

NEWS SUMMARY.

The East.

Dr. Woodruff, one of the husbands of Victoria C. Woodhull, died in New York on Sunday night from the effects of morphine and whisky.

A disastrous railroad disaster occurred on Wednesday morning on the New Jersey Midland railroad. The train leaving Paterson for Hackensack, at 8 a. m., was passing over the saddle river bridge, two and a half miles above Hackensack, when the structure suddenly gave way, hurling the train into the water below.

The tug-boat Davenport was blown to atoms Thursday morning by a boiler explosion at Jersey City, instantly killing six of her crew. Scarcely a fragment of the tug was to be seen after the explosion.

Only one of the killed by the explosion of the tug Davenport, at New York on Thursday, John Caulfield, has been recovered. Efforts are being made for the recovery of the remaining five.

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The school building and boarding house of B. F. Mills, at South Williamstown, Mass., was burned on Sunday afternoon. Loss \$15,000; insurance \$12,000.

The West.

On the morning of April 8, a terrible tornado visited the vicinity of Newton, Jasper county, Ill., unroofing barns, demolishing houses and forests, and destroying life.

Dr. Wooster, surgeon of the United States Marine Hospital at San Francisco, is sued for \$30,000 by a patient for alleged malpractice.

Mr. John Sweeney, an old and wealthy citizen of Morgan county, Ill., fell dead in his house on Thursday morning while conversing with some friends.

one of the proprietors of the Sentinel, Jacksonville, Ill., had an arm badly broken on Friday by being caught in the machinery of a job printing press.

George D. ORNER, Revenue Collector of the Fifth District of Missouri, is accused of defalcation, and a suit has been commenced against him and his securities for \$100,000.

WALTER CHIPPING wood near Napoleon, O., on Monday, Thomas Palmer was struck by a falling tree and instantly killed.

THE FARWELL block, Chicago, occupied by J. V. Farwell & Co. and Henry W. King & Co., wholesale dry goods, was damaged by fire on Tuesday night to the extent of \$10,000.

WILLIAM MARRIS, a farmer, aged 70, near Saloma, Taylor county, Ky., was killed by lightning on Monday.

At Wilmington, N. C., Calvin Oxendine, the last of the Lowery gang in custody, was acquitted on Friday of the murder of Sheriff Klighe, by proving an alibi.

J. D. LICKNER, proprietor of the large saw-mill on the river above Columbus, Ky., was drowned on Monday morning by the overturning of a canoe in the breakwater near the mill.

THE INTERNATIONAL Typographical Union meets on the 3d of June, in the hall of the Exchange Hotel in Richmond, Va.

THE SECRETARY of the Treasury transmitted a bill to the House on Wednesday with recommendations that it pass, providing for the appropriation of \$61,164 to reimburse Treasurer Spinner for losses incurred by embezzlement, etc.

THE PRESIDENT has signed the act granting right of way through the public lands for the construction of a railroad from Great Salt Lake to Portland, Oregon.

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A LEVONSON letter says that the object of the visit of the Queen of Germany, though ostensibly to see her half-sister, the Princess Hohenzollern-Sigmaringen, is really to hush up a scandal which threatens the royal family.

Teck, the Princess Mary of Cambridge, who was born in 1843, and who is four years the senior of her husband, was so enraged thereby that she was about to apply for a divorce, to prevent which her Majesty went to her residence in Chicago.

THE ANCHOR line steamship Decatur, with a cargo valued at over half a million of dollars, from London for Halifax and St. John, went ashore on Tuesday morning on Flint rocks, Clam Harbor, about forty-five miles from Halifax.

ARTHUR O'CONNOR, the assailant of Queen Victoria, has been sentenced to a year's imprisonment at hard labor and twenty lashes.

THE LONDON Times of the 13th, in an article on the Alabama claims controversy, says that the British Government will deliver its counter case at Geneva on the 15th of this month.

MISS NELLIE GRANT, daughter of President Grant, arrived at Liverpool on Saturday, and was received by Mr. Dudley, American consul.

THE BOARD of Arbitration at Geneva, on Monday, under the Treaty of Washington assembled and held a brief session.

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stiff paper with postal stamps thereon, the cards not to exceed 3 1/2 by 6 1/2 inches, the face to be used exclusively for address and the reverse side for communication.

IN THE SENATE on Wednesday, April 10, Mr. Sumner presented the resolutions of the Massachusetts Legislature in regard to the French spoliation claims.

IN THE HOUSE on the same day Mr. Hill, from the Postoffice Committee, reported a bill for the relief of the franking privilege fund and bill for the relief of the franking privilege fund.

IN THE SENATE on Thursday, April 11, Mr. Davis (W. Va.) presented a resolution of the West Virginia Constitutional Convention in favor of the immediate removal of all political disabilities in that State.

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on the frontiers of Texas by bands of Indians and Mexicans, and appropriating \$6,000 for the expenses of such commission.

IN THE SENATE, on Tuesday, April 16, the bill was passed to provide for the redemption and sale of lands held by the United States under the several acts levying direct taxes.

IN THE HOUSE, Mr. Dawes, from the Committee on Ways and Means, reported a bill to reduce the duties on imports and internal taxes, which was referred to the Committee of the Whole and made the special order for Tuesday, April 23d, and from day to day until disposed of.

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TERRIBLE BOILER EXPLOSION.

The Steamer Oceanus, from Red River to St. Louis, when near Brook's Point, thirty miles above Cairo, at 4 a. m. on Wednesday, April 10, exploded her boiler, blowing the upper works almost entirely away, immediately after which the wreck took fire, burning to the water's edge.

The steamer Belle of St. Louis, bound up, took on board the survivors, thirty-six in number, many of whom were badly burned or otherwise injured.

George Keightly, the first engineer, who was on watch when the explosion occurred, says the boat had just struck a bar.

The officers did all they could to assist the passengers. Pilot Harris stated that Wiggins, their Red River pilot, was drowned.

Various statements have been made by the survivors of the disaster, but they relate almost entirely to personal experience, and throw little or no light on the cause of the explosion.

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fourth or fifth time, destroyed by an earthquake, was in ancient times one of the most famous in Syria, and at one period was even more wealthy and splendid and populous than either of its great rivals, Aleppo and Damascus.

It is situated on the river Azai (the ancient Orontes), about twenty miles from its mouth, and thirty-four miles west of Aleppo. It was founded about 300 B. C. by Seleucus Nicator, and named by him in honor of his father, Antiochus, fifteen other cities, none of which have, however, so successfully survived the attacks of time, enjoying, at about the same period, a like distinction.

Situated directly in the track of the caravans from Mesopotamia and Persia, in a beautiful valley at the foot of the mountains, which rise at this point from a narrow fringe of low-lying shore, with abundance of water and a singularly fertile soil, the city soon became wonderfully prosperous, and the wares of Bagdad and Mosul, of Cashmere and Benares, halted in caravansaries on their way to the bazars of Byzantium and the markets of Rome.

One cause of its wealth and greatness was no doubt the energy and industry of the colony of Greeks, of Athenian ancestry, by whom it was peopled, and who had been removed from the neighboring city of Antigonium by Seleucus. It was for several generations the favorite residence of the Seleucid Princes and became the capital of Syria. Splendid palaces and baths and amphitheatres and temples were built by the munificence of its rulers until it was as celebrated all over the Eastern world for the grandeur of its architecture as for the wealth and luxury and devotion to pleasure of its inhabitants.

No doubt, it fairly earned the compliment of being termed "Antioch the Beautiful" and the "Queen of the East." At the height of its splendor it numbered 700,000 inhabitants, and was the scene of almost uninterrupted spectacles and fetes.

Its suburbs were especially noted for their beauty. A ring of verdure surrounded its walls of reddish stone, and at its gates were the sacred fountains and groves of Daphne, and the world-famous Temple of Apollo. It fell into the hands of the Romans in 64 B. C., and was planted with a Latin colony, whose members enjoyed the special privileges of Roman citizens.

Soon after the death of Christ the Gospel was preached by the Apostles, and a flourishing Christian Church was founded. Indeed, it was at Antioch that the followers of Jesus first assumed the name of Christians. About 115 A. E. it suffered terribly from an earthquake, but was restored by the Emperor Trajan.

In 155 A. D. it was destroyed by fire, but was again rebuilt. As the Christian religion spread over the Roman Empire its inhabitants gradually became exclusively Christian, and in the second, third and fourth centuries it was the principal seat of the true faith in the East, ten councils being held within its walls between the years 252 and 380. When the Latin power waned, it suffered greatly from the attacks of Persia, and about the same period endured three great famines, one of which, in 331, was so severe that wheat rose to the price of 400 pieces of silver a bushel.

Between the fourth and seventh centuries, the city was three times destroyed by earthquakes. In the sixth century, it was made the seat of a patriarchate, which included in its province the Syrian, Mesopotamian and Cilician Churches. It was taken by the Saracens in 635, together with the rest of Syria, and from that time has steadily declined in importance.

In 975 it was again annexed to the Western Roman Empire, and, having been retaken in 1084, was in 1098 captured by the Crusaders and made the seat of a little Christian kingdom, under Bohemond, the son of Robert Guiscard. It remained in Christian hands for nearly two centuries, and was then taken after terrible losses, by Bibars, Sultan of Egypt. Since then its history has been one of constantly waning prosperity.

The Christian religion almost died out, and though it had fourteen mosques, it did not possess a single Christian church until an American missionary was sent there a few years ago to found a new church. In this he met with signal success, and the missionary journals occasionally contain very interesting accounts of this revival of the influences of the cross. In 1822 it was again destroyed by a terrible earthquake.

In appearance Antakiek is at present a miserable little Arab city of about seven thousand inhabitants, built of square mud houses, with sloping and flat roofs—by the way, an unusual feature for an Eastern city—and with narrow little streets, noisome, and stagnant pools of water, and alive with troops of hungry, mangy curs. Strange as it may seem, the American civil war somewhat improved for a time the prospects of this ruined city.

Stimulated by the high price of cotton, the indolent owners of the soil in the neighborhood, which is very well fitted for such culture, became industrious cotton raisers, and there was even a cotton mill founded by an English company. The latter enterprise, however, did not pay, and was abandoned a couple of years ago; and since cotton has gone down the landed proprietors have subsided into their natural state of needy idleness.

From the preceding sketch it will be seen that there have previously been destructive earthquakes in Aleppo in the years 115, 458, 526, 537 and 1822. It is a curious fact that this city is within a thousand or fifteen hundred miles of the antipodes of California, where our last earthquake sensation occurred.

Pneumatic Transportation. A bill is pending before Congress to incorporate the "Pneumatic Tube Road Company," which proposes to construct such a road from New York to New Orleans. As the incorporators number among them several well-known lobbyists, and as the proposed charter grants many privileges and promises no return therefor, it is probable that this particular scheme will be negatived. If it could be intrusted to capable hands, great good might result.

London, Paris and Berlin have pneumatic dispatch tubes for the transmission of parcels, etc., and New York has an incomplete pneumatic railway. It requires but little material to devise a system of sending men and women as speedily and safely as we can now send parcels; and its success will revolutionize travel far more thoroughly than did the introduction of the railway.