Richmond Dispatch.

THURSDAY.....FEBRUARY 10, 1881.

A Railway on Ice.

THE RAILROAD ACROSS THE ST. LAWRENCE—THE LATE ACCIDENT AND ITS CAUSE.

MONTREAL, February 7.—Last winter an experiment was inaugurated here which marked a new era in railroading. The first bridge across the St. Lawrence river on the ice was a success. No difficulties appeared in the construction or working, and the only sign of danger was at the end of the season, when the ice began to break up. The track and timbers were removed during one day and the next there was no ice left in the river. A warning of this end, however, had been given by the ice cracking and separating from the shore at the rising of the water.

THIS YEAR'S BRIDGE.

This season the bridge was laid earlier in the season, as the ice formed earlier than usual. By frequent soundings it was found that the minimum thickness of the ice was two feet. This was deemed sufficient to start upon, as the continued cold betokened a greater thickness before the completion of track-laying. The method of construction employed is the simplest possible. The ice is levelled, sleepers are laid, ties put on, and the interstices filled with ice, snow, and water, that the whole may be a frozen bed. The road is then ready for track-laying. This was found ample last season for all requirements, but the ice was much thicker. The theory in regard to the amount of strain that such a bed will stand is as follows: After the severe contractions of heavy frost have frozen over the surface to such a depth that the jamming up of ice underneath, or the locking up of the current above, are equally ineffectual in breaking its surface, then it is amply strong to stand the extra pressure of weight caused by the passage of a loaded train. In the case of a roadbed so narrow as the one now built the pressure is on a comparatively small surface, and any weak spot in the ice is more susceptible than if a broader foundation were used. This is in all probability the cause of the accident which took place on the first day the road was in use this year, precipitating an engine to the bottom in twenty feet of water and nearly carrying down five men who were on board at the time. Nothing but rare presence of mind prevented a serious loss of human life.

AN ENGINE CRASHES THROUGH.

The engine had made two or three trips securely and taken over a few cars of freight, and was going back for another load when the track "canted" on one side, the engine tipped over and went down on its side. Had this trip been successful it was intended to draw eighteen cars at the next load, and no doubt many, if not all, would have gone down with the engine unless the ice was unusually thick at each side of this weak spot. The engine was a full-sized yard engine, with tender attached, and weighed 36,500 pounds. The current at the place where it fell was found to be twelve miles per hour, where it is usually comparatively still, showing that the blocking up in some of the shoals had changed the current of the river. This will help to account for the fact that the engine was but little injured in its fall, since the depth was not sufficient to ease it much. The resistance is not more than forty per cent. in a fall of twenty feet through water. The engine was found lying on soft clay bottom on a line direct with the line of the break in the ice. It evidently struck on one corner in front, as the frame of the cowcatcher was broken. It was recovered within two weeks of the fall in a comparatively undamaged condition. Shearlegs and windlass, block and tackle were used in the recovery. The contract was for $600, and had a different plan been employed money would have been made at that figure. A submarine diver attached heavy chains to the wheels and under the frame; the tender-boxes and cab were wrenched off and the raising begun. Horses and men were the motive power, and crude though all the appliances were, the raising was effected with but one accident. The chains slipped at one fastening, and the engine tipped and flopped round, but was not entirely dropped. It has just been safely housed, and looks but little the worse for its two weeks' soaking. The strong current kept it remarkably clean, and more damage is evident from the effects of raising than from its fall. The entire amount of damage, including the deflecting and relaying of the road, engine repairs, expense of raising, &c., will not exceed $3,000, which is little, if any, more than it would cost to roll an engine down an embankment and get it in shape again. However, now that all is over, and competent engineers have reviewed the circumstances, some valuable information has been gained. By using a frame and jackscrews the raising could have been effected at less expense and without despoiling the engine of much of its woodwork or trimming, so that the bill for repairs would have been less.

A BROADER TRACK-BED NEEDED.

One of the main lessons is in regard to the construction of such a road across such ice. If a good broad bearing had been secured by laying down cross-sleepers forty, fifty, or sixty feet long, making a virtual timber pontoon track, the danger of "canting" would have been removed, and if any accident occur it must be a downright break underneath, in which case a heavy framework, well fastened together, would float an enormous weight, and it is doubtful if the train, unless unusually heavy, would go down at all. Certainly such a foundation would support a single engine. The main difficulty or danger to overcome with so rapid a current as that of the St. Lawrence is that of its constantly varying channel. The profile of the bed of the river between Montreal and Quebec is like that of a diminutive range of mountains, the depths varying from six to sixty feet. A broad shoal may catch and retain ice floating under the top covering, until there is a solid block from the top to the river-bed. The current on both sides thus becomes swifter, and the wearing force underneath the ice of a current filled with huge floating blocks running twelve miles an hour or faster becomes sometimes appalling.

AN UNCERTAIN RIVER.

There are several good stories told of the freaks of this unstable stream which will illustrate the precariousness of a track laid on such a foundation. An old French philosopher who ran a vinegar factory on the bank of the river had holes dug in the ice one winter which reached down through solid ice into the bed beneath, some sixteen feet in all. Here he explained his theories and champagned his guests. His cabinet was full of specimens of stone and earth taken from these wells. But another story tells how he might have paid for his curiosity. There are some men not yet old who remember going to a party at a house across the river in sleighs over the road on the ice. They remained over night, and on coming to the river's bank in the morning they found not so much ice as a rat might cross on. It is a good deal like living over a nitro-glycerine factory to run an engine on these ten miles of road, but the engineer gets less than one running on *terra firma*.

A Short Honeymoon.

[Clinch Valley (Tazewell County) News, 4th.]

A young man named Lawson was last week married to a girl named Coombs, in Thompson Valley, by Rev. Mr. Rhudy. On the night following the marriage the bridal chamber was rudely invaded by a party of roughs, headed by one Shinalt, who has been representing Wythe county in the penitentiary, when the bride was forcibly torn from the arms of the groom, and after a desperate resistance, during which Lawson severely punished one of the Mulkeys and the Shinalt aforesaid, the party left, taking the bride with them. Mr. Lawson has been in town, we understand, consulting a lawyer in regard to divorce proceedings. He has not seen his bride since the abduction, and thinks it barely possible it was a "put-up job."

In the case of a lady of his congregation who had been bed-ridden with *rheumatism for seventeen years*, the Rev. F. W. Buchholz, Wasecs, Minn., advised the use of St. Jacobs Oil. She used the Oil for three days, and was able to leave her bed.

THE LATEST NEWS.

BY TELEGRAPH TO THE DISPATCH.

THE ELECTORAL COUNT IN THE HOUSE OF REPRESENTATIVES YESTERDAY—THE FLOOD AT NEW ORLEANS—RAILROAD EXTENSION IN KENTUCKY—A MURDERER SENTENCED—FORTUNATE ESCAPE OF TWO HUNDRED OPERATIVES FROM A BURNING BUILDING IN NEW YORK—THE MORGAN LINE STEAMER JOSEPHINE FOUNDERED IN THE GULF OF MEXICO—EFFECTS OF THE RECENT STORM AT PENSACOLA, FLA.—ANOTHER SEVERE STORM IN LOUISIANA YESTERDAY—CONFESSION OF A DEFAULTING TOWN TREASURER—BATTLE WITH THE BOERS, &c.

Washington.

THE ELECTORAL VOTE COUNTED; A GOOD DEAL OF MERRIMENT; A VAST CROWD AT THE CAPITOL—THE PROPOSED EXTRA SESSION—THE JAMES RIVER—TOBACCO TAX—PERSONAL—BRIEF ITEMS, &C.

[From Our Regular Correspondent.]

WASHINGTON, February 9.—The Senate and House met at 11 o'clock and went on with business in the usual way until 12, when officers and members of the latter body got ready to receive the former. As soon as the hour arrived the Senate formed in procession, the Vice-President and Secretary taking position in front of senators, who followed in twos. The Sergeant-at-Arms and Captain Bassett headed the body. The march through the Capitol to the House of Representatives attracted the attention of the crowd, and when the Senate reached the hall of the House the reception was iif accordance with precedent. Alabama was the first State whose vote was examined, and the operation was dilatory as the certificate, &c., were read. Subsequently this, on motion of Judge Reagan, was dispensed with, and proceedings became more rapid, so that in an hour and a half from the time they commenced the count was concluded. There was a good deal of pleasant merriment indulged in when the fact was disclosed that the report kept by one of the Republicans gave Vermont to Hancock and Florida to Garfield, and elected Hancock by about 20 majority. This clerical inadvertence was speedily corrected, and no contest will result from it. On the return of senators to their chamber Mr. Eaton alluded pleasantly to their visit to the House. The House at once resumed the consideration of the legislative appropriation bill and the Senate the pension appropriation bill.

THE VAST CROWD AT THE CAPITOL.

At an early hour doorkeepers were stationed at some distance from the front of the doors leading to the hall of the House, so as to head off the crowd. They admitted ladies and those having tickets. By half-past to the galleries were packed, and I noticed that the colored people had failed to put in an appearance. Subsequently the crowd completely filled the corridors, and hundreds stood up in rows in front of the gallery-doors straining their eyes to catch a glimpse of what was going on inside. Members by resolution took their families on the floor, and the crowd from an eligible position, including brightly-dressed ladies, was far more interesting than the tame technical electoral performance. It was necessary, however, in order that General Garfield might have a complete title to the presidency. One who has attended several of these joint meetings to-night estimates the crowd seated in the galleries of the House at 2,000, and the entire number that gathered in the Capitol at 5,000. He remarked that a great many citizens of the District, who secured seats by going early, have witnessed the electoral count as often as he has, and it was a pity, therefore, that persons from a distance, who were crowded out, could not have gotten in ahead of them. A good many of the visitors remained and occupied seats for awhile in the galleries of the two houses after the joint meeting had concluded its duties.

THE SENATE NOT AHEAD IN BUSINESS—SOMETHING ABOUT AN EXTRA SESSION.

Senator Hoar to-day called attention to the fact that only seventeen working days remain, during which appropriation bills must be passed and the funding bill and other important bills considered. He therefore opposed the proposition of Senator Harris, of Tennessee, to commence the consideration of the District Code at night sessions, because it contains so much to provoke debate. Messrs. Bayard, Voorhees, and others took a like view. Mr. Bayard gave notice that he would call up the funding bill just as soon as it would not conflict with appropriation bills. While there are some to-night who have not heretofore thought an extra session probable, who, in view of the condition of business have modified their opinions, your correspondent still believes that the chances are against an extra session.

VIRGINIA MATTERS AND PERSONALS AT THE CAPITOL.

The Senate to-day, at the request of Senator Johnston, ordered the mammoth petition of citizens of Richmond in regard to James river to be printed, and Mr. Lamar got the Danville court bill amended so as to suit Colonel Cabell, after which it was passed. Having reported it from the Judiciary Committee, the Mississippi Senator had charge of it. The bill takes effect from its passage. I gave its text the other day. The House will to-morrow concur in the Senate amendment. There is a rumor that President Garfield will appoint Hon. John Randolph Tucker a judge of the Supreme Court. Now, while they are great personal friends this is not within the range of probability. Colonel Robert Beverly was at the Senate to-day. The stirring events, political and railroad, at Richmond were discussed at the Capitol to-day by others than Virginians, and attention was called to the rise in Virginia bonds. Mr. Jorgensen was in his seat. A brother of Mr. Henry Cook, clerk of the Senate Pension Committee, had his pocket picked, containing forty dollars, while in the crowd at the Capitol to day.

WANT AN UNCONSTITUTIONAL TOBACCO-TAX REFUNDED.

To-day Senator Johnston presented the petitions of James R. Pace, Danville; Charles Watkins, Richmond; W. S. Blackwell & Co., North Carolina; and other tobacco-manufacturers from nearly every part of the United States. They ask that the additional tax assessed and collected under a ruling of Commissioner Douglass, now declared by the Supreme Court of the United States to have been illegal and unconstitutional, shall be refunded to them.

PERSONAL NEWS ITEMS.

General R. E. Colston left here this afternoon for Baltimore, where he lectures to-night. Many petitions and papers against the confirmation of G. W. Atkinson as United States marshal of West Virginia have been sent in. Charges of his wholesale abuse of the South are included in these. The friends of Hon. Stanley Matthews are, or ought to be, satisfied that he will not be confirmed. His withdrawal would not surprise people here. A Pennsylvania Democrat, who is an officer of Congress and a good politician, says to-night that there will be a break in the senatorial deadlock in that State before a week elapses, and that no one now can predict with what result.

BRIEF NEWS ITEMS.

Representative-elect Dezendorf, of Virginia, called on the President to-day.

Lieutenant John McClellan, of the Signal Corps, has gone South to establish stations. The planters will be benefited by his labors.

Government receipts to-day: Internal revenue, $227,005; customs, $560,380.

Attorney-General Devens and Secretary Evarts were among those present during the electoral count.

Major Breckinridge, assistant inspector-general, has resigned his commission as captain in the Second artillery, and it has been accepted.

The committee continue to work vigorously in making preparations for the inauguration.

The weather to-day was mild and spring-like.

Forty-sixth Congress—Third Session.

WASHINGTON, February 9, 1881.

SENATE.

The Senate met at 11 o'clock. Mr. Wallace submitted a resolution, which was adopted, calling on the President, if not incompatible with the public interest, for the correspondence which recently passed between Spain and the United States in regard to the agreement of February 12, 1871, and more particularly with reference to the question of naturalization by the United States of natives of Spain.

Mr. Withers stated that he would to-morrow ask that the pension bills favorably reported be taken up.

The vote on the passage of the bill for circuit courts at Danville was reconsidered, the bill amended so as to be made operative from its passage, and passed.

Mr. Windom introduced a bill authorizing the Mexican National Railway Company to construct a bridge to the centre of the Rio Grande river, or to the boundary line between Mexico and the United States.

At 12 o'clock the Vice-President announced that the time appointed for the counting of the electoral vote had arrived. The Senate, with the Vice-President at its head, then proceeded to the hall of the House of Representatives.

Upon its return (at 1:10 o'clock) the Senate received from Mr. Hamlin the report of the tellers of the two houses, accompanied by a preamble reciting the result with a resolution that the two houses are of the opinion that the Constitution and laws have been duly executed, and that no further declaration of the facts set forth is necessary. Adopted.

The pension appropriation bill was then taken up, and, after considerable discussion, Mr. Plumb's amendment increasing the pension officials was tabled. The bill was then read a third time and passed.

On motion of Mr. Wallace the Senate then took up the post-office appropriation bill, but, without beginning its consideration, adjourned.

HOUSE OF REPRESENTATIVES.

By 10 o'clock, an hour before the meeting of the House and two hours before the time appointed for counting the electoral votes for President and Vice-President, the galleries were filled with spectators—a large majority of whom were ladies—desirous of witnessing that ceremony. On the floor a few wooden chairs were sandwiched in between the seats of members for the accommodation of senators, but otherwise there was no indication that any save the usual routine business of the House was to be transacted.

The indifference shown by members, who seemed only anxious to obtain seats for their friends in the galleries, was in marked contrast with the excitement which prevailed during the electoral count of four years ago.

After the reading of yesterday's Journal the morning hour was dispensed with and the House (at 11:45) went into Committee of the Whole—Mr. Carlisle of Kentucky in the chair—on the legislative, executive, and judicial appropriation bill.

At 11:50 the committee rose, after having concluded the consideration of seventy of eighty-two pages of the bill.

Mr. Singleton, of Mississippi, offered a resolution according the privileges of the floor to the ladies who have not been able to obtain seats in the galleries. The resolution being adopted, large numbers of ladies entered the chamber and obtained seats.

At a few minutes past 12 o'clock the Doorkeeper announced the arrival of the Vice-President and Senate of the United States, who then filed into the chamber. Vice-President Wheeler took a seat on the right hand of Speaker Randall, and the senators were accommodated with chairs in the front rows of desks.

The Vice-President called the assembly to order, and said the two houses were being assembled, in pursuance of the Constitution, that the votes may be counted and declared for President and Vice-President on the 4th day of March, 1881. It becomes my duty under the Constitution and as President of the Senate to open the certificates of election of the several States of the Union in presence of the two houses, and I now proceed to discharge that duty.

The tellers, Messrs. Thurman and Hamlin on the part of the Senate, and House and Crowley on the part of the House, having taken their places at the Clerk's desk, the Vice-President said: "I open a package purporting to contain a certificate of election of the State of Alabama, and hand the certificate to be reported." The certificate having been read very slowly by Senator Hamlin, and having shown that the electors of the State of Alabama had cast the 10 votes of that State for Winfield S. Hancock for President and 10 votes for W. H. English for Vice-President, the Vice-President said: "The vote of the State of Alabama having been recorded by the tellers, I open and hand them the certificate of election of the State of Arkansas." The six votes of the State of Arkansas were recorded for W. S. Hancock for President and W. H. English for Vice-President.

On motion of Mr. Reagan, of Texas, the reading of the merely formal portions of the certificates was dispensed with.

The certificate from California showed that 5 of 6 votes of that State had been cast for Hancock and English and 1 for Garfield and Arthur. The three votes of Colorado were recorded for Garfield and Arthur. The three votes of the State of Delaware were recorded for Hancock and English. The four votes of the State of Florida were recorded for Hancock and English. The next certificate handed to the tellers was that from the State of Georgia, and it was read by Mr. Crowley, of New York; reading in full being demanded by Mr. Springer, of Illinois. The certificate shows that on the 8th of December, 1880, eleven votes of Georgia were cast for Hancock and English.

The Vice-President then said: "It appearing from the certificate just read that the vote of the State of Georgia was cast on a day other than that fixed for casting such votes by an act of Congress, in pursuance of the Constitution of the United States the result of this certificate will not be recorded until, in the language of the concurrent resolution under which this count proceeds, it will appear whether the counting or omitting to count such votes will change the result of the election."

The 21 votes of Illinois were then counted for Garfield and Arthur; the 15 votes of Indiana were recorded for Garfield and Arthur; the 11 votes of Iowa were recorded for Garfield and Arthur; the 5 votes of Kansas were recorded for Garfield and Arthur; the 12 votes of Kentucky were recorded for Hancock and English; the 8 votes of Louisiana were recorded for Hancock and English; the 7 votes of Maine for Garfield and Arthur; the 8 votes of Maryland for Hancock and English; the 13 votes of Massachusetts for Garfield and Arthur; the 11 votes of Michigan for Garfield and Arthur; the 5 votes of Minnesota for Garfield and Arthur; the 8 votes of Mississippi recorded for Hancock and English; the 15 votes of Missouri recorded for Hancock and English; the 3 votes of Nebraska recorded for Garfield and Arthur; the 3 votes of Nevada recorded for Hancock and English; the 5 votes of New Hampshire recorded for Garfield and Arthur; the 9 votes of New Jersey recorded for Hancock and English; the 35 votes of New York recorded for Garfield and Arthur; the 10 votes of North Carolina recorded for Hancock and English; the 22 votes of Ohio recorded for Garfield and Arthur; the 3 votes of Oregon recorded for Garfield and Arthur; the 29 votes of Pennsylvania recorded for Garfield and Arthur; the 4 votes of Rhode Island were recorded for Garfield and Arthur; the 7 votes of South Carolina were recorded for Hancock and English; the 2 votes of Tennessee were recorded for Hancock and English; the 8 votes of Texas were recorded for Hancock and English; the 5 votes of Vermont were recorded for Garfield and Arthur; the 11 votes of Virginia were recorded for Hancock and English; the 5 votes of West Virginia were recorded for Hancock and English; the 7 votes of Wisconsin were recorded for Garfield and Arthur.

The Vice-President then announced that the certificate of the State of Wisconsin was the last of the certificates, and the tellers proceeded to foot up the vote cast for President and Vice-President.

Senator Thurman then said that the tellers report that the whole number of electors appointed to vote for President of the United States was 369, of which a majority is 185. Were the votes of the electors for the State of Georgia, cast on the second Wednesday of December, 1880, being the 8th day of said month, to be counted, the result would be—for James A. Garfield, of Ohio, for President of the United States, 214 votes; and for Winfield S. Hancock, of Pennsylvania, for President of the United States, 155 votes. If not counted the result would be—for James A. Garfield 214 votes, and for Winfield S. Hancock 144 votes. In either event James A. Garfield has received a majority of the votes of the whole number of electors appointed.

Senator Thurman made a similar statement relative to the vote for Vice-President.

"Wherefore," said the Vice-President, "I do declare that James A. Garfield, of the State of Ohio, having received a majority of the votes of the whole number of electors appointed, is duly elected President of the United States for four years, commencing on the 4th day of March, 1881. And I do further declare that Chester A. Arthur, of the State of New York, having received a majority of the votes of the whole number of electors, is duly elected Vice-President of the United States for four years, commencing on the 4th day of March, 1881." [Loud applause.]

The Senate then returned to their chamber.

After the Senate had left the chamber Mr. Crowley offered a resolution reciting that the House had met with the Senate; that the electoral votes had been opened by the President of the Senate in the presence of the two houses of Congress, and counted by tellers on the part of the two houses; that it appeared that James A. Garfield had received a majority of the votes cast for President, and Chester A. Arthur a majority of the votes cast for Vice-President, and that the same had been duly declared by the President of the Senate; and declaring that the two houses are of opinion that the Constitution and laws have been duly executed, and that no further declaration of the facts is necessary.

The resolution was adopted, and at 1:55 P. M. the House went into Committee of the Whole (Mr. Carlisle, of Kentucky, in the chair) on the legislative appropriation bill. The committee at 2:35 P. M. rose and reported the bill to the House, when it was passed, only one vote (O. Turner) being cast in the negative.

A controversy then arose as to the priority of business; Mr. Cox, of New York, desiring to call up the reapportionment bill, Mr. Reagan, of Texas, the river and harbor bill, and Mr. Sparks, of Illinois, the Fitz John Porter case; while Mr. Gunter, of Arkansas, wished to go to the business on the Speaker's table.

Mr. Frye, of Maine, however, cut out all these propositions by calling up the resolution reported yesterday from the Committee on Rules providing that hereafter, whenever the morning hour is dispensed with, that hour shall be set apart as the time during which members may ask to pass bills on the calendar by consent; five objections to be fatal to the consideration of any bill.

After a somewhat acrimonious colloquy between Messrs. Frye and Blackburn the resolution was agreed to and the House adjourned.

CRIMES AND CASUALTIES.

A Defaulter's Confession.

LEWISTON, ME., February 9.—A letter from Swan, the defaulting town treasurer, to his father-in-law, dated Toledo, Ohio, was received last Saturday. In it, it is alleged, Swan makes a full confession that he is a defaulter to the town in amount about $1,076, and that he has raised $3,130 on his personal notes given by him to persons who thought they were receiving the town's notes. Swan says he was led into embezzling the town's money by his losses in stock speculations, and that he feels his disgrace. He has sent to his bondsmen assignments of his property to protect them, and among other things an order for his pay as a member of the Legislature.

Sentence of a Murderer.

NASHVILLE, February 9.—The trial of Joseph Harris, at Rogersville, for double-murder committed at Marble Hall, resulted in a verdict of murder in the first degree, and he has been sentenced to be hanged.

Loss of a Steamer.

THE HAVANA STEAMER "JOSEPHINE" FOUNDERED—CREW AND PASSENGERS SAVED—A SEVERE STORM.

NEW ORLEANS, February 9.—The Morgan-Line steamer Josephine, from Havana, foundered yesterday morning off Ship Island. The passengers and crew took to the boats, and were picked up by the tugboat John Bacon, of Mobile. All were saved, but the steamer and cargo are a total loss. The steamer was valued at $200,000. The storm along the coast is the most severe for years—not an entire wharf or boathouse remains between Mississippi City and Biloxi. The Birnes Hotel and wharf at Mississippi City were destroyed.

Marine Disasters.

NORFOLK, February 9.—Arrived in distress: Schooner Julia, from Porto Bello for New York, with a cargo of cocoanuts; lost sails, and is leaking. Schooner Addie Bird, from Baltimore for New York, with a cargo of coal; had her foremost sprung; she was fifteen days outside of the Capes, and experienced heavy gales, which drove her from off Barnegat to Body island.

The New Orleans Flood.

THE RISING WATERS FROM THE LAKE—GARDENS DESTROYED—REAR PORTION OF THE CITY SUBMERGED, &C.

NEW ORLEANS, February 9.—The water from the lake is gradually rising and increasing the area of overflow north of the new canal. The water has reached Franklin street, the entire section west being submerged between the new canal and Bayou St. John. The water now covers all west of Prieur street except a strip of a few squares on either side of Canal street north of Bayou St. John and the old basin. The water covers almost the entire section west of Claiborne street as far down as Elysian-Fields street. All vegetable gardens in the rear of the city have been destroyed and some loss of stock reported, but no estimate can be made for the damage done by the overflow, and even greater damage seems probable, since the water continues rising. The Fair-grounds are entirely submerged. The Claiborne-street cars are only running to the bridge on the old basin, the balance of the road being impassable. The greatest difficulty is experienced by the inhabitants of the overflowed districts in securing provisions. The districts embrace about five hundred thickly-settled squares. The damage along the Louisville and Nashville and New Orleans and Mobile railroads is very great and it will probably be many days before trains can pass over the road from Mickou to Lookout station.

The statement made yesterday that a boat had been placed there to bring passengers from Bay St. Louis, to which point they would come from Mobile and other points by rail, was incorrect. No boat has yet been sent out. By the overflow Hugo Labnert has lost 150 cattle on the ridge between Forts Pike and McComb. Loss about $6,000.

THE WATER STILL RISING—RELIEF COMMITTEES ORGANIZED.

NEW ORLEANS, February 9.—The water in rear of the city is still rising. Heavy southeast winds prevailed last night. A relief committee has been organized to supply food to the people in the overflowed districts.

Terrific Wind- and Rain-Storm.

THE TOWN OF PASS MANCHAC, LA., SWEPT AWAY, &C.

PASS MANCHAC, LA., February 9.—A terrific storm of wind and rain from the southwest struck this place this morning about half-past 3 o'clock, sweeping away every building here, including the depot and telegraph office. No lives were lost, but the citizens lost everything in the way of household effects, provisions, etc. The Jackson road was submerged for a considerable distance near North Pass, but is now all right again, and trains are moving without delay.

The Storm at Pensacola.

PENSACOLA, FLA., February 9.—The storm has passed off, leaving fine weather, and there has been no loss of life. Every wharf in the city, except the Pensacola Railroad dock, was damaged. The following vessels were blown ashore: Bark Isabella Ridley, bark Governor Langdon, brig Hattie T. Bishop, brig H. P. Jones, and the Norwegian bark Kamschaka. The vessels were all floated to-day with the assistance of steam tugs. The pilot-boat David Mitchell suffered the loss of her rigging from collision, and the pilot-boat Clarence Barclay was blocked at the navy-yard by her crew to prevent her being carried to sea. The bridge over Bayou Grande, between Pensacola and the navy-yard, was washed away.

FIRE RECORD.

Frightful Peril.

TWO HUNDRED PERSONS IN A BURNING BUILDING, AND THEIR FORTUNATE ESCAPE.

NEW YORK, February 9.—A fire broke out about half-past 9 o'clock this morning in the five-story and mansard-roofed iron-front buildings Nos. 62, 64, 66, and 68 New Church street, originating among an immense quantity of waste in the cellar of the building, which is occupied by the Western Electric Manufacturing Company as a manufactory. The fire rapidly gained headway, and spread to the first and second floors. There were about 160 men and over 30 women employed in the building, and it is the greatest wonder that none of them were injured, as the smoke was densely thick and suffocating. Most of the men escaped by way of the one flight of stairs which was the only means of reaching the street, excepting the fire-escape. The flames reached these stairs, and some of the men were very slightly singed in dashing down them. The girls became completely demoralized. All of them were employed on the top floor, and the smoke was too dense to permit them to make their exit through this means of escape. A young man named Herbert, who ran through the building giving an alarm to his fellow-workmen, came to their rescue, and guided them to the fire-escape extending from the roof to the first floor, on Church street. They were all rescued by this means. One man who was imprisoned on the upper floor was lifted to the roof by his companions by a piece of rubber hose tied around his waist. The fire was finally brought under control. The Western Electric Manufacturing Company makes not only all the instruments used by the Western Union Telegraph Company, but also most of the telephones and other apparatus required by the Gold and Stock Telegraph Company. The concern is a branch of the Western Union Telegraph Company, and is governed by a board of officers, of whom Anson Stager is president. The damage to the stock probably amounts to $25,000, and to the buildings about $5,000. The latter are said to be the property of the company. The losses are fully covered by insurance.

Railroad Matters.

ATLANTA, GA., February 9.—In the case of George H. Silley against the railroad commissioners of Georgia and the Savannah, Florida and Western Railway Company, Mr. Justice Woods has just rendered his opinion refusing the injunction prayed for, dissolving the restraining order temporarily given, and sustaining the railroad companies. The decision will put into operation on the Savannah, Florida and Western railways the rates prescribed by the commission.

Extension of the Kentucky Central Road.

CINCINNATI, February 9.—The new Board of Directors of the Kentucky Central railroad yesterday appointed an engineer to take charge of the extension necessary to connect with the Knoxville road, and directed the president to advertise for proposals to build the sixty-one miles of road necessary to make the connection.

The Cotton Crop of 1879.

WASHINGTON, February 9.—The first count of returns relating to the cotton crop of 1879 made by the Census Office gives the following results by States as to number of acres cultivated and number of bales raised:

States.	*Acreage.*	*Bales.*
Alabama	2,278,390	683,854
Arkansas	1,019,607	590,712
Florida	244,306	54,606
Georgia	2,579,969	803,211
Kentucky	3,030	1,472
Louisiana	853,886	500,247
Mississippi	2,019,084	918,820
North Carolina	880,192	189,633
South Carolina	1,347,964	516,462
Tennessee	709,786	325,033
Texas	2,138,554	788,697
Total	14,084,167	5,566,767

Virginia, Mississippi, and the Indian Territory are not included in this statement. Fifty or sixty thousand bales will probably require to be added to this account.

LATEST FOREIGN NEWS.

Another Severe Battle with the Boers.

DURBAN, February 9.—General Sir George P. Colley's forces yesterday attacked and defeated the Boers between New Castle and the frontier at Ingago river. The British loss was 150 killed and wounded. The officers killed were Macgregor, of the engineers; Grier, of artillery, and O'Connell and Garrett, both of the Sixtieth regiment. The Boers lost heavily.

GENERAL COLLEY'S ACCOUNT OF THE FIGHT.

LONDON, February 9.—General Sir G. P. Colley's telegram to the War Office giving an account of his fight with the Boers yesterday is as follows:

"I marched to patrol the Newcastle road with five companies of the Sixtieth regiment, two field and two mountain guns, and a detachment of horse, leaving one company and two guns to command the crossing of Ingoo river. I reached the plateau beyond the river with the rest of my force. The Boers attacked me from all sides for over five hours, but were completely repulsed, and withdrew at sunset, when I returned to camp. The Boer loss must have been very heavy. Ours was four officers killed and forty-one wounded, and about 150 men killed and wounded."

Protection of Life and Property in Ireland.

LONDON, February 9.—The bill for the protection of life and property in Ireland passed to its second reading in the House of Commons to day by a vote of 359 to 56.

Cortes Dissolved.

MADRID, February 9.—The royal decree dissolving the Cortes was read at to-day's sitting.

MISCELLANEOUS.

RICHMOND, February 8, 1881.

THIS IS TO CERTIFY THAT MESSRS. HALLIGAN & ROBINSON have this day bought our entire stock of BEER-BOTTLES, SHIPPING-CRATES, and BOXES, and are hereby authorized to collect them wherever they may be found, and all parties having any are requested to deliver them up to the said Halligan & Robinson.

B. T. ARCHER & CO.,
per Archer & Morton, Trustees.

fe 10-2*

HAVING NO USE FOR MY HORSE until the 1st of April, I would let some reliable city person have him until that time for his board. He can be driven by children, and is one of the most reliable horses in the city. Apply at 1109 east Main street. fe 10-1*

SAND FOR SALE, AT FOOT OF Seventeenth street, on the bar—30 cents per load of 25 bu bels; 60 cents on the bank, and delivered in the city at $1 per load.

fe 10 3t* A. L. PHILIPS.

BOOK AND JOB WORK NEATLY EXECUTED at the DISPATCH PRINTING-HOUSE

FINANCIAL.

RICHMOND STOCK EXCHANGE.

WEDNESDAY, February 9, 1881.

SALES.—10 shares Charlotte, Columbia and Augusta at 43½. 100 shares do. at 43¾; 20 shares Richmond and Danville at 87. 1 share do. at 86¾.

GOVERNMENT SECURITIES.	*Bid.*	*Asked.*
United States 4½'s	112	...
United States 4's	111¾	112¾
STATE SECURITIES.		
Virginia consols, J. and J.	78¾	79
Virginia 10-40's, J. and J.	51½	51¾
Virginia consols, new, J. and J.	32½	35
Virginia deferred, J. and J.	12¼	14
Virginia interest certificates	9½	...
Virginia tax-receivable coupons	93¾	94
Virginia 10-40 coupons	93¾	95
CITY BONDS.		
Richmond city 8's, J. and J.	128	129
Richmond city 6's, J. and J.	112½	113
Richmond city 5's, J. and J.	103½	105
RAILROAD BONDS.		
C. and O. R. W. 6's, 1908, J. & J.	82	...
C. and O. R. W. 6's, 1918, J. & J.	50	...
R. & D. R. R. consol 6's, 1885, M. & N.	103½	104½
R. & D. R. R. consol 6's, 1890, M. & N.	105	...
R. & D. R. R. gold 6's, J. & J.	99	100
Atlanta and Charlotte 7's, J. & J.	103¾	103¾
A. and C. income 6's	...	80
R. and A. R. R. 1st mort. 7's, J. & J.	104¾	106
C. C. and A. R. R. 1st mort. 7's, J. & J.	108½	109
C. C. and A. R. R. 2d mort. 7's, A. & O.	102	102½
RAILROAD STOCKS.	*Par.*	
C. and O. Railway common	100	23 25
A., M. and O. R. R.	100	3 12
R. and D. R. R.	100	86½ 87½
R. and A. R. R.	100	33 36
A. and Char. Air-Line Railway	100	51 51½
C., C. and A. Railroad	100	43½ 43½

By Telegraph.

NEW YORK.

NEW YORK, February 9.—*Noon.*—Stocks irregular. Money on call, 5@6 per cent. Exchange—Long 482; short, 485. State bonds quiet. Governments quiet.

Evening.—Money, 4@6 per cent. Exchange, 482¼. Governments quiet and firm; new 5's, 100⅞; new 4½'s, 112½; new 4's, 112⅝. States dull.

WALL STREET YESTERDAY.

NEW YORK, February 9.—The *Post's* financial article to-day says: We have very quiet markets to-day at the Stock Exchange. United States bonds are strong and fours are ½ higher. Railroad bonds are irregular, but generally strong. The share speculation is dull and drooping, the general range of prices being ½@1½ per cent. lower than at the close yesterday. The exceptionally strong stocks are American Union Telegraph, which advanced to 74 from 69½, and to 73¾ as we write; New Central Coal to 34 from 30; Nashville and Chattanooga to 74 from 72½, and Pacific Mail to 53¾ from 52⅝. The Northern Pacific stocks have also shown a notable strength. The weak stocks to-day are Michigan Central, Milwaukee and St. Paul, Ontario and Western, Lake Erie and Western, Lake Shore and Western Union Telegraph. The money market to-day is easy at 4@6 per cent. for call loans, the ruling rate on stock being 5 per cent. On United States bonds the quotation is 3¾ per cent. Time loans are 3@4½ per cent., and prime mercantile paper is 4@5 per cent. The market here for foreign exchange is truly steady, but very dull.

The following quotations were current to-day:

United States 4's per cents, 112⅝ bid, 112¾ asked; United States 4½ per cents, 112⅝ bid, 112¾ asked; District of Columbia 3.65's, 102½, sales; New Jersey Central, 93; Ohio and Mississippi, 43½; Erie, 48½; Michigan Central, 118½; Hannibal and St. Joseph, 52; Lake Shore, 128⅝; Northwest, 129; Iron Mountain, 60½; Rock Island, 135; St. Paul, 113½; Wabash, St. Louis and Pacific, 48; Wabash, St. Louis and Pacific preferred, 87½; Kansas and Texas, 46½; Western Union Telegraph, 115½; C., C., and I. C., 25½; Pacific Mail, 54½; Lake Shore, 117½.

BALTIMORE.

BALTIMORE, February 9.—Virginia 6's, old 30; deferred, 15; consols, 73½; past-due coupons, 93½; new 10-40's, 51; 10-40's, coupon, 93½. Bid to-day.

COMMERCIAL.

GRAIN AND COTTON EXCHANGE

RICHMOND, February 9, 1881.

SALES.

WHEAT—Market steady. Sales of 16 bushels very good mixed at $1.21; 100 bushels good Fultz at $1.15; 50 bushels common Fultz at $1.10.

CORN.—Firm; 752 bushels prime white at 53c.; 1,428 bushels very good white at 52c.; 150 bushels prime mixed at 52c.; and 300 bushels very good mixed at 52c.

BLACK-EYED PEAS.—14 bushels at 72½c.

OATS.—96 bushels prime spring at 48c.

Flour.

Flour dull. We quote: Fine, $3@$3.50; extra, $5.50; superfine, $4.50@$4.75; common family, $5.75@$6; choice or patent family, $7.50@$8; Stanton inspection, extra, $5.50.

RICHMOND TOBACCO MARKET.

FEBRUARY 9.—The following are the quotations:

DARK TOBACCO FOR EXPORT.

Lugs.—Common to good, $4@$6.

Leaf.—Common, $5@$6; medium, $6.50@$7; good, $8@$9; fine, $10@$11; extra fine, $12@$14.

DARK TOBACCO—MANUFACTURING.

Low Fillers.—Common, $3.50@$4; medium, $4.