

Published by FREW, HAGANS & HALL, Office, 15 Quay Street.

TERMS OF THE DAILY: Single Copy, per year, in advance, \$1.00; Six months, .60; Three months, .35; Delivered by Carriers, per week, 15.

TERMS OF THE WEEKLY: Per year, in advance, \$3.00; Six months, 1.80; Three months, 1.00.

The Intelligencer

THE GREAT FREMONT CASE.

First Authentic Account of the Memphis and El Paso Swindlers' French Conventio... Demand International Complications.

The keen public interest which has followed Fremont's condemnation by a French court of justice, for alleged swindling transactions in connection with the bogus Memphis and El Paso railroad, has induced us to make inquiries in certain well-informed quarters in regard to this whole affair, and I am now able to furnish you with the first authentic history of the enterprise.

The charter for the construction of the "Memphis, El Paso & Pacific Railroad" was originally granted to a company in Texas, of which H. B. Epperson was the principal and most active member. The road (in theory) was to run upon the second parallel, from Jefferson, in Texas, to San Diego, in California, a distance of about 800 or 1,000 miles.

No commencement, however, was attempted, and finally these gentlemen, believing that General Fremont's influence would be of great value, and assist them in obtaining means for the building of the road, transferred to him a portion of their interest in the company. General Fremont immediately assumed control of the affairs of the Company, and reconstructed it as follows: President, H. B. Epperson, of Jefferson; Vice President, John C. Fremont; Treasurer, Wm. Schmoelle, of Philadelphia; Secretary, W. D. Southern, of Texas. Under the original Texan charter, the company was to receive a grant of a certain quantity of land for every mile of road constructed.

[Here follows a fac-simile of a bond issued by "The Southern Trans-Continental Railroad," payable to John C. Fremont, and which had been endorsed by him.]

It will be seen that the road is here called the "Southern Trans-Continental." General Fremont has repeatedly declared that he never signed his name to any scrip for a Trans-Continental Railroad, and that he never endorsed the genuineness of the signature on the back of the above bond. Having raised large sums of money by these means, Fremont, with Epperson and Schmoelle, went to Washington in 1859 with a tremendous amount of money, and procured a bill by which the United States was to bind itself to give aid to the Memphis & El Paso road in bonds and land to the extent of \$25,000,000.

On their arrival in Washington they hired magnificent rooms at the Arlington, and then began to set their opponents to lobby with all the pertinacity which a scheme so splendid would be sure to excite among a lot of adventurers. Magnificent champagne dinners were given by them in Congress, and say my informants, was spent like water in bribery; and everything wore a very promising look, when towards the close of the year, all their hopes were completely dashed by the refusal of the committee on Finance to report favorably on the bill. It seemed that the concern must now go into hopeless bankruptcy, when another scheme occurred to Fremont. Finding that no money was to be had here from either Government or capitalists in the United States, he said, "I will go to France as a very likely country for the development of grand financial schemes. The French Consul-General at this port, Baron Guadrou-Bouillon, was a brother-in-law of Fremont, having married one of General Fremont's daughters. Fremont, say my informants, was able to get a customed orientation, opened a splendid suite of apartments in Paris. Lacksies in rich liveries were conspicuous in their attendance upon the visitors. By means of some secret influence operating among high personages, Fremont was able to get a magnificent suite of apartments in Paris. Lacksies in rich liveries were conspicuous in their attendance upon the visitors.

By means of some secret influence operating among high personages, Fremont was able to get a magnificent suite of apartments in Paris. Lacksies in rich liveries were conspicuous in their attendance upon the visitors. By means of some secret influence operating among high personages, Fremont was able to get a magnificent suite of apartments in Paris. Lacksies in rich liveries were conspicuous in their attendance upon the visitors.

Weather Report. WASHINGTON, D. C., April 3.—7:30 P. M. PROBABLES.

The low barometer in Nebraska will extend southward over Missouri during the rest of Thursday night, and thence to Ohio and the lower lakes on Friday. For the Gulf States on Friday, increasing southerly winds with cloudy weather and rain on the western coast Friday morning, and on the Eastern Gulf States Friday afternoon. For the South Atlantic States, increasing southeast winds veering to the southwest with rain by Friday night and possibly Friday evening in Georgia. For the Middle States, southeast and southwest winds, cloudy and threatening weather. For New England, light winds, partly cloudy and clear weather. For the lake region, generally northeasterly winds with threatening weather and possibly rain. Cautionary signals are ordered at Duluth, Milwaukee, Chicago and Grand Haven.

The New Haven Bank Failure. NEW HAVEN, April 3.—The trustee for the creditors of E. S. Scranton & Co., the suspended bankers, states that there was due the depositors at the close of business over \$85,000. The loans and overdrafts for the same amount to \$225,000. The real estate will not bring \$100,000.

Steamer News. QUEENSTOWN, April 3.—The steamer City of Washington sailed for New York yesterday.

BY TELEGRAPH.

ASSOCIATED PRESS REPORT.

Exclusively to the Intelligencer.

(By the Western Union Line, One-Half North-west of Main and Monroes)

The Wreck of the Atlantic.

Further Details of the Awful Affair.—Harrowing Scenes and Incidents.

New York, April 3.—Harrowing details of the awful scenes attending the loss of the steamship Atlantic, continue to be received. All the women who were asleep at the time the ship struck were drowned in their berths, the heavy seas which constantly poured over the vessel and filled her, preventing them from reaching deck. Some women who showed remarkable presence of mind and appreciation of the awful situation, only reaching deck in their berths, the heavy seas which constantly poured over the vessel and filled her, preventing them from reaching deck.

On the other hand, Lisagool and Paul S. Forbes, with the trustees under the construction mortgage, instituted an action for the foreclosure of the same, and his attorney General Fremont made no answer. McDowell and his associates heard of this action after the appointment of Mr. Gray as a receiver, and after an order of the Court had been made allowing the receiver to sell the property of the company, and its franchises at private sale, and without public notice of the same; and, believing this matter should not go by default, they, with two of the directors of the company, applied to the Court on a petition setting forth the facts and praying to intervene in the action and defend the rights of the stockholders and creditors. The Court denied this application. These petitioners contemplate other proceedings to protect their rights in some way which will be satisfactory to the Court. Certainly the recent proceedings in France against Fremont and others would seem to warrant them in further effort to prove their former assertions of fraud are true. It is now stated that the bill has been sold for \$50,000 to a certain city judge, and it is alleged, also a friend of Judge Gray.

With the French aspect of affairs our readers are already familiar. Fremont has been tried by one of the French courts for the issue of fraudulent paper, and, sentenced to five years imprisonment in contumacia. His associates were also sentenced in divers penalties, and such of them as were present were immediately arrested.

It is in vain for General Fremont to write long letters to papers protesting his innocence, say his associates, "and declaring that he acted honestly in the matter. There is one plain question which demands an immediate answer, and until that is given, the French courts will not be satisfied with his protestations. What he has done is to raise five million dollars that was raised by him and his associates in Paris? Such a question is easily answered; and General Fremont seems bound to give an explanation at once.

SEWING ON BUTTONS.—It is had enough to see a bachelor sew on a button, but he is the embodiment of grace alongside of a married man. Necessity has compelled experience in the case of the former, and the latter has always depended upon some one else for this service, and, fortunately for the sake of society, it is rarely he is obliged to resort to the needle himself. Sometimes the patient will scold his right hand, or runs a silver under the needle, or under the finger of that hand, and it is then that the man catches the needle around the neck, and forgetting to tie a knot in the thread commences to put on the button. It is always in the morning, and from five to twenty minutes after he has finished his breakfast. He says the button exactly on the site of its predecessor, and pushes the needle through one eye, and draws the thread after, leaving about three inches of it sticking up for use. He says to himself, "Well, if I cannot do it, I will do it the easiest time I ever see." Then he comes back the other way, and gets the needle through the cloth well enough, and says himself out to find the eye, but in spite of all his efforts, he cannot find the eye of the needle. He then begins to resist in bucking against the solid parts of that button, and finally, when he loses patience, his finger catches the thread, and that three inches he had left behind to hold the button slips under his fingers and falls to the floor. He picks it up without a single remark, out of respect for his children, and makes another attempt to fasten it. This time when coming back with the needle he keeps both hands on the button, and covers them with his thumb, and it is out of regard for that part of him that he feels around the eye in a very careful and judicious manner, but eventually losing his philosophy, as the search becomes more and more hopeless, he falls to jabbing about in a mad and savage manner, and it is just then the needle finds the opening, and comes up through the button and part way through his thumb with a celerity no human ingenuity can guard against. Then he lays down the thread, and in a familiar conversation, and presses the injured hand between his knees, and then holds it under his arm, and finally jams it into his mouth, and all the while he prances about the floor and calls upon heaven and earth to witness that there has never been anything like it since the world was created, and howls, and whistles, and moans, and sobs. After a while he calms down, and puts on his pants, and fastens them together with a stick, and goes to his business as changed man.—Denbury News.

NEW YORK, April 3.—Fremont D. Mackwell, captain of the Atlantic, has telegraphed from Halifax that he will remain at the wreck until the bodies of the lost cabin passengers are recovered. The bodies of Mrs. Fisher and Miss Merritt have been recovered, and there are hopes of securing the bodies of the other two female children. A large number of emigrants embarked at Queenstown making the total number in the steamer when she sailed from that port 953.

NEW YORK, April 3.—Fremont D. Mackwell, captain of the Atlantic, has telegraphed from Halifax that he will remain at the wreck until the bodies of the lost cabin passengers are recovered. The bodies of Mrs. Fisher and Miss Merritt have been recovered, and there are hopes of securing the bodies of the other two female children. A large number of emigrants embarked at Queenstown making the total number in the steamer when she sailed from that port 953.

NEW YORK, April 3.—Fremont D. Mackwell, captain of the Atlantic, has telegraphed from Halifax that he will remain at the wreck until the bodies of the lost cabin passengers are recovered. The bodies of Mrs. Fisher and Miss Merritt have been recovered, and there are hopes of securing the bodies of the other two female children. A large number of emigrants embarked at Queenstown making the total number in the steamer when she sailed from that port 953.

NEW YORK, April 3.—Fremont D. Mackwell, captain of the Atlantic, has telegraphed from Halifax that he will remain at the wreck until the bodies of the lost cabin passengers are recovered. The bodies of Mrs. Fisher and Miss Merritt have been recovered, and there are hopes of securing the bodies of the other two female children. A large number of emigrants embarked at Queenstown making the total number in the steamer when she sailed from that port 953.

NEW YORK, April 3.—Fremont D. Mackwell, captain of the Atlantic, has telegraphed from Halifax that he will remain at the wreck until the bodies of the lost cabin passengers are recovered. The bodies of Mrs. Fisher and Miss Merritt have been recovered, and there are hopes of securing the bodies of the other two female children. A large number of emigrants embarked at Queenstown making the total number in the steamer when she sailed from that port 953.

NEW YORK, April 3.—Fremont D. Mackwell, captain of the Atlantic, has telegraphed from Halifax that he will remain at the wreck until the bodies of the lost cabin passengers are recovered. The bodies of Mrs. Fisher and Miss Merritt have been recovered, and there are hopes of securing the bodies of the other two female children. A large number of emigrants embarked at Queenstown making the total number in the steamer when she sailed from that port 953.

NEW YORK, April 3.—Fremont D. Mackwell, captain of the Atlantic, has telegraphed from Halifax that he will remain at the wreck until the bodies of the lost cabin passengers are recovered. The bodies of Mrs. Fisher and Miss Merritt have been recovered, and there are hopes of securing the bodies of the other two female children. A large number of emigrants embarked at Queenstown making the total number in the steamer when she sailed from that port 953.

Two old men and a boy came to our aged man, and I went to the house with them and procured a line and then re-saw a lot of passengers and crew upon this rock. Speakman, the Quartermaster, swam toward me with a line from the rock and I let him have my line and caught him and pulled him ashore. As soon as I had done so we hauled in the line which he had, from the rock and made fast the end of my line to it so as to make it taut. As soon as I had done so we hauled in the line which he had, from the rock and made fast the end of my line to it so as to make it taut.

CONCLUDING SESSION.

SPRINGFIELD, April 3.—The Farmers' Convention assembled at the Opera House at 9:30 this morning, the number in attendance being perhaps one-half as large as yesterday.

State Senator Castle being called upon addressed the Convention, expressing his sympathy with and concurrence in the movement for relief from the unjust exactions of the railroads, and urging upon the farmers united and prompt action. Letters sympathizing with the objects of the Convention were received from M. T. Dunlap, of Champlain county, and Thomas B. Bryon, Wm. Hunt, and from the Western Freight Association of New York.

A resolution was offered and adopted recommending to the farmers of Illinois the keeping of a farm expense account, in order that the actual cost of production may be estimated and made public for the purpose of reaching a fair and equitable remuneration therefor to the farmers of the State.

M. T. Dunlap, of Henry county, said this Convention was called solely to organize the struggle of the farmers with the railroads, and all other questions or issues which had been brought in were simply designed to distract the attention of the farmers from the real issue, and to divide them in the fight upon it. He returned particularly to the Illinois river improvement, a project which he declared was in the interest of a single county. He declared that the resolution favoring the repeal of the tariff on iron, steel, and tin, had no place in this Convention, and he moved to reconsider the vote by which it was adopted.

After an irregular and excited debate, a vote was taken and decided by the Chairman in the affirmative, and the resolution was then made to reconsider the vote by which the resolution concerning members of Congress for voting for and the President of the United States for signing the bill increasing salaries was yesterday adopted. This motion was declared carried, as was also the motion to postpone indefinitely the further consideration of both resolutions.

H. Lawrence, of Warren county, rose and entered a protest in behalf of the Farmers' Association, of which he was a delegate, against the action of the Convention in repealing the resolutions. The majority of the delegates had gone home, and the resolutions had been adopted separately and as a whole by the Convention yesterday, and he believed that the present meeting had no right to undo the work of the Convention. The speaker was constantly interrupted, and a scene of great confusion and disorder prevailed. The presiding officer appeared to have very little control over the meeting, and it was some time before any approach to order was restored. Finally a delegate succeeded in offering the following resolution, which was adopted:

Resolved, That any legislation that is not based on the 11th article of our State Constitution entitled railroads, will not meet the necessities of products in confining monopolies to reasonable maximum rates of freight and passenger tariff, and to prevent unjust discriminations, and that the maximum rate shall be fixed by Legislative enactment as directed by our State Constitution. At 11:30 o'clock A. M. after the passing of the usual resolutions of thanks to the officers, the Convention adjourned sine die.

WASHINGTON.

WILSON VACANCIES IN NAVAL ACADEMY.

WASHINGTON, April 3.—Official notifications have been sent to all members and delegates of the next House of Representatives representing districts not represented at the Naval Academy, requesting each to nominate a candidate to appear before the board of examiners on July 1st, next, to fill the vacancies in the Academy. The law provides that nominations of candidates for admission must be made between the 1st of March and 1st of July, and that the board of examiners shall select the members of the board from actual residents of his district, each member and delegate being allowed one vote, and the one from the District of Columbia to be selected by the President, and ten at large, and to be appointed by the President.

LOAN MISSION TO EUROPE. President Biglow, Chief of the Loan Division of the Treasury Department, who goes to Europe in a few days in connection with the new loan, will take with him three clerks with him and they will be selected from among the most experienced and efficient in the Department.

PATENT OF SOUTHERN CLAIMS. Warrants are now being issued from the Treasury Department for the awards made by the Southern Claims Commission. About two hundred claimants have been paid in the last three days. One warrant to-day contained the names of claimants who received on an aggregate \$6,093 each.

NEW YORK CITY.

NEW YORK, April 3.—Much feeling has been excited in Jersey city, over the fact that last evening while the Council of American Mechanics was in session, two pistol shots were fired through the window of the Council rooms. Stokes expresses his confidence that the efforts now being made to save him from the gallows will be successful.

Nixon, this morning, was sentenced to be hanged on the 18th of May. The steamship Harmonia, for Europe, took \$400,000 in specie. Papers received from Europe, by the White Star line, state that the Atlantic had 1830 tons of assorted cargo.

The case of Margaret Sanders and others against the St. Louis Island Railroad Company, to recover damages for loss of the Atlantic had 1830 tons of assorted cargo. The case of Margaret Sanders and others against the St. Louis Island Railroad Company, to recover damages for loss of the Atlantic had 1830 tons of assorted cargo.

The examination as to the sanity of George Francis Train was commenced to-day before Chief Justice Daily and a sheriff's jury, and was adjourned until Tuesday to await the arrival of one of Train's relatives, an important witness from Omaha.

MINING IN COLORADO.

CENTRAL CITY, Colorado, April 3.—Billion shipments in Utah from Central City is \$125,000. The Canon mine yielded \$13,000 in silver, during four days last week. Many rich strikes from the mines in this vicinity have been made recently. Indications point to a season of great activity and a large increased yield of gold and silver.

CINCINNATI.

CINCINNATI, April 3.—The City Council this afternoon divided the city into four districts for the election of police commissioners. The mayor, it is understood, will issue a proclamation to-morrow. J. R. Thomas, a member of the Fire Department, and just recovering from illness, was riding out exercising the horses, when the fire-bells rang, and the horses went back at high speed, throwing Thomas against the door of the engine house, and killing him instantly.

A gale of wind blew down the house of Matthew Brown, in Cherokee county, Kansas, Monday night, killing Miranda Brown and injuring several other members of the family.

Ohio Legislature.

COLUMBUS, April 3.—In the Senate, this afternoon, the special committee to investigate certain charges of bribery made against Seneston in the Cincinnati Commercial and the Cincinnati Enquirer, presented their report and the testimony taken in the case. The report declared that a careful examination fails to show any foundation whatever for the accusation made by the Commercial that the Seneston was bribed or improperly influenced in their decision on the Little Lottery bill; that Mr. Halstead admitted that he had written the articles on the question which was presented to establish the truth of any of the charges made against the Senators, and that he wrote them simply to create a public sentiment which would secure the passage of the bill in question. The report further says, that the Committee feel that it does not fall within their province to report their views upon the rank injustice done the members of the Senate by the groundless charges of Halstead, nor upon the tendency of his conduct to degrade the useful and honorable profession of journalism in the estimation of a wicked and unscrupulous press, and to destroy the proper influence of the press as a conservator of public morality, a guardian of the public purse. The report further says the Committee have carefully equaled in the charges made by the Cincinnati Enquirer against Senators Schiff and Young and find them to be utterly without foundation, and that under oath, John A. Cockerill, editor of the Enquirer, admitted he had no facts to establish the charges made and that he did not by the articles in question, intend to reflect upon the integrity of the Senators. The Committee was discharged and the report ordered printed.

After this report was disposed of the much talked of Little lottery bill was taken up and passed. Test 22; says 10. In the House a resolution was offered and ordered printed, making it the duty of the Commissioner of Railroads, Attorney General, and Auditor of State to look into the laws of Ohio governing fares and weights on railroads, freight on fast lines, charges by express, telegraph companies, and fares on sleeping cars; the matter of levying and collecting taxes on the property of railroads, telegraph, express, fast freight lines and sleeping cars; the laws of Ohio governing fares and weights on railroads, freight on fast lines, charges by express, telegraph companies, and fares on sleeping cars; the matter of levying and collecting taxes on the property of railroads, telegraph, express, fast freight lines and sleeping cars.

After this report was disposed of the much talked of Little lottery bill was taken up and passed. Test 22; says 10. In the House a resolution was offered and ordered printed, making it the duty of the Commissioner of Railroads, Attorney General, and Auditor of State to look into the laws of Ohio governing fares and weights on railroads, freight on fast lines, charges by express, telegraph companies, and fares on sleeping cars; the matter of levying and collecting taxes on the property of railroads, telegraph, express, fast freight lines and sleeping cars.

After this report was disposed of the much talked of Little lottery bill was taken up and passed. Test 22; says 10. In the House a resolution was offered and ordered printed, making it the duty of the Commissioner of Railroads, Attorney General, and Auditor of State to look into the laws of Ohio governing fares and weights on railroads, freight on fast lines, charges by express, telegraph companies, and fares on sleeping cars; the matter of levying and collecting taxes on the property of railroads, telegraph, express, fast freight lines and sleeping cars.

After this report was disposed of the much talked of Little lottery bill was taken up and passed. Test 22; says 10. In the House a resolution was offered and ordered printed, making it the duty of the Commissioner of Railroads, Attorney General, and Auditor of State to look into the laws of Ohio governing fares and weights on railroads, freight on fast lines, charges by express, telegraph companies, and fares on sleeping cars; the matter of levying and collecting taxes on the property of railroads, telegraph, express, fast freight lines and sleeping cars.

ST. LOUIS.

FATAL ACCIDENT AND SUICIDE.

ST. LOUIS, April 3.—Felix Metzger, who was working on one of the elevators in East St. Louis, yesterday, fell a distance of fifty feet, and received injuries from which he died to-day. A melancholy individual, tired of life, name Henry Morris, stabbed himself in the chest with a pocket-knife, and died on the spot. St. Louis, April 3.—While the passenger train on the St. Louis and South Eastern railroad was standing at French Village, seven miles from St. Louis, at 4:40 this a. m., a construction train ran into it near the coach, killing Mrs. John B. Lusk and John H. Willis, and terribly scalding a daughter of Mrs. Watts, and more or less injuring five or six other persons.

The steamer Wm. J. Lewis, which left here for River Wednesday night with 800 tons of freight, sunk at Sheep Island, fifty miles below here. The boat is owned by the Missouri River Packet Company and not insured. Value not certain. The cargo was valued at \$10,000, and insured in the Boat's Freight Life Insurance Company for \$3,000. The Republican City Convention to-day, nominated Wm. Jennings, for Judge of Superior Court. The State Senate passed a bill to-day, authorizing the State Prison Inspectors to employ a life convict the right to correspond with near friends and relatives, and to provide for the custody and safe keeping of persons who are tried for murder and other high crimes, who are acquitted under the plea of insanity.

RAILROAD ACCIDENT.

ROTLUND, Vt., April 3.—The mail train over the Harlem Extension railroad, that left Rutland at 9:05 A. M. to-day, met with a serious accident at Hunt's Crossing, half a mile north of Bennington Station, caused by the spreading of the rails. The locomotive, milk car and passenger coaches were hurled from the track down an embankment twelve feet high. The coach tumbled over and remained bottom upwards. The smoking and mail cars were hurled and the trucks scattered in all directions.

The following is the list of wounded so far as ascertained: O. S. Malby, Miller-ton, New York, legs and arm broken; S. S. Cromack, Bennington, Vermont, injured about the head and shoulders; Miss Julia Mattison, Shaftsbury, Vermont, injured about the head; R. F. Hurd, Arlington, flesh wound and contusion over eye; H. B. Brown, North Adams, Mass., severely injured. M. H. Sackett, of West Lebanon, cut about the head, Frank Wilder, of Rutland, Vt., baggage master and several others from Bennington, hurt about the head and shoulders. The employees of the train promptly rendered all the aid in their power to make the injured passengers comfortable. The road is now clear.

RIVER NEWS.

Pittsburough, April 3.—River rising gradually, with a heavy swell in the channel. The river at Oil City is rising. A heavy snow fell at that point during the forenoon. The towboats Tom Rees, Lake Erie and A. J. Baker have arrived. The following shipments of coal were made to-day: For Cincinnati—John J. Dravo, 200 tons; 200 tons of coal, and twenty-two barges containing 40,000 bushels of coke; Coal Valley with nine barges, 100,000; Stella, seven barges, 80,000 bushels. Total, 24 barges and 300,000 bushels. For Louisville—Tom Dobbins, two barges and twelve barges, 180,000 bushels; Geo. Roberts, three barges and two barges, 90,000 bushels; Tiger, seven barges, 84,000 bushels; J. S. McDonald, four barges and seven barges, 169,350 bushels; John Fenney, six barges and one barge, 131,000. Total, fifteen barges, twenty-two barges and 653,350 bushels.

CINCINNATI, April 3.—River 35 feet 4 inches and falling. Weather fair and warm. Stater Antonia, the sister of Bishop Lynch, of South Carolina, and for a long time mother superior of the Oremelle Convent in Baltimore, died Wednesday.

A large sheet containing all the CURRENT NEWS, MISCELLANEOUS, LITERARY AND SCIENTIFIC INTELLIGENCE, AND VALUABLE READING FOR THE FAMILY.

FOREIGN.

ENGLAND.

The Bank of England Losing Bullion. LONDON, April 3.—The bullion in the Bank of England has decreased \$240,000 during the past week.

PHILADELPHIA.

Release of the Supposed Roscoe. PHILADELPHIA, April 3.—The man arrested here on the supposition that he was Roscoe, the alleged murderer of Goodrich, has been released, upon the Brooklyn detectives pronouncing him not that person.

Fast Day in Boston.

Boston, April 3.—Fast day, in Massachusetts, is very much observed on the rapid increase of free churches for relief in religious services, in which the wreck of the Atlantic was referred to both in the prayers and sermons.

Sale of a Tennessee Railroad.

KNOXVILLE, April 3.—The Knoxville & Charleston railroad was offered for sale, to-day, and bought in by the State for \$1,000,000. There was no other bidder.

The steamer Danzel, of Keokuk & Northern Pacific Line, sunk on the rapid above Keokuk, Iowa, Wednesday. The loss is not reported, but probably not large.

The Ocean House, Job Jones & Son, at Rye Beach, N. H., was destroyed by fire Thursday a. m. A portion of the furniture was saved. Loss of house, \$100,000, and reported insured for \$50,000, the greater part in Providence office.

—Large tenders outstanding yesterday were \$38,005.901.

Plumbing and Gas Fitting.

J. B. HUGHES,

Plumber, Brass Founder,

GAS & STEAM FITTER,

89 MARKET STREET

WHEELING, W. VA.

Dealer in Lead, Steam, Cast and Galvanized Iron, Brass and Water Pipes, &c.

STEAM AND WATER GAUGES,

Brass and Copper Goods of all kinds, Bath Tubs, Water Closets, Boilers, Stinks, Gas-fitters, and all kinds of Plumber Work, Gas-fitters and Iron Hydraulic, Steam Waxes and Hubbers Hoses.

A complete assortment of

Gas Fixtures & Kerosene Lamps

WHEELING, W. VA.

Dealer in Lead, Steam, Cast and Galvanized Iron, Brass and Water Pipes, &c.

STEAM AND WATER GAUGES,

Brass and Copper Goods of all kinds, Bath Tubs, Water Closets, Boilers, Stinks, Gas-fitters, and all kinds of Plumber Work, Gas-fitters and Iron Hydraulic, Steam Waxes and Hubbers Hoses.

A complete assortment of

Gas Fixtures & Kerosene Lamps.

WHEELING, W. VA.

Dealer in Lead, Steam, Cast and Galvanized Iron, Brass and Water Pipes, &c.

STEAM AND WATER GAUGES,

Brass and Copper Goods of all kinds, Bath Tubs, Water Closets, Boilers, Stinks, Gas-fitters, and all kinds of Plumber Work, Gas-fitters and Iron Hydraulic, Steam Waxes and Hubbers Hoses.

A complete assortment of

Gas Fixtures & Kerosene Lamps.

WHEELING, W. VA.

Dealer in Lead, Steam, Cast and Galvanized Iron, Brass and Water Pipes, &c.

STEAM AND WATER GAUGES,

Brass and Copper Goods of all kinds, Bath Tubs, Water Closets, Boilers, Stinks, Gas-fitters, and all kinds of Plumber Work, Gas-fitters and Iron Hydraulic, Steam Waxes and Hubbers Hoses.

A complete assortment of

Gas Fixtures & Kerosene Lamps.

WHEELING, W. VA.

Dealer in Lead, Steam, Cast and Galvanized Iron, Brass and Water Pipes, &c.

STEAM AND WATER GAUGES,

Brass and Copper Goods of all kinds, Bath Tubs, Water Closets, Boilers, Stinks, Gas-fitters, and all kinds of Plumber Work, Gas-fitters and Iron Hydraulic, Steam Waxes and Hubbers Hoses.

A complete assortment of

Gas Fixtures & Kerosene Lamps.

WHEELING, W. VA.

Dealer in Lead, Steam, Cast and Galvanized Iron, Brass and Water Pipes, &c.

STEAM AND WATER GAUGES,

Brass and Copper Goods of all kinds, Bath Tubs, Water Closets, Boilers, Stinks, Gas-fitters, and all kinds of Plumber Work, Gas-fitters and Iron Hydraulic, Steam Waxes and Hubbers Hoses.

A complete assortment of

Gas Fixtures & Kerosene Lamps.

WHEELING, W. VA.

Dealer in Lead, Steam, Cast and Galvanized Iron, Brass and Water Pipes, &c.

STEAM AND WATER GAUGES,

Brass and Copper Goods of all kinds, Bath Tubs, Water Closets, Boilers, Stinks, Gas-fitters, and all kinds of Plumber Work, Gas-fitters and Iron Hydraulic, Steam Waxes and Hubbers Hoses.

A complete assortment of