

MEXICO.

Fighting Going On in the Interior—Miramon Whipped by Escobedo—Anxiety to Leave the Capital, Etc.

MATAMORAS, February 13.—Official information of the fight between the Liberals, under General Escobedo, and the Imperialists, under General Miramon, has reached here. It is contained in the official report of Escobedo to the Minister of War and Marine, a copy of which was forwarded to General Berriozabal.

The Imperialists retreated in confusion four leagues, when a sudden charge of cavalry completed the victory. The Liberals captured a number of prisoners, all the Imperial artillery, ammunition trains, equipment, and all they had.

It is evident from the tenor of the despatch that the engagement was little more than a skirmish with the rear-guard. Upon the arrival of the news here the bells were rung and guns fired in honor of the event.

MATAMORAS, February 13.—Advices have been received here from San Luis Potosi to the 4th instant, and from Monterey to the 13th instant. The victory of General Escobedo over Miramon is confirmed, and the Minister of State has sent the thanks of President Juarez to General Escobedo for this complete triumph.

A large portion of the Imperial force was captured, and the balance scattered through the country. Five hundred prisoners had arrived at General Escobedo's headquarters. On the side of the Imperialists there was a large number of killed and wounded, most of whom were foreigners.

General Escobedo captured twenty pieces of artillery and fifty wagons loaded with arms and ammunition, and the Governor of San Luis has received information that Miramon fled so suddenly that he left his private carriage, containing twenty-five thousand dollars in silver.

The Liberal cavalry are still scouting through the country. The battle commenced at San Diego, and continued on to San Francisco, where a sudden charge of cavalry decided the day. Juarez had returned to Zacatecas, and expected to return to San Luis Potosi very soon.

General Lew Wallace has arrived here. He states that the victory achieved over Miramon was complete; that the latter was wounded, and that he had escaped only with the greatest difficulty.

General Anza, who occupied Zacatecas, has joined Escobedo with his brigade, and the intention is to march on Queretaro. An officer left Monterey on the 10th instant to obtain instructions from Juarez in relation to the exchange of prisoners now on the French man-of-war Hilegation at Tlaxcala.

THIRD EDITION

FROM WASHINGTON THIS P. M. The President Signs the League Island Bill.

WASHINGTON, February 19. Approval of the League Island Bill. The President has approved of the bill authorizing the Secretary of the Navy to accept League Island, in the Delaware River, for naval purposes, and to dispense with and dispose of the site of the existing Navy Yard at Philadelphia.

Prize Money. The President also signed a bill authorizing the payment of prize money to officers and enlisted men of the Signal Corps of the army who performed duty under Admiral Farragut, while the fleet engaged in action in Mobile Bay, on the 5th of August, 1864.

Released on Bail. Yesterday Leonard Huyck, Esq., late President of the Merchants' National Bank of this city, who has been confined in the County Jail on the charge of embezzling the funds, was released on giving bail in the sum of \$35,000.

Honors to the Memory of Professor Bache. The Secretary of the Treasury has issued a circular stating that, in the death of Professor Bache, the Department mourns the loss of one of its most valuable and highly-cherished officers.

XXXIXth CONGRESS. SECOND SESSION. The Senate Military Reconstruction Bill.

House of Representatives Rejects It. Important Proceedings This Afternoon.

WASHINGTON, February 19.—The House met at 11 o'clock, with a full attendance of members and crowded galleries. The proceedings were opened with prayer by the Rev. Mr. Boynton, the Chaplain, in which, after allusion to the various professions of reconstruction that were pending, he said that one must be better than the rest, and suggested that that one should be the Divine Providence, who only knows what measure is best.

Mr. Spalding (Ohio) objected to the introduction of the joint resolution at this time, lest it might give rise to debate. The Speaker presented a communication from the Secretary of the Interior, in answer to the House resolution of the 15th of February, relative to the rules by which the beginning point of the claim of the Union and Central Pacific Railroads were ascertained.

The House proceeded to the consideration of the act for the more efficient government of the Rebel States, and on the order of the motion of Mr. Stevens, that the House concur in the Senate amendments and second, on the motion of Mr. Stevens, that the House non-concur.

Mr. Stevens asked whether, if the House refused to concur, that did not leave his motion to non-concur, and for a Committee of Conference agreed to.

EUROPE TODAY.

By Atlantic Submarine Telegraph Cables THE FENIAN OUTBREAK. Earl Derby Officially Announces the Danger Has Passed.

Troops are Still Sent to Ireland. LONDON, February 19.—None of the armed Fenians in Kerry county have been captured; but they have all disappeared. The Irish peasantry are perfectly willing to give any intelligence; but they object to assist in the arrest of their countrymen.

Three British ships of war are riding at anchor in Keemara river, to save the people into obedience, and service if need be. Earl Derby, the first Lord of the Treasury, says officially that the alarm has passed, and that all the peasants are loyal.

The Government will treat the prisoners justly, and if need be severely. The Irish Secretary, Lord Naas, says that no new rising of Fenians is apprehended. There were only 120 engaged in the late revolt.

FROM BALTIMORE TO-DAY. Party Split in the Maryland Legislature—Baltimore to Have Sunday Cars, Etc.

BALTIMORE, February 19.—There is much wrangling in our State Legislature, and there are indications of a disastrous split in the conservative party, through efforts to get up a new State Constitution, which will be finally defeated by a want of harmony.

Arrest of a Supposed Murderer. LAWRENCE, Mass., February 19.—The inquest in the case of Ingalls Damon, the old man whose remains were found in the ruins of his barn, which was burned on Wednesday evening, was concluded on Saturday.

The Fenian Excitement. BOSTON, February 19.—The Fenian excitement in this vicinity continues unabated, notwithstanding the fact that the cable despatches announce that the outbreak has been suppressed in Ireland, the Fenian leaders attaching but little importance to cable news.

Verdict of a Jury. PORTLAND, February 19.—The jury in the case of Charles F. Spear found a verdict of guilty of murder in the second degree. The coroner's inquest at Bethel, in the case of Harriet E. Noyes, gave the verdict of death from natural causes, as no trace of poison could be detected.

Charter Election at Saco, Maine. PORTLAND, Me., February 19.—The town of Saco voted yesterday to accept the city charter, by twenty-one majority. The whole vote was nine hundred and nine, which fact caused considerable excitement.

Markets by Telegraph. NEW YORK, February 19.—Cotton dull at 35 3/8 @ 36 1/8. Flour active, the market without decided change. Sales of 6200 bbls. State at \$8 50 @ 11 50; Ohio, \$10 50 @ 12 85. Wheat dull and lower, and quotations are nominal.

That excellent Scandinavian scholar, Mr. Benjamin Thorpe, has lately published the second and concluding part of his translation of "The Edda of Saemund the Learned." This finishes the heroic division of the poem, as the first part did the mythological division, and gives us a glimpse of the men and days of old, which, for its savagery, ought to delight the soul of Carlyle.

A Chrestomathy of Old French from the Eighth to the Fifteenth century was lately published at Leipzig, by Karl Bastch, who is said to be a sound scholar in old French.

Mr. W. G. Wells, an able but disagreeable writer, formerly Mr. Dickens' working editor, is about to publish a new novel, with the startling title, "The Love that Kills."

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Tuesday, February 19, 1867. There was rather more disposition to operate in stocks this morning, and prices were firmer.

Railroad shares were inactive. Reading sold at 51 9/16 @ 52, a slight advance on the closing price last evening; Camden and Amboy at 130, no change; Pennsylvania Railroad at 34 1/2, no change; and Philadelphia and Erie at 23, no change.

PHILADELPHIA STOCK EXCHANGE SALES TO-DAY. FIRST BOARD. \$2500 5-20s '65, Reg. 118, 100 sh Read R. Co. @ 51 9/16

Philadelphia Trade Report. TUESDAY, February 19.—The depression which has characterized the Flour Market for some time past still continues, and prices, although quotably the same, favor buyers.

Latest Shipping Intelligence. For additional Marine News see Third Page. CLEARED THIS MORNING. Sch'r F. C. Edwards, Ireland, Clenaghan, D. S. Stetson & Co.

ARRIVED THIS MORNING. Ship Polar Star, West, from Boston, in ballast to Workman & Co.

Correspondence of the Philadelphia Exchange. Legras, Del., February 19.—Mr. Ship Adelle, from Philadelphia, arrived at sea this afternoon.

MEMORANDA. Ship W. J. Hatfield, from Philadelphia, at Liverpool 24 inst.

DOMESTIC PORTS. NEW YORK, February 19.—Arrived, Steamship Prometheus, from Gloucester, from Gloucester, from Gloucester, from Gloucester.

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PENNSYLVANIA RAILROAD COMPANY.

Annual Meeting of the Stockholders This Morning—Interesting Proceedings—Report of the Directors, Etc.

The annual meeting of the Stockholders of the Pennsylvania Railroad was held at 10 o'clock this morning, at the Board of Trade Rooms, Chesnut street, above Fifth.

The annual report of the Directors, which we here present, was then read by the Secretary. It was moved that the report be accepted, and referred to the incoming Board.

Colonel Page rose to offer an amendment. If the report be accepted, it would follow that the meeting would adopt the resolutions annexed, to which he was opposed.

What is the purpose of giving you any report? If these Directors are sustained, you might as well go home, and give no thought to your stock in this Company, and let them do with it just as they please.

By Balance standing on the Books of Company for the construction of the Railroad between Harrisburg and Pittsburgh, \$6,426,855.

To First Mortgage 6 per cent. Bonds, 4,500,000 00

To Second Mortgage 6 per cent. Bonds, 4,500,000 00

To Loan on mortgage on the public works sold to this Company, bearing 5 per cent., 6,000,000 00

To Short Bonds, 5 per cent., 1,500,000 00

To Mortgage and Ground Rents, 6 per cent., 170,184 82

To Bills and Accounts Payable, including dividends due to stockholders unpaid, 3,052,144 45

from Harrisburg to Pittsburgh, \$6,426,855, from the surplus profits of the Company; and the Equipment of the Line, which has cost \$10,603,559-55, is now represented at \$3,371,214-93.

The Sinking Fund, which cost \$1,996,367-68, it is believed is ample, with its accruing income, to take up at maturity the debt of the Harrisburg and Lancaster Railroad Company, and still leave in it all the stocks that it is important that this Company should retain for the security of its traffic.

The Company has been placed in this strong position while it has, at the same time, to a larger extent than any other corporation of the kind, promoted the development of the interior of the Commonwealth by aiding the completion and extension of other railroads, where private capital would not incur the risks of such investments.

The Pennsylvania Railroad was commenced under the sanguine hope that it could be completed and equipped without incurring a debt. The efforts of the Company in this direction, in view of the great abuse that had attended the financial operations of the earlier corporations of this State, were eminently wise, and worthy of an earnest effort to carry them into effect.

At the commencement of its work, the views of the Company extended only to the construction of a railway between Harrisburg and Pittsburgh. But in operating such a line in connection with the uncertain and frequently adverse management of the Philadelphia and Columbia Railroad, under the State authorities, it became evident that it must fall to meet the just expectations of its projectors, unless an independent connection could be made with its commercial depot, or a lease or purchase of the existing lines effected.

It was early foreseen that a trunk line, intended to accommodate the traffic between the East and West, would fall in its object if wholly dependent upon the uncertain navigation of the Ohio river as a feeder.

The line to Columbus—which also afforded an equally good connection with Cincinnati as that via Marietta, though leaving a large district of country tributary to another railway—after long delays, growing mainly out of a failure to procure adequate legislation in Virginia, has recently been brought into efficient use, and promises satisfactory results.

The eastern end of this line, known as the Pittsburgh and Steubenville Railroad, extending from Pittsburgh to the Virginia State line, was commenced under the patronage of the city of Pittsburgh, and Allegheny county, but owing to the absence of any legal right to extend its road to the Steubenville and Indiana Railroad across Virginia, it failed to obtain a credit that would justify any responsible individuals in undertaking its construction.

A contract was entered into by the Pittsburgh and Steubenville Railroad Company, with parties of insufficient capital, for the completion of this line, which, as might have been expected, only resulted in still further embarrassing the condition of the Company by a disproportionate increase of its indebtedness, compared with the work done.