The Norfolk Post.

MONDAY, AUGUST 28, 1865.

All communications relating to business matters connected with this paper should be addressed to E. M Brown, Norfolk Post. All communications pertaining to Editorial matters, and all correspondence intended for the paper should be addressed to John Clark, Editor.

Advertisers are requested to hand in their advertisements before six o'clock in the evening, previous to publication.

Newsmen and newsboys desiring papers will please have their orders at the counting-room the evening previous, before six o'clock.

Mayhew & Brothers, Booksellers and Stationers, are authorized agents to sell the Norfolk *Post*, and all orders left with them will be attended to the same as if left at the office of publication.

S. M. Pettergill & Co. are authorized Advertising Agents for the *Post* in New York and Boston.

"GIVE US WATER, OR WE PERISH."

Norfolk is almost surrounded by water, and yet strange to say during a greater portion of the year, her people are very nearly reduced to the unhappy condition of the ancient mariner, with "water, water everywhere and scarce a drop to drink." The city is entirely dependent on the bountiful skies for a supply of this useful beverage, and necessary agent to cleanliness, and were Heaven, in its just anger at a people who have shown themselves so improvident and careless of their own welfare as to depend entirely upon its bounties, to close its windows, cut off the supply, and refuse to further encourage those who will not help themselves, by withholding its abundant, refreshing and replenishing showers, the people would perish of thirst; for the clouds are now their only hope, and their indolence, inaction, and want of energy would prevent them from making efforts to obtain a supply from any other quarter. Should the rains fail us, Heaven help the people, for we know not what would become of them. Their "how not to do it" policy has entered into the very marrow of their bones, and become the rule and guide of all their actions. They have been talking about supplying their city with water for the last century, and are farther now from the adoption of any feasible plan than when the question was first raised. They are fully impressed with the urgent necessity of having a constant and abundant supply of good and wholesome water, but are appalled at the immensity of the undertaking, at the exertion, labor and money it will require; and so they postpone action in the matter year after year, relying upon their stagnant cisterns, filled with dead vermin and the filth of the gutters. They procrastinate from day to day, foolishly delaying to a more convenient season a work which they should long since have had completed, and which might have been a source of revenue to the city a quarter of a century ago. This lethargy is most shameful in the people of a large commercial town, and should be no further indulged. It is contrary to the spirit of the age, and must be shaken off at once. It is a grievous sin—a burden that we can no longer afford to bear, and, with many other dead weights, we must cast it into the sea of the past, if we would ride safely in the harbor of the future.

Every citizen of Norfolk sees and feels the necessity of an abundant supply of good water for all the purposes of life; it is essential to the safety, the prosperity and the cleanliness of the city,—facts that are so well known, and so apparent, that it seems like a waste of words to call the attention of the public to them. Water is the one thing desirable to make Norfolk a manufacturing city, and the centre of mechanical arts. Had we a plentiful supply, manufactories of all kinds would flourish; and besides giving work to thousands would add to the wealth and population of the place, and enhance the value of property; and when we consider that for the comparatively small outlay of half a million dollars, the wholesome waters from the Dismal Swamp can be poured through our streets in torrents, we are astonished that our capitalists, or the city authorities should for a moment hesitate about undertaking this important improvement. A charter incorporating the Norfolk City Water Company, was obtained from the Legislature in 1856, the work surveyed, and cost estimated, and there it was left; and unless some public-spirited parties move in the matter, we are likely to continue to experience our present necessities forever. We need water, as a beverage, for culinary purposes, to keep our city clean, to put out fires, and above all, for mechanical and manufacturing uses; and there is no good reason why we should not have it at once. Either let the city undertake the work without further delay, or let our citizens form themselves into a joint stock company, raise the money, and construct the necessary works. The investment will prove profitable in every way. It will not only put money in the pockets of the stockholders, in the way of large dividends, but by the encouragement and impetus it will give to the establishment of manufactories, it will increase the wealth and population of the city, and the value of our property. Who will be the first to make a move in this matter and win for himself the gratitude of the people, and renown as an enlightend and public-spirited benefactor of the city?

"JENKINS IN THE ARMY."

A PAYMASTER'S OPERATIONS IN 7-30 BONDS.

Under these attractive headings, the Richmond correspondent of the New York *Herald*, states that disclosures concerning operations in the Pay Department of the department of Virginia, came partially to the surface on Wednesday last, the full developments of which will show that the criminal epidemic is on its travels. The questionable transactions are alleged to have taken place in the seven-thirties, and involve the good name and fame of Lieut. Colonel Amos Binney, a paymaster of long standing in the service, and for some time past the chief paymaster of this department. It appears that some time since Colonel Binney was entrusted with several millions of dollars to be used in the discharge of obligations in his department, some three millions of which he had converted into seven-thirties and deposited in the First National Bank of Norfolk (of which C. L. Cole is president.) The Norfolk First National Bank, with a very light capital, has recently taken one million dollars of these securities, which fact it is stated has created considerable astonishment in that section of the State. In one of my despatches of some days since it will be remembered, says the correspondent, that I stated that some of the bankers and brokers of Richmond, and all those at Lynchburg, were charging the soldiers who had been paid off in these seven-thirties a discount on them of four and eight dollars per hundred dollars. Hereupon a strong complaint was made to the Paymaster General of the United States Army at Washington, who directed an immediate investigation, which resulted in the instant transfer of Colonel Binney to the national capital for examination. Colonel Binney seems to have determined to pay off the troops of this command in these securities, and has managed the business in such a way as to enrich the bank and pocket for himself between thirty and fifty thousand dollars. It is really to be hoped that the distinguished officer involved will be able to explain away the bad features of these charges. Colonel Binney was appointed paymaster on the fifth of August, 1861, from Massachusetts, with the rank of major, and has served unremittingly ever since. Col. Thaddeus H. Stanton has been appointed Acting Paymaster of this Department, and will doubtless succeed to the position thus unhappily vacated, with his headquarters in Richmond. Colonel Stanton, who is at present in Norfolk in relation to this unfortunate affair, is one of the most accomplished and straightforward officers of this branch of the service. He is a native of Indiana, but was appointed from Iowa on the 3d of October, 1862. Col. Binney was in this city on Saturday.

Much astonishment is expressed by the traitorous press, which wishes our government anything but prosperity, at the firmness of the 7-30's and other government securities. The firmness of the funds is an evidence of the confidence of our patriotic people in the government. They believe in its integrity, and perpetuity, and ability to pay its debts, if the sympathizers with treason do not. The securities are now being bought up everywhere at a premium, as the safest and surest investment, and croakers might as well hide their diminished heads.

The *Herald's* correspondent says that a messenger who recently arrived from Mexico, with a letter to Mr. Johnson from Maximilian, conveying expressions of condolence on the assassination of Mr. Lincoln, and congratulating the President upon his accession to power, was snubbed at the State Department; where he was met by the declaration that we "know no such person as the emperor of Mexico." The wily Max thought to entrap us into a recognition. He will have to try it on some other line. That door is closed.

The Democratic State Conventions of Ohio and Pennsylvania seem to be wonderfully in accord on the principles of their platforms. They oppose negro suffrage, and are so perfectly Southern in their sentiments as to meet with the hearty approval of the New York *News*. They promise to support President Johnson, if he will be guided by their dictation. Clement C. Vallandingham made a speech before the Ohio Convention. The nominee for Governor is Gen. Geo. W. Morgan.

Hon. John S. Millson is proposed for Congress in the Norfolk District by "Many Voters of Petersburg." We trust the people of Norfolk will second this motion. Mr. Millson is the ablest man in the district; he has had a long experience in public life; and we have reason to think that his election to Congress would be as acceptable to the nation at large as it would be beneficial to the State of Virginia.

We surrender our outer page this morning to the trial of Captain Wirz, the "hero of Andersonville." The gentleman from Georgia seems not to have been over-painted, and the witnesses from his own State alone will place him on the gallows, unless they are contradicted.

The accident to the steamer George Leary is reported in detail in our local column this morning. It is expected that she will take her place in the line in the course of a few days.

GENERAL BUTLER.—The New York *Tribune* of Wednesday, makes, editorially, the following statement about General Butler, which will be read with interest in other latitudes besides our own:

"A despatch in yesterday's *Times* is calculated to do great injustice to Gen. Butler. It is said that that officer had not offered his resignation in a way that could be accepted. The truth is, that the General not only offered his resignation, but called on the President and begged him to accept it, as he desired to close up his affairs with the Government, go to New York and resume the practice of the law. The President declined, saying that his present reconstruction policy was an experiment; he did not know how it would succeed; and if it failed, he would want the General to go into the South and take hold. For this reason, the resignation was not accepted."

The rebel pirate Shenandoah, at the latest advices, was still continuing her piratical depredations on the whaling fleet. A number of the vessels had been warned off, but there were some fifty still within reach of the pirate. The commander had received information of the end of the rebellion, but refused to credit it.

As government horses sell at the average price of seventy-five dollars at the South, most of them will be sent North hereafter to be disposed of.

LOCAL INTELLIGENCE.

FULL PARTICULARS IN REGARD TO THE ACCIDENT TO THE STEAMER GEORGE LEARY.—We have taken more than ordinary interest in collecting the particulars in regard to the accident to the Leary on Thursday night. On Friday morning Madame Rumor was busy with her thousand tongues, and it grew in volumes until she, the Leary, was totally annihilated, with not timber enough left of the frame to make a block of matches of, and as to her passengers and crew, not one was left. Knowing that there was a good deal of Jack Bunsby logic to be allowed for, we quieted our anxieties for a startling item, by awaiting events, that something tangible might be developed. At about 3½ P. M. the agent received a despatch from Baltimore, announcing that "the Leary was run into off Cove Point by the propeller Sea Gull." A subsequent despatch was received announcing the safety of the Leary in Pautuxent River—"all safe, no passengers known to be lost or injured; all the casualties and loss among the crew." A later despatch arrived, ordering the Dictator to take the Leary's place to Baltimore. The Baltimore papers, it will be seen by comparison, give vague and contradictory statements, the one in the *American* in particular, which states that the Leary was struck on the *starboard* side, while the *Sun* mentions *neither side*. Now as it is evident to our readers that a vessel is not like what the sailor made old Stephen Girard, seven sided, she must consequently have been struck either on the *port* or *starboard* side, therefore the investigation of the facts fully prove that the Leary was struck on the *port* side, as the vessel shows for herself. The Leary left Baltimore on Thursday afternoon at her usual hour, with a goodly number of passengers on board and deeply laden with freight, therefore being out of running trim, the Georgeanna kept ahead of her. When directly off Cove Point light the pilot on watch at the time, John Wyatt, looked at the clock for the purpose of timeing the boat, and found it was just 11 P. M. A few moments before he made the lights of a steamer coming up the bay about one mile off. The red light shone quite brightly, while the green one was rather dim, which indicated the position of the steamer approaching to be a little on the Leary's port bow. As the stranger's green light began to show more distinctly and her red light was partially shut from view, the pilot of the Leary gave one whistle which was answered by the other steamer promptly, and then altered his course from S. by E. to S. S. W., to preclude any possibility of an accident by giving her plenty of room. The pilot of the Leary again blew his whistle once, which was answered by the other steamer, but instead of keeping to the right or starboard, gave every indication of keeping to the left by starboarding her helm. The pilot of the Leary using every precaution to keep out of the way of the other steamer kept his steamer off to S. W., remarking as he did so, "What does that fellow mean? he will run into us certain;" his conjectures were right, for the Sea Gull struck the Leary just forward of the wheel on the *port* side nearly at right angles, cutting the Leary down to below the water line. The force with which the Sea Gull struck the Leary canted her over to starboard, thus raising her port side above the cut, which was rather providential than otherwise, from the fact it prevented the water from rushing into the hold of the Leary through the cut made in her hull by the bows of the Sea Gull. After striking the Leary, the Sea Gull backed out and showed a disposition to leave her friend in distress, but she was called back by the pilot of the Leary hailing her for assistance. The officers of the Leary set to work with considerable zeal, and temporarily stopped the leak. She was then towed into Pautuxent river, and her passengers put on board the Sea Gull and taken to Baltimore. Many of them arrived here on Saturday morning in the Jas. T. Brady, and some in the Adelaide. The freight arrived here yesterday morning in the Government steamer Moss Wood, and we are informed only three or four packages are missing, which no doubt were knocked overboard by the concussion through the gangway, when the Leary was listed over to starboard. The only person missing is the Chief Steward Mills, who, at the time of the collision was asleep in his berth forward of the wheel on the port side and was no doubt knocked overboard. The 2d Steward, a colored man, had both his legs broken, and the chambermaid was also seriously injured with two others of the cabin crew or waiters. No passengers are reported missing or injured, which is, indeed, providential. From the nature of the particulars before us, it is evident to our mind that the pilot of the Leary did all a man could do to avoid accident, altering his course to keep out of the Sea Gull's way from S. by E. to S. W., full five points, while the Sea Gull run out of her course, and apparently designedly, or from incompetency, collided with the Leary. From the best information we can collect, it appears that a *boy* was on watch at the wheel of the Sea Gull, and the Captain asleep. If such is a fact, this of itself, aside from all other considerations, shows culpable and criminal neglect in the management of the Sea Gull. John Wyatt, the pilot on watch (of the Leary,) is well and favorably known on the Bay as an efficient and competent man, and an officer of more than ordinary care and caution; this to our mind he fully proved by keeping off his course five points to avoid all possibility of an accident, while the Sea Gull on his port side, and entirely clear with the whole Bay on her starboard side, fully shows that she starboarded her helm and kept *after* the Leary when she kept off. The only charitable construction we can place upon this mode of procedure on the part of the Sea Gull, is that the boy at the wheel became confused and put *her helm the wrong way*, and becoming demoralized as the Sea Gull approached the Leary, had not sense enough left to stop her, or forgot all about his bell rope. The Sea Gull is not a Government transport, as heretofore announced, but belongs to the commercial line of propellers, running from Baltimore to New York. The owners of the New Line had her libeled in Baltimore on Saturday for $20,000, intending to bring action against her for damages. We hope the full bearing of the case will be brought out upon judicial investigation, as it ought to be, and the culpable neglect on the part of the Sea Gull and her officers, if they are proven guilty, fully punished. Here is another evidence that every man cannot be a steamboatman. If the pilots would get together and form an association, it would add much more to their benefit and the safety of our traveling community. The pilot laws of the United States and those of Maryland and Virginia should be more rigidly enforced, and all incompetent interlopers found passing themselves off as pilots, when they are nothing more than steersmen, should be fully proceeded against with the full vigor and intent of the law. We give below the statements of the *American* and *Sun*, of Baltimore, for the information of all interested:

[From the Baltimore American, Saturday, August 25.]

"The following are the particulars of a collision, which occurred about 12 o'clock on Thursday night, between the steamer George Leary, Captain Blakeman, and the steamer Sea Gull, Captain A. C. Fish. The Leary, which is one of the vessels of the new Norfolk line, left here about six o'clock on the evening of the disaster with one hundred passengers and a large quantity of baggage and freight for Norfolk, whilst the Sea Gull was on her way from New York to Baltimore with a valuable cargo of merchandise. Whilst off Cove Point, which is about seventy miles from Baltimore, the collision took place, and the Leary was struck on the starboard side, just forward of the wheelhouse, with such violence as to cut her very near to the water line. Captain Fish, in his account of the matter, states that he was lying in his berth at the time, being off the watch, and was startled by the sounding of whistles, the Leary sounding twice, which is a signal of danger. He immediately ran forward, when the collision took place. He says that the officer of the Gull who was on duty was not to blame in the least, for the reason that he was steering in the proper course at the time. He laid along side the Leary until all her passengers and their baggage were safely moved to his ship, and then accompanied her to a safe harbor in the Patuxent river, where she was lying at the last account. It was a fortunate thing for the parties on board both vessels that the great violence of the collision caused such a shifting of the Leary's freight as to prevent her from going down, otherwise there must have been a considerable loss of life, as nearly all the passengers were sound asleep in their staterooms or berths. By the prompt application of canvas to the injured part of the hull, and the moving of the freight, she was saved from sinking. The head steward of the Leary, who was in one of the forward deck rooms at the time, is supposed to have been killed or knocked overboard, as he has not been heard of since.—His name is Mills, and he is from New York. One of the chambermaids and a deck hand, both colored, received injuries of such a character as scarcely justifies a hope for their recovery. Yesterday afternoon the passengers of the Leary left here in the steamers Adelaide, Captain Cannon, and the James T. Brady, Captain Landis, on their way South. The Sea Gull arrived here yesterday at 1.30 P. M., entirely uninjured. The passengers which she brought to the city speak in the highest terms of the kindness and attention extended them by Captain Fish.

"The name of the chambermaid is Jane Hinson, residing at No. 56 Forrest street, near Orleans. On being taken home Dr. Samuel T. Powell, and subsequently Dr. H. P. P. Yeates, were called to attend her. It was ascertained that her right thigh and arm were broken, as were also two ribs. The flesh on her forehead and the lower part of her nose were split open. She was in her room at the time, and by the force of the collision was thrown into the engine-room, near the furnace, receiving her injuries thereby."

[From the Baltimore Sun of Saturday, August 25.]

A serious collision occurred in the Chesapeake Bay on Thursday night, between the propeller steamship Sea Gull, Captain Fish, from New York for Baltimore, belonging to the commercial line between the two ports, and the splendid steamer George Leary, Captain Blakeman, of the new line hence to Norfolk and Richmond, bound down. The accounts are rather conflicting, the officers on both vessels contending that they were each pursuing the proper course, with the usual lights displayed. The main facts are, that the steamers collided at 11 o'clock on Thursday night, when off Cove Point, about 70 miles from Baltimore, the George Leary being cut to the water's edge, having been struck near the wheel house, carrying away a part of it and some of the upper works and state rooms, and also severing some of the timbers in the hull, causing her to leak. The greatest excitement is said to have existed among the passengers, but Captain Blakeman immediately ordered the pumps started, and she was kept afloat until a harbor was made in the Pautuxent river. The Sea Gull received no damage whatever. Captain Fish, of the Sea Gull, accompanied the George Leary into Pautuxent river, where she was left afloat, and then took from her the passengers and their baggage, which were safely landed here at 11½ o'clock yesterday morning. The passengers were made as comfortable as the circumstances would admit. The steward of the George Leary, a white man, named Mills, could not be found after the collision, and it is feard that in the confusion he was drowned. Two of the colored hands on board the same vessel, names unknown, had their legs badly broken. They were brought to the city and are receiving proper medical attention. The George Leary is one of the largest and finest vessels on the Chesapeake, nearly new, and cost her owners upwards of $200,000. The extent of the damage cannot be known until she reaches port, which is supposed will be sometime during the day, as a number of tugs were sent down to tow her up, as soon as the accident became known. She will be at once thoroughly repaired, but in the meantime there will be no interruption to the line, as the steamer Dictator, one of the company's boats on James river, has been ordered here by telegraph, and will sail this evening, alternating with the James T. Brady, until the George Leary is repaired.

GRAND RAID AND SERIOUS CONSEQUENCES.—On Friday afternoon six young men of Portsmouth, inspired by bad whiskey and the force of iniquity, took it into their heads to go on a "time." They started out High street toward a shanty kept by lewd characters, situated on the corner of High and Effingham streets, occupied respectively by Winnie Carr, Sophia Philips, and an old hag named Peterson. One of the party having been refused admittance at the door, determined to "go in or burst," so he gained admittance by climbing through a window, and opened the door for the others. After the party got in they kicked up a general row, and three or four jumped upon a bed in one of the rooms, which contained one of the inmates of the house named Winnie Carr, who had, the night before given birth to twins. The party being particularly unruly and abusive, the police was sent for but they left before the police arrived. On Friday night it appears that one of the babes died, and the mother thinking that the infant had been injured in the scuffle when the thoughtless youths jumped upon the bed, applied for the arrest of the parties. Warrants were accordingly issued for the offenders on Saturday, and two of them were arrested and confined in jail. A coroner's jury was summoned to hold an inquest on Saturday and from the evidence adduced and the fact of the child having spasms since its birth, it was the opinion of Dr. Williamson that the infant came to its death by natural causes. Upon a careful and rigid investigation of the facts, and the opinion of the Doctor, the jury returned a verdict in accordance with the circumstances set forth—"that the child came to its death by natural causes." For the sake of the relatives and friends of these thoughtless youths we were gratified that the case was not as bad as it might have been, and with a sincere hope that the admonition they have received, may have a lasting and salutary influence over their future course, we forbear to mention their names, more in consideration of their youth than any other extenuating circumstances. The young men confined in jail were released by Justice Tucker on Saturday afternoon upon bail, to appear before the Court on Monday, to answer a charge of a breach of the peace.

BROKE JAIL.—On Saturday morning about 2 o'clock, Peter McGlue and William Cobell, confined in the Portsmouth jail and awaiting trial for picking pockets, made their escape by cutting out through the roof. They left as a *souvenir* of their departure, a clock-spring saw and case knife, which is in the possession of the jailor, Marshall Hutchison. After the prisoners got upon the roof it was no trouble to make their escape from the fact that upon getting off the roof of the jail to a small shed, they stepped upon the wall or enclosure, and jumped to the ground below where they went scot free and unmolested. They will hardly loiter around here as both are well known. The question naturally arises how or by what means were the tools conveyed to them by which they made their escape, as every prisoner is thoroughly searched both by the officers committing them and the jailor. In order to deaden any noise made, they had spread their blankets to catch the plastering as it fell, and from the appearance of the place and its height, the boy Cobell must have stood upon the shoulders of McGlue while he did the cutting, after getting through the plastering and in the attic of the jail. The roof being of tin it was cut through by the knicked case knife, which they, as before stated left behind them. It is evident to our mind that the tools were thrown into their window by some confident outside.

THE MISFORTUNE OF TRAVEL.—On Saturday last, Marmaduke Johnson, Esq., from Richmond came down here to spend a few days, and providing himself with the necessary outfit, placed it in his travelling bag, and when on board the boat gave it to one of the waiters to take care of. Upon his arrival here the servant handed him over the baggage with an "all right, sir," but when Mr. Johnson arrived home at his father-in-laws Mr. Paul's, on Main street, head of Nebraska, he found it "all wrong," it was evidently a case of two Dromio's, and he had hold on the wrong bag though just *like his*. The contents of the bag showed that it belonged to a feminine. For the sake of Mr. J., we hope she is a *Lady*, and as the peculiar apparel possessed by each is suited to neither, Mr. J. proposes to swap back; so any person having Marmaduke Johnson's bag will please call at Mr. Paul's on Main Street and make the exchange, from the fact that all his garments in the other Dromio (bag) are distinctly and legibly marked with his name conspicuously. As his name and reputation is well known, we would recommend to any one having the bag *accidentally* to return it to Mr. J. and get the one he has—hoops and all.

OUR MARKETS.—If any skeptic doubts the prolific ability of our soil for vegetables and fruits, a visit to our market would soon bring him to the full faith and reality of facts, for seeing is believing. Our fish market for the past week has been very full, and many of the larger fish, such as sheephead and large rock, sent off to other cities. Our delicate and highly celebrated luxury for the pan, the hogfish, is becoming more numerous and cheaper as the season advances. So, if our Petersburg friends will only keep us in mind when their sora come in, we will reciprocate by sending back a choice string of the best hogfish in our market. Ed. Branch, of the *Index*, knows his failing on bivalves, and to increase his dimensions, for *express* comparison, we purpose making arrangements to diet him this winter on the favorite and *staple production* of "our blessed region of creature comforts." The murky waters of the Appomattox and "gizzard shad" we have fully *appreciated*—the sora marshes we know bear great *fruit*, therefore, we are willing to reciprocate "creature comforts" with our contemporaries of the Cockade city. Don't all speak at once. All proposals for reciprocity in "creature comforts" must be addressed to the locals of this city collectively.

REGATTA—WHO WILL GO IN?—The Portsmouth boys, ever alive to aquatic sports, propose to get up a grand regatta for sharpers and other small boats, with an entrance fee of $2 50 for each boat, the fastest boat to win the money and the next fastest to get a set of colors. Where are our Norfolk aquatics? Come out boys and back your town, and let us have a grand regatta.

W. H. Turner & Co., have just opened an extensive wholesale Boot and Shoe, Leather and Hat business. Their card of announcement will be found in this paper, and we wish them success.

THE WEATHER.—The Thermometer at Dr. W. E. Lewis' Drug Store, under the Atlantic Hotel, indicated the following state of the weather Saturday:

7 A. M.	78°
10 "	83°
1 P. M.	86°
4 "	86°
6 "	80°

The Courts.

MAYOR'S COURT.—On Saturday his Honor the Mayor was particularly busy preparing legal papers to send forward for record. Therefore, the time of the Court was fully monopolized until a late hour. Several warrants were issued, and cases set for to-day. The case of the city *vs.* Pettijohn was laid over on account of absence of witness.

MAYOR'S COURT, *Portsmouth.*—Justice John R. Tucker presiding.

Alexander Layburn, arrested for drunkenness and disorderly conduct in the public street, and abusing the officer making the arrest, was fined $10 and costs.

William Wilson, colored charged with vagrancy, was discharged.

George Towers, arrested for drunkenness and disorderly conduct in the vicinity of the market house, was fined $5 and committed in default of payment.

MILITARY COURT.—Samuel Williams, colored, charged with attempting to steal a watch from Dr. Samuel Bain, colored, was sentenced to thirty days hard labor and fined $100.

Jerry Falt, colored, charged with stealing government property (seven pounds of coffee), was sentenced to pay a fine of $10, or fifteen days hard labor.

Abner, charged with assaulting a negro on the 26th inst., was sentenced to fifteen days hard labor, or pay a fine of $10, for carrying deadly and concealed weapons.

The Court is thus lenient in consequence of the youth of the accused, and his being a stranger in the city. The fine was paid.

Lewis Billups, colored, charged with swindling. The case was layed over until the 29th inst.

Harriet Ann Whiting, colored, charged with assaulting Melissa Jane Permature. The case not being sustained, the accused was discharged.

Lewis Traverse, colored, charged with attempting to steal a watch. Certified to a military commission.

MILITARY COMMISSION.—The case of Harris, charged with selling citizen's clothes to soldiers against military orders, was called and acted upon on Saturday before this Court. Of course, the nature of the judgment cannot be known until publication in general orders.

THE EIGHTH WONDER of the fashionable world is SOZODONT. Ladies, as they see their unsullied teeth and rosy gums reflected in their toilet-mirrors, and gentlemen, as their white incisors flash through their dark mustaches, wonder how the benighted folk of twenty years ago got along without the teeth-beautifying, breath-perfuming SOZODONT.

THE NEWS.

During our absence at Mobjack Bay last week, a paragraph found its way into the editorial columns of this journal, in which it was stated that Mr. Mortimer D. Main, the accomplished landlord of the Ballard House, Richmond, was about to be married to Miss Marie Poke, a niece of Jenny Lind. It turns out that the story was fabricated and that there is not a word of truth in it, for Mr. Main writes to us, saying:

"RICHMOND, VA., Aug. 24, 1865.

"SIR:—You can stop my paper, or stop poking fun at me, and I don't care which you do. I have no idea who Miss Marie Poke is, to whom you say I am about to be married. She may be a very good girl, very talented, and it may be a sin to allow the dear creature "to be poking the fire alone;" but that's her lookout. I am too young to marry, and besides, it is due to the truth of history that I should say I've never had any propositions from the lady with the pretty name, which, it seems to me further, Miss Poke had better retain. Who is she, anyhow? Is she of a tender age? will she wilt? what can she do besides sing? However, if you don't want me to do murder, deny, contradict and withdraw this story, even though it cost Miss Poke her voice. "Yours with contempt,

"M. D. MAIN."

We trust Main is satisfied. We shall be at the Ballard House on Monday night, with a view of affording him an opportunity to enjoy "the satisfaction which one Virginian gives another."

A correspondent of the Baltimore *American*, writing from New York, says:

The man who does not want to be pardoned, the renegade Mitchel, now of Fortress Monroe, it is understood is to be succeeded in the *News* office by the ex-Rebel General Mansfield Lovell. The experiment of making John Mitchel editor of the concern was spoiled by that person's inopportune insolence, and the result was the transfer of John from the sanctum in Chatham street to a cell in Fortress Monroe. Mansfield Lovell had better profit by his predecessor's experience. It is bad enough to have the city swarming with traitors and Rebels, who but yesterday as it were, were slaying our sons and brothers right and left, but it would be more than human patience could endure to have them trying to disseminate their treason anew right under our eyes and noses in the press.

Poor Lovell never hurt anybody very badly, and so we vote to "let him alone." If it becomes generally known in the South that he is the editor of the *News*, the people will lose all confidence in the paper.

SENATOR SUMNER ON THE BASIS OF REPRESENTATION.—It appears by the following record that the recent proposition of Gen. Schenck of Ohio to amend the Constitution so that representation shall be apportioned according to the number of voters, and not according to population, was anticipated by Hon. Charles Sumner several months ago:

"In the Senate, Feb. 6, 1865, Mr. Sumner submitted the following amendment to the Constitution, which, on his motion, was referred to the Committee on the Judiciary:

Amendment to the Constitution, apportioning representatives in Congress according to the number of actual electors. "Representatives shall be apportioned among the several States which may be included within the Union *according to the number of male citizens of age having in each State the qualifications requisite for electors* of the most numerous branch of the State Legislature. The actual enumeration of such citizens shall be made by the census of the United States."

In submitting this amendment Mr. Sumner remarked that one of two alternatives was open: The suffrage must be secured to the new-made freedmen, which was the just course, or the number of representatives must be apportioned according to the *actual electors*, which would make it for the interest of a State to extend the franchise. Without one of these measures the political power of the old slave masters would be enlarged by the Proclamation of Emancipation."

A young lady moving in the upper circles at Chicago was betrothed at the beginning of the war to a lieutenant in the army. He was killed in battle, and his body taken home and buried by his nearest friend and comrade, who was with him when he fell. To this young man the lady's affections were very naturally transferred in time, and she engaged to marry him. When the happy day arrived, and just as the clergyman was about to pronounce them man and wife, the lady suddenly fainted, and being revived, forbid any further procedure, as she said she had seen the spirit of her former lover, and he was opposed to the match. She persisted in her decision, and has since retired to a convent.

A Saratoga correspondent writes—"Opposite me, in the ball room to-night, sits a stout woman in a wide-striped silk dress. She is the wife of a legal notability, and was when young a circus rider of great repute, renowned chiefly for leaping unaided upon a running horse in the ring. Another fine looking couple, graduated from Fulton market—the husband still sells bivalves in that famed locality."

SHIPPING INTELLIGENCE.

PORT OF NORFOLK, AUGUST 26.

ARRIVALS.

Steamer Adelaide, Cannon, Baltimore.
Steamer James T. Brady, Landis, Baltimore.
Steamer Thomas Colyer, McCarrick, Richmond.
Steamer City Point, Talbott, Richmond.
Schooner Louisa B. Ballance, Wise, Hyde county, G. C.

DEPARTURES.

Steamer James T. Brady, Landis, Baltimore.
Steamer Adelaide, Cannon, Baltimore.
Steamer Claymont, Robinson, Philadelphia.
Schooner Eliza Francis, Bryant, New York.
Schooner Mary, Bullmant, Richmond.
Schooner Triumph, Westcott, Hertford, N. C.
Steamer M. Martin, Livingston, Richmond.

LIST OF ARRIVALS AND DEPARTURES AT FORTRESS MONROE, August 25.

ARRIVALS.

Steamer E. C. Biddle, Richmond.
Schooner John R. Ford, Richmond.
Steamer Winnisimmit, Yorktown.
Steamer Wm. P. Clyde, City Point.

DEPARTURES.

Steamer A. Winants, Eastern Shore.
Steamer John Tracy, Norfolk.
Steamer E. C. Biddle, City Point.
Steamer Wm. P. Clyde, Charleston.
And the regular mail boats.

FINANCIAL AND COMMERCIAL.

FINANCIAL.

Va. Bonds, 6s	59	@	60
N. C. "	76½	@	77
Tenn. "	72	@	76
Missou'ri "	72½	@	73
N. C. Bank Notes	20	@	25
Va. " "	15	@	20
Bank of Va.	25	@	30
Farmers Bank of Va.	20	@	25
Exchange Bank of Virginia	20	@	25
" " " " Alex.	40	@	45
" " " " Weston	95	@	—
South Carolina	15	@	—
Georgia	20	@	—
Norfolk Savings Bank issues	25	@	40
Portsmouth " " "	20	@	25
Gold (large)	143	@	143½
Silver	133	@	137

COMMERCIAL.

WHISKEYS—Old Monongahela (low proof)	220@230
Rye and Bourbon	$2.35@7.00
GIN	2.50@5.00
RUM	2.40@6.00
WINE—Sherry	4 00@8.00
" Port	4.00@8.00
" Claret, in cases	5, 6, 8, 10.00@24.00
PORTER—London, best brands	4.50
" Philadelphia	3.25
ALES—Philadelphia and Hudson	3.25
WINES—Champagne, "Star," "Heidsick," "Green Seal," De St. Marceaux, "Red Lac," &c.,	$25@42
Sauterne, per case	9.00@15.00
BRANDIES—Apple	3.00@4.00
Hennessey, Otard, Pinet, Castillion, & Co.	10.00@16.00
Fancy Brandies, Cherry, Blackberry, Ginger, &c.	5.00@6.50
Domestic (common)	2.35
BITTERS—Bokee's, Drake's, Wahoo, Russ', Schiedam, &c.	11.00@18.00
ROSIN	Not quoted
TAR	4 50@5 00
TURPENTINE	5 25@5 50
SHINGLES	8.00@10.00
STAVES	25.00@30.00
HOOPS	None
HEADINGS	None
WOOD—per cord	4½@5
PORK—Mess	32@35
Prime	25@32
BEEF—Extra Mess	18@20
Mess	16@18
ROPE—Manilla	23@26
Hemp	25@30
OAKUM	16@18
OIL—Whale—per gal	2.00@2.28
Linseed	1.75
Lard	2.10@2.40
WHITE LEAD	8@17
CORN—White	70@75
Yellow	80@83
WHEAT—White	$1 90@2 25
Red	1 50@1 90
FLOUR—Family	12 50@14 75
Extra	10 50@12 75
Super	9 25@9 75
Fine	8 50
COTTON—Ordinary	30@33
Good	35@34
Middling	38@42
COFFEE	31@36
CANDLES—Adamantine	24@25
BACON—Baltimore, Sides	19@20
Shoulders	
Hams	25@30
Smithfield Hams, cuts to order	23@25
SUGAR—Brown	14@16
Refined, crushed, powdered and granulated	21½
A White	19½
B White	19
C Ex	18½
TOBACCO—Connecticut Leaf	20 @ 75
Virginia—none in Market	
Manufactured	50 @ 125
Smoking	50 @ 100
Snuff	50 @ 100
CIGARS—Domestic and Imported	20 @ 150
FORAGE—Hay	150 @ 200 ℔ cwt
Corn	96 @ 100 ℔ bu'l
Oats	60 @ 75 ℔ "
Bran	40 @ 50 ℔ "
BRICKS—First quality pressed	$35
2d " "	22
3d " "	15
LUMBER—Clear per thousand	70
2d " "	50
3d " "	30
LIME—First quality, per barrel	$2 50@3 00
2d "	1 50@2 00
COALS—First quality	40c.
Second do	35c.

DOMESTIC MARKETS.

The supplies of vegetables, poultry, &c., brought to our market are undiminished. The following were the ruling prices yesterday:

FRESH MEATS—At the stalls, Beef, according to cut, 10@15 cts.; Veal 8@10 cts.; Mutton 12@15 cts.; Shoat 75@1 00 per quarter.

FOWLS—Chickens 25@50 cts., according to size; Ducks $1 00@1 25 per pair; Geese 62@75 cts.

FRUITS.—Peache $1 00@1 50 per bushel; Damsons $1 50@2 00 per bushel; Pears $1 50@2 00 per bushel; Apples 75@80 cts. per peck.

VEGETABLES—Cabbage 5@10 cts.; Tomatoes 26@30 cts. per peck; Onions 10 cts. per bunch; Beets 10 cts. per bunch; Soup Vegetables 1@10 cts. per bunsh; Potatoes 75@$1 00 per bushel; Sweet Potatoes 75@80 cts per peck.

FISH—Hog Fish $1.00 to $1.25 per dozen; Spots 10@15 cts. per dozen; Trout 25@50 cts. a piece; Mullet 10@15 cts. per bunch; Sheep Head 50@$1 00.

BUTTER, LARD AND CHEESE.—Butter 20@35 cts. per pound; Lard 23@25 cts. per pound; Cheese 18@25 cts. per pound.

Markets generally stood firm during the last week. Bacon and Flour advanced to present quotation with an active demand. Wheat and Naval Stores are in great demand with a limited supply of the former coming in. Naval Stores are held back for want of transportation, and it is supposed when the railroads get in running order a large amount will be sent forward. Gold flat.

BATCHELOR'S HAIR DYE!

The Original and Best in the World! The only true and perfect Hair Dye. Harmless, Reliable and Instantaneous. Produces immediately a splendid Black or natural Brown, without injuring the hair or skin. Remedies the ill effects of bad dyes. Sold by all Druggists. The genuine is signed William A. Batchelor. Also,
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OFFICIAL.

PROPOSALS FOR REPAIRING