Admiral Rowan will board Admiral Possiet's ship, and receive Prince Alexis on behalf of the United States with the customary *eclat* exhibited on all such occasions. Admiral Rowan's vessel will then be boarded by the Mary Powell, and he will then hand the royal visitor over to Governor Hoffman, who will receive him on behalf of the State of New York with such an address as he may deem appropriate to the occasion, and he in turn will introduce him to the Reception Committee, by whom he will be invited to take refreshments, &c.

The following are the sub-committees for the Bay reception.

Sub-Committee No. 1—On "Reception Committee"—Messrs. Montgomery, Macy and Dodge.

Sub-Committee No. 2—On "Chartered Steamers"—Messrs. Duncan Johnston, Macy and General Aspinwall.

Sub-Committee No. 4—On "New York Yacht Club"—Messrs. Macy, Duncan and Blodgett.

Sub-Committee No. 5—On "Ships in Port"—Messrs. Grinnell, Potter and Howes.

Sub-Committee No. 6—On "Excursion Steamers"—Messrs. W. H. Aspinwall, Dodge and Montgomery.

Sub-Committee No. 7—On "Government Vessels"—Admiral Godon, General McDowell and Mr. Howes.

Sub-Committee No. 8—On "Music"—Messrs. Barlow, Bergh, Duncan and General Shaler.

Sub-Committee No. 9—On "Military Escort"—General Aspinwall, Messrs. Howes, Montgomery and General Shaler.

Sub-Committee No. 10—On "Badges and Decorations"—Messrs. Stoughton, Bierstadt and Potter.

Sub-Committee No. 11—On "Collation"—Messrs. Clews, Blodgett and Stuart.

Sub-Committee No. 12—On "Invitations to Reception Steamer"—Messrs. Grinnell, Stoughton and Montgomery.

After completing necessary arrangements the Prince will land at pier No. 1, where he will be met by the military and police.

THE POLICE.

The police force, headed by Superintendent Kelso, will be represented by about four hundred picked officers, who will clear the wharf where the landing is to take place, and take their positions before and in the rear of the procession, in accordance with the general custom.

MAGNIFICENT MILITARY DISPLAY.

The military arrangements made are of the most magnificent and extensive order, and for completeness excel anything of the kind ever gotten up by the authorities in this State. In accordance with the request of Governor Hoffman and the understanding with the Executive Committee, General Alexander Shaler has ordered out the entire First division of infantry of the New York State National Guard to do honor to the imperial visitor on his arrival. The following order has been issued to the commanders of regiments:—

HEADQUARTERS FIRST DIVISION, N. G. S. N. Y.,
NEW YORK, Oct. 12, 1871.

1. The infantry organizations of this division will parade on the occasion of the reception of His Imperial Highness Alexis, Grand Duke of Russia.

2. The order, date and hour of formation will be announced in further orders, published in the daily newspapers, as soon as the time of the arrival of His Imperial Highness has been definitely determined.

3. In accordance with paragraph 531, General Regulations, all general and field officers, division staff, chiefs of staff and inspectors of brigades will meet for theoretical instruction at these headquarters, 127 Mercer street, on Tuesday, 17th instant, at eight o'clock P. M.

By order of Major General Alexander Shaler.

WILLIAM H. CHESEBROUGH,
Colonel, Assistant Adjutant General and Chief of Staff.

On account of the limited space in which the troops will have to move it has been determined that no artillery regiments shall participate in the parade, and only sufficient cavalry to attend as orderlies or for any other duty assigned them by the general commanding.

General Shaler, who will have command of the troops, will be attended by his staff, consisting of General Debineau, Colonel Chesebrough, Colonel Kearney, Colonel Oakey, Colonel Fowler, Major Meehan, Major Jussen and Captain Fairgrove.

Brooklyn will be represented by the Second division, under the command of General Woodward and staff and New Jersey by a battalion from Newark, for which great care has been bestowed and considerable money expended by General Plume. These are the troops that will take part in the parade.

NEW YORK FIRST DIVISION.

Regiment.	Commanders.	Number.
First	Lieutenant Colonel Webster	250
Fifth	Colonel Sendix	300
Sixth	Colonel Sterry	750
Seventh	Colonel Clarke	500
Eighth	Colonel Scott	500
Ninth	Colonel Fiske	500
Eleventh	Colonel Dilmar	400
Twelfth	Colonel Ward	350
Twenty-second	Colonel Porter	400
Fifty-fifth	Colonel Allen	300
Sixty-ninth	Colonel Cavanagh	800
Seventy-first	Colonel Rorkacellar	600
Seventy-ninth	Colonel Shaw	750
Eighty-fourth	Colonel Conkling	250
Ninety-sixth	Colonel Verebiel	250
Total		5,475

BROOKLYN—SECOND DIVISION.

Thirteenth	Colonel Mason	300
Fourteenth	Colonel Debevoise	450
Twenty-third	Colonel Ward	750
Twenty-eighth	Colonel Berger	400
Thirty-second	Colonel Roehr	250
Forty-seventh	Colonel Austin	500

NEWARK, N. J.—THIRD DIVISION.

Several regiments, about	1,000
Total infantry	8,975

Each regiment will be accompanied by its own band and standard bearers, and will leave the armory at a given signal, in accordance with a notification sent out as a general order from Headquarters, to form on Broadway, the right to commence on the west side of Broadway, commencing at the southwest corners. As each regiment arrives it will be drawn up in file, and it is expected that in this way the line of troops will extend from Battery place to Duane or Canal street. The Seventh, Eleventh and Twenty-second regiments are detailed to form the

SPECIAL ESCORT TO THE PRINCE,

and these will extend from Battery place to Pier No. 1, where they will receive him with presented arms. Carriages will be in attendance on the arrival of the party, and the Prince, his suite, and the members of the reception committee, with their friends, will commence the journey up Broadway, preceded by the police and a portion of the escort, the other portion of the escort falling in immediately after the carriages. The latter having turned the corner of Battery place, the first portion of the First division will break from the right and march to the left to follow the procession, so that as soon as one company shall fall in the next will follow, and so on until the three divisions are following up after the procession of carriages. The line of march will be up Broadway to Union square, and thence into the Fourth avenue to the Clarendon Hotel.

A rest will be here accorded to the imperial "sailor" for one evening, after which he will start for Washington, where he will be formally introduced to the President and the members of the Cabinet and foreign ministers.

ON HIS RETURN TO THIS CITY

the first day he will be entertained by General Irwin McDowell, who will, independently of the committees, invite him on a tour of inspection of the fortifications and most interesting points around the harbor, on the steamer Henry Smith. The second day he will visit the Navy Yard and public institutions; on the third day he will be driven through Central Park to Jerome Park, where an early breakfast will be laid out. On the fourth day a sail up the Hudson River to West Point will form the day's amusement, and on the fifth he will inspect the Fire Department. Mr. Strakosch, the manager of the Grand Italian Opera Troupe, has tendered the committee an entertainment for one evening at the Academy of Music, and proffered a performance in which Miss Nilsson will appear. The letter making this offer to the Executive states that boxes will be reserved for the Prince, the royal suite and the members of the committee. This will doubtless be a splendid entertainment, and will be strictly "full dress." No day can be fixed for this, however, as the movements of the Prince cannot be confined to a day, nor is it known how long he wishes to remain here. The programme will be exhausted, so far as at present made out, by the grand ball at the Academy, which will be on a most gorgeous scale. A small building, formerly employed as a church, is to be gaily decorated and fitted up as a supper room for the occasion.

These are the sub-committees for the amusements after the return from Washington, viz.:—

On Visits to Navy Yard and Public Institutions, Messrs. W. H. Aspinwall, Admiral Godon, General McDowell, Messrs. Stoughton, Potter and Bergh; on Breakfast at Jerome Park, Messrs. Duncan, Stoughton and General Aspinwall; on Excursion up Hudson River and Visit to West Point, General McDowell, Messrs. Barlow and Stuart; on Fire Department, Messrs. Macy, Dodge, Bierstadt; and General Shaler; on Grand Reception, or Ball—sub-committee No. 1, on Buildings, Messrs. Johnston, Macy and Bergh; sub-committee No. 2, on Decorations, Mr. Bierstadt and Admiral Godon; sub-committee No. 3, on Music, Mr. Blodgett and General Aspinwall; sub-committee No. 4, on Reception, Messrs. W. H. Aspinwall, Grinnell, Stoughton, Morgan and General McDowell; sub-committee No. 5, on Floor, Messrs. Duncan and Montgomery; sub-committee No. 6, on Flowers, Messrs. Barlow and Blodgett; sub-committee No. 7, on Supper, Messrs. Clews and Bergh; sub-committee No. 8, on Invitations, Messrs. Dodge and Howes; sub-committee No. 9, on Press, Printing and Badges, Messrs. Macy and Bierstadt; sub-committee No. 10, on Police Regulations, General Shaler and Messrs. Potter and Barlow; sub-committee No. 11, on Finance, Messrs. Clews and Potter.

It is supposed the Prince will take a tour out West before he returns to Russia.

NEWS FROM UTAH.

Brigham Young Arraigned in Court—No Time Yet Fixed for His Trial—Change of Military Commanders.

SALT LAKE CITY, Oct. 16, 1871.

Brigham Young was arraigned before Chief Justice McKean, in the United States District Court, this morning, and pleaded not guilty to the indictment found against him. The defendant's counsel applied for a continuance until the next spring term, but the prosecuting attorneys, while expressing their desire to allow all reasonable time to the defendant to prepare his defence, declined to consent to a postponement of the case for so long a period.

Judge McKean instructed counsel to consult together and fix upon the time for going to trial. No day has yet been settled upon. The trial will doubtless come off within six weeks or two months. The other cases of a like nature will not be tried before that of Brigham Young is completed.

Brigham Young seemed much improved in health and confident in manner.

In the case of the Mayor, Daniel H. Wells, on a similar charge, the reading of the indictment was waived, and after the title of the case was announced he, too, pleaded "not guilty."

Judge O. F. Strickland, United States Marshal Patrick and a number of attorneys left for Provost City this morning, where a Court for the Second Judicial district will be opened to-morrow. General De Trobriand was asked for a cavalry escort, but he refused. The United States marshal says it is impossible for him to make arrests there without military support.

The Mormons here have started a subscription for a defence fund to aid Brigham Young. Mayor Wells and other Church magnates in overthrowing the charges brought against them by the United States Grand Jury. It is said that men and women alike are contributing freely.

By an order from the President the headquarters of the Thirteenth regiment of United States infantry have been transferred from Camp Douglas to Fort Steele. This will necessitate a change in the command here, as General DeTrobriand and the regimental staff will proceed to the new headquarters. Lieutenant Colonel Henry A. Morrow, now commanding at Fort Steele, will assume command of Camp Douglas. The regimental band will accompany headquarters. No reason has been given for this change at Camp Douglas. General DeTrobriand is a soldier of fine attainments, and his departure will be regretted. Colonel Morrow will arrive here in a few days.

The tin mines of Ogden are the excitement of the hour. They are reported to be of fabulous extent and richness. There will be a great rush in that direction.

About $20,000 will be sent to the Chicago sufferers from Utah. The mining camps are responding liberally to the call for aid. The weather is cool and exceptionally fine.

Another big discovery in the Emma Mine is announced.

CHINA.

Terrible Visitations by Floods, Typhoons and Disease.

Treaty Ratification with Japan—United States Mission to Pekin—Naval Reports—The Tea Trade.

SHANGHAE, Sept. 11,
Via SAN FRANCISCO, Oct. 15, 1871.

There have been typhoons on the China coast. Many vessels have been dismasted and two lost.

The high water at Hankow has caused fears of the city being overflowed.

The pilot boat Golden Gate has been lost, with pilot Druders on board.

There has been a great flood at Tien-Tsin, and it is estimated that 10,000 square miles are under water. There is, in consequence, great suffering.

A terrible typhoon has occurred at Hong Kong.

Three ships were dismasted and one lost, and hundreds of Chinese drowned.

The City Hall at Hong Kong has been struck by lightning.

The rinderpest has appeared at Mongolia.

The deliveries of black tea are 1,000,000 pounds more than at the same date last year.

A United States naval hospital is to be built at Yokohama.

The United States steamer Benicia has gone to Hankow.

The ship Golden State has sailed for New York. The crew had a row, and the second mate, Charles Brown, was stabbed, and is lying dangerously ill in the hospital.

The Shan-in fan excitement at Hankow has been suppressed. Politically all is quiet in the city.

United States Minister Lowe is at Shanghae *en route* for Pekin.

The China and Japan treaty, which has been signed at Pekin, is said to be an exact copy of the United States treaty.

Effects of the Typhoon.

SAN FRANCISCO, Oct. 16, 1871.

News by the steamship America states that the ship Sumatra, for San Francisco, was caught in the late typhoon in the Chinese waters and returned to Hong Kong in distress.

The French ship Nancy was destroyed by the typhoon and Captain Mangal drowned.

The magnificent granite praya at Hong Kong was also demolished.

REVIVAL OF THE KU KLUX OUTRAGES

The President's Proclamation Defied in South Carolina.

Excited State of Affairs at the South—The Texas Riots.

WASHINGTON, Oct. 16, 1871.

Private despatches received to-day from South Carolina state that there is no indication on the part of the Ku Klux of their intention to obey the President's warning. The time allowance expires to-day. Among the arms which are required to be turned in are eight hundred stand of Winchester rifles, belonging to the State, taken by Ku Klux in the day time from Unionville, where they had been stored for the militia. Attorney General Akerman is himself in York County, where Colonel Merrill of the Seventh cavalry, is stationed. Additional troops have arrived there. All through the proclaimed district great excitement prevailed, and it is understood that most of the suspected persons are now lying out to avoid arrest. Up to this date the midnight whippings, &c., have not decreased, except in counties where the United States Marshal, his deputies and posse are at work.

Florida reports show a renewal of disorders in some parts of that State. Within ten days past a colored man, named Williams, was shot in cold blood by a white man name Shoals. At Newmansville two murders have occurred within the same time as that at Gainsville. One was that of a republican named W. H. Lucy, by a Ku Klux desperado named Moody; the other was a colored man. A few days after a colored boy was beaten nearly to death. Both these places are in Alachua county. In Jackson county on the 6th inst., Senator Kimminger was shot by a man named Poncher. The Senator had complained of Poncher for carrying concealed weapons and the latter had been sent to jail in default of finding bonds. He subsequently procured bail and left. After a couple of weeks he was seen in the neighborhood. Mr. Krimminger was sitting on his piazza when killed by a rifle ball. The murderer walked deliberately to a boat, got in and rowed away, after reloading. No attempt has been made to procure his arrest, and the murder is justified because the Senator is a radical, and a Southern born radical.

The Groesbeck, Texas, riot, to quell which Governor Davis is telegraphically reported to have a body of negro police, began, it appears, three or four days before the election, by a man named Applewhite, well known as a gambler and desperado, who was wearing a Derringer in defiance of the law against carrying deadly weapons, refusing to give them up when directed to do so by an officer. An attempt was made to disarm him, which he resisted. He was killed in the melee while in the act of firing. The democrats in the town rushed to arms. The police officer, a colored man, rejoined his squad and they speedily fled, seeing they were likely to be summarily butchered. The country was then aroused for miles, and men, mounted and armed, poured in for two days and more. The passenger train from Houston was searched by armed men, and pickets were posted on all the roads. The police of that station, forty strong, first barricaded themselves in a building and then marched to Springfield, pursued by several hundred armed men. They were besieged at the latter place. The armed mob also threatened the death of all republicans thereabouts, declaring that they intended to begin the war of races there. The stage to Austin was stopped at different points by armed men, and it was with great difficulty the coach got through. The passengers were told that the negroes were under arms, but none were seen except as fugitives.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, Oct. 16—5 P.M.—Consols closed at 92½ for money and 92⅝ for the account. United States five-twenty bonds, 1862's, 90½; 1865's, old, 90½; 1867's, 91½; ten-forties, 88½.

PARIS BOURSE.—PARIS, Oct. 16—P.M.—Rentes closed at 56f. 95c.

FRANKFORT BOURSE.—FRANKFORT, Oct. 16—A.M.—United States five-twenty bonds opened at 85½ for the issue of 1862.

LIVERPOOL COTTON MARKET.—LIVERPOOL, Oct. 16—4:30 P. M.—The cotton market closed easier. Middling uplands, 9¾d. a 9¾d.; middling Orleans, 10d. The sales of the day have been 12,000 bales, including 3,000 for speculation and export. Sales of cotton on ship named at savannah or Charleston 9¾d for middling.

LIVERPOOL BREADSTUFFS MARKET.—LIVERPOOL, Oct. 16—3 P. M.—The breadstuffs market is dull. Wheat, 10s a 11s. 8d. for No. 2 red Western & ring, and 11s. 1d. for red winter.

LIVERPOOL PROVISION MARKET.—LIVERPOOL, Oct. 16—4:30 P. M.—Pork, 49s. per bbl. for fine Western prime mess.

LIVERPOOL PRODUCE MARKET.—LIVERPOOL, Oct. 16—5 P. M.—Refined petroleum, 1¾d. a 1¾d. per gallon. Tallow, 47s. 6d. per cwt. Spirits turpentine market bare.

LONDON PRODUCE MARKET.—LONDON, Oct. 16—Evening.—Linseed oil, [illegible]

YACHTING.

HAIL! "COLUMBIA."

The First International Race.

Rear Commodore Osgood's Yacht Columbia Sails the Livonia Over the New York Yacht Club Course.

The Livonia is Beaten Over Three Miles and Nearly Half an Hour.

Scenes and Incidents in the Bay—Enthusiastic Reception of the Victorious Yacht.

For days and weeks New York, amid all its many excitements, including the great disaster in Chicago and the almost panic in Wall street and among its leading moneyed institutions, has talked and brooded over the subject of yacht and yachtsmen. This has swayed and triumphed over the minds of men, women and children, fashionable and lowly. The tremendous theme partook of keel and centre-board boats—those best in light winds and those in squalls and gales; boats that could sail well when the elements were quiet, and those that would make the most headway when laid down to their work and when their ice gunwales were in the swirl of the waters. All this grew out of the second visit to this country of Commodore James Ashbury, an enthusiastic and experienced British yachtsman, who has essayed for the second time to reclaim the cup won by the America, given by Victoria, of England, in 1851, and then sailed for around the Isle of Wight. That victory of the America, owned by Mr. Stevens, and designed and built by George Steers, is familiar to our ears as household words. Shortly after that memorable event the cup was given by Mr. Stevens to the New York Yacht Club, to be held as a trophy under certain honorable conditions, by which it was made a challenge cup, open to the competition of the world. Mr. Ashbury last year in the Cambria came for this trophy, but the result of the attempt was not very cheering. He has come again, with a yacht embodying ideas of construction thought to be on the other side of the Atlantic, although little experimental, of just the right kind to carry the cup from these waters. This yacht—the Livonia—has been here for two weeks or more, and during this time her owner and the committee of the New York Yacht Club has been arranging the details of the races which the former sought. The formidable columns of correspondence that passed between them upon the subject caused by the claims of the visiting yachtsman were such that at one time the public almost tired of this phase of the question; but, happily, the end of last week all was arranged or the struggles. A series of six races were to be sailed—three over the annual regatta course of the club and three from Sandy Hook lightship, twenty miles to windward and return; and, in case of a tie in these contests, a seventh was to be sailed over the ocean course. In all this controversy the club would only recognize James Ashbury as a challenger from the Royal Harwich Yacht Club, and the committee reserved the right to name the competing vessel of the New York Yacht Club the morning of the race. So much for history.

Every man who has sailed in distant seas and the havens and marine cities of other lands knows that upon the face of the globe and upon the margins of the great waters there is no harbor which surpasses in grandeur and convenience the bay of New York. Its great burst from the sea; its deep and rapid pass, the Narrows, between lofty heights and formidable fortifications; the great cities, queens of commerce, the arts and civilization, which surround it on every hand and crown it with a triple diadem, make it such, and yesterday the bay was the scene of the first of these races. Many a time and oft has it, with its coves and inlets and adjacent waters, been the scenes of triumphant celebrations and imposing spectacles; but yet, with all their magnificence and extent, they have seldom equalled the sight of the contest which scored the first victory in this series for the American yacht.

The steamboat William Fletcher, reserved for the committee, their guests and the members of the press, steamed into the stream from the foot of Desbrosses street upon the stroke of nine punctually, yesterday morning, towards Staten Island, where the competing yachts were rendezvoused, and, nearing this point, it was evident that the talk and excitement on land of New York's citizens had been transferred to the water. All about the bay, off quarantine, was a great flutter of flags, and for a time steamboats and yachts were in a countless state of chaos. On either hand the black and white hulls of racers, embracing the Sappho, Tarolinta, Gracie, Foam, Fleur de Lis, Maggie, Alice, Madeleine, Tidal Wave and Mischief—the latter propelled by steam—darted in and out under the sterns of the great dismantled men-of-war Albany and Ohio—treasures of Dr. Carnochan—and about the excursion steamboats Magenta, Olive Baker, Americus, Sea Bird, Andrew Fletcher, Antelope, F. V. Arrowsmith and the HERALD steam yacht. All these were black with people, and the multitude as the steamboats and yachts obtained good positions looked long and earnestly toward the black hull of the Livonia, lying under the Staten Island shore, and then, weary with this gazing, turned their attention to the Sappho and Columbia—one of which they had heard would be selected for the great inaugural contest. All along on the heights of Staten Island there were hundreds that looked like ants, but on closer inspection through marine glasses they were found to be human beings scanning the scene below. In the offing there were many sails of incoming and outgoing vessels, and while the committee boat Fletcher steamed about the suspense among the multitude was terrible.

On this boat were guests—Anson Livingston, ex-Commodore of the club; L. M. Rutherford, David Austin, Hamilton Morton, H. N. Morris, Ludlow Livingston, H. G. Russell, E. F. Boardman, of the Boston Yacht Club and owner of the Wivern; ex-Mayor Gunther and the committee, consisting of Moses H. Grinnell, Philip Schuyler and C. A. Minton. A short discussion among the latter and they had decided upon the racing boat of the day to maintain the honor of the New York Yacht Club. In whispers it was first announced, and soon in bawling tones it was heard—"Columbia." Then Fleet Captain Schuyler took a small boat and bore down upon the Livonia, and apprised Commodore Ashbury of the decision. That gentleman, in his uniform, said, "Aye, aye, sir," and then Mr. Minton, also in a breezy yachting costume, went to the upper deck, and, hailing Rear Commodore Osgood, owner of the Columbia, shouted.—

"Have you got your spars on board?"

"Yes, we have."

"Well, you are to go."

A cheer answered this announcement, and now the veteran yachtman, Moses H. Grinnell, in his old commodore's cap and dark blue suit, looking like an admiral in command on a foreign station, took Secretary Minton's place as the Fletcher approached the Columbia, and patting his left hand with his right vehemently, exclaimed,

"Now, boys, make up your mind before you start to come in three miles ahead; you can do it if you like."

"We will," came back the cheery answer, and the old veteran looked happier than if he really was in command of a naval fleet and had won a stubbornly contested battle.

Mr. Shepherd Homans, of the yacht Foam, was selected to go on board the Livonia as the representative of the club, and Mr. Henry Horne, of *Bell's Life*, came on board the committee steamer for the same object. Accompanying him was Mr. W. Gregory, of the *London Illustrated News*, who has been painting marine pictures for Commodore Ashbury, in which the central vessels were the Cambria and the Livonia.

The sky was not clear, but cloudy. Black masses of vapor hung low in the north and rain threatened and fell part of the time after the race had fairly commenced.

At last, and still on time, the committee boat again neared the Livonia, and the cry came from Mr. Philip Schuyler, who had admirably arranged the preliminaries of the contest and caused the course to be clear at the start,

"Livonia ahoy! Are you ready?"

"In ten minutes."

And the ten minutes were patiently awaited to pass, when down came the flags of the Fletcher to prepare. Time is now given to note that Lord Walter Campbell and Paymaster Cunningham, United States Navy, are on board the Livonia; but the suspense for the start is an eternity. At last down came the flags again, and screaming away goes the signal whistle to be away, and with cheers the white canvas begins fluttering in the wind as the jibs go shooting up the stays. Words fail to describe the excitement. Gallant hearts and ladies fair bid "good luck" to the Columbia, and a thousand eyes look askance to the dangerous rival she is thought to have. The Columbia flits away first, for there were no laggards there, and it is well to note that Mr. Osgood set a good example by clapping on the halyards. A moment and under her cloud of canvas she was merrily rousing the water under her sharp bows. Splendid she looked, and many on board the committee steamer would have staked their existence almost even then that she would be victor of the day.

All along down on the course the achievements of the Columbia evoked applause of the heartiest character, and when she came bowling past the Southwest Spit 4m. 27s. ahead the scene was of the most varied and brilliant nature. So it was at the lightship, when the advantage was increased to 14m. 35s. Somebody counted here thirty vessels, and, save once, old Captain Cosgrove never felt happier. What pathos he infused into the musical bell of the lightship! What joy the "one, two, three" guns sent over the steamboats and into the hearts of the American yacht! Who ever heard heartier cheers from men and women, and who ever looked happier than the owner of the Columbia. She is being sailed magnificently, and that alone is worth the gladsome ovation. The struggle is nearly over now—that's apparent if the wind holds. Everything draws on the Columbia. There is smartness in every movement of her crew, and it would take, under the circumstances, a phantom ship to overhaul her. At the Southwest Spit, homeward, she is nearly half an hour leading, and the most sceptical gave up their doubts and hailed her as the winner. Near the Narrows the crowds on the banks caught the import of the great victory, and there are cheers after cheers. These no sooner die away than the crews of the men-of-war awaiting the Prince Alexis take up the shouts, and "three times three" sends the winner along with more of that sympathy sure to give pleasure to the victor. And now, showing admirable speed, the rest of the distance is soon made, and, with the Livonia miles astern in the haze, the stakeboat is reached. About it are all the excursion steamers and accompanying yachts, and scores of skiffs and working boats. Time is called, and whistles, and guns and cheers give that reception due to the winner. Hail "Columbia," was the yell, and even in the excitement of the moment one yachtsman, more literary or thoughtful than his fellows, whispers in my ear, "This is the first victory, and the cup can't go away from here.

Who sheds the foremost foeman's life,
That party conquers in the strife."

THE SAILING REGULATIONS.

The course was over the New York Yacht Club course, from an anchorage west of a flagboat stationed near the Quarantine landing, Staten Island, to the red first class can buoy west of Southwest Spit buoy, designated on the chart map as buoy No. 10, passing it to the west and south; thence to the lightship, rounding it to the northward and eastward, returning over the same course, passing to the east, going and returning, of all the buoys on the West Bank—viz., Nos. 13, 11 and 9—and to the westward of the flagboat stationed near the Quarantine landing, Staten Island.

The competing yachts for the races over the New York Yacht Club course were allowed to set their mainsails, foresails and gaffsails before starting. The signal for preparing to start was to be the lowering of the flags on the committee boat, and five minutes afterwards the signal to start was to be given by lowering the flags and a prolonged whistle from the steamboat.

THE CONTESTANTS.

The following shows the displacement, with the apportionment upon which is calculated the allowance of time according to the new scale of the club:—

Name.	Owners.	Displacement.	Apportionment.
Livonia	James Ashbury	3,631	1,881
Columbia	Franklin Osgood	3,631	1,884

THE RACE.

The interest in the great international contest was becoming intense as the yachts were getting into line. Spectators rushed to the forward parts of the many steamers to witness the send-off, and as the hour approached for the signal to prepare the contestants underwent a considerable amount of criticism. There was a general desire for more wind, for the slight breeze then blowing from the northwest was scarcely sufficient to inspire the hope of a keen and speedy contest. The Livonia had the better position of the two vessels, being nicely anchored on the weather side and near the shore, while the Columbia stood out about two hundred yards to leeward. The tide was making the first of the ebb, and the vessels stood bows towards the city, jibs down. With great promptness the racing committee completed the preliminary arrangements, and it was rather gratifying to find that no delay whatever was experienced. Lest there should be the slightest obstacle in the way of the Livonia when paying off, several yachts lying adjacent to her weighed anchor and cleared the ground. Everything, in fact, was done that could possibly facilitate the start and render it equally fair to all parties, so that no complaints on that head could be subsequently entertained.

THE START.

The space being entirely free from every obstacle the flags on the committee boat were lowered at 10:35 A. M. as a signal to prepare. And now the excitement commenced in earnest. There was hurrying to and fro on board the competing yachts, then every man was at his post, and when at 10:40 A. M. the shrill whistle of the steamer warned them to depart the scene was one of great animation and excitement. Up went the three jibs of the Columbia in a twinkling, and what with the foresail, mainsail and gaffsails she looked a perfect picture. She was the first to pay off. With considerable expedition the huge balloon jib