Richmond Dispatch.

WEDNESDAY....NOVEMBER 28, 1877.

ETERSBURG.

MURDER TRIAL.—DEATH OF A PETERSBURGER IN MEMPHIS—NARROW ESCAPE FROM DEATH—FALL IN FRONT OF AN ENGINE—ENCOUNTER WITH A MANIAC, &C.

[Correspondence of the Richmond Dispatch.]

NOVEMBER 27, 1877.

Information from Northampton county, N. C., states that the case of Jesse D. Brantley, charged with the murder of Colonel John M. Moody, had been removed for trial to Warren county.

Colonel Moody was formerly a wealthy and prominent citizen of Northampton, but for some time previous to his death was a resident of this city. He was on a visit to that county when he was shot.

A telegram received from Memphis this morning announces the death in that city of Mr. Peter C. Hatcher, a well-known and respected Petersburger, who left here about five years ago. He leaves many relatives here.

Mr. Jefferson Pillow, of this city, employed as a fireman on the Atlantic, Mississippi and Ohio railroad, made a very narrow escape from death this morning. While the mail train from Norfolk was approaching the city, travelling at full speed, Mr. Pillow went out on the engine to oil the cylinders. While passing in front of the smoke-stack the engine was slightly checked in speed, which threw Mr. Pillow from his balance and caused him to fall forward. He was struck by the cow-catcher and thrown off from the track, thus saving his life. He was very seriously injured, however—internally, it is feared. He was brought to his home here and placed under medical care.

The police about 3 o'clock this morning undertook to capture a negro maniac named Joe Orange, on Brown's alley, who had pitched his mother down the steps into the street and driven his wife out of doors. They found that he had locked himself in, and armed with an axe, a gun, and iron wedges, defied their authority. The officers spent two or three hours in trying to coax the man out of his house and capture him without hurting him, but they were unsuccessful. The madman snapped his gun at the officers, threw the wedges at them, and finally, after battering down one end of the house with an axe, made his escape in the dark. He has up to this writing not been captured.

One of the iron-front buildings was sold several days ago, and was purchased by Messrs. E. S. Jaffrey & Co., of New York, for $8,400.

Many of our merchants have signed an agreement to close their places of business on thanksgiving's day.

Letters received here within the past few days indicate that a great number of citizens of the North and Northwest will come this way within the next few weeks looking after lands. ROBIN ADAIR.

Shot in Jest.

A YOUNG LADY POINTS A PISTOL AT A YOUNG MAN AND WOUNDS HIM MORTALLY.

An unfortunate circumstance, involving the supposed fatal shooting of a well-known young gentleman, occurred last night in the residence of a young lady on north Fremont street. The young gentleman was Mr. James E. Murphy, secretary of the Ashland Mill Manufacturing Company, of Weatherdsville, Baltimore county, and book-keeper for Messrs. W. J. Dickey & Son, corner of Charles and German streets, in this city. The name of the young lady is Miss Laura Bannan, and she and Mr. Murphy are second cousins. He lives with his brother and mother at No. 180 north Fremont street, and she and her brother and sister live at No. 174, a few doors distant, in the same square. They were friendly, but did not associate much. He is twenty-nine years old and she twenty-five, and both are very respectable. Miss Bannan for some time past had desired Mr. Murphy to go to church with her. This was accomplished last night by winning his mother as an ally, and the couple, accompanied by Mrs. Murphy, attended Fayette-Street Methodist Episcopal church. After service, when Mr. Murphy and Miss Bannan reached her house, they went in, and Mrs. Murphy went home. In about a quarter of an hour, which made it a little after 9 o'clock, the report of a pistol was heard, and Miss Bannan appeared at the door, crying "Help, help," and arousing the neighborhood. With excited manner and wringing her hands, Miss Bannan cried, "O, my God, I have killed him! What shall I do? What shall I do?" Mr. Murphy was found lying on the floor with a pistol-shot wound in the right side of his head, from which the blood was trickling to the carpet. He was throwing his arms about and raving unintelligibly. The neighbors were much agitated, and the near relatives and acquaintances of the parties were deeply moved. As soon as Miss Bannan could control her excitement she explained that she went into her room to lay aside her bonnet and wraps, leaving Mr. Murphy alone. There was no one else in the house. In the room she picked up a small single-barrelled cartridge-pistol, which was loaded. Miss Bannan said that it belonged to her brother, and on a previous occasion she had snapped it at a pet dog and scared the animal, but the weapon did not go off. She says that she brought the pistol out with her, and telling Mr. Murphy how she had scared the dog, pointed the pistol at him playfully and snapped it in illustration of her remarks. It went off, and Mr. Murphy threw up his hand and fell. Miss Bannan showed deep distress. The wounded man, moaning and talking incoherently, was carried into his house, and attended by Professor Johnston and Drs. Gibbons and Baldwin. The bullet had penetrated the skull, going in very straight and lodging in the brain. The surgeons probed the wound as far as they could, and pronounced the injury fatal beyond a doubt. The young man might survive a few hours or a few days, they said, but it was fatal. At 1 o'clock this morning he seemed to be dying. Sergeant Flannery deemed it his duty to take Miss Bannan into custody, and she was driven in a carriage to the Northwestern station, where she was assigned proper quarters until an investigation is held.—*Baltimore American, 26th.*

[The young lady was discharged yesterday, the shot having been accidental.]

Loss of the Schooner Frank Jameson.

ONLY ONE MAN SAVED OF THE ENTIRE CREW.

CAPE CHARLES LIGHT-HOUSE, November 25, 1877.

James Barron Hope, Esq., Editor Norfolk Landmark:

Sir,—I have to report a distressing shipwreck which occurred here opposite the light-house this morning. The schooner Frank Jameson, of Rockland, Me., bound to Richmond, Va., with a cargo of ice, came ashore at 12 o'clock last night. Sea running very high; she capsized at 5 o'clock this morning, and her crew, with the exception of one man, are, in all probability, drowned. I saw them wash off one by one, but was unable to render any assistance, as no boat could live in such a sea. I took one man (who came ashore on top of the house) badly washed, and, after rubbing vigorously, brought him to consciousness. The captain, mate, cook, and two seamen, are missing. One seaman was saved—William Weed, of Rockland, Me. Hastily,

JOHN GOFFIGAN.

Another Fatal Calamity.

KITTY HAWK, November 25.—The surf-boat of the B. & J. Baker in attempting to make land this afternoon with nine men on board was swamped. The sea was very high at the time. After the boat left the Baker she was swamped and the following lost:

James Saxton, D. McCoy, Stephen Bell, Willis Walker, Captain J. J. Guthrie. Their bodies have not been recovered. Those on board who were saved are Henry L. Brooke, local editor of the *Virginian*; Captain E. M. Stoddard, of the wrecking firm of Baker & Stoddard; Henry Earle and J. T. King, hands on the steamer.—*Norfolk Virginian.*

THE LATE FRESHET.

THE JAMES AT RICHMOND WITHIN ITS BANKS AGAIN.

ABOUT THE LOSSES—THE CITY WILL PROBABLY BE LIGHTED WITH GAS TO-NIGHT—WATER CUT OFF—THE FLOODS OF 1771 AND 1795—SOME OF THE TRIALS OF CAPTAIN GIFFORD AND THE STEAMER JOHN SYLVESTER—THE CHESAPEAKE AND OHIO ROAD OPEN AGAIN—SOUTHERN TRAVEL—MANCHESTER AND VICINITY—THE TRUE HEIGHT OF THE FLOOD—THE RIVER AT BUCHANAN TWENTY FEET ABOVE THE FRESH OF 1870—CASUALTIES—DAMAGES IN BEDFORD COUNTY—REPORTS FROM HALIFAX, N. C., AND OTHER POINTS, &c.

The river got within its banks yesterday. It left on both shores and in many of our thoroughfares in the inundated districts a heavy deposit of yellow mud that will be hard to remove, and be sticky and nasty as long as it remains where it is. Along the entire river and dock-front from Haxall's mills to the lower end of Rocketts, and on the shores of Shockoe and Gillie's creeks, the sight is one quite discouraging.

Mud covers wharves, sheds, fences, coal- and lumber-piles, and sidewalks and floors which were within its reach. There were hundreds of men employed in removing this tenacious and unwelcomed substance. They had to work with shovels and hoes, and made slow progress; and unclean labor it was. Had there been plenty of water and a fair supply of hose at their command they could have washed it off much easier. On Twenty-first street, near the Libby prison, a drag, or scraper, drawn by two mules, was engaged in pulling the mud off.

Companies C and D, of the Fire Department, with their steamers, pumped the water from most of the cellars in the neighborhood of the Old Market on Main, Franklin, and Cary streets, and did the public a really great service in washing off the pavements.

The street-cars, with unexpected enterprise, began running yesterday. For a considerable portion of the day they had to drive through the mud, where it was as deeply deposited as anywhere in the city.

THE LOSSES.

The losses are quite as heavy as supposed.

They fall upon hundreds and thousands of people—upon the poor living at Rocketts and on the line of Shockoe creek; upon the Canal Company, whose wharves and tow-path have been injured; upon all the employés of the mills and manufactories who receive their water-power from the canal or basin, the same having been cut off by the break at the Six gates; upon the coal- and lumber-, and ice-dealers, whose stocks are damaged and whose yards are filled with the slimy residium of the flood; upon the steamboat companies, whose wharves and sheds will have to be replaced or repaired, and who were subjected to the cost of removals and to the detention of ships here; upon the railroads, who suffer not only the loss of bridges and embankments, but, what is considerable, stoppage of receipts and the enormous enlargement of expenditures; upon Talbott & Sons, founders; H. M. Smith, C. T. Palmer, P. H. Starke, and Watt & Call, agricultural-implement manufacturers, all of whom suffered from Shockoe creek, and whose losses by flood and stoppage of work is in the aggregate very large; upon the city of Richmond, whose streets are in many places broken; and, indeed, upon all classes.

INDIVIDUAL INSTANCES.

The five spans of Mayo's bridge which were washed away will, it is believed, be recovered. The iron-work can possibly be taken apart and replaced on the piers, in which event the loss of the Messrs. Mayo will be by no means so great as the public have been ready to suppose.

The Atlantic and Virginia Fertilizing Company will probably lose twenty or thirty thousand dollars. They are the heaviest sufferers yet reported.

Haxall, Crenshaw & Co. can repair their losses with three or four thousand dollars.

The Gallego Mills Manufacturing Company had only a trifling loss. Their flour stored at and near the York River railroad sheds was nearly all saved. A representative of the firm said yesterday that their loss was not worth mentioning. It had been reported that they had five hundred barrels of flour ruined.

The flood caught the sheds of the Philadelphia Steamboat Company, on the dock, filled with cotton and other freight, much of which had been removed there from Rocketts for safety. The damage is quite large, but an accurate estimate cannot now be made.

J. D. Porter, hardware-dealer, near Seventeenth and Franklin, will lose about $3,000. A. B. Clarke, hardware-dealer, on Main street right at Shockoe creek, will lose nothing, having removed all his stock from exposed situations in time. William Sears Wood, stove-dealer, on Main street, may lose $1,000. Farrer & Augustine, druggists, in their two stores may lose $2,000. Fox's ship-yard, at Rocketts, was damaged $3,000.

These are but samples. They indicate the extent of the flood and the damage done. To undertake any enumeration of all losses would be a colossal work.

In some instances where heavy losses have fallen the parties could have removed their goods for trifling amounts of money. They wouldn't do it. They didn't believe in "the sensational dispatches" from Lynchburg. Oh, no! The insurance companies, which had insured from water the tobacco in Mayo's and Planters warehouses, and Davenport & Morris, and dozens of other prudent firms, *did believe*, and consequently so prepared for the flood as to sustain little loss.

THE GAS-WORKS.

The fires in the retort-house at the gas-works were rekindled yesterday morning at 7 o'clock.

They will be making (if not supplying) gas by to-night. There are already two days' supplies in the holders. To permit them to be drawn upon the water which has filled the street-mains near the Old Dominion Steamship sheds will first have to be pumped out. If that can possibly be done to-day, as is hoped, we will have gas to-night; if not, not.

All the machinery at the gas-works is hurt some. The yard is as nasty as possible. It will require very much labor and the expenditure of some money before the works are restored to their former condition.

WATER CUT OFF.

Notwithstanding the assurances received from Superintendent Davis and other officials of the Water Department that the water would last until Thursday, a portion of the city—that supplied by the old reservoir—was cut off last night, causing great inconvenience and annoyance, as no preparation therefor had been made.

It was stated last night that the pumps would be at work by this morning. It is hoped they will be. But we shall not again undertake to speak for the Water Department.

At 12 o'clock last night the water in the neighborhood of the *Dispatch* commenced running again; indicating that the pumps had been set to work or some other arrangement made to supply the mains dependent upon the old reservoir.

THE POLICE.

The police have rendered unusually effective service within the past three or four days.

Major Poe on Saturday morning took great pains and trouble to notify all parties who could be reached of the coming of the flood. The information thus conveyed to the people was of incalculable value.

Since the city has been without lights nearly all of the force has been on at nights, and without relief. That accounts for the absence of the men from their usual beats in the day. The losses by robberies during the period of excitement, when a most favorable opportunity was afforded the thieves, were quite small, owing no doubt to the vigilance of the police.

Parties who have matters to report that seem to have been neglected by the suspension of ordinary police duty can, by communicating with the chief or the officers at the station-houses, have them attended to.

When the city is again supplied with gas the police will return to their routine.

THE HEIGHT OF THE FLOOD.

The monument in front of the St. Charles Hotel records the fact that on 1st October, 1870, the river rose 24 feet and ⅛ of an inch above ordinary high tide. On Sunday it rose 17 inches above the pointer on the monument—say 25 feet 5½ inches above high tide. So states a gentleman living right near the spot, who marked the high-water line Sunday.

THE GREAT FLOODS OF 1771 AND 1795.

We are informed by an old gentleman of this city that in his youth he has heard aged citizens speak of the fresh of 1795 as being very remarkable, but not altogether as high as that of 1771. Amongst other incidents of it which he remembers to have heard is that a boat could go in and out of the Bell-Tavern door. Many now living remember this tavern, which occupied the corner where now stands the St. Charles Hotel, only it was sixteen feet higher up the street; the doors of which being about the same height from the sidewalk, would make the rise of 1795 about two feet higher than that of 1877.

James Pleasants, Esq., of Goochland county, usually known as James Pleasants of "contention," so called to distinguish him from his son, the late Governor Pleasants, considered the flood of 1795 so remarkable an occurrence that he made a memorandum of it in his family Bible. If this book is in existence it would be very interesting to have this memorandum published, and would add much to the rather undefined history of that disastrous rise of the waters.

THE TRIALS OF CAPTAIN GIFFORD AND THE SYLVESTER.

The steamer John Sylvester, of the James-River Line, was not able to go down to Norfolk this morning on account of the continued high water. She will sail on Friday morning at 6:30 o'clock.

Mention of the Sylvester's sudden departure from Rocketts was made in the *Dispatch*. Captain Gifford reports that he had a perilous time of it. After leaving her moorings, near the city, the steamer went down in the neighborhood of Wilton, below Drewry's Bluff, where the captain, after many difficulties, made fast to a tree. He describes the turbulent current as being most formidable and alarming. He lay there all Sunday night in fear and trembling, and on Monday morning, when daylight came he went out to feel for the lines with which the Sylvester was made fast to the tree, and which were under water. To his horror his hand came in contact with a large moccasin snake that had taken refuge from the deluge in the tree-top. Stepping back on board, he was again confronted by another serpent—this time a huge black snake—that lay coiled up on the deck in a striking attitude. The Captain in short order sought safer quarters.

While the steamer remained tied to the tree the larder of the Sylvester was replenished, for many rabbits, one or two opossums, as well as birds, came on board to get beyond the reach of the seething current.

The Sylvester is now safely made fast to the Chesapeake and Ohio wharves, and, as has already been stated, will resume her regular trips on Friday.

REOPENING OF THE CHESAPEAKE AND OHIO RAILROAD.

The Chesapeake and Ohio railroad has been reopened for the transportation of freight and passengers. The telegraph line was restored yesterday at 2 P. M. between Richmond and Huntington. The mail train from the west left Williamson's, 193 miles from Richmond, yesterday morning, and came on to the Rivanna bridge, where the train remained until 6 P. M., when it crossed the new trestling and came on to Richmond, arriving here last night at a late hour.

The express train from Hinton arrived here this morning a little behind time, and will leave at 8:45 to-night and go through to Huntington without further interruption. Last evening four freight trains bound west left Richmond, four left Staunton, and three left Charlottesville. Passengers for the North *via* this road go to Alexandria, where they cross the river in steamers. The express train which arrived here this morning brought down the delayed passengers, who had been at Hinton since the break in the road. The mail train which left here at 8:45 yesterday morning remained at Rivanna bridge until 6 P. M., when it went on west.

It is not an inopportune moment to say that the very courteous and gentlemenly officers of the Chesapeake and Ohio railroad, and indeed all the roads leading from Richmond, have very cheerfully and promptly furnished us with all the information at their command concerning the damage done by the fresh, and for the information and the pleasant way in which it has been given these gentlemen have our thanks.

THE DANVILLE ROAD.

The officers of the Richmond and Danville railroad are not able now to say when their line will be open for through travel. As soon, however, as they can do so they will transfer their passengers across Roanoke river in boats and send them on by trains on the other side. Some few passengers who have been detained at Roanoke station crossed the river yesterday and came on to Richmond last evening. The bridge that was washed away, together with the loaded cars that were upon it, were found about a mile below on the bottom-land. Many of the timbers and some of the iron will be used in the erection of the new bridge. A force of two hundred hands will leave Richmond this morning on a special train for Roanoke. Trains Nos. 1 and 2 will for the present run on their usual schedule between this city and Roanoke. Colonel T. M. R. Talcott is at the bridge superintending the work of repairing the damages of the flood.

SOUTHERN TRAVEL BY THE RICHMOND AND PETERSBURG ROAD.

The Richmond and Petersburg Railroad Company is running its trains as usual, and passengers for the South can leave this morning at 8:40 o'clock *via* that road and the Atlantic Coast line. The transfer of passengers will be made at Weldon.

THE YORK-RIVER ROAD.

Elsewhere in this morning's *Dispatch* will be found a notice of the Richmond, York-River and Chesapeake Railroad Company, announcing that that road is now receiving freight for all points West, and for Baltimore, Philadelphia, and Canada.

THE MAILS FOR THE SOUTH.

As will be seen by the following telegram the postmaster in this city has been notified to hold mails in Richmond that are for North Carolina and other points South:

"WASHINGTON, November 27, 1877.

"*Postmaster of Richmond:* Hold mails at your office for North Carolina, South Carolina, Georgia, and Florida, and the southwestern States, until otherwise advised. M. V. BAILEY,

"Superintendent Railway-Mail Service."

Manchester and Vicinity.

Yesterday morning the water had fallen to such a degree that the lower portion of Hull street and nearly all of the city east of Hull was passable. Parties who had moved out commenced cleaning up their premises, preparatory to occupancy.

PREPARING FOR WORK.

At the mills and factories on the canal considerable bustle prevailed. A large force was gathered and preparations made for a thorough cleaning up of all the premises. The damage to the canal is not so great as was at first apprehended. The greatest inconvenience was caused to people in Marks's field, Baconsville, Second and Third streets, who found the mud several feet deep in their houses.

As stated yesterday, the Manchester Cedar-Works Company will be the heaviest losers on the water-line.

Some of the parties who were forced to move Sunday will not return until their houses are thoroughly aired and dried.

THE JAMES-RIVER PLANTATIONS AND ISLANDS.

There are no further particulars from the James-river plantations, but the losses at all from Manchester to Bermuda have been very heavy.

Belcher's Island is almost covered with drift-wood. The large frame house on Vauxhall's Island, which was built many years ago and successfully resisted the flood of 1870, was carried away Sunday, as was the small bridge connecting Belcher's Island with the Danville railroad bridge.

AT THE DANVILLE SHOPS—IN THE HAMMOCKS.

At the Danville shops and in the yards yesterday all was quiet. The usual work was going on in the machine and other shops and preparations made for a resumption of trains.

A number of parties were engaged in getting drift-wood out of the Hammocks above the Free bridge. Some parties obtained probably enough to last them through the winter.

FIRE ON BELLE ISLAND—OTHER ITEMS.

Early yesterday morning an old frame building, formerly used as a cooper-shop, on Belle Island, was destroyed by fire. The origin of the fire is unknown, but is supposed to have been caused from fire left in the building Monday. A party of hands who had been at work all day and until a late hour Sunday night were allowed by Mr. Baird to occupy the building, and they must have failed to put out all the fire. At one time it was feared that the fire would be communicated to the railroad trestle-work and to other and more valuable buildings. But by hard work the flames were confined to the building in which the fire originated, and the loss is small. Among the *débris* of the flood from the upper country which lodged on the island are several corn-cribs, one in very good condition, and all containing more or less corn.

The officers of the Old Dominion Nail Company's works have gone to work with a will making preparations for a resumption of operations. As stated yesterday, their loss is small.

A large turtle, estimated to weigh about thirty-five pounds, was captured on the island Monday.

Several dead rattlesnakes were also washed ashore on the southwest end of the island.

GENERAL REMARKS.

Captain Hugh Longest reached the city, with Captain James W. Lovell, Monday night.

It is almost impossible at this writing to state with accuracy the losses sustained by the establishments on the water-line. The losers have not yet estimated it themselves. The loss sustained by the city is small.

The walking was very disagreeable in the lately-flooded districts yesterday, and it was with difficulty that teams could be driven in that section. There is a perfect wreck of fences in that quarter, and many persons went to work yesterday in replacing them.

The falling of the waters was very gladly hailed by all classes of our citizens, but more especially by those who had been compelled to leave their houses and effects to the mercy of the flood. It is hoped that the present generation, at least, will never again witness a like freshet.

Nothing has been heard from the late Andrew Overby. Every effort will be made by his friends and comrades to secure his body.

The Roanoke-River Freshet.

Our Petersburg correspondent, in his letter last evening, has the following:

The Roanoke river has been receding slowly since last night, but had not fallen sufficiently to allow any estimate to be made of the extent of damage to the property of the Petersburg and Weldon railroad. The embankments and track of the road are submerged for a distance of fully three miles. The river yesterday below Weldon is represented to have been fully three miles wide. It is said that the damage to private property along the banks of the Roanoke has been very great.

Among the losers is Mr. John Long, a wealthy citizen of Halifax county, whose losses, it is feared, will reach thousands of dollars. On yesterday his fine plantation below Weldon was to a large extent covered with water, which had even reached to within a short distance of the negro-quarters, situated on an elevation three quarters of a mile away from the river. Much of his crop had been swept away, and the cattle and horses and mules were collected about on the little knolls to escape from the water. It is probable they were saved, as the flood was then at its height. It is impossible as yet to get full particulars from that section, as communication by mail and telegraph has not been reestablished. It is stated that parties from Weldon were enabled to cross the river in small boats this morning.

THE PASSENGERS BY THE THROUGH TRAIN TO-DAY

had some assurance of being able to get across to Weldon, and they went out. A ferry will be established by to-morrow.

It is hardly probable that the Petersburg railroad will undertake to rebuild the bridge just washed away, or that it will again use that route from Garysburg to Weldon. But it is too early to surmise what will be done. The loss is a very severe one to the company, and will be felt, as it is regretted, by the community here and all this section.

THE SEABOARD COMPANY

will commence rebuilding its bridge at once, and, it is said, is hurrying forward materials for that purpose. Probably the old arrangement of a joint use of this road by the two railroads may be renewed. And here let me correct a slight error in my figures of yesterday. Under the old contract the Petersburg road paid a royalty of only $6,000 per annum for the use of the bridge, but contributed to keeping the structure in repair.

The authorities of the Atlantic, Mississippi and Ohio railroad have sent forward several train-loads of timbers and materials for rebuilding their bridges below Lynchburg, and a full force is in readiness to commence the work at the earliest moment. In a few days trestles will be in place to enable the trains to run through; after which the work of erecting more substantial bridges will be undertaken. In the mean time a ferry has been established, across which passengers and mails and freights are to be transferred.

The Appomattox has fallen nearly two feet to-day.

[Associated Press Reports by telegraph exclusively to the Dispatch.]

TRANSFER OF PASSENGERS ACROSS THE ROANOKE RIVER.

WILMINGTON, N. C., November 27.—The transfer of passengers and mails across the Roanoke river at Weldon will be effected by day-trains, and connections resumed by the Bay Line over the Seaboard and Roanoke railroad, and by Garysburg with Petersburg railroad.

From Petersburg.

PASSENGERS AND MAIL BROUGHT FROM THE SOUTH ON TIME LAST EVENING.

[Special telegram to the Dispatch.]

PETERSBURG, November 27.—The passengers, mail, and baggage were brought through from south of Weldon on time this afternoon. The transfer is made across the Roanoke river in boats.

From Lynchburg.

THE RIVER AT BUCHANAN TWENTY FEET HIGHER THAN IN 1870—TWENTY NEGROES DROWNED—THE BODIES OF ONE WOMAN AND THREE CHILDREN ON THE ROCKS AT BALCONY FALLS—THIRTY-FIVE HOUSES WASHED AWAY—LOSS OF THE STORE-HOUSE OF THE BUCHANAN AND CLIFTON FORGE RAILWAY.

[Special telegram to the Dispatch.]

LYNCHBURG, VA., November 27.—At Buchanan the river was five and a half feet higher than in the great flood of 1842 and fifteen to twenty feet higher than in 1870. Twenty negroes were drowned above and below the town.

The bodies of one woman and three children are now on the rocks at Balcony Falls, and bodies of several colored men have passed that point.

Thirty-five houses, with their contents, were washed away at Buchanan, among which was the large warehouse of the Buchanan and Clifton-Forge railroad, containing stores valued at $4,000.

Mr. Heth, merchant at Indian Rock, has not been seen since the flood, and is supposed to have been carried down with his store, as he was seen there a short time before the store was washed away.

In Bedford county the damages are immense. Every bridge on Goose creek and nearly every mill in the county are gone. Steps were taken at Bedford court to-day looking to rebuilding the bridges at once. Officers of the canal are unable as yet to give any definite information as to the damage done to the canal.

The river here is nearly down to its ordinary level.

From Clover Depot.

THE WATERS OF THE DAN AND STAUNTON RIVERS WITHIN THEIR BANKS—BRIDGES AND FERRY-BOATS ALL GONE IN HALIFAX—PERSONAL.

[Special telegram to the Dispatch.]

CLOVER DEPOT, VA., November 27.—The waters of the Dan and Staunton rivers are about within their bounds again, after doing an immense amount of damage. Nearly all the bridges and ferry-boats in Halifax county have been swept away. Several Richmonders are here—viz: P. A. Franklin, Charles E. Wade, A. C. Adam, Ed. Heartt, R. A. Wooldridge, and W. C. Rice. Captain W. H. Green, the superintendent, is here, using every effort to furnish transportation to his passengers.

From North Carolina.

A MAN AND HIS WIFE DROWNED—GREAT DESTRUCTION TO CROPS, &C.

[Special telegram to the Dispatch.]

HALIFAX, N. C., November 27.—Hilliard Clanton and wife (white), while trying to escape from their house, which was flooded from the Roanoke, were drowned yesterday. The river was higher than ever known to be. Great destruction has been done to bridges, crops, and stock.

The Flood in Baltimore and Vicinity.

In this city the tide was high, overflowing docks and streets about the wharves. Water backed in from the basin through the sewers, flooding Swan and Concord and other streets. As an effect of the swollen current in Jones's falls, Saratoga street between Gay and North streets was two feet under water, and flooded numerous cellars. Saturday night was an anxious night in Harrison street, but the shop-keepers went on with business as usual. In the eastern section of the city some damage occurred. Along Fell's Point the tide rose above the piers, and the same was the case at Canton. Locust Point was nearly submerged. Steamers from bay routes reported encountering the storm Friday night and fair weather coming up Saturday night. A good deal of washing happened to flooded streets in the western section of the city, where the torrents from the water-sheds filled the sewers and overflowed numerous cellars; but beyond that very little damage was done except to works in progress, such as the sewer on Pennsylvania avenue at the corner of Townsend street. A part of the track of the street railway was washed away. Rock creek, Gwynn's falls, the Three Mills and Maiden's Choice runs, on the western suburbs, were all full, and overflowing in some cases; but no material damage is reported in the section.

EXCITEMENT ABOUT JONES'S FALLS.

Jones's falls, within the city, was swollen to a point higher, it is believed, than at any time since the flood of 1868, as on that occasion the high water was backed up from the harbor into the falls and sewers. Apprehensions of a general flood and great danger to property were quite alarming in what is known as the "flooded district," but the waters of the turbulent stream finally subsided without any more serious damage than a free submersion of cellars.—*Sun.*

At Washington and Vicinity.

The storm was quite severe in Washington and neighborhood, and has interfered seriously with navigation, as well as with travel by land. The Alexandria and Washington railroad was seriously washed, and travel suspended for some time. The water rose very high at Georgetown, and carried off a great deal of lumber lying on the wharves, as also flooding all the low portions of the city. Owing to the bridge near Tuscarora being swept away no trains or mail from the west *via* the Metropolitan road have arrived at Washington since Saturday afternoon.

The storm has worked no special damage in Washington city. There were some fears of an injurious freshet in the river; but although the waters have been high, and the current has carried off a considerable amount of drift-wood, no damage along shore is reported except at Alexandria, where a canal-boat was sunk alongside the wharf, the captain barely escaping with his family to the wharf before the boat went under, carrying down two mules. The Alexandria and Washington Ferry Line has been somewhat impeded by the swift current and the floating logs.

APOLLINARIS WATER.

APOLLINARIS

NATURAL MINERAL WATER,

THE QUEEN OF TABLE-WATERS.

HIGHLY EFFERVESCENT.

DR. HUNTER MCGUIRE, RICHMOND (Surgeon to late Stonewall Jackson). "Healthful and delightful to drink. Valuable in Dyspepsia and Gout."

DR. LEWIS A. SAYRE. "A delightful beverage.

DR. WILLIAM A. HAMMOND. "Far superior to Vichy, Seltzer, or any other."

DR. ALFRED L. LOOMIS. "Most grateful and refreshing."

DR. R. OGDEN DOREMUS. "Absolutely pure and wholesome; superior to all for daily use; free from all the objections urged against Croton and artificially aerated waters."

PROFESSOR WANKLYN, LONDON, ENGLAND "Impregnated only with its own gas."

DR. E. R. PEASLEE. "Useful and very agreeable."

DR. AUSTIN FLINT, DR. F. N. OTIS. "Healthful, and well suited for Dyspepsia and cases of acute diseases."

DR. FORDYCE BARKER. "By far the most agreeable, alone of mixed with wine; useful in Catarrhs of Stomach or Bladder and in Gout."

DR. J. MARION SIMS. "Not only a luxury, but a necessity."

To be had of all Wine Merchants, Grocers, Druggists, and Mineral-Water Dealers throughout the United States, and wholesale of

FREDERICK DE BARY & CO.,
41 and 43 Warren street,
no 21-M,W&F&eowtAu27 New York.

FURNITURE.

FURNITURE, MATTRESSES, BEDDING, &c.—Call on J. D. GATEWOOD, 305 east Broad street. I cannot be undersold. I have a large stock of all classes, from the finest to the cheapest, for Parlor, Chamber, and Dining-Room. Call and be convinced that you cannot buy the same class of goods at the same price elsewhere. oc 31-3m

JUST RECEIVED, 25 SUITS OF the best Chamber, Parlor, and Dining-Room Furniture to be found in the city, and daily additions to same. I have the largest lot of Walnut suits, and some of the finest that can be found in the city, made of the best material and of the best workmanship, and at lower prices than the same class of goods have ever been offered. Also, fine Parlor Suits in Coteline, Tapestry, Satteen, Reps, and Hair-Cloth. Parties in want of fine goods should not fail to examine my stock before buying. A full line of cheap goods always on hand.
E. GATHRIGHT,
oc 30 16 Governor street.

BUY YOUR FURNITURE, MATTRESSES, &c., of
JAMES E. BRAGG,
205 east Broad street, between Second and Third streets, Richmond, Va.
Cheapest house in the city. IMITATION CHAMBER SUITS from $25 up. WALNUT CHAMBER SUITS from $50 up, and everything else in proportion. A call solicited. oc 27-1m

WHEN YOU BUY FURNITURE or MATTRESSES don't fail to see my fall stock of elegant and superior designs. The prices have been reduced until they are lower than they have been in thirty years. All can be suited. I have goods that will please the rich or the poor. Examine my stock, and the prices shall please. SAMUEL W. HARWOOD,
au 31-3m Governor street, Richmond.

NATIONAL BANK OF VIRGINIA,
RICHMOND, VA., November 26, 1877.
THURSDAY THE 29TH INSTANT having been designated by the President of the United States as a day of thanksgiving, this Bank will be closed. Parties having paper maturing on that day will please attend to the same on the day previous. J. W. LOCKWOOD,
no 26-3t Cashier National Bank of Virginia.

FINANCIAL.

RICHMOND STOCK EXCHANGE.

TUESDAY, November 27, 1877.

American Gold.—102½ bid.

State Securities.—Virginia consols, 59 bid, 59⅛ asked; Virginia consols, new, 43 bid, 49 asked; Virginia fundable, 32 bid; Virginia deferred, 5⅛ bid; Virginia interest certificates, 10 bid; Virginia tax-receivable coupons, 81½ bid, 82 asked.

City Securities.—Richmond city 8's, 117½ bid; Richmond city 6's, 101½ bid; Norfolk city water 8's, 109½ bid; Norfolk city 6's, 90 bid; Fredericksburg city 7's, 102 bid, 105 asked.

Railroad Bonds.—Virginia Central Railroad first mortgage 6's, J. and J., 92½ bid; Virginia Central Railroad third mortgage 6's, J. and J., 73½ bid; Virginia Central Railroad fourth mortgage 8's, J. and J., 82½ bid; Virginia Central Railroad non-mortgage 8's, J. and J., 79 bid; Virginia and Tennessee Railroad second mortgage 6's, J. and J., 85 bid; Virginia and Tennessee Railroad third mortgage 8's, J. and J., 67 bid; Petersburg Railroad first mortgage 8's, J. and J., 70 bid; Richmond, Fredericksburg and Potomac Railroad, mortgage 8's, J. and J., 100 bid; Richmond, Fredericksburg and Potomac Railroad mortgage 7's, J. and J., 97½ bid; Richmond and Danville Railroad consolidated 6's, M. and N., 72 bid; Piedmont Railroad first mortgage 8's, A. and O., 85 bid; Richmond, York River, and Chesapeake Railroad and Steamboat 8's, J. and J., 82 bid.

Canal Bonds.—James River and Kanawha Canal first mortgage 6's, M. and N., 35 bid.

Railroad Stocks.—Richmond, Fredericksburg and Potomac Railroad common, 100 par, 50 bid; Richmond, Fredericksburg and Potomac Railroad six per cent. guaranteed, 100 par, 77 bid; Richmond, Fredericksburg and Potomac Railroad seven per cent. guaranteed, 100 par, 88 bid; Richmond and Danville Railroad, 100 par, 3¾ asked; Seaboard and Roanoke Railroad common, 100 par, 80 bid; Seaboard and Roanoke Railroad guaranteed, 100 par, 92½ bid.

Bank Stocks.—First National, 100 par, 117½ bid; National Bank of Virginia, 100 par, 95 asked; Planters National, 100 par, 113½ bid; Union Bank of Richmond, 50 par, 42 bid, 45 asked; Merchants and Planters Savings, 25 par, 18½ bid.

Insurance Companies.—Virginia Home, 100 par, 100 bid, 107½ asked; Merchants and Mechanics, 100 par, 90 bid; Old Dominion, 100 par, 48 asked.

Miscellaneous.—Virginia Steamship and Packet Company, 100 par, 77½ bid.

By Telegraph.

NEW YORK.

NEW YORK, November 27.—Gold opened at 102⅝. *Noon.*—Stocks advanced ⅛@⅜c., and later dropped ⅛@⅜c. under heavy pressure to sell. Money on call, 5 per cent. Gold, 103. Exchange—*Long*, 482; short, 485½. State bonds quiet. Governments firm. *Evening.*—Money, 6 per cent. Sterling stronger at 482. Gold firm at 102¾. Governments firm; new 5's, 106⅝. States quiet.

BALTIMORE.

BALTIMORE, November 27.—Virginia 6's, old, 32; deferred, 5½; consolidated, 59¾; second series, 43. North Carolina 6's, old, 19; new, 8½; special tax, 1. Bid to-day.

COMMERCIAL.

CORN AND FLOUR EXCHANGE.

RICHMOND, November 27, 1877.

OFFERINGS REPORTED TO SECRETARY.

WHEAT.—*Red*, 128 bushels.
CORN.—*White*, 22 bushels.
OATS.—132 bushels.

SALES REPORTED TO SECRETARY.

WHEAT.—*Red*, 62 bushels at $1.27; 66 bushels at $1.35—total, 128 bushels.
CORN.—*White*, 22 bushels common new at 53c.
OATS.—136 bushels winter at 40c.

REMARKS.

Flood subsiding. Some of the mills buying.

Flour.

Fine, $4.50; superfine, $5.50@$5.75; extra superfine, $6.25@$6.50; common family, $7@$7.50; fancy family and City Mills, $8@$8.25, and very dull.

By Telegraph.

NEW YORK.

NEW YORK, November 27.—Cotton quiet and steady; uplands, 11 5-16c.; Orleans, 11 1-17c.; sales, 710 bales; consolidated net receipts, 90,873 bales; exports—to Great Britain, 21,026 bales; to France, 16,993 bales; to the continent, 18,639 bales; to the channel, 3,075 bales. Flour—Shipping grades steady; other kinds dull and heavy, closing quiet; southern flour unchanged. Wheat opened steady, closed heavy, and ⅛@1c. lower. Corn opened ⅛c. better and closed dull, and the advance lost. Oats dull and slightly in buyers' favor. Coffee—Rio fairly active; new and old mess, $13.60@$13.75. Lard heavy and lower; prime steam, $8.40@$8.42½. Whiskey steady at $1.09¾@$1.10; fancy, $1.10. Freight without important change.

BALTIMORE.

BALTIMORE, November 27.—Flour more active and unchanged. Southern wheat firmer and higher; western quiet and easier; southern red, good to prime, $1.35@$1.48; amber, $1.50@$1.55; No. 2 western winter red, on spot and November, $1.43½; December, $1.44½. Southern corn firm and higher; western—