

The New York Times, of the 28th ultimo, devotes a column of editorial comments to the subject of the "Mutual respect between North and South." It says it is a noteworthy fact, that there has not been a time in this generation when the language of the North and South toward each other has been so respectful and considerate as since the close of the war. This cessation of the language of acrimonious bitterness, between the two sections is attributed by the Times chiefly to "the mutual respect generated by the war." It says "the old Northern notion that the South had degenerated into a race of domineering, pusillanimous blusters and braggarts, and the old Southern notion that the North had lost every element of manhood in the passion for gain, and would submit to anything rather than fight, have both been thoroughly annihilated. The tug of war for four years has shown the real stuff of men on both sides of Mason's and Dixon's—has proved that there is no essential difference in courage or fortitude, or any of the high qualities which make up the real stamina of a people. It has been brought home to the sense of every person in the land, that the dwellers in the North and the dwellers in the South have the same blood, and that no finer exists. It would be morally impossible that a struggle maintained with such terrible acrimony should fail to infuse respect into the soul of each adversary, or that such respect should cease and its hot passions pass away." The Times attributes this effect in part, also, to "the removal of the old root of bitterness—slavery."

**GOLD INTEREST.**—The Nashville Daily Press and Times says: "The annual interest on the public debt that is payable in gold, amounts to fifty-eight millions of dollars. The receipts from customs, in gold, in New York, during the fiscal year just ended, reached eighty-six millions—thus showing that the Government has had a surplus of gold over its wants to meet the interest. The receipts from customs during the present year will undoubtedly be much greater. The average duty paid upon the imports of last year was forty-four per cent."

**BLIND TOM.**—The interesting case, which for some weeks has been progressing in the Courts at Cincinnati, has at length terminated. A decision in favor of the defendant, Gen. Bethune, was rendered, and Blind Tom is to remain with his former owner and natural protector.

**TEXAS.**—The Galveston correspondent of the Times says there is a reign of terror in the interior of Texas—murders and robberies prevailing to a terrible extent. He denies the report that Kirby Smith and Magruder entered into cotton speculations. They both had to borrow money to go to Mexico with.

The Queen of Spain has granted to a Spanish-Franco Company, the right to lay down a submarine cable from the island of Cuba to Porto Rico, and from Porto Rico to Saint Thomas, the east of the United States, the isthmus of Panama and Mexico. That company is to submit to the Spanish Government a plan of the lines along which the cable will be established, the cable and apparatus to be used in the operation, as well as the rules and regulations of the telegraphic service. The Government will reserve to itself the right to modify or approve the aforesaid plans, decide as to the respective rights of the company and of the State, and determine whether or not the telegraphic lines will be free to public adjudication.

The mail car containing the Southern mail was precipitated into the North River, on Saturday morning, by the carelessness of some of the railroad employees. The mail was, after considerable trouble, recovered, but in a very damp condition.

**The Largest Ram Afloat**

The iron-clad ram Dunderberg was launched at New York on Saturday. We copy from the Express the following description of this remarkable vessel:

The Dunderberg is an iron-clad frigate ram of 7,000 tons displacement, and was constructed especially for sea-going purposes. She has two engines of 5,000 actual horse-power, and her contract calls for a speed of fifteen knots per hour, ordinary steaming. Her armament will consist of four 15-inch Rodmans, and from twelve to fourteen 11-inch Dahlgren guns. It is not within the limits of an ordinary newspaper article to give such a detailed description of this vessel as her magnitude and importance would seem to demand, but we will endeavor briefly to give some of the main features of this great and powerful ship. The principal dimensions of the hull are as follows: Length, 380 feet 4 inches; beam, 72 feet 10 inches; depth of hold, 22 feet 7 inches; height of casemate inside, 7 feet 9 inches; length of ram bow, 59 feet. Her draft, when ready for sea, will be 21 feet. Her displacement is 7,000 tons. Registered tonnage, 5,090 tons. Her iron armor will weigh about 1,000 tons. She has six main and two donkey boilers; the main boilers are 13 feet deep, 17 feet 6 inches in height, and 21 feet 5 inches front, and together weigh about 450 tons. The boiler surface is 39,000 feet; the grate surface, 1,200 feet. The condensing surface is 12,000 square feet. The engines are horizontal back action condensing, with two 109-inch cylinders and 45-inch stroke of piston. The propeller is 21 feet in diameter, and has a varying pitch of from 27 to 30 feet, and weighs 34,580 pounds. The coal-bunkers will accommodate 1,000 tons of coal, sufficient for ten to fifteen days' steaming.

The Dunderberg was built by W. H. Webb, Esq., under the general supervision of Rear Admiral F. H. Gregory, U. S. N. The engines were built by John Roach & Son, at the Etta Iron Works, foot of Rivington street, in this city, and are a model of beauty and strength. They have been pronounced by a Board of Naval Engineers, who have recently inspected them by special orders of the Navy Department, to be the best pair of engines in the country. Mr. Easton W. Smith is their chief and supervising engineer. On the part of Mr. Webb, Mr. Thomas Main on behalf of the Etta Iron Works, Chief Engineer W. W. Wood, U. S. N., assisted by Assistant Engineer W. K. Pierce, have rendered valuable service in perfecting these engines, and together these distinguished engineers have produced a pair of engines which have no rival in this country at the present day.

The Dunderberg is the abridgment of Mr. Webb's ideas, which were prepared before the monitors made their advent among the naval vessels. This great ship combines all the experience, skill and mechanical ingenuity of the distinguished naval architect who furnished the General Admiral to the Russian navy, the Red Italia and the Redon Luigi di Portugallo to the Italian navy, and the little Harriet Lane to our own service. The plan of the Dunderberg is new and novel, and the results promised by Mr. Webb will make her the greatest sea-going iron-clad ram afloat. Her floor is flat, and her sides angular, and her lines are such that she must be very easy in her way—so easy, in fact, that, in all probability, she will be able to use her guns when other vessels would be rocking fearfully.

The casemate which surmounts the hull is pierced for twenty-one guns, and is a marvel of strength and roominess. Its sides slope inward at an angle of 35 degrees, sufficient, it is believed, to shed shot with ease and certainty. Its sides are over three feet in thickness, covered over with slates of hammered iron, nine feet long, twenty-eight inches wide and four and a half inches in thickness. These slabs are fastened to the wood work by means of heavy screw bolts, there being no nuts or bolt heads inside to be flying around in action, killing or wounding men.

The peculiar construction of the hull makes her, as it were, two vessels, the space between the inner and the outer ship being used as coal bunkers, and at the same time serving as an additional protection to the engines, boilers and, in fact, the ship proper. One enormous keel and six keelsons strengthen the ship fore and aft, and aid in sustaining the great weight of the armored casemate and battery. Bulkheads, dividing the ship in sections, give additional strength and guarantee safety in event of stranding, collision or running down by an antagonist.

The ram is a part of the ship itself,

and is not bolted or fastened on as is usually the case, but is an extension of the bow, which for over fifty feet is a solid, firm mass of timber. This is covered over with a heavy wrought iron armor, and forms a beak terrible to look at by an enemy against whom it is directed. Driven at a high rate of speed, this formidable instrument would pierce through the strongest known ship in existence.

Great care has been taken to furnish the officers and men with commodious and well-ventilated quarters. Every appliance which skill and experience can dictate, has been manifested in carrying out this part of her construction, and when the vessel is completed, she will be unequalled in this respect. The Captain's cabin is to be situated in the after part of the casemate, and the other officers will have ample accommodations on the next deck below. Four large blowers will furnish a full and free circulation of air when in action. The armor on the side of the vessel is 3 1/2 inches thick, and placed on vertically in slabs from 12 to 15 feet in length, and 3 feet wide, screw bolted. The pilot-house is of iron, placed upon the forward part of the casemate, and is six feet in diameter, seven feet high and ten inches in thickness, and is pierced with loopholes commanding a view of the entire horizon.

The propeller and two rudders are protected by a shell which extends out aft, firmly braced and secured to the stern and sides. She has one rudder common to all ships, and a spare one located above and forward of the huge propeller, so that in case the main one is damaged, the spare one can be instantly put in use.

The Dunderberg is brig-rigged, and provided with large anchors and chains, and a new windlass of great power and speed.

The machinery of this ship reflects great credit upon Messrs. John Roach & Son, the builders, and we may be proud of them as Americans. They show to the world that we are not dependent upon any nation for large engine work. We have given above the principal dimensions of the boilers and engines. The cylinders are placed on the starboard side of the ship, side by side. The condenser is one of Allen's patent, 10 feet wide, 26 feet long, and 5 feet deep. The engines will make 60 revolutions per minute, with 25 pounds of steam.

The propeller's shaft is 118 feet in length, and 18 inches in diameter, and rests on four main journals. The air, circulating and condensing pumps work independently.

The fresh water, for drinking and culinary purposes, is made by one of Normandy's distilling apparatus, and is capable of furnishing 2,000 gallons of cold fresh water daily. The boilers and engines cost over a half million of dollars.

**DISTURBANCES.**—On Sunday afternoon, four soldiers of the 54th Massachusetts were arrested and brought to the police office, charged with breaking into a house on Vernon street and beating the lady occupant, Mrs. M. A. Gargle. They also threatened to take the life of a gentleman who interfered.

It appears that the soldiers first asked shelter from the rain, and were admitted until their case was over. The family were risked during the time, and the soldiers expressing a desire for something to eat, they were given such as was then in the house.

In return for this kindness and for some fancied injury or insult after leaving, they commenced breaking in the door, and one of the party seizing hold of the broken panel, beat Mrs. Gargle over the head, knocking her senseless, and afterwards commenced to demolish the furniture. They were stopped in their proceedings by the arrival of the guard, to whom, after some difficulty, they surrendered. Their cases will come before the Provost Marshal this morning.

On Saturday morning, private Thos. Newark, of the 4th Pennsylvania, while on police duty at the corner of Calhoun and Meeting streets, was struck in the head by a brickbat, thrown by a colored man, and severely injured. Private Newark at the time was endeavoring to arrest some colored men who were carrying clubs, and had been creating some disturbance on Citadel Green. The offender was arrested and committed to jail.

The Herald's special says the municipal election at Fredericksburg, Va., resulted in success to the bitterest secessionists. It is understood that Mosby intends to return and become a candidate for Congress in his district.

The Missouri papers teem with "outrages" of all kinds, perpetrated in various parts of the State. Lawlessness and violence are the order of the day.

**The Fashions.**

As a relief from the monotony of commercial reading matter, to the collection of which we have to devote most of our time, and to which most of our space is dedicated, we have determined, at times, to publish such articles and notices on fashions as we may deem of interest.

We are too ardent an admirer of good looks and that which enhances beauty—dress—to yield to the ideas of old fogysm, and throw aside, as unworthy of an editor's notice, the fashions of the day.

Here are the latest fashions in Paris: Skirts of gray colored or black tafetas were elegantly looped up over either black or bright colored under skirts, while the paletots nearly tight fitting to the figure, were trimmed with the shade of the petticoat, and profusely ornamented in several cases with steel beads and eccentric buttons of enormous size. Black tulle bonnets, spangled with silver or steel, were the order of the day. But the continuance of the heat has already discarded these, and made way for white tulle, mauve tulle, and paille de riz bonnets. These are trimmed in a variety of ways, but almost all have a tight knot with ends of tulle at the back or a sort of floating veil of the same material, which produces a very pretty effect. A variety of new materials have come out for the Spring and Summer, amid which gazes de Chambery retain their favor for evening costumes. Muslins are made up with scarfs of the same and even with shawls trimmed with lace.

The dresses are made immensely full at the bottom, but narrow over the hips, are much less trimmed at the lower part, and short cuts, with basques or coat tails, are more than ever worn, with either silk or fancy material. There never was, in fact, a season when so much latitude was left to individual taste and fancy, so that fancy managed to create something new and eccentric. The same thing may be applied to the style of dressing the hair, which is fantastic as well as varied. But as a rule, the back hair is beginning to be worn higher on the head; and if the chignon is still worn it is narrower, and does not fall on the shoulders. Curls, however, are more in favor, and the quantity of false hair added to the former head is perfectly many floss and shameless. This is such an acknowledged fact that there is no comment on the subject. We have not arrived at wearing parti-colored chignons, but such a thing would not surprise me, did the fashion introduce it. Steel spangled necks, with steel combs, or pins, are very much worn, and have a pretty effect in the hair.

Many years ago, a most magnificent building was erected at the corner of Fifth Avenue and Forty-fourth street, by Towse and the great sarsaparilla man, which has since that time been known as the handsome and costliest private residence in New York. It was one of the "sights" which strangers, especially Southerners, never failed to examine and admire. It contained a private chapel in the Gothic style of architecture, a music room, bowling alley, and in fact everything that ingenuity could devise or money procure. What will your readers say when I tell them that Stewart (the dry goods man) purchased the house, and immediately occupied it? Not improved on it? Not but pulled it down, levelled it to its foundation, till not a brick was left standing. The great merchant prince did not relish the idea of taking at second hand what the sarsaparilla man had so long been proprietor of, but on the site of the old building is raising a palatial mansion, compared with which the other was a rudely shaped kitchen. The material is white marble. The style of architecture will be, on the first story Corinthian, on the second and third a mixture of the Ionic with the former. The entire cost of the building will probably not fall far short of one million and a half dollars.

[Cor. Charleston Courier.]

**THE CHICAGO LAKE TUNNEL.**—The mammoth crib which is to be the lake termini of this tunnel, has just been sunk about two miles from the shore, from which distance the water to supply the city will be taken. The tunnel can soon be operated from both ends, which will further the progress of the work now about seventeen feet per day. The distance out in the lake that the workmen have reached is 3,206 feet. Its cost will not be less than two millions of dollars; though less than one-fourth the sum was the original estimate.

Mrs. Ross, the wife of the Hon. John Ross, Chief of the Cherokee Nation, died at her residence in Philadelphia on Thursday.

**Local Items.**

We are indebted to Mr. J. W. Ward, of the Orangeburg and Columbia Express line, for a copy of the Charleston Courier, of the 7th.

**A GOOD PAER.**—Persons wishing to subscribe to either a good business or family paper, would do well to notice the advertisement of the New York News, published in another column.

Messrs. Zealy, Scott & Bruns advertise butter and lard at 40 cents a pound, and bacon at 30. If their other goods are as comparatively low rates, their establishment may emphatically be termed the "cheap store."

**THE COLUMBIA GAS COMPANY.**—This company, we are pleased to state, have gone to work with a will to repair the damage done to their works, and we are informed by the Secretary that, although much is to be done, they expect to supply the city with gas by the 1st of October. They deserve great credit for their energy. The attention of the stockholders is called to a notice in another column.

We have just received from the publishers, T. B. Peterson & Brothers, Philadelphia, a complete, unabridged and graphic account of the trial, conviction and execution of the assassins and conspirators, at Washington, for the murder of President Lincoln. It is a verbatim report of the testimony of all the witnesses examined in the whole trial, with the argument of Reverend Johnson on the jurisdiction of the commission, and all the arguments of counsel on both sides, with the closing argument of Hon. John A. Bingham, Special Judge Advocate, as well as the verdict of the military commission and the President's approval of the same, with his official order for the execution and full particulars in relation to the condemnation of the time of their having their sentences of condemnation read to them by Maj. Gen. Hancock, with the moment of their execution, with scenes on the scaffold, and with a sketch of the life of all the conspirators, and portraits and illustrative engravings of the principal persons, and scenes relating to the murder and the trial, etc., with items of interest not to be found in any other work of the kind published. The whole being prepared and reported by the several correspondents and reporters of the Philadelphia Daily Ledger, for this edition. Price 40 cents a copy, or a third edition in one volume, bound in cloth, for \$1.50. Copies will be sent free of postage, to any place, on receipt of the price by the publishers.

New advertisements.—Attention is called to the following advertisements, which are published for the first time this morning:

- Columbia Gas Company.—Advertisement.
- Iron Works.—The York News.
- Gen. G. Bingham's General Order No. 1.
- Joseph Loring, Attorney and Counselor.
- John A. Bingham, Judge Advocate.
- Wm. H. Ross, Chief of the Cherokee Nation.
- John Ross, Chief of the Cherokee Nation.
- Zealy, Scott & Bruns, Cheap Store.
- Black and White Columbia Ferry.

**THE GREAT FRANKS PRIZE.**—The Paris correspondent of the London Times says:

The great mill-owners are beginning to estimate what quantity of cotton they will receive from the United States and the price. Opinions are far from being unanimous on the subject. Some believe that even if the quantity received from America be as large, that sent from other quarters will be sufficient for the consumption, and that the price will be moderate. Others calculate that all the cotton sent to Europe for some years to come will not be sufficient for the consumption. They say that even at present the United States have not much to dispose of, and it is moreover very uncertain whether the Southern planters can find the means, or whether the negro now emancipated will assist in the cultivation of the land. There is a regular demand for cotton at Havre, and prices are firm.

**Southern Shortages.**—All the restraints and discouragements of factions malice cannot keep down the irrepressible benefits of Southern productions. On the tenth of this month the port of New Orleans shipped two thousand five hundred bales of cotton, and on the day following two thousand two hundred bales! Here is, in two days, an addition to the real resources of the public credit to the amount of six or seven hundred thousand dollars in gold! An enlightened liberality in dealing with the social and political condition of the South would bring it from that abundant region such immense volumes of wealth that in a very short time the people who now suffer here from the drawbacks of degraded circulating medium, would enjoy once more the prosperity associated with hard currency.—New York Daily News.

"Perpetual Union" has at length been invented. A correspondent of the Scientific American, at Nelson, New Zealand says the inventor has had a clock going in his house for the last few months without being touched, and there seems no reason why it could not continue as long as the world will wear. What age this!