New-York Tribune.

VOL. XXXI....No. 9,552. NEW-YORK, THURSDAY, NOVEMBER 16, 1871. PRICE FOUR CENTS.

TUESDAY'S STORM.

IN AND AROUND NEW-YORK.

ITS EFFECT ON THE COAST—IN THE CITY.

The storm of Tuesday was not so disastrous in its effects on shipping as was anticipated. There were very few vessels wrecked in the bay or on the coast. The brig Caroline Grey of Rockland, Me., Capt. Thorndike, went ashore at Moriches, L. I., about 25 miles east of Fire Island. She is loaded with cotton from New-Orleans, and her condition and prospects are good. The brig C. H. Kennedy, Capt. Dodge, of Lubec, went ashore at Wreck Pond, below Long Branch, and two miles north of Squam Beach. She was loaded with lumber from the South, and will probably be a total loss. The Coast Wrecking Company has sent assistance to both of these vessels. A sloop at anchor off Quarantine drifted up to the wharf and was sunk. A great number of cellars in South, Front, and Water-sts. were filled with water, but most of those who had property under the level of the sidewalk removed their effects before the storm reached its hight. The tobacco merchants in Water-st. met with considerable loss, and even cellars in Pearl-st. were damaged. The cellar of Maxwell & Co., at No. 70 South-st., was filled with floating barrels of kerosene and whale oil, and boxes of soap and candles. The willow-ware merchants, near Fulton Market, suffered severely, and much window-glass was broken in the market.

About midnight the new five-story building, No. 533 West Thirty-second-st., was blown down, a portion of the wall falling upon the two-story building, No. 551 West Thirty-second-st. No one was injured. The cellars on the North River, between Washington, Market, and Carlisle-sts., were flooded, though there were no serious losses. Patent hydrants were in use all the morning pumping them out.

The rip-rap and earth were washed out under Pier No. 54 East River, causing it to sink so far that a pile of brick fell from it into the river. The tide carried a quantity of drift-wood into the Bellevue Hospital grounds, and swamped a "plunger" belonging to the institution. The roof was lifted from a new four-story brick building, No. 359 Water-st., and in its fall broke through the upper floor.

In Brooklyn serious damage was caused by the storm. The frame shanties near Gowanus Bay were abandoned to the rising tide. A number of unfinished buildings in South Brooklyn were blown down, and many others prostrated, some of them breaking telegraph wires in their fall. The lime-shed of J. L. Lyons was burned, the wind having torn off a part of the roof, permitting the rain to ignite the lime. A similar fate befell the storehouse of Bodine Brothers, at West Brighton, Staten Island, where the tide rose to a floor containing lime.

IN NEW-JERSEY.

The storm on Tuesday is said to have been more severe than any which has occurred in this section for twenty-five years. The damage was widespread, and in the vicinity of Jersey City the loss was very heavy. Every cellar in Hudson-st. was overflowed, and thousands of dollars' worth of property was submerged. The Morris Canal overflowed its banks, and houses along its line near Jersey-ave. were filled with water to the depth of several feet. Many families occupying basements were forced to seek shelter in other quarters. The loss to the Canal Company and property-owners along the canal in Jersey City is estimated at $10,000. The high fence fronting the Central Railroad property was demolished. The Lafayette meadows were inundated and large quantities of lumber swept away. The roof of the three-story brick house Nos. 196 and 198 Grove-st. was blown off and the building much damaged. Menckel's bakery, at Grove and Wayne-sts., was damaged $100. A frame building on Pavonia-ave., occupied as a liquor saloon and known as the Bay House, was elevated by the tide from its foundation and swept away. The proprietor and a customer escaped by a desperate jump as the building moved off.

All the chimneys in Dutch Row, on Beacon-ave., were blown down. The eastern wall of the M. E. Church at Bergen and Belmont-aves. was blown down, and the lecture-room, fronting on Belmont-ave., was demolished; loss, $2,000. Russell & Mount's house in Bramhall-ave. was unroofed. At Harrison Cove, fishing smacks and schooners were torn from their anchorage and swept up the stream or drifted ashore. An oil sloop was sunk in the Morris Canal Basin, and Jonathan Sturges, a sailor, barely escaped drowning. Several yachts were capsized, and the Irene was sunk. The boat-house of the Hudson Rowing Association, containing all their boats, was loosed from its moorings and saved only by the most desperate efforts. A number of very large willow trees were blown down in various parts of the city, but their fall was fortunately unattended with loss of life.

In Union Hill the buildings belonging to the North Hudson County Railway Company were observed to sway to and fro at one o'clock a. m., yesterday, and an hour later they were a pile of ruins. A number of cars inside were crushed and almost totally destroyed. The damage is estimated at $20,000. In Greenville a three-story building (unoccupied) belonging to M. D. Vreeland was blown down, the roof falling flat upon the ruins without breaking. At Danforth-ave. and Old Bergen-road a five-story frame building, just completed, and designed as a hotel, was completely demolished; loss estimated at $15,000.

In West Hoboken a frame structure in the rear of A. J. Ditmar's saloon, recently erected and intended for the accommodation of dancing parties, was blown down. Loss $500. In Hackensack a quantity of unslaked lime in barrels, lying on a dock near the lower bridge, was submerged by the rising tide, and at 4 o'clock yesterday morning burst forth into a blaze, setting fire to a large mill owned by Huyler & Rutan, and leased by George Brinkerhoff as a sawing and planing establishment. The building and contents were consumed. The loss will probably reach $10,000. Insured.

In Hoboken a large number of small frame dwellings located on the meadows were submerged, and the occupants forced to leave by means of boats and rafts. The horse-car tracks were submerged, and conductors carried lady passengers to and from the sidewalks. In Harrison-st., a small house occupied by an aged German woman and her heirs was overturned, but the inmates escaped without serious injury and waded to a neighbor's house.

In Paterson, a portion of the temporary roof of one of the towers on the Grand-st. Catholic Cathedral was blown off, and a large bowlder which had been used to secure the roof was thrown through the main building, breaking some of the interior decorations, which were very costly. A building at Clinton and Water-sts. was blown over.

In Newark a number of trees and chimneys, and the front of the three-story brick factory of Crane & Co., on Summit-st., were blown down. Two houses in course of erection in Bruce-st. were overthrown, and a new three-story house on James-st., above High-st., was seriously damaged. The roof of the house at Broad and Astor-sts. was blown off. A new frame building on Nichols-st., and one in the Twelfth Ward were completely demolished. The flagstaff in Military Park was also destroyed. Policeman Prout, at New and Plane-sts., was struck by bricks from a chimney, and sustained scalp wounds. At Camfield and Washington-sts. a large hole was made by the sinking of the earth.

THE STORM IN THE WEST AND SOUTH.

NO SERIOUS DAMAGE DONE AT CHARLESTON.

CHARLESTON, Nov. 14.—The heavy southwest gale on Monday night and Tuesday morning prevented the movement of shipping. No serious damage was done at this point. There were no arrivals or departures.

SHIPPING DAMAGED AT CLEVELAND—A SCOW SUNK AND TWO LIVES LOST.

CLEVELAND, Ohio, Nov. 15.—We had a heavy north-east gale here last night, which did considerable damage to shipping in this harbor. Several vessels broke from their fastenings and were driven together and against the docks, and were materially damaged. The scow H. G. Williams, in trying to make this port, struck the pier, and foundered in the river. The cook and one sailor were drowned.

A SNOW-STORM PREVAILING IN OHIO, PENNSYLVANIA AND NORTHERN NEW-YORK.

WASHINGTON, Nov. 15.—From reports received at the Signal Office, from Toronto, Canada, this morning and to-night, snow was falling, with a very high wind blowing from the north-west. A storm of sleet was prevailing at Buffalo this morning, which has turned into snow this evening. At Pittsburgh, Pa., it has been snowing all day. At 5 o'clock this evening it was snowing in Cleveland, Ohio, with high north-west wind. Heavy snow, with fresh north-west wind, is reported from Rochester, New-York. In this city, at 4:30 this afternoon, the wind, from the west, was blowing with a velocity of 22 miles an hour, with the thermometer standing at 39 degrees, and still falling.

THE STORM IN NEW-ENGLAND.

UNUSUALLY HIGH TIDE AT BOSTON—NARROW ESCAPE OF THE SHIP AMITY—RAILROADS DAMAGED.

BOSTON, Nov. 15.—The strong easterly gale has produced unusually high water in the harbor, and some of the basements and cellars in the vicinity of the wharves are flooded. The high tide on Chelsea Beach and vicinity temporarily interrupted the passage of the trains on the Eastern Railroad track.

The ship Amity of Boston, which left Boston on Monday for Savannah, was caught in the gale to-day, off Marblehead, and anchoring in the channel below that port, she commenced to drag her anchors, when the masts were cut away to prevent her going ashore. No other damage was sustained. The steamer Charles Pierson will tow her to Boston for repairs.

WHARVES DESTROYED AT PORTSMOUTH—MARINE DISASTERS—RAILROAD COMMUNICATION INTERRUPTED.

PORTSMOUTH, N. H., Nov. 15.—The storm has raged here very heavily all day, with the wind mainly from the east and south-east. The tide to-day was the highest known here for many years, and much damage has been done to wharves, etc., at the south end. A large fleet of coasters are anchored in the lower harbor, of which one schooner, name unknown, was driven ashore, but was towed off by the U. S. steamer Speedwell. The brig Alston, Capt. Coombs, from Boston for Bangor, is ashore on Marvin's Island, close to the city.

The Eastern Railroad track on Hampton marshes was submerged, some small bridges were washed out, and it was feared the track was undermined, so that no trains have passed either way since noon, and travel and mails between Boston and Portland are interrupted.

A CAR-HOUSE BLOWN DOWN AT WEST LEBANON, N. H.

CONCORD, N. H., Nov. 15.—The rain and wind are of great violence in this vicinity. At West Lebanon this morning a passenger car-house 100 feet long and 30 feet wide was blown from its foundation.

BUILDINGS, FENCES, AND CHIMNEYS BLOWN DOWN AT PROVIDENCE.

PROVIDENCE, Nov. 15.—A severe gale passed over here this morning. Fences, chimneys, and some buildings were blown down.

THE JERSEY CITY CAR ACCIDENT.

STATEMENTS OF PASSENGERS, AND LIST OF THE WOUNDED.

Col. W. W. Bennett, who was on the Hudson City horse-car when it was struck by the New-Jersey Railroad train, on Tuesday night, has made the following statement: "I was sitting on the left side, four seats from the door; the car was crowded; just as the horses crossed the railway track, some cried 'go back!' and others, 'go ahead!' At this moment the passengers were all on their feet, rushing for the doorway; as I arose I could see through the door, and over the passengers' heads, a locomotive rushing upon us; finding it impossible to get out of either door I got upon the seat, and kicked out the rear windows intending to throw myself out on the rear platform; after breaking the glass I found iron bars across the window and instantly felt that the locomotive would strike me, and awaited the shock; immediately the crash came, but I felt no movement of my body or the car, nor any pain; I became insensible; when I recovered, instead of facing the street car-lamp I found myself on the cow-catcher of the locomotive, pushing toward Philadelphia; I was lying on my back with a body under me and a body over me, and my left hand was grasping a part of the locomotive; when the engine stopped, I crossed to the north side of the track, and started home with my face covered with blood; as I crossed the walk I saw the body of a man on the ground, and I tried to call for help, but could not speak; I felt as if I was under the influence of a hideous dream; my injuries are very serious; in my opinion, the accident was caused by the gross carelessness of the railroad employés, who staid in their houses to avoid the storm, and did not close the gates."

Ex-Alderman Toffey makes the following statement: "I was standing in the middle of the car, hanging on to a strap; the car was crowded; I felt anxious as I always do when the car approaches the crossing; the driver stopped the car before attempting to cross, and then started again; as we reached the middle of the crossing the car stopped; I knew a train was coming; I moved to the back platform and just as I stepped out the locomotive rushed upon us; I got off and did not know for a moment whether I was run over or not. I was so much confused; I saw the horse-car flying through the air and heard the groans of the wounded."

The Hon. Enesa Fitzpatrick gives the following account: "I was sitting on the first seat on the right; the car was packed; it contained from 30 to 40 persons, two-thirds of whom were ladies; many persons crowded to the rear platform; as we reached the Newark-ave. crossing I heard a tumult on the rear of the car, and knowing where I was, I instinctively thought that we were being run down by a locomotive; I kept my seat, however, but glanced out of the window and saw that the north gate was half way down; then I heard a peculiar, rumbling sound, and afterward terrible shrieks; as swift as thought came a crash of iron, glass, and wood; I waited for the crash, knowing it was useless to move; I was lifted as it were, and thrown, I knew not where; I struck the mud and then knew that I was out of the car; I found I was in the cavity between the upper and lower tracks; and as I was lying in this hole the train was passing over me; I did not dare to stir lest I should lose a limb; I found that with the exception of slight bruises about the thighs I was uninjured; I was thrown 20 feet from the car; the car was probably struck on an angle directly on the left-hand corner."

The gate-tender north of the railway makes the following statement: "Thomas Lanigan and I called out to the driver to stop; Lanigan afterward called to him to drive on; at the signal the driver whipped up his horses, but the car being heavily laden, it took some time to move; the horses flagged an instant, and then, under the shouts of the driver and passengers, they again made an effort to get across in time; the train struck the car, and turning it half-way round, lifted it up about three feet in the air, smashing the glass and wood in a thousand pieces; I am not to blame; I saw the car coming, and began to lower my gate, but Lanigan motioned to me to stop, and I did so; he then beckoned the driver of the car to go on."

The following is a full list of the wounded:

William S. Blake, a jeweler of Washington-place, Bergen, scalp wound and dislocated arm and ankle.

Miss Sarah Birch, deep wound on left temple; removed to City Hospital, where she now lies in a critical condition, suffering from concussion of the brain. She is probably fatally wounded.

James Murray of No. 304 Wayne-st., two severe scalp wounds.

John Miller of No. 211 Newark-ave., left leg broken.

George Aldridge of Hudson City, severely cut in face and head.

Willis Wilson of Jersey was injured in the spinal column.

Thomas McGrean of No. 21 Monmouth-st., severe scalp wound and several cuts about the face. Taken to the City Hospital, where he lay unconscious all night, but rallied sufficiently to give his name and residence, and again became unconscious. Is not likely to recover.

John J. Morris of Newark-ave. and Grove-st., caught on cow-catcher of locomotive and carried along until the train stopped. Sustained several cuts in head and a fracture of the jaw.

C. M. Doe, conductor of the car, both legs broken.

John Wilse of No. 53 Monmouth-st., several cuts about the face and head. Mrs. John Wilse severely bruised in the head.

Miss Emily Beattie of Salisville, thrown five feet from the car. Sustained a fracture of the left arm in four places, and right arm dislocated.

County Physician Prendergrast states that at least two or three of the victims are fatally injured and will not recover. The driver of the car and the gate-tender who ordered him to drive on have disappeared. The Board of Aldermen has appointed a Committee to take measures to improve present regulations affecting the New-Jersey Railway, and it is believed that the rate of speed will be reduced and restricted. When the accident occurred the train was running at the rate of 30 miles an hour.

LOSSES OF THE GLOUCESTER FISHING FLEET.

BOSTON, Nov. 15.—The losses of the Gloucester fishing fleet during the present season are greater than during any previous year, and the number of lives lost exceeds that of any other year except 1862. Twenty-two vessels have been wrecked, sunk, or abandoned, valued at $103,060, on which there was $69,316 insurance, nearly all, however, on the mutual plan; 136 fishermen lost their lives, 45 of whom left widows, and upward of 90 children have been rendered fatherless. During 1870 the number of vessels lost was 13; value $73,500; insurance, $50,495; the number of lives lost was 68.

NATIONAL CONGREGATIONAL COUNCIL.

OBERLIN, Ohio, Nov. 15.—The National Council of Congregational Churches of the United States was opened here this morning. The Hon. E. D. Holden of Milwaukee, Wis., was appointed temporary Chairman, three Secretaries were chosen, and Committees on Credentials, Nominations, and Business. President Fairchild extended a cordial welcome. The report of the Provisional Committee was made the first business for the afternoon, all of which was occupied in discussion upon the articles of the Constitution. The attendance is large. The Rev. Dr. Bacon preaches a sermon this evening.

KU-KLUX TRIALS IN LOUISIANA.

NEW-ORLEANS, Nov. 15.—Commissioner Weller disposed of the Grant Parish Ku-Klux prisoners this afternoon. Albert Shelby and C. C. Nash were sent before the United States District Court without bail. J. R. Houston was bailed in $1,000, and O. O. Quinn and three brothers Hardy in $200 each.

CRIMES AND CASUALTIES—BY TELEGRAPH.

....Two laborers, named Daniel Donahue and Bartholomew King, employed on the Boston Railroad in Worcester, Mass., were run over and killed yesterday afternoon.

....Mrs. Francis Watfield of Blackstone, R. I., took her young child to a shed and chopped its head to pieces with an axe yesterday. The mother, who is probably insane, made two attempts to drown herself last week.

....G. D. Orcutt, a native of Connecticut, and superintendent of a mine in Grass Valley, Cal., and lately located at Oakland, where he has been for some months past, left his home on a visit to San Francisco on Monday night, and died on the way to the hospital. There are suspicions of foul play.

....The Diamond Mills, at Peoria, Ill., were burned yesterday. Loss heavy. The mills were insured for about $30,000 in the Etna and Hartford Insurance Companies of Hartford, the Ætna of Cincinnati, the International and Underwriters of New-York, and the Franklin and North America of Philadelphia.

....Michael Cusick, who has figured as a witness in the inquest into the murder of Kate Usher, in Boston, was yesterday committed to jail as the murderer. The evidence against Cusick is almost unbiased by the Coroner, except that he was known to be in the vicinity where the girl was murdered, and his contradictory statements and failure to account for himself at the time.

....The trial of John Kuhl for the murder of his wife by poison began in Carlisle, Penn., yesterday. The day was occupied in obtaining a jury. Dr. Reed of Philadelphia, who analyzed the stomach, will be a witness for the people. Mr. Hepburn and Messrs. of Philadelphia, and Prof. Worrall of Dickinson College, will be witnesses on behalf of the defense. The trial will consume the whole week.

FOREIGN NEWS.

GREAT BRITAIN.

DISRAELI ELECTED RECTOR OF GLASGOW UNIVERSITY—CONGRATULATIONS TO THE EMPRESS EUGENIE—THE IRISH POLITICAL PRISONERS.

LONDON, Wednesday, Nov. 15, 1871.

The Right Hon. Benjamin Disraeli has been elected Lord Rector of the University of Glasgow over Prof. John Ruskin, who was also nominated for the honor.

On the fête day of the ex-Empress of the French a large deputation from Paris arrived here and proceeded to Chiselhurst, where they offered their congratulations to Her Majesty. The officers of the late Imperial Guard sent bouquets to be presented on the occasion.

Kelly, who was acquitted in Dublin of the murder of Head Constable Talbot, is still held on a charge of firing a pistol at Officer Mullen. His trial on this charge, which was to have commenced this week, has been postponed. His friends hope a *nolle prosequi* will be entered.

Mr. Pigott, editor of *The Dublin Irishman*, now under arrest, is treated with great rigor, and placed in that part of the jail assigned to persons accused of high misdemeanors.

FRANCE.

M. BLANQUI'S TRIAL—FEAST OF THE MADELEINE.

PARIS, Wednesday, Nov. 15, 1871.

The trial of M. Blanqui will soon begin before the court-martial at Marseilles. M. Fleury has dissolved the Municipal Council at Ajaccio and left Corsica.

Hundreds of persons attended the Feast of the Madeleine to-day. The special mass heretofore celebrated for the health of the ex-Empress Eugenie was not performed. No reason has been assigned for its omission.

GERMANY.

FRIENDLY RELATIONS WITH AUSTRIA.

BERLIN, Wednesday, Nov. 15, 1871.

Provinzial Correspondenze (semi-official) in its issue of to-day says the retirement of Count Beust from the Chancellorship of the Austrian Empire, and Ministry of Foreign Affairs, has no effect upon the relations between Prussia and Austria, the friendliness of which is unimpaired. The German Parliament will conclude its labors on the 26th inst., and the sessions of the Prussian Diet open on the 27th.

RUSSIA.

PROPOSED ABRIDGEMENT OF GERMANY'S POWER IN THE BLACK SEA.

ST. PETERSBURG, Wednesday, Nov. 15, 1871.

The *Moscow Gazette*, in an editorial article, counsels Russia to demand the neutralization of Denmark and the restoration of Northern Schleswig to the latter country, as a means to counteract the power of Prussia on the Baltic Sea.

SPAIN.

CUBAN AFFAIRS DISCUSSED IN THE CORTES.

MADRID, Wednesday, Nov. 15, 1871.

In the Cortes to-day Señor Zorrilla denied that the first Spanish Ministry formed after the revolution which drove Queen Isabella from the throne devised or entertained a project for the sale of Cuba to the United States.

Much excitement was created in the Cortes by a speech from Señor Figueros, adverting to the relinquishment by Spain of Santo Domingo, during which the session for the day terminated.

CUBA.

MORE RE-ENFORCEMENTS FROM SPAIN.

HAVANA, Nov. 15.—The steamship Porto Rico landed reënforcements from Spain at Nuevitas, yesterday. Capt.-Gen. Valmaseda was at Santiago de Cuba on Monday.

THE NEW DOMINION.

THE ELECTIONS IN NEWFOUNDLAND—ANTI-CONFEDERATE CANDIDATES ELECTED—ROBBING DEAD BODIES.

ST. JOHNS, Nov. 8.—The elections in Newfoundland to decide whether the island should be confederated with the New Dominion have again resulted unfavorably to the Union party. St. Johns, which is represented in the local legislature by six members, has returned that number unanimously opposed to the wishes of the Crown. In many parts of the island there was no opposition to the Anti-Confederate candidates.

The bodies of those lost on board the schooner Albion on the night of the 9th of October, off the coast of St. Shott's N. F., being missing for many days in a quarter where the bodies of drowned persons are invariably discovered, great suspicion arose among the settlers. A few days later many corpses, mangled in a frightful manner, were found in the hut of a notorious wrecker situated on a hill which overlooks the scene of the loss of the Albion. The miscreant was arrested and conveyed by detectives to St. Johns. The bodies of the women were rifled of every valuable, and ears, wrists, and even necks, were either cut or chopped off, or lacerated in a most unnatural manner.

WASHINGTON.

EX-CONGRESSMAN STOKES INDICTED — DIRECTIONS TO ARMY PAYMASTERS—CENSUS STATISTICS—MEETING OF THE ANGLO-AMERICAN CLAIMS COMMISSION.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, Wednesday, Nov. 15, 1871.

The Grand Jury of the Criminal Court of the district to-day found a true bill against William B. Stokes, charging him with receiving fees while a Representative in Congress. The indictment consists of eight counts, and charges that, on the 1st day of March, 1871, he being a Representative in Congress, did for compensation act as attorney in prosecuting certain claims of members of a Company known as Capt. Beatty's Company of Independent Scouts. The indictment in the case of Powell charges him with receiving money while an officer of the United States, and is very similar in its counts to that of Stokes.

On the principle of "locking the barn after the horse is stolen," Paymaster-General Brice has issued a circular to army paymasters, directing that hereafter they shall issue no checks against their official deposits, except in pursuance of law and Treasury regulations, as follows: *First*, for payment of authorized vouchers; *second*, for transfer of credits from one to another paymaster in the same depository: *third*, to draw money for the payment of troops; *fourth*, in exchange for money when the deposit is at a distant point and the money needed for present public disbursement. In all cases a brief statement on the face or back of the checks should show the purpose for which they were issued.

The important circular letter issued a few days ago by Secretary Boutwell to his revising officers, ordering them to take up for reconsideration hereafter no claims or accounts which have once passed out of their hands into the Courts, has created quite a flutter among many persons interested. Within the last day or two several of them have appeared at the Department, and exhibited much disappointment at the sudden turn their affairs had taken.

Senator Schurz arrived here this morning to look after his residence for the Winter. He will return to New-York to-morrow. In regard to the statement in an untrustworthy New-York journal, to-day, that Gen. Butler, Speaker Blaine, Senator Conkling, and himself, had held a secret consultation at the Fifth-ave. Hotel, the Senator says he did not even see Mr. Conkling in New-York; that his consultation with Gen. Butler consisted of half a dozen words, having reference to the storm yesterday, and that no consultation was had by himself with any one on any subject in that city.

From the latest tables compiled in the Census office, it is ascertained that the number of blind persons in the United States is 20,230, distributed in States and Territories as follows: Alabama, 67; Arkansas, 133; California, 179; Connecticut, 252; Delaware, 39; Florida, 69; Georgia, 740; Illinois, 1,012; Indiana, 921; Iowa, 555; Kansas, 129; Kentucky, 698; Louisiana, 647; Maine, 344; Maryland, 477; Massachusetts, 719; Michigan, 418; Minnesota, 169; Mississippi, 479; Missouri, 904; Nebraska, 82; Nevada, 6; New-Hampshire, 209; New-Jersey, 317; New-York, 2,618; North Carolina, 699; Ohio, 1,[illegible]; Oregon, 36; Pennsylvania, 1,707; Rhode Island, 121; South Carolina, 651; Tennessee, 876; Texas, 499; Vermont, 333; Virginia, 886; West Virginia, 160; Wisconsin, 409; Arizona, 2; Colorado, 38; Dakota, 8; District of Columbia, 69; Idaho, 8; New Mexico, 150; Utah, 20; Washington, 8; and Wyoming, 3.

The number of accounts adjusted in the Fifth Auditor's office of the Treasury during the last fiscal year is 18,404, involving a total of $61,269,679 60.

The annual report of the Commissioner of Internal Revenue, so far as it relates to the tabular statements, has been completed. The Commissioner will make a long statement in reference to the statistical matter arising from the workings of his bureau, but does not contemplate making any suggestions or recommendations to Congress in order to bring about extra legislation for his office. The Boston-Pleasanton controversy will not be agitated, but will be left to the Secretary of the Treasury, who will state the case in full in his annual report. In this connection the Secretary authorises the statement that the views heretofore promulgated purporting to be his own, to be embraced in his forthcoming report, are wholly without foundation.

The consolidation of Internal Revenue districts has ceased for the present. Every movement in this direction that was intended by the Government has ceased, so far as the Revenue districts in cities are concerned. The cost of collecting the revenue in country districts exceeds the receipts, and very little will be done in changing the system applicable to them. The Territorial districts are not paying expenses. Senators now in the city express the opinion that efforts are to be made toward reviving the Joint Committee on Retrenchment. Gen. Schurz is prominent in this movement, and the general feeling among our National Legislators confirms the impression that many millions of dollars are to be saved to the Government by a proper examination into the several miscellaneous offices under Government control.

J. W. Gaff of Cincinnati, President of the National Distillers' Association, and other distillers from various parts of the country, have arrived here for the purpose of urging upon the Senate Finance Committee, now in session, some action to relieve them of the burdens which they claim are destroying their business. Other delegations are expected.

[GENERAL PRESS DISPATCH.]

The American and British Claims Commission met today at noon. All the members were present. The business which has thus far occupied their time is of no public interest, it being merely as to legal practice and routine. The Commission will, on Friday, adjourn until the early part of December, when the principles of International law will be determined, involving the disposal of a large number of cases. About 18 cases of British subjects have been presented to the Commission, but none from Americans. It may not be generally known that claims from the latter against Great Britain must be filed within six months from the 26th of September last—in other words, claims must be filed by the 26th of March next. Some of the newspapers have erroneously stated that the Commission have decided that the claims of persons heretofore British subjects, but who have become naturalized American citizens, shall not be presented to them. The truth is [illegible] instruction to that effect came from Her Majesty's Government in response to an inquiry by Mr. Howard, the British agent. This instruction will govern his conduct in the presentation of claims.

A dispatch received at the Navy Department, dated at Tunis, on board the United States steamer Richmond, July 16, gives an interesting account of an interview between Commodore Mullaney and the Bey of Tunis. The Commodore was accompanied on shore by 11 of his officers, and the party were received at the landing with a salute of 15 guns. The party were escorted by a Tunisian Rear-Admiral to his own quarters, and there awaited a summons from the Bey. After a short delay they were received by the Bey in a large pavilion on the sea shore, his temporary residence. The party was most cordially welcomed. Sentiments complimentary to either country were interchanged through an interpreter. On taking leave the Bey took the hand of Commodore Mullaney, and shaking it earnestly, charged the Commodore with the following message to the President of the United States: "When you return home, go to the President and tell him that his good friend, the Bey of Tunis, sends him cordial and friendly greetings; and that the United States and its people are nearest to his heart." Before leaving, Commodore Mullaney was received by the Prime Minister, who was also very complimentary in his expressions regarding the United States.

The Secretary of the Treasury, in an official circular, has promulgated the additional rules and regulations, &c., of the Board of Supervising Inspectors of Steam Vessels, which now have the full force of law. He especially directs attention to the rule which requires all steamers carrying passengers, or freight, when lying at the wharf or landing, without steam to work the pumps, to be provided with a certain number of portable fire-extinguishers, that have been approved by the Board of Supervising Inspectors and the Secretary of the Treasury. In enforcing the provisions of this rule, Inspectors are further enjoined to cause such fire-extinguishers to be properly arranged on such steamers, and to give the watchman or other officers in charge thereof, the necessary instructions for the use and management of the same.

By direction of the President, the Postmaster-General is investigating the charges made against Mr. Prosser, ex-member of Congress from Tennessee, and Postmaster at Nashville, to the effect that he accepted pay for getting certain claims through Congress.

The Commissioner of Internal Revenue decides that an instrument purporting to be a receipt given to a depositor by his banker as evidence of a withdrawal of his deposits, or of a portion thereof, requires a check stamp if it contains the name of a third party, or other additional words which show that it is negotiable.

THE TAMMANY CONSPIRATORS.

MR. TWEED'S RUMORED SUCCESSOR.

The latest news concerning Mr. Tweed is (and it comes from a trustworthy source) that after Gen. McClellan, acting on the advice of his friends, declined to enter into any arrangement making him Mr. Tweed's successor in the Department of Public Works, the Ring men cast about for some other suitable person, and finally decided on Francis M. Bixby, a well-known merchant of this city. It is understood that he is willing to accept the position, and that whenever Mr. Tweed is ready to resign he will do so; and Mr. Bixby will be appointed and installed.

INGERSOLL STILL HIDING.

The arrest of Ingersoll has not yet been accomplished, although it was fancied yesterday that he would return to New-York, and Deputy Sheriff Judson Jarvis spent several hours in watching for him. Early in the morning Ingersoll's father visited the Sheriff's office, and confided the fact to a TRIBUNE reporter that his son's bond had been ready frequently, and that then no arrest had been attempted; but he omitted to state that whenever the bond was ready James H. Ingersoll was out of the city, except when the order of arrest had expired. Mr. Ingersoll, sr., also intimated that his son was visiting the city daily. The person so eagerly looked for is, in fact, still staying at Orange, N. J., and the opinion in the Sheriff's office is that he cannot find friends wealthy enough to become his surety to the amount of $1,000,000. A report was circulated yesterday that Ingersoll had been seen in the office of the Department of Public Works, but Mr. Tweed says that since his first flight Ingersoll has not been in his office.

FIRES.

A BLOCK OF BUILDINGS BURNED.

GODERICH, Ont., Nov. 15.—The whole of Cameron's block on King-st. was burned this morning, including *The Star* office, Johnston & Payne's, Cameron & Gurrow's law office, and the Huron Hotel. Johnston & Payne's loss is $2,000, insured for $1,000; Donoghy & Simmons, $2,000, insured for $900; Capt. Cox of the Huron Hotel, $5,000, insured for $3,000; Cameron's block, $12,000, insured for $6,000.

EXTENSIVE FIRE AT BREWSTER'S STATION, N. Y.

BREWSTER'S STATION, Putnam Co., N. Y., Nov. 15.—About 5 o'clock this morning a fire broke out in H. D. Pendleton & Co.'s sash and blind factory, and spread to Brewster's lumber yard, the grain mills adjoining, and to the grain store of Townsend Brothers, where its progress was stopped by the activity of the firemen. Baker & Hunt's grain mills narrowly escaped, and the entire business portion of the town was endangered. The losses were as follows: W. F. Brewster, $5,000; no insurance. H. D. Pendleton, $5,000; no insurance. Bragg & Poland, $3,000; insurance, $2,000. Townsend & Bros., $2,000; partially insured. The Baptist Church Society lost a quantity of stained glass, intended for the new church, valued at $800, and uninsured.

SUPPOSED ARRIVAL OF THE GRAND DUKE—ANOTHER RUSSIAN FRIGATE SIGHTED.

The following dispatch was received at THE TRIBUNE Office last night:

Another Russian frigate has appeared in sight from the Highlands—no doubt one of the remaining vessels of the fleet accompanying the Grand Duke Alexis to this country.

No further intelligence had been received up to the hour of going to press, beyond the fact that the steamer Andrew Fletcher left Upper Quarantine a few minutes past 8 o'clock with the Deputy Health Officer and several reporters on board. Whether they succeeded in boarding the stranger is not yet known.

LATER.—SANDY HOOK, Nov. 15—Midnight.—But one steamship has passed to-night, and she proceeded up the bay. The vessel seen from the Highlands this afternoon, which was supposed to be one of the Russian fleet, has stood off shore until morning.

EXTENSION OF TELEGRAPH LINES.

BROWNSVILLE, Texas, Nov. 15.—The Western Union Telegraph Company's lines have been extended to this city, thereby establishing telegraphic communication between the United States and Mexico.

PERSONAL—BY TELEGRAPH.

....Ernest P. Barron has been appointed Gauger for the XXIIId New-York District.

....Col. R. G. Stone, age 63, editor of *The Plattsburgh* (N. Y.) *Republican*, died yesterday.

....District-Attorney T. S. Bakker of Troy died yesterday. He was defeated District-Attorney at the last election.

....The Hon. John L. Way of Woodfield, Ohio, Judge of the Belmont and Noble Circuit, was found dead, early yesterday morning, in one of the streets of that town. There was no sign of violence. It is supposed the exertion, for some infirmity he had, killed him. He was 60 years of age.

....The officers elect of the American Institute of Architects are as follows: President, Henry Hobson of New-York; Vice-President, R. G. Hatfield of New-York; Secretary, Paul Pelton of New-York; Treasurer, [illegible]; Executive Committee, [illegible]; Committee on Publication, [illegible]; Committee on Library and Museum, [illegible]; Committee on Competitions, [illegible]; Committee on Professional Practice, [illegible]; Committee on Education, [illegible]; Committee on Art, [illegible]; Committee on Science and Technology, [illegible]; Committee on Government, [illegible]; Committee on Relations with Other Societies, [illegible]; Committee on Library and Museum, [illegible]; Committee on Publication