

THE DISASTER

PARIS, April 1.—The Assembly has been debating for two days the Lyons municipality bill. The discussion closed to-day with a remarkable speech by Lippoy, Radical, described the Committee's report, which accompanied the bill as trumped up. The Marquis De Gramont bitterly retorted, and accused the Deputy of impertinence. President Grévy called the Marquis to order, but the latter refused to retract his language. The members of the Right, exasperated at the bill to order, threatened to quit the Chamber. President Grévy made a dignified speech, in which he intimated that he should resign, and declared the sitting ended. The House broke up amid intense excitement. Deputies of all shades of political opinion waited on Grévy to-night, and begged him to overlook the incident; but it is expected his resignation will be offered to-morrow.

MADRID, April 1.—The Ours of Santa Cruz was surprised, and narrowly escaped. Several of his men were captured. The agitation at Barcelona is subsiding.

LOANING, April 2.—The Atlantic disaster is the universal theme. The offices of the agents in both cities are thronged with the friends of the passengers.

FLORENCE, April 2.—Salvio, the great Italian tragedian, goes to America in August.

LOANING, April 2.—The following is a list of the names of the cabin passengers on the steamship Atlantic, obtained from the agents of the White Star Line: N. Brandt, John Price, H. King, S. W. Vick, Albert Sumner, S. Hewitt, Spencer Jones, W. Gardner, James Brown, R. Comacks, J. Markwald, H. Hirsch, B. Richmond, W. Merritt, W. Sheehy, H. Sheehy, Charles Allen, A. Jugie, John Brindley, L. Levinson, Mrs. Davidson, Mrs. Merritt, Mrs. Sheehy, Mrs. Davidson, Mrs. Brandon, Mrs. Brodie, Miss Barker, Mrs. Merritt, Miss Sheehy, two Misses Rose, and H. Wellington.

PARIS, April 2.—An election for President of the French Assembly took place to-day. Grévy being re-elected to the office by a decided majority.

AMERICAN MATTERS. CHICAGO, April 2.—Arrived.—Steamships Maobattan, New York; Ashland, Philadelphia; Falcon, Baltimore; soldiers Francis Satterly, New York; Anna Britton, Philadelphia. Sailed—Steamer James Adger, New York.

NEW YORK, April 2.—Among the cabin passengers on the lost steamer Atlantic, the only ones whose names are known are Wm. H. Merritt and wife, of New York, Miss Merritt, his sister, and Miss Scrymgeour, his sister-in-law.

NEW YORK, April 2.—The following is a list of the names of the cabin passengers on the steamship Atlantic in this city. The agent of the line here says his despatches from Halifax, received last night, state that none of the Atlantic's cargo had floated, which he considers as evidence that the steamer's hull is not broken. People who had friends on board the ill-fated steamer, crowded the offices of the White Star line, this morning, hoping to learn the names of the survivors, but as no list had been received, no information could be given them. The terrible disaster is the only topic this morning, and a full investigation is demanded by the press and the people, so that the responsibility for the disaster may be fixed on the proper parties.

LATER.—No reliable details of the disaster. The City of Montreal, due to-day, brings a duplicate list of the Atlantic's passengers. The company has sent an agent to provide for and report the names of the survivors.

A general strike of house painters for three dollars per day is apprehended in the vicinity of Springfield, Mass.

The Democrats elected the Mayor of Milwaukee and the entire Democratic County ticket.

The Indians who murdered the surveying party South-west of Arkansas City were the Whirlwinds, a marauding band of Cheyennes. A party has organized at Arkansas City to rescue the survivors.

The whole Democratic ticket has been elected at St. Louis, by over 8,000 majority.

HALIFAX, April 2.—The steamship Delta, which was despatched to the scene of the disaster to the Atlantic, has not returned.

The Atlantic had 900 steerage and fifty cabin passengers. Not a woman or child was saved.

BOSTON, April 2.—It is reported that Russell Sturgis and Franklin W. Smith were passengers on the Atlantic.

TRANTON, April 2.—The Governor has signed the general railroad law. Flags were displayed to commemorate the release of the State from the railroad monopoly.

WILMINGTON, N. C., April 2.—A boiler at the steam saw mill of Colville & Co. exploded, at twenty minutes to 6 o'clock, this morning. Two men and one woman killed and one man and one woman severely wounded. All the killed and wounded are negroes. One of the boilers was carried over 100 yards to Front street, killing a woman in its course. Another was hurled near half way across Cape Fear River. The cause of the explosion is not definitely known, though it is generally supposed to have been caused by low water in the boilers.

ST. LOUIS, April 2.—The Democratic ticket was elected by over 4,000. The Republicans elect six of the fifteen Aldermen.

BOSTON, April 2.—The report that Russell Sturgis and Franklin W. Smith were passengers by the steamer Atlantic is incorrect. They took another steamer.

WASHINGTON, April 2.—The new Indian Commissioner assumes the duties of his office to-morrow.

The Attorney-General to-day recommended the pardon of Walter P. Knuthony, an alleged South Carolina Ku Klux, sentenced to eight years at Albany.

Chief Engineer W. W. Wood yesterday took charge of the Bureau of Steam Engineering of the Navy Department, relieving James W. Rigg. Mr. Wood will immediately perfect arrangements for building the machinery for the eight new war vessels, ordered by the Act of last Congress.

Commander Wiliz has been detached from the Pensacola navy yard. Wm. McKenna has been commissioned as postmaster at Shreveport, La. Probabilities.—In the Western Gulf States, increasing Southerly winds and threatening weather. In the Eastern Gulf and South Atlantic States, rising barometer, light winds and generally clear weather.

KNOXVILLE, April 2.—The Knoxville and Charleston Railroad, one of the delinquent railroads in this State, was offered for sale at public auction to-day, and was bought in by the State of Tennessee for \$100,000, there being no other bidder.

ATLANTA, Ga., April 2.—Governor Smith is issuing invitations to the Mayors of cities in Georgia to meet with the Governors and principal citizens of the Western and Southern States, who meet in Atlanta on May 20, to consider and forward the Atlantic and Great Western Canal. Delegations of citizens from each County in the State are expected to be present at that time. Extensive preparations will be made to receive and entertain guests.

NEW YORK, April 2.—Evening.—Two more agents of the White Star Line have been sent to the succor of the survivors of the Atlantic. The officers of the company think the disaster was caused by mistaking the lights, and attach no blame to the captain or officers for mismanagement. Captain Williams has been in the trans-Atlantic trade for about a dozen years, being connected with the Williams and Gordon Line before the White Star Line was organized.

Mr. McDermott and two children were among the passengers of the lost steamer Atlantic. Mrs. McDermott is mistress of the Fifth Avenue Hotel. It is also stated that John H. Price, a lawyer of this city, with two ladies in his charge, and also Peter Brindley, agent of a Bar play street firm, of this city, were passengers. Inquiries were also made for three steerage passengers from Ireland, assigned to relations here. Agents of the line have been instructed to omit nothing that will relieve the distress of those saved, and forward them to their destinations.

Despatches have been sent to the Halifax, instructing them to send their vessels at once to the scene of the Atlantic disaster, for the purpose of saving anything belonging to the Atlantic that can be found. The Atlantic, together with her cargo, is valued at about \$850,000. The loss will be partly covered by insurance.

The jury in the Nixon trial for the murder of Pfeifer, returned a verdict of guilty of murder in the first degree. The prisoner will be sentenced at 10 o'clock to-morrow morning.

No offers of bonds to-day, and none to be bought. The steamship Abyssinia sailed for Liverpool, to-day, taking \$240,450 in specie. Several coal barges and a tow boat became unmanageable, yesterday, off Staten Island, and one of the former sunk with a man and woman on board. Six others went ashore, some colliding with vessels at anchor at quarantine. The tow boat also went ashore.

HALIFAX, N. S., April 2.—Evening.—Only three or four cabin passengers were saved from the wreck of the Atlantic—one Englishman and two or three Frenchmen. Only one lady passenger attempted to save herself. She was frozen to death in the rigging and fell into the water. The purser is among the lost. Some of the passengers arrived in this city, to-day, and give harrowing details of the calamity. The names of the officers or passengers saved are not known as yet. Relief steamers are expected up at 2 o'clock. The Atlantic had 250 steerage and thirty saloon passengers. There had been two births during the voyage. The crew numbered 152, and there were fourteen stowaways discovered. 300 in all were saved, out of a total number of 1,038.

There is nothing in the shape of documents saved from the steamship Atlantic. A list of passengers will be obtained, if possible, upon the return of the steamers from the wreck. A steerage passenger makes the following statement: I turned into my berth about 11 o'clock Monday night. The night was dark, but starlight, and the weather fine. I knew the ship was going into Halifax for coal. The last I remembered was that two bells (one o'clock) struck. I then went to sleep, and I woke up with a shock, and remarked to my mate, "There goes the anchor." I thought, of course, we were safe in Halifax harbor, but as soon as she made a second plunge, I said, "Good God, she's ashore." With that, we got up and dressed. The companion way was thronged with low steerage passengers. Seeing that the sea was commencing to break over the ship, and lower down the companion way, I got as many as possible to take to the bunks, and hold on by the iron stanchions. There we remained until after day-light. The ship had fallen over, and the steerage was full of water, one side only being out. Our only chance of escape was the ports. A number of men, probably twenty, got out through the ports to the side of the vessel. I remained until all who were alive were out. There were a great many drowned in their bunks, and others were drowned while trying to reach the ports. I got out through a port, and held fast to the side of the ship for about two hours, and then went to shore by the life line. When I left the ship there were still a great many in the rigging.

The names of the cabin passengers lost are: Cyrus M. Fisher, counselor at law, of Vermont, and his wife; Miss Brodie and Miss Barker, both of Chicago; J. H. Price, of 151 Broadway, New York; Mr. King, of 54 Exchange Place, New York; Albert Sumner, of San Francisco; Henry T. Hewitt, of W. J. Best & Co., 448 Broome street, New York; Mr. Merritt and wife, of New York; Mrs. Davidson and daughter, of London; W. B. Wellington, of Boston; Mr. Street, wife, son and daughter, of Nevada.

The following are the officers saved: Jas. A. Williams, Captain; J. W. Price, chief officer; Cornelius Brady, third officer; John Brown, fourth officer. The purser, surgeon and second officer, Henry Metcalf, are among the lost. Also Ambrose Worthington, purser, and Hugh Christie, chief steward. Probably one-half of the crew were lost. The names of steerage passengers saved are: Robert Wood, Edmund Lye, Thomas O'Leary, M. Greener, James Bateman, Edmund Egan, Henry Jones, Joseph Carroll, P. Kelly, Benj. Burns, F. Carroll, P. Dann, John McNamara, William Kelly, E. Corwell, Wm. Malone, Alfred Brennan, Thos. Sinclair, Peter McAdam, Robert Hewlett, Patrick Bagshaw, Olo Anderson, Alfred Bishop, Cornelius Scanlon, C. Anderson, Jas. Foley, G. Keoki, Michael Shover, John Wickburg, Alexander Parrieh, John Wain, John Swanki, John Lemmer, Wm. Vallentine, A. Biar, Cornelius Sullivan, Peter Roland, Christopher Anderson, J. Johnson, Owen Donnelly, John J. Michael Haney, John Duggan, John Turner, John McNamee, J. Donnelly, John Patterson, John McNamee, John Coyle, John Wedderburn, John Lowe, Pat. Satterly, John J. Doyle, Jeremiah Keefe, Peter Andrew Hoxley, James W. H. Hanson, John Sullivan, E. F. Peterson, O. P. Hanson, O. E. Anderson, E. M. Neilson, Wm. Cunningham, C. H. H. Obauson, E. E. Lawson, E. Stratton, L. P. Thompson, A. Hanson, J. M. Johnson, Christian Curling, J. H. Johnson, John Richards, John Stanelland, John Lucas, George Parker, Allaire Giovanni, M. Schwartz, Jacob Schmidt, Charles Johnson, Dubler Seinoch, G. E. Steverman, John Fungo, John Dinotol, Edward Mills, James Lucas, James Doran, Frederick Potter, Clause Claesbicht, John Smith, Wm. Booth, Thomas Keys, Patrick Sampson, W. H. Hayman, Chas. McCabe, Wm. Hayman, Emile Eltinger, Pat. Gracewood, Peter Reilly, Ralph Smith, John O. Elly, Frederick Roby, O. J. Nelson, K. Thompson, C. Cornelius, Henry Jacobs, Wm. Worthington, James McGrath, John Haudley, Thomas Cunningham, Ben. Peck, Thomas Connelly, Pat. Connelly, Peter Rogers, John Schwartz, Wm. Shull, Mr. Lizzell and son, Wm. Wallam, Michael Schwartz, Michael Burns, Daniel Bailly, Orlis. Crincaft, Thomas McCappon, Maroon Ericson, Neil Neilson, John Moog, Thomas Metcalf, Cornelius Driscoll, Terrance McCarthy, Peter Mormon, Jas. Henry, John Shlauser, Fred. W. Kahn, John Fram, Michael Sullivan, W. Parker, Michael Carmady, Thomas Booth, Jas. McAllister, Mr. Christaun, Mr. Folk, August Elfske, Joseph Tellaft, Alfred Voliske, Thos. Jarvis, Frederick Drambuski, A. Gustave, John Hassel, Fred. Wayton, Wm. Glandfield, Chas. Morris, Wm. Hawk, John Wren, Thos. Murphy, Hampton Seadon, Hugh O'Neill, Peter Tussay, Peter Leveret, Michael Sinoror, Joseph McLatchy, Thos. Manning, Alexander Cannon, John Williamson, Thos. Moffatt, Patrick Sullivan, Henry Parson, Pat. McGrath, Andrew Stoolburson, J. A. Joleanson, Harris Hanson, Charles Groom, John Wakesham, John Carlson, B. Lueneen, Theodor Olsen, Edmund Gayner, C. Huff, Hans Barnden, Victor Meyer, Robert Thomas, Thos. Beerig, Wm. Smith, Richard Taylor, George Smith, M. Anderson, W. Kelly, Richard Reynolds, Pat. Sutcliffe, Pat. Cosgreve, Wm. Wood, Simon Flynn, James Doyle, Edmund Doherty, James Peters, John Barkman, Joannus Deer, James Ryan, Tim J. O'Sullivan, Chris. M. Peterson, Charles Havelly, Michael Sullivan, Pat. O'Conner, Pat. Moore, Pat. Reilly, Thomas Pratt, Osmond Gunderson, Jacob Smidt, Michael Collins, Thomas Witson, Daniel Walsh, Henry H. Stigannay, R. E. Pritecher, Michael Kelley, Andrew Schwartz, Wm. Shaw, Neil Sulzu, Richard George, John McGrath, Peter Anderson, August Brigelsen, Hugh Hughes, Wm. Hay, Pat. Hanson, Robert Carter, John Dalton, James Flannagan, John Taylor, John Murphy, Thos. Redway, John P. Tappan, George Russell, Joseph Kelly, M. Sullivan, John D. Jackson, Francis Williams, John Holland, James Pratt, Daniel Moore, Richard Nesbitt, Arthur Devlin, Wm. Coughlin, Stephen Hammell, John Anderson, Daniel Schelly, Edward Figgins, Thos. Treveraux, Wm. Barrow, Edward Doyle, Mr. Kalfon, Michael Cunningham, Thos. Chaplain, John Owen; total, 336; besides 77 coming up on the steamer Lady Head.

About one-half the steerage passengers were lost. All the books were lost; so their names could not be obtained. The following cabin passengers were saved: Freeman D. Marchwald, of Thompson, Lundgon & Co., 391 Broadway, New York; S. W. Vick, of Vick & Melome, Wilmington, N. C.; J. Spencer Jones, of New Ross, Ireland; Lewis Levinson, of London; D. Gardner, of London; Charles W. Allen, of London; Henry Hirtel, of Switzerland; Simon Camachis, of New York; B. B. Richmond, of Detroit; Adolphus Inglis, glove dealer, of 737 Broadway, New York; Wm. John Brindley, of Burstein, England; Daniel Kinana, of Springfield, Ohio; James Brown, of Manchester; Nicholas Brandt, of New York.

The following is the captain's statement: We sailed from Liverpool March 20. During the first part of the passage, had favorable weather and Easterly winds. On 24th, 25th and 26th, experienced heavy South-west and Westerly gales, which brought the ship down to 118 miles a day. On the 31st of March, the engineer's report showed but about 127 tons of coal on board. We were then 460 miles East of Sandy Hook, with

winds South-west, and a high Westerly swell and falling barometer, the ship heaving only eight knots per hour. I considered the risk too great to push on, as we might find ourselves, in the event of a gale, shut out from any port of supply, and so decided to bear up for Halifax. At 1 P. M., on the 31st, Lambro Island was distant 170 miles, the ship's speed varying from eight to twelve knots per hour, wind South, with rain, which veered to Westward at 8 P. M., with clear weather at midnight. I judged the ship to have made 123 miles, which would place her 40 or 45 miles South of Lambro, and I then left the deck and went into the chart room, leaving orders about the look-out, and to let me know if they saw anything, and to call me at 8 A. M., intending then to put the ship's head to Southward, and await day-light. My first intimation of the catastrophe was the striking of the ship on Marr's Island, and remaining there fast. The sea immediately swept away all the port boats. The officers went to their stations, and commenced clearing away the weather boats, while rockets were fired by the second officer. Before the boats could be cleared, only ten minutes having elapsed, the ship heaved heavily to port, rendering the starboard boats useless. Seeing that no help could be got from the boats, I got the passengers into the rigging and outside rails, and encouraged them to go forward, when the ship was highest and least exposed to water. The third officer, Mr. Brady, quartermasters (Gleason and Spink), at this time, having established communication with the out-lying rock, about forty yards distant, by means of a line got four other lines to the rock, along which about 200 people passed. Between the rock and the shore was a passage 100 yards wide. A rope was successfully passed across this, by which means about fifty got to land, though many were drowned in the attempt. At 5 A. M., the first boat appeared from the island, but she was too small to be of any assistance. Through the exertions of Mr. Brady, the islanders were aroused, and by 6 A. M., three large boats came to our assistance. By their efforts, all that remained on the side of the ship and on the rock were landed in safety, and cared for by a poor fisherman, named Clancy, and his daughter. During the day, the survivors, to the number of 429, were drafted off to the various houses scattered on the island. The resident magistrate, Edmund Ryan, rendered valuable assistance. The chief officer having got up the mizen rigging, the sea out off his retreat. He stood for six hours by a woman who had been placed in the rigging. The sea was too high to attempt his rescue. At 3 P. M., a clergyman, Rev. Mr. Aquent, succeeded in getting him a line, and getting him off. Many of the passengers, saloon and steerage, died in the rigging from cold; among the number, the purser of the ship. Before the boats went out, I placed two ladies in a life boat, but finding the boat useless, carried them to the main rigging, when I left them, and went aft to encourage others to go forward on the side of the ship. At this juncture, the boilers exploded, and the boat rolled over to seaward; the ship at this time being on her beam ends. Finding myself useless there, I went to take the ladies forward, but found them gone; nor did I see them afterwards. Many passengers, at this time, could not be stimulated to any effort to save themselves, but lay in the rigging, and died from fright and exposure. I remained on the side, encouraging, helping and directing, until about fifteen were landed, when, finding that my hands and legs were becoming useless, I left the ship. Two other boats being close at hand, I embarked the remainder. On reaching the shore, I despatched Mr. Brady, the third officer, off to Halifax, across the country, to telegraph the news of the disaster, and to obtain assistance at the same time. Mr. Morrow, the Guard Line agent, promptly responded, and sent two steamers, with provisions, to convey the survivors to Halifax, where they will be cared for, and forwarded to New York, at the first opportunity, in charge of the first and fourth officers; the third officer and four men being left at the island to care for the dead as they come ashore. Captain S. Hendon, a diver, has received provisional authority as to salvage of the cargo and material. The second officer was lost, with No. 30 life boat.

Financial and Commercial. LONDON, April 2.—Noon.—Consols 92 3/4 @ 92 3/4. 5-91.

PARIS, April 2.—Rentes 55f. 52c. Liverpool, April 2.—Evening.—Cotton opened steady and closed unchanged—uplands 9 3/4 @ 9 3/4; Orleans 9 3/4 @ 9 3/4; sales 12,000 bales; speculation and export 2,000; from Savannah and Charleston, deliverable in March and April, 9 3/4; deliverable in April 9 1/2.

New York, April 2.—Noon.—Cotton weak; sales 622 bales—uplands 19 3/4; Orleans 20 3/4. Flour quiet and steady. Wheat steady. Corn dull—old Western mixed 66 1/2; do. do. Pork quiet and firm—new mess 16 65 @ 16 87 1/2. Lard quiet—Western steam 8 11-16 @ 8 3/4. Freight quiet. Stocks steady. Gold firm, at 17 1/2. Money tight, at 3 1/2 per cent. Exchange—long 7 1/4; Orleans 8. Governments dull but steady. State bonds very quiet.

7 P. M.—Cotton dull; sales 943 bales—uplands 19 3/4; Orleans 20 3/4. Flour quiet and unchanged. Whiskey easier, at 90 1/2. Wheat steady; some milling but scarcely any export demand. Corn steady, with fair business. Rice quiet, at 7 3/4 @ 8 1/2. Pork firmer and higher—new 17 00 @ 17 25. Lard weaker, at 8 5/8. Freight firmer. Sales of futures 12,100 bales: April 18 3/4; May 19 3/4; June 19 1/2; July 19 1/2; August 19 1/2. The financial situation is not quite so distressing to borrowers as yesterday, but nevertheless stringent enough. At the opening, call loans were made at 1 1/2 @ 1 3/4 per cent. Soon afterwards, 1 3/4 per cent, and at 3 1/2 very heavy business

was transacted, during the morning hours. During the afternoon, there was a temporary let up in the market, and the rate declined to 1 1/2, with some few loans at 1-16, and some at 1/8; but late in the day, the demand for money increased once more. Long after 3 o'clock, there were street dealings at 1 1/2 @ 1 3/4. Exchange dull and heavy early in the day, owing to the continued stringency in money, but at the close the market was firmer in tone; prime bankers sold at 7 1/2 @ 7 3/4. Gold opened at 17 1/2, declined to 16 3/4, advanced to 17 3/4, and closed at 17 3/4 @ 17 1/2. Loans were from 5 to 8-64 for carrying. Governments dull and prices slightly better than at close last night. States very quiet, with little change in prices.

CINCINNATI, April 2.—Flour dull. Corn quiet, at 89. Provisions quiet. Pork nominally at 55. Lard firm—steam 8; held higher at close; Kettle 8 1/2. Bacon quiet, at 7 @ 9 1/4; clear generally held at 9 1/2. Whiskey steady, at 86.

LOUISVILLE, April 2.—Flour steady. Corn active for orders—mixed 53 @ 55; white 54 @ 55, shelled and sacked. Provisions strong. Pork 16 50. Bacon 7 @ 9 1/2. Sugar-cured hams 13 1/2 @ 14; plain 13 1/2, packed. Lard 8 1/2 @ 8 3/4 for tics; 9 1/2 @ 10 for eggs; 8 1/2 for steam; order lots 10 1/2 @ 11. Whiskey quiet, at 86.

ST. LOUIS, April 2.—Flour quiet and weak—superfine winter 4 7/8 @ 5 50. Corn better, at 83 1/2 @ 84 for mixed, on East of track; 82 1/2 @ 83 1/4 for mixed sacked. Whiskey quiet, at 87. Pork firm—16 50 offered but refused; sales at 15 75, in May. Bacon firm—1 1/2 for shoulders; 10 for sides in June; 10 1/2 in August; 11 in September. Lard active and firm—8 00 for steam, cash; 8 20 in May.

PHILADELPHIA, April 2.—Cotton quiet—middling 20. SAVANNAH, April 2.—Cotton quiet—middling 18 1/2; receipts 1,632 bales; sales 497; stock 62,315. GALVESTON, April 2.—Cotton weak—good ordinary 16 1/2; receipts 719 bales; sales 300; stock 66,697. MOBILE, April 2.—Cotton dull and a shade lower—low middling 17 1/2 @ 18; middling 18 1/2 @ 19; receipts 118 bales; sales 250; stock 38,588.

CHARLESTON, April 2.—Cotton quiet—middling 18 1/2; good ordinary 17 1/2; receipts 636 bales; sales 500; stock 23,522. NEW ORLEANS, April 2.—Cotton weak—ordinary 18 1/2; good ordinary 19 1/2; low middling 18 1/2; middling 19 1/2 @ 19 3/4; receipts 3,701 bales; sales 4,200; stock 197,864. NORFOLK, April 2.—Cotton firm—low middling 18 1/2; receipts 1,105 bales; sales 100; stock 6,974. WILMINGTON, April 2.—Cotton firm—middling 18 1/2; receipts 86 bales; sales 78; stock 4,948. BOSTON, April 2.—Cotton quiet—middling 20 1/2; receipts 2,393 bales; sales 200; stock 12,900. AUGUSTA, April 2.—Cotton steady—middling 18 1/2; receipts 197 bales; sales 327. BALTIMORE, April 2.—Cotton dull and nominally lower—middling 19 1/2; receipts 276 bales; sales 18; stock 4,325.

Hon. Levi F. Rhame, of Clarendon, died on the 21st ult.

Desirable Property for Sale or Rent. THE HOUSE and LOT recently occupied by Dr. D. H. Trevenant, deceased. For further particulars apply to D. C. PEIXOTTO & SONS, Auctioneers and Real Estate Brokers. April 3

ONE HUNDRED POUNDS OF HEINITCH'S BLOOD AND LIVER PILLS, MEASURED by the standard of weight. No medicine has attained so great a reputation, or secured so universal a sale, as HEINITCH'S BLOOD AND LIVER PILLS. Everybody takes them. The best family medicine in use. Cures sick headache, biliousness, fevers, dyspepsia, piles and cramps in the stomach; cures constiveness, vertigo or dizziness. For sale, wholesale or retail, only at HEINITCH'S Drug Store. April 3

Full Weight Soap. PROCTOR & GAMBLE'S EXTRA OLIVE. Some brands of Soap are sold short weight, five to eight pounds per box. If you use these Soaps, you pay money for what you do not receive. Can you afford to do so? Buy Proctor & Gamble's Full Weight Brand. Sold by Grocers in your city. J. A. HENDRIX & CO., Wholesale Agents. Apr 3 3m

IRWIN'S HALL! THURSDAY EVENING, APRIL 3. TEMPERANCE LECTURE BY THE HON. J. J. HICKMAN, Of Kentucky. Admission 25 cents. Tickets for sale at Bryan's Bookstore and at the Hall. April 3

Butter! Butter! Butter!!! WE have just received fifteen barrels of prime GOSHEN BUTTER, which we offer to the trade for cash. April 22 D. C. PEIXOTTO & SONS, Commission Merchants

Feeding Oats. 1,000 BUSHELS prime heavy OATS. For sale by HOPE & GYLES. April 2

Family Flour. 100 BARRELS extra Family FLOUR, 100 barrels low priced, but sound. For sale by HOPE & GYLES.

Notice. MAJ. F. A. BELLI is authorized to call on the subscribers to the stock of the State Auxiliary Joint Stock Company, to receive the subscriptions thereto, and hand them their stock certificates. The Treasury is in need of funds to finish paying for the lands, and sufficient funds have been subscribed, and the subscribers will bear in mind that the time is approaching for the next meeting, and unless they pay promptly it will embarrass the enterprise. R. O. SHIVELY, Treasurer. M. C. BURLEN, Secretary. Apr 22

was transacted, during the morning hours. During the afternoon, there was a temporary let up in the market, and the rate declined to 1 1/2, with some few loans at 1-16, and some at 1/8; but late in the day, the demand for money increased once more. Long after 3 o'clock, there were street dealings at 1 1/2 @ 1 3/4. Exchange dull and heavy early in the day, owing to the continued stringency in money, but at the close the market was firmer in tone; prime bankers sold at 7 1/2 @ 7 3/4. Gold opened at 17 1/2, declined to 16 3/4, advanced to 17 3/4, and closed at 17 3/4 @ 17 1/2. Loans were from 5 to 8-64 for carrying. Governments dull and prices slightly better than at close last night. States very quiet, with little change in prices.

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ST. LOUIS, April 2.—Flour quiet and weak—superfine winter 4 7/8 @ 5 50. Corn better, at 83 1/2 @ 84 for mixed, on East of track; 82 1/2 @ 83 1/4 for mixed sacked. Whiskey quiet, at 87. Pork firm—16 50 offered but refused; sales at 15 75, in May. Bacon firm—1 1/2 for shoulders; 10 for sides in June; 10 1/2 in August; 11 in September. Lard active and firm—8 00 for steam, cash; 8 20 in May.

PHILADELPHIA, April 2.—Cotton quiet—middling 20. SAVANNAH, April 2.—Cotton quiet—middling 18 1/2; receipts 1,632 bales; sales 497; stock 62,315. GALVESTON, April 2.—Cotton weak—good ordinary 16 1/2; receipts 719 bales; sales 300; stock 66,697. MOBILE, April 2.—Cotton dull and a shade lower—low middling 17 1/2 @ 18; middling 18 1/2 @ 19; receipts 118 bales; sales 250; stock 38,588.

CHARLESTON, April 2.—Cotton quiet—middling 18 1/2; good ordinary 17 1/2; receipts 636 bales; sales 500; stock 23,522. NEW ORLEANS, April 2.—Cotton weak—ordinary 18 1/2; good ordinary 19 1/2; low middling 18 1/2; middling 19 1/2 @ 19 3/4; receipts 3,701 bales; sales 4,200; stock 197,864. NORFOLK, April 2.—Cotton firm—low middling 18 1/2; receipts 1,105 bales; sales 100; stock 6,974. WILMINGTON, April 2.—Cotton firm—middling 18 1/2; receipts 86 bales; sales 78; stock 4,948. BOSTON, April 2.—Cotton quiet—middling 20 1/2; receipts 2,393 bales; sales 200; stock 12,900. AUGUSTA, April 2.—Cotton steady—middling 18 1/2; receipts 197 bales; sales 327. BALTIMORE, April 2.—Cotton dull and nominally lower—middling 19 1/2; receipts 276 bales; sales 18; stock 4,325.

Hon. Levi F. Rhame, of Clarendon, died on the 21st ult.

Desirable Property for Sale or Rent. THE HOUSE and LOT recently occupied by Dr. D. H. Trevenant, deceased. For further particulars apply to D. C. PEIXOTTO & SONS, Auctioneers and Real Estate Brokers. April 3

ONE HUNDRED POUNDS OF HEINITCH'S BLOOD AND LIVER PILLS, MEASURED by the standard of weight. No medicine has attained so great a reputation, or secured so universal a sale, as HEINITCH'S BLOOD AND LIVER PILLS. Everybody takes them. The best family medicine in use. Cures sick headache, biliousness, fevers, dyspepsia, piles and cramps in the stomach; cures constiveness, vertigo or dizziness. For sale, wholesale or retail, only at HEINITCH'S Drug Store. April 3

Full Weight Soap. PROCTOR & GAMBLE'S EXTRA OLIVE. Some brands of Soap are sold short weight, five to eight pounds per box. If you use these Soaps, you pay money for what you do not receive. Can you afford to do so? Buy Proctor & Gamble's Full Weight Brand. Sold by Grocers in your city. J. A. HENDRIX & CO., Wholesale Agents. Apr 3 3m

IRWIN'S HALL! THURSDAY EVENING, APRIL 3. TEMPERANCE LECTURE BY THE HON. J. J. HICKMAN, Of Kentucky. Admission 25 cents. Tickets for sale at Bryan's Bookstore and at the Hall. April 3

Butter! Butter! Butter!!! WE have just received fifteen barrels of prime GOSHEN BUTTER, which we offer to the trade for cash. April 22 D. C. PEIXOTTO & SONS, Commission Merchants

Feeding Oats. 1,000 BUSHELS prime heavy OATS. For sale by HOPE & GYLES. April 2

Family Flour. 100 BARRELS extra Family FLOUR, 100 barrels low priced, but sound. For sale by HOPE & GYLES.

Notice. MAJ. F. A. BELLI is authorized to call on the subscribers to the stock of the State Auxiliary Joint Stock Company, to receive the subscriptions thereto, and hand them their stock certificates. The Treasury is in need of funds to finish paying for the lands, and sufficient funds have been subscribed, and the subscribers will bear in mind that the time is approaching for the next meeting, and unless they pay promptly it will embarrass the enterprise. R. O. SHIVELY, Treasurer. M. C. BURLEN, Secretary. Apr 22

was transacted, during the morning hours. During the afternoon, there was a temporary let up in the market, and the rate declined to 1 1/2, with some few loans at 1-16, and some at 1/8; but late in the day, the demand for money increased once more. Long after 3 o'clock, there were street dealings at 1 1/2 @ 1 3/4. Exchange dull and heavy early in the day, owing to the continued stringency in money, but at the close the market was firmer in tone; prime bankers sold at 7 1/2 @ 7 3/4. Gold opened at 17 1/2, declined to 16 3/4, advanced to 17 3/4, and closed at 17 3/4 @ 17 1/2. Loans were from 5 to 8-64 for carrying. Governments dull and prices slightly better than at close last night. States very quiet, with little change in prices.

CINCINNATI, April 2.—Flour dull. Corn quiet, at 89. Provisions quiet. Pork nominally at 55. Lard firm—steam 8; held higher at close; Kettle 8 1/2. Bacon quiet, at 7 @ 9 1/4; clear generally held at 9 1/2. Whiskey steady, at 86.

LOUISVILLE, April 2.—Flour steady. Corn active for orders—mixed 53 @ 55; white 54 @ 55, shelled and sacked. Provisions strong. Pork 16 50. Bacon 7 @ 9 1/2. Sugar-cured hams 13 1/2 @ 14; plain 13 1/2, packed. Lard 8 1/2 @ 8 3/4 for tics; 9 1/2 @ 10 for eggs; 8 1/2 for steam; order lots 10 1/2 @ 11. Whiskey quiet, at 86.

ST. LO